

Appendix N

Historic Properties Technical Memorandum



Memorandum

Date:	October 2020, revised April 2021
To:	Utah State Historic Preservation Officer
CC:	Consulting Parties
From:	Alan Tabachnick, Historic Preservation Specialist Surface Transportation Board, Office of Environmental Analysis
Subject:	Uinta Basin Railway National Historic Preservation Act / Section 106 Preliminary Identification and Evaluation and Effect Analysis 36 C.F.R. § 800.4(b)(2) (Phased Identification)

Abstract

In conjunction with the Surface Transportation Board (Board)'s consideration of the Seven County Infrastructure Coalition (Coalition)'s application for authority to construct and operate a rail line in Utah, the Board's Office of Environmental Analysis (OEA) is analyzing potential effects of the proposed rail line in accordance with its obligations under Section 106 of the National Historic Preservation Act (NHPA) (Section 106). OEA opted to use a *program alternative*, the Phased Identification process, to satisfy its Section 106 responsibilities. This document partially fulfills the Board's Section 106 obligation. Should the Board grant the Coalition's application, completion of the Section 106 analysis will be carried out in accordance with a Programmatic Agreement (PA). The analysis presented in this document is, therefore, preliminary.

Based on background research and field survey conducted by the Coalition, OEA has established the presence of historic properties within the Area of Potential Effects (APE) for the three Action Alternatives under consideration. The Coalition conducted commensurate archaeological and historic architecture investigation for three Action Alternatives under consideration: the Indian Canyon Alternative, Wells Draw Alternative, and Whitmore Park Alternative. The Coalition's field survey effort for archaeology covered 1.3 percent of the APE for the Indian Canyon Alternative, 3.3 percent for the Wells Draw Alternative, and 1.0 percent for the Whitmore Park Alternative. Their field survey for historical architecture covered 66.4 percent of the Indian Canyon Alternative APE,

86.3 percent of the Wells Draw Alternative APE, and 67 percent of the Whitmore Park Alternative APE.

During this initial phase of Section 106 analysis, OEA identified 16 historic properties in the APE. These 16 historic properties include one property listed in the National Register of Historic Places (National Register or NRHP), five properties previously determined eligible for listing in the National Register with State Office of Historic Preservation (SHPO) concurrence, and 10 properties newly determined eligible for listing in the National Register. ~~OEA is requesting SHPO concurrence with its eligibility determinations regarding the 10 newly identified historic properties.~~ OEA additionally identified 14 properties that it *assumes* are National Register-eligible. OEA is *treating* these 14 properties as National Register-eligible for the purpose of this preliminary phase of Section 106 compliance. OEA is not requesting concurrence with these assumptions. Finally, OEA determined 20 properties National Register-ineligible. ~~OEA requests SHPO concurrence with these ineligible determinations.~~ Based on the preliminary analysis, the APE for each Action Alternative includes historic properties: 16 for the Indian Canyon Alternative, 19 for the Wells Draw Alternative, and 16 for the Whitmore Park Alternative. [OEA requested concurrence on its Phase 1 eligibility and ineligibility determinations; SHPO concurred on November 2, 2020.](#)

Based on its preliminary effects analysis, OEA found that the proposed rail line would result in an adverse effect on all identified historic properties in the APE and the overall effect on historic properties would be similar for all Action Alternatives. [SHPO concurred on November 2, 2020.](#)

Introduction

The Coalition proposes to construct and operate an approximate 85-mile single-track rail line in Carbon, Duchesne, Uintah, and Utah Counties, Utah, to connect the Uinta Basin (the Basin) to the existing interstate rail network (Project). The proposed rail line would extend from two terminus points in the Basin near Myton, Utah and Leland Bench, Utah to a proposed connection with the existing Union Pacific (UP) Provo Subdivision near Kyune, Utah.

The Board grants authority to construct and operate lines of railroad. Because construction and operation of the proposed rail line would result in significant environmental impacts, OEA is conducting analysis pursuant to the National Environmental Policy Act (NEPA) prior to its decision to grant, deny, or grant with conditions the Coalition's request for authority.

The Board considers the action of granting authority to construct and operate lines of railroad to constitute an undertaking for the purposes of NHPA.

The Board submits this document to the Utah SHPO and other consulting parties in partial fulfillment of its responsibilities under NHPA, specifically Section 106.

Project Description

The Coalition anticipates that rail traffic on the proposed rail line would primarily consist of trains transporting crude oil from the Basin to markets across the United States. The Coalition also expects

that trains would transport frac sand into the Basin for use in the oil and gas extraction industry. The total volume of rail traffic would depend on future markets for crude oil, which is driven by global demand and capacity at oil refineries. Depending on those future market conditions, the Coalition estimates that as few as 3.68 or as many as 10.52 trains could operate on the proposed rail line each day, on average. That estimate includes between 3.68 and 9.92 crude oil trains, including both unloaded trains entering the Basin and loaded trains leaving the Basin, and between 0 and 0.6 frac sand trains, including both loaded trains entering the Basin and unloaded trains leaving the Basin. The Coalition expects that the majority of crude oil transported on the proposed rail line would originate from new extraction projects in the Basin or increased production at existing oil wells. The Coalition does not expect that the proposed rail line would divert existing oil truck traffic to rail transportation for the purposes of serving existing oil refineries in Salt Lake City in the short term.

The Coalition expects that shippers could also use the proposed rail line to transport various heavy and bulk commodities found in the Basin, such as soda ash, phosphate, natural gas, oil shale, Gilsonite, natural asphalt, limestone, bentonite, heavy clay, aggregate materials, bauxite, low-sulfur coal, and agricultural products. These products would be transported in cars added to crude oil trains or frac sand trains. The Coalition does not anticipate that the volume of other commodities would be large enough to warrant dedicated trains.

The Coalition anticipates that shippers of crude oil or other third parties would construct terminals at the two terminus points of the proposed rail line near Myton, Utah and Leland Bench, Utah to facilitate the transportation of crude oil. The Coalition is not proposing to construct terminals at the two terminus points as part of its petition filed with the Board, and the Board would not have a role in permitting those facilities if another nonrail party were to construct them. Because the potential terminals are not part of the proposed action, they are not addressed in this document.

Alternatives

Based on extensive prior analysis by the Utah Department of Transportation ([UDOT](#)) and the Coalition that considered the Project's purpose and need, logistical feasibility, and practicality of implementation, the Board identified three alternatives to consider in its environmental documents (Action Alternatives). The following subsections describe the three Action Alternatives. All Action Alternatives would connect two terminus points near Myton, Utah and Leland Bench, Utah to an existing rail line near Kyune, Utah. The Whitmore Park Alternative is the Coalition's preferred alternative.

Different alternatives cross land owned, managed or controlled by private parties, Bureau of Land Management (BLM), U.S. Forest Service (Forest Service), [Utah Department of Transportation](#) ([UDOT](#)), Utah School and Institutional Trust Lands Administration (SITLA), Utah Public Lands Policy Coordinating Office, Bureau of Indian Affairs (BIA), and the Ute Indian Tribe of the Uintah and Ouray Reservation.

Indian Canyon Alternative

The Indian Canyon Alternative would extend approximately 81 miles from two terminus points in the Basin near Myton, Utah and Leland Bench, Utah to a connection with an existing UP rail line near Kyune, Utah. Starting at Leland Bench, approximately 9.5 miles south of Fort Duchesne, Utah, the route would proceed westward, past the South Myton Bench area, until intersecting Indian Canyon approximately 2 miles south of Duchesne, Utah. After entering Indian Canyon, the route would turn southwest and follow Indian Creek upstream toward its headwaters below Indian Creek Pass, paralleling U.S. Highway 191 (US 191) for approximately 21 miles. The Indian Canyon Alternative would use a summit tunnel to pass through the West Tavaputs Plateau near Indian Creek Pass on US 191. After emerging from the tunnel, it would descend the Roan Cliffs to reach Emma Park, an open grassy area at the base of the Roan Cliffs. The route would then run westward through Emma Park where it would split into a westbound and eastbound wye¹ configuration that would connect to the UP Provo Subdivision near the railroad timetable station at Kyune. In addition to the summit tunnel, the Indian Canyon Alternative would include two additional tunnels.

Wells Draw Alternative

The Wells Draw Alternative would extend approximately 103 miles from two terminus points in the Basin near Myton and Leland Bench to an existing UP rail line near Kyune. The lines from the two terminus points would meet at a junction approximately 6.5 miles south of South Myton Bench. From the junction, the Wells Draw Alternative would run southward, generally following Wells Draw toward its headwaters. After reaching the headwaters of Wells Draw, the alternative would turn westward and enter Argyle Canyon. It would remain on the north wall of Argyle Canyon for approximately 25 miles, eventually reaching the floor of the canyon near the headwaters of Argyle Creek. The Wells Draw Alternative would then enter a summit tunnel through the West Tavaputs Plateau. The location of the summit tunnel's west portal would be similar to the Indian Canyon's summit tunnel west portal, but its east portal would be located in the upper reaches of Argyle Canyon instead of the upper reaches of Indian Canyon. After emerging from the tunnel, the Wells Draw Alternative would descend the Roan Cliffs to reach Emma Park. It would then run westward through Emma Park where it would split into a westbound and eastbound wye configuration that would connect to the UP Provo Subdivision near Kyune. In addition to the summit tunnel, the Wells Draw Alternative would include 12 additional tunnels.

Whitmore Park Alternative

The Whitmore Park Alternative would extend approximately 88 miles from terminus points in the Basin near Myton and Leland Bench to an existing UP rail line near Kyune. This alternative would overlap for much of its length with the Indian Canyon Alternative. Approximately 23 miles west of the terminus point near Leland Bench, the Whitmore Park Alternative would diverge from the Indian Canyon Alternative, heading south to avoid the residential Mini Ranches area near Duchesne, Utah. It would then continue west to Indian Canyon and turn southwest to follow Indian Creek, paralleling US 191. Like the Indian Canyon Alternative, the Whitmore Park Alternative would use a

¹ The term *wye* refers to the Y-like formation that is created at the point where train tracks branch off the main line to continue in different directions.

summit tunnel to pass through the West Tavaputs Plateau near Indian Creek Pass on US 191. After emerging from the tunnel, the Whitmore Park Alternative would again diverge from the Indian Canyon Alternative to head south and southeast on its descent from the Roan Cliffs. After reaching Emma Park, it would follow Whitmore Park Road westward, cross US 191, and continue west along Quarry Road and Emma Park Road where it would split into a westbound and eastbound wye configuration that would connect to the UP Provo Subdivision near Kyune. In addition to the summit tunnel, the Whitmore Park Alternative would include four additional tunnels.

Regulatory Setting

The primary laws that govern the Board's consideration of cultural resources are NEPA and NHPA. Protection of historic properties at 36 C.F.R. Part 800 is the regulation that implements Section 106. The Board is coordinating Section 106 of NHPA and NEPA for the proposed rail line.

National Environmental Policy Act

NEPA requires federal agencies to consider the of potential environmental effects for any proposed major federal agency action. NEPA implementing procedures are set forth in the President's Council on Environmental Quality's Regulations for Implementing NEPA (40 C.F.R. Part 1500). NEPA requires federal agencies to consider the effects of a project on the environment, including historic and cultural resources. If reasonable alternatives exist, NEPA requires agencies to rigorously explore and objectively evaluate the alternatives. Agencies should give a similar level of attention to cultural resources as that given to other types of resources for all alternatives to establish a baseline of information to consider during consultation and review.

National Historic Preservation Act

NHPA requires federal agencies to take into account the effects of their actions on historic properties defined as those listed in, or eligible for listing in the National Register. Section 106 applies when a federal agency determines its action to be an undertaking, which is defined as "a project, activity, or program funded in whole or in part under the direct or indirect jurisdiction of a Federal agency, include those carried out by or on behalf of a Federal agency; those carried out with Federal financial assistance, and those requiring a Federal permit, license, or approval." [36 C.F.R. § 800.16(y)]. OEA has determined that Board approval to construction and operate the Project is an undertaking subject to Section 106. OEA is coordinating the NEPA analysis with the Section 106 consultation and review.

Protection of Historic Properties at 36 C.F.R. Part 800 is the regulation that implements Section 106. The Section 106 process consists of four steps.

1. **Initiate consultation.** In considering project effects, federal agencies consult with the appropriate state historic preservation officer/tribal historic preservation officer, tribes, local governments, project applicants, other interested parties, and members of the public. Federal agencies must also provide the ACHP an opportunity to comment on the undertaking. Consultation occurs at all subsequent steps of the Section 106 process.

2. **Identify and evaluate potential historic properties.** Based on the nature and scope of the undertaking, federal agencies develop an area of potential effects (APE). Based on consultation, research, and field investigation, the federal agency identifies buildings, structures, objects, and districts (properties) within that APE. With the guidance of tribes, the federal agency also identifies properties of religious and cultural significance to tribes. The federal agency evaluates these properties to determine whether the properties have already been included in the National Register or are eligible for inclusion in the National Register. Those that are National Register-listed or -eligible are considered *historic properties* for the purposes of Section 106. If no historic properties are present in the APE, the Section 106 process is complete.
3. **Assess effects.** If historic properties are present in the APE, the federal agency assesses the extent to which the proposed project (undertaking) “may alter, directly or indirectly, any of the characteristics of a historic property that qualify it for inclusion in the National Register in a manner that would diminish the integrity of the property’s location, design, setting, materials, workmanship, feeling, or association” [36 C.F.R. § 800.5(a)(1)]. If the federal agency determines that the proposed project (undertaking) would not alter the historic property in this way, the Section 106 process is complete.
4. **Resolve adverse effects.** If the federal agency determines that the proposed project (undertaking) would alter the historic property in this way, an *adverse effect* results. The federal agency takes steps to avoid, minimize, or mitigate the adverse effect, which is known as *resolving* the adverse effect under Section 106. These steps are memorialized in a binding agreement document.

National Register of Historic Places

Authorized by the Historic Sites Act of 1935, the NHPA established the National Register as “an authoritative guide to be used by federal, state, and local governments; private groups; and citizens to identify the nation’s cultural resources and to indicate what properties should be considered for protection from destruction or impairment.” The National Register recognizes properties that are significant at the national, state, and local levels.

The National Register includes properties that possess qualities of significance in American history, architecture, archaeology, engineering, and culture. These qualities are present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and meet any of the following criteria.

- **Criterion A.** A property is associated with events that have made a significant contribution to the broad patterns of our history.
- **Criterion B.** A property is associated with the lives of persons significant in our past.
- **Criterion C.** A property embodies the distinctive characteristics of a type, period, or method of construction; represents the work of a master; possesses high artistic values; or represents a significant and distinguishable entity whose components may lack individual distinction.
- **Criterion D.** A property yields, or may be likely to yield, information important in prehistory or history.

Ordinarily, birthplaces, cemeteries, or graves of historical figures; properties owned by religious institutions or used for religious purposes; structures that have been moved from their original locations; reconstructed historic buildings; properties that are primarily commemorative in nature; and properties that have achieved significance within the past 50 years are typically not considered eligible for the National Register, unless they satisfy certain conditions. For the purposes of the Project, OEA is using a 45-year threshold in recognition of the project construction schedule.

Section 106 Compliance Approach

The Section 106 implementing regulation offers several paths to achieve compliance. Pursuant to 36 C.F.R. § 800.4(b)(2), OEA opted to use a *program alternative*, the Phased Identification process, to satisfy its obligations under Section 106 for the Project. Phased Identification allows OEA to perform *some* of its Section 106 responsibilities *before* it authorizes an undertaking and to *defer* fulfillment of its *remaining* responsibilities until after it authorizes the undertaking to proceed but before the associated work begins. Use of the Phased Identification process is allowable “where alternatives under consideration consist of corridors of large land areas, or where access to properties is restricted” [36 C.F.R. § 800.4(b)(2)]. Phased Identification is appropriate for this Project because the three Action Alternatives under consideration consist of corridors encompassing large land areas and because of access limitations.

The Phased Identification process described at 36 C.F.R. § 800.4(b)(2) permits OEA to “defer final identification and evaluation of historic properties” through the use of a PA (800.13 (b)). It tasks OEA with establishing the “likely presence of historic properties within the area of potential effects for each alternative ... through background research, consultation, and an appropriate level of field investigation, taking into account the number of alternatives under consideration, the magnitude of the undertaking and its likely effects, and the views of the SHPO/THPO, and any other consulting parties.”

The first phase is occurring while a broad range of alternatives are being considered under NEPA. Phase 1 includes establishing the *likely presence* of historic properties. OEA’s actions during this phase include review and incorporation of the Coalition’s background research and its reconnaissance-level survey and inventory; development of an APE; consultation, preliminary determinations of eligibility and effects analysis; and development of a PA pursuant to 36 C.F.R. § 800.14(b)(1)(ii). These actions are described in detail below.

The second phase would occur if the Board authorized an Action Alternative. Phase 2 would include the completion of the identification and evaluation of historic properties effort, robust assessment of effects, and resolution of adverse effects in accordance with the terms of the PA.

Consultation

Under the Phased Identification process, OEA remains responsible for consultation with SHPO and other consulting parties, seeking comment and input, and considering consulting party concerns pursuant to 36 C.F.R. § 800.2.

OEA's formal Section 106 consultation effort began in June 2019, when it identified and sent letters to an appropriate group of potential consulting parties. In July 2019, OEA conducted public meetings for the purpose of soliciting public comment on the *Draft Scope of Study related to the Environmental Impact Statement* for the Project. These meetings took place in Fort Duchesne, Price, Vernal, Roosevelt, and Salt Lake City, Utah. OEA additionally conducted a public meeting in Craig, Colorado. OEA invited all parties with whom it initiated consultation to participate in the public meetings.² OEA invited meeting participants to share information regarding all environmental topics, including cultural resources. Throughout fall 2019, OEA followed up on its initiation letters by email and telephone to determine whether each invited party wished to participate in consultation. The Draft Scope of Study included an alternative extending east into Colorado. OEA did not carry the Colorado alternative forward to the Final Scope of Study; therefore, Colorado is not included in the APE and OEA is not consulting with parties located in Colorado.

In November 2019, OEA traveled to the Basin and held an in-person meeting regarding the Section 106 process. OEA invited all consulting parties to join. Starting in January 2020, OEA hosted monthly consulting party teleconferences. OEA also held a topic-specific teleconference to solicit consulting party perspectives on the likely presence and significance of rock art in the APE. In addition to these group consultations, OEA consulted individually with the Forest Service, SHPO, Advisory Council on Historic Preservation (ACHP), and SITLA to ensure full understanding of their views and concerns. OEA also consulted with the Ute Indian Tribe in person and via telephone on multiple occasions throughout the process to date.

To keep the public involved and informed, OEA included a page on the Board-sponsored Project website (www.uintabasinrailwayeis.com) devoted to the Project's compliance with NHPA and updates this page regularly.

Tables 1 through 7 detail consultation for this Project, Attachment I includes the Section 106-related correspondence for the Project.

Record of Consultation

Federal Agencies (36 C.F.R. § 800.2(a))

ICF contacted the federal agencies listed in Table 1 and invited the agencies to participate in the Section 106 process for the Project. The following agencies accepted consulting party status: BLM Price Field Office; BLM Vernal Field Office; U.S. Army Corps of Engineers, Sacramento District (USACE); U.S. Environmental Protection Agency; and Forest Service, Ashley National Forest, Duchesne/Roosevelt Ranger District.

² Because the Final Scope of Study did not include an alternative in Colorado, OEA did not include all parties in Colorado in ongoing consultation.

Table 1. Consultation with Federal Agencies

Agency	Action/Summary	Status
BIA, Uintah and Ouray Agency	<ul style="list-style-type: none"> Initiated Section 106 consultation on 6/19/2019. Accepted consulting party status 1/13/2020 Invited to participate in consulting party teleconferences 1/6/2020. Participated in consulting party meetings in January, February, March, April, and September, and December 2020. Participated in topic-specific consulting party meeting on rock art 4/29/2020. Provided draft APE and requested comments 3/23/2020. Confirmed role and responsibilities in the PA 7/10/2020 and 7/16/2020. Provided draft PA and requested comments 8/21/2020. Provided PA comments 8/24/2020. 	Accepted consulting party status.
BIA, Western Agency	<ul style="list-style-type: none"> Initiated Section 106 consultation 6/19/2019. Teleconference 11/4/2019. Accepted consulting party status 11/04/2019. Invited to participate in consulting party teleconferences 1/6/2020. Provided draft APE and requested comments 3/23/2020. Participated in consulting party meetings in March, June, August, and September, and October 2020. Confirmed role and responsibilities in the PA 7/10/2020, 7/16/2020, and 7/20/2020. Provided draft PA and requested comments 8/21/2020. 	Accepted consulting party status.
BLM, Price Field Office	<ul style="list-style-type: none"> Meeting 3/21/2019. Initiated Section 106 consultation 6/19/2019. Invited to participated in consulting party teleconferences 1/6/2020. Provided draft APE and requested comments 3/23/2020. Participated in consulting party meetings in January, March, and June 2020. Confirmed role and responsibilities in the PA 7/10, 7/20, and 7/21/2020. Provided draft PA and requested comments 8/21/2020. 	Accepted consulting party status.

Agency	Action/Summary	Status
BLM, Vernal Field Office	<ul style="list-style-type: none"> • Meeting 3/21/2019. • Initiated Section 106 consultation 6/19/2019. • Invited to participate in consulting party teleconferences 1/6/2020. • Provided draft APE and requested comments 3/23/2020. • Participated in consulting party meetings January, March, April, May, June, August, September, October, and December 2020. • Participated in topic-specific consulting party meeting on rock art 4/29/2020. • Participated in topic specific consulting party meeting to review the PA 9/9/2020. • Confirmed role and responsibilities in the PA 7/10, 7/20, and 7/21/2020. • Provided draft PA and requested comments 8/21/2020. • Provided PA comments 9/21/2020 • Meeting 9/30/2020 	Accepted consulting party status.
FHWA	<ul style="list-style-type: none"> • Initiated Section 106 consultation 6/19/2019. • Declined consulting party status on 6/25/2019 (Utah) and 7/01/2019 (Colorado). • Recommended inviting state Department of Transportation to consult 10/28/2019. 	Declined consulting party status.
FRA, Office of Program Delivery	<ul style="list-style-type: none"> • Initiated Section 106 consultation 6/19/2019. • Followed up on initiation invitation 1/6/2020. 	Has not accepted consulting party status.
National Park Service, Cultural Resources, Intermountain Region	<ul style="list-style-type: none"> • Initiated Section 106 consultation 6/19/2019. • Teleconference on 10/28/19. • Declined to pursue consultation after publication of Final Scope of Study (December 2019) which did not include a Colorado alternative. 	Has not accepted consulting party status.
USACE	<ul style="list-style-type: none"> • Meeting 3/21/2019. • Initiated Section 106 consultation 6/19/2019. • Accepted consulting party status on 8/26/2019. • Invited to participate in consulting party teleconferences 1/6/2019. • Provided draft APE and requested comments 3/23/2020. • Participated in consulting party meetings in February, March, April, May, June, and September, October, and December 2020. • Participated in topic-specific consulting party meeting on rock art 4/29/2020. 	Accepted consulting party status.

Agency	Action/Summary	Status
	<ul style="list-style-type: none"> Participated in topic specific consulting party meeting to review the PA 9/9/2020. Confirmed agency's role and responsibilities in the PA 7/10 and 7/14/2020. Provided draft PA and requested comments 8/21/2020. Provided PA comments 9/30/2020. 	
USEPA	<ul style="list-style-type: none"> Invited to participate in consulting party teleconferences 1/6/2020. Provided draft PA and requested comments 8/21/2020. 	Has not accepted consulting party status.
Forest Service	<ul style="list-style-type: none"> Initiated Section 106 consultation 6/19/2019. Accepted consulting party status 6/24/2019. Invited to participate in consulting party teleconferences 1/6/2019. Provided draft APE and requested comments 3/23/2020. Teleconference 4/6/2020. Participated in consulting party meetings in January, February, March, April, May, August, and September, and October 2020. Participated in topic specific consulting party meeting to review the PA 9/9/2020. Confirmed role and responsibilities in the PA 7/10, 7/20, and 8/10/2020. Provided draft PA and requested comments 8/21/2020. Provided comments on draft PA 8/26/2020. Meeting 9/30/2020. 	Accepted consulting party status.

Notes:

BIA = U.S. Bureau of Indian Affairs; PA = Programmatic Agreement; BLM = Bureau of Land Management; FHWA = Federal Highway Administration; FRA = Federal Railroad Administration; USACE = U.S. Army Corps of Engineers; USEPA = U.S. Environmental Protection Agency; Forest Service = U.S. Forest Service

Advisory Council on Historic Preservation (36 C.F.R. § 800.2 (b))

Table 2 provides a record of OEA's consultation with ACHP.

Table 2. Consultation with Advisory Council on Historic Preservation

Agency	Action/Summary	Status
ACHP	<ul style="list-style-type: none"> • Teleconferences 10/4/2019, 2/6/2020, and 5/28/2020. • E-106 package submitted 2/24/2020. • Invited to participate in consulting party teleconferences 1/6/2020. • Provided draft APE and requested comments 3/23/2020. • Participated in consulting party meetings January, February, March, and May 2020. • Participated in topic-specific consulting party meeting on rock art 4/29/2020. • Provided draft PA and requested comments 8/21/2020. • Declined formal participation in Section 106 consultation 9/9/2020. 	Declined to formally participate.

Notes:

ACHP = Advisory Council on Historic Preservation

State Historic Preservation Offices, Tribal Representatives, Local Government Agencies, Applicants for Federal Permits, and Additional Consulting Parties (36 C.F.R. § 800.2 (c))

Table 3 through Table 6 provide overviews of OEA's consultation outreach efforts with the SHPOs, tribal representatives, local government agencies, and additional consulting parties. The following parties accepted consulting party status: BIA, Uintah and Ouray Agency; BIA, Western Agency; Carbon County; Colorado Office of Archaeology and Historic Preservation (SHPO); Colorado Plateau Archaeological Alliance; Duchesne County; Nine Mile Canyon Coalition; Public Lands Policy Coordinating Office; the Coalition; SITLA; the Hopi Tribe of Arizona; Uintah County; Utah Division of State History (SHPO); Utah Rock Art Research Association; and the Ute Indian Tribe of the Uintah and Ouray Reservation.

Table 3. Consultation with State Historic Preservation Officers

Consulting Party	Action/Summary	Status
Colorado Office of Archaeology and Historic Preservation (SHPO)	<ul style="list-style-type: none"> • Initiated Section 106 consultation 4/10/2019. • Teleconference 5/1/2019. • Declined to pursue consultation after publication of Final Scope of Study (December 2019), which did not include a Colorado alternative. 	Accepted consulting party status.

Consulting Party	Action/Summary	Status
Utah Division of State History (SHPO)	<ul style="list-style-type: none"> Initiated Section 106 consultation 4/10/2019. Meeting 11/20/2019. Invited to participate in consulting party teleconferences 1/6/2020. Requests for information/comments 6/19/2019, 1/22/2020, 1/30/2020, 3/31/2020, 4/23/2020, 5/22/2020, and 6/18/2020. Comments provided 4/8/2020, 5/12/2020, 5/22/2020, and 6/2/2020. Teleconferences 5/1/2019, 9/19/2019, 10/4/2019, 10/15/2019, and 4/23/2020. Provided draft APE and requested comments 3/23/2020. Participated in topic-specific consulting party meeting on rock art 4/29/2020. Participated in monthly consulting party meetings January, February, March, April, May, June, August, and September, October, and December of 2020. Participated in topic specific consulting party meeting to review the PA 9/9/2020. Provided draft PA and requested comments 8/21/2020. Provided PA comments 9/9/2020. Meeting 10/7/2020. 	Accepted consulting party status.

Table 4. Consultation with Ute Indian Tribe

Consulting Party	Action/Summary	Status
Ute Indian Tribe of the Uintah and Ouray Reservation	<ul style="list-style-type: none"> Initiated Section 106 consultation 6/19/2019. Invited to participate in consulting party teleconferences 1/6/2020. Provided draft APE and requested comments 3/23/2020. Meetings 2/5/2019, 5/30/2019, 9/12/2019, and 1/28/2020. Teleconferences 1/24/2020, 5/6/2020, 5/28/2020, 7/27/2020, and 8/13/2020, 3/1/2021, and 3/17/2021. Draft copy of the PA provided for review 7/24/2020 and 8/6/2020. Participated in consulting party meetings in January, February, and April 2020. 	Accepted consulting party status.

Consulting Party	Action/Summary	Status
	<ul style="list-style-type: none"> Participated in topic-specific consulting party meeting on rock art 4/29/2020. 	

Table 5. Consultation with Other Tribal Representatives (Alphabetical Order)

Consulting Party	Action/Summary	Status
Apache Tribe of Oklahoma	<ul style="list-style-type: none"> Initiated Section 106 consultation 6/19/19. Followed up on initiation invitation 12/16/2019, 1/6/2020, 6/16/2020, and 6/22/2020. Provided draft PA and requested comments 8/21/2020. 	Has not accepted consulting party status.
Confederated Tribes of Goshute Reservation, Nevada and Utah	<ul style="list-style-type: none"> Initiated Section 106 consultation 6/19/2019. Followed up on initiation invitation on 10/25/2019, 11/25/2019, 1/6/2020, 6/16/2020, and 6/22/2020. Provided draft PA and requested comments 08/21/2020. 	Has not accepted consulting party status.
Eastern Shoshone Tribe of the Wind River Reservation, Wyoming	<ul style="list-style-type: none"> Initiated Section 106 consultation 6/19/2019. Followed up on initiation invitation on 10/24/2019, 10/29/2019, 1/6/2020, 6/16/2020, and 6/22/2020. Provided draft PA and requested comments 8/21/2020. 	Has not accepted consulting party status.
Fort Belknap Indian Community of the Fort Belknap Reservation of Montana	<ul style="list-style-type: none"> Initiated Section 106 consultation 6/19/2019. Participated in monthly consulting party meeting September of 2020. Followed up on initiation invitation 10/24/2019, 10/29/2019, 1/6/2020, 6/16/2020, and 6/22/2020. Provided draft PA and requested comments 8/21/2020. 	Has not accepted consulting party status.
Navajo Nation, Arizona, New Mexico, and Utah	<ul style="list-style-type: none"> Initiated Section 106 consultation 6/19/2019. Declined consulting party status 12/3/2019. 	Declined consulting party status.
Paiute Indian Tribe of Utah	<ul style="list-style-type: none"> Initiated Section 106 consultation 6/19/2019. Declined consulting party status 12/10/2019. 	Declined consulting party status.
Shoshone-Bannock Tribes of the Fort Hall Reservation, Idaho	<ul style="list-style-type: none"> Initiated Section 106 consultation 6/19/2019. Declined consulting party status 7/15/2019. 	Declined consulting party status.

Consulting Party	Action/Summary	Status
Skull Valley Band of the Goshute Indians	<ul style="list-style-type: none"> Initiated Section 106 consultation on 6/19/2019. Followed up on initiation invitation 10/25/2019 and 11/19/2019. 	Has not accepted consulting party status.
The Hopi Tribe of Arizona	<ul style="list-style-type: none"> Initiated Section 106 consultation 6/19/2019. Accepted consulting party status 7/8/2019. Invited to consulting party teleconferences 1/6/2020. Provided draft PA and requested comments 08/21/2020. 	Accepted consulting party status.
The Northwestern Band of the Shoshone Nation, Utah	<ul style="list-style-type: none"> Initiated Section 106 consultation on 6/19/2019. Followed up on initiation invitation 12/9/2019, 12/16/2019, 1/6/2020, 6/16/2020, and 6/22/2020. Provided draft PA and requested comments 8/21/2020. 	Has not accepted consulting party status.
White Mesa/Ute Mountain Ute Tribe, Utah and Colorado	<ul style="list-style-type: none"> Initiated Section 106 consultation 6/19/2019. Followed up on initiation invitation 11/19/2019, 12/9/2019, and 12/19/2019. OEA declined to pursue consultation after publication of Final Scope of Study (December 2019), which did not include a Colorado alternative. 	Has not accepted consulting party status.

Table 6. Consultation with Local Governments (Alphabetical Order)

Consulting Party	Action/Summary	Status
Carbon County, Utah	<ul style="list-style-type: none"> Initiated Section 106 consultation 6/19/2019. Accepted consulting party status 10/28/2019. Invited to consulting party teleconferences 1/6/2020. Provided draft APE and requested comments 3/23/2020. Participated in consulting party teleconferences in January, February, March, April, May, June, and August, and October 2020. Participated in topic-specific consulting party meeting on rock art 4/29/2020. Provided draft PA and requested comments 8/21/2020. 	Accepted consulting party status.
Duchesne County, Utah	<ul style="list-style-type: none"> Initiated Section 106 consultation on 6/19/2019. Accepted consulting party status on 6/24/2019. Invited to consulting party teleconferences on 1/6/2020. Provided draft APE and requested comments 3/23/2020. Participated in consulting party meetings in February, March, April, May, June, and August, September, October, and December 2020. Participated in topic specific consulting party meeting to review the PA 9/9/2020 Provided draft PA and requested comments 8/21/2020. 	Accepted consulting party status.
Moffat County, Colorado	<ul style="list-style-type: none"> Initiated Section 106 consultation 6/19/2019. Followed up on initiation invitation 10/24/2019. OEA declined to pursue consultation after publication of Final Scope of Study (December 2019), which did not include a Colorado alternative. 	Has not accepted consulting party status.

Consulting Party	Action/Summary	Status
Public Lands Policy Coordinating Office (PLPCO)	<ul style="list-style-type: none"> • Meeting 3/21/2019. • Invited to consulting party meetings 1/6/2020. • Provided draft APE and requested comments 3/23/2020. • Provided APE comments 4/16/2020. • Participated in consulting party meetings in January, March, April, May, June, August, and September, October, and December 2020. • Participated in topic-specific consulting party meeting on rock art 4/29/2020. • Participated in topic specific consulting party meeting to review the PA 9/9/2020. • Confirmed agency's role and responsibilities in the PA 7/10, 7/20, and 7/21, 2020. • Provided draft PA and requested comments 8/21/2020. • Provided PA comments. 	Accepted consulting party status.
Rio Blanco County, Colorado	<ul style="list-style-type: none"> • Initiated Section 106 consultation 6/19/2019. • Followed up on initiation invitation 10/15/2019. • Declined to pursue consultation after publication of Final Scope of Study (December 2019), which did not include a Colorado alternative. 	Has not accepted consulting party status.

Consulting Party	Action/Summary	Status
SITLA	<ul style="list-style-type: none"> Initiated Section 106 consultation 6/19/2019. Accepted consulting party status 7/8/2019. Invited to consulting party teleconferences 1/6/2020. Provided draft APE and requested comments 3/23/2020. Participated in consulting party meetings in January, March, April, May, June, and August, September, October, and December 2020. Participated in topic-specific consulting party meeting on rock art 4/29/2020. Participated in topic-specific consulting party meeting to review the PA 9/9/2020. Confirmed agency's role and responsibilities in the PA by email 7/10 and 7/21, 2020. Provided draft PA and requested comments 8/21/2020. 	Accepted consulting party status.
Uintah County, Utah	<ul style="list-style-type: none"> Initiated Section 106 consultation 6/19/2019. Accepted consulting party status 7/15/2019. Invited to participate in consulting party teleconferences 1/6/2020. Provided draft APE and requested comments 3/23/2020. Attended consulting party meetings in January, March, April, May, June, and August, September, and October 2020. Participated in topic specific consulting party meeting to review the PA 9/9/2020. Participated in topic-specific consulting party meeting on rock art 4/29/2020. Provided draft PA and requested comments 8/21/2020. 	Accepted consulting party status.

Consulting Party	Action/Summary	Status
Utah Department of Transportation (UDOT)	<ul style="list-style-type: none"> Initiated Section 106 consultation 4/21/2020. Accepted consulting party status 6/16/2020. Commented on draft PA 8/25/2020. Participated in consulting party meetings in April, May, June, August, and September, October, and December 2020. Participated in topic-specific consulting party meeting on rock art 4/29/2020. Participated in topic specific consulting party meeting to review the PA 9/9/2020. Provided draft PA and requested comments 8/21/2020. Provided PA comments 8/24/2020. 	Accepted consulting party status.
Utah County, Utah	<ul style="list-style-type: none"> Initiated Section 106 consultation 6/19/2020. Followed up on initiation invitation 10/25/2019, 1/6/2020, and 6/16/2020. 	Has not accepted consulting party status.

Table 7. Consultation with Additional Consulting Parties (Alphabetical Order)

Consulting Party	Action/Summary	Status
Colorado Plateau Archaeological Alliance	<ul style="list-style-type: none"> Initiated Section 106 consultation 6/19/2019. Followed up on initiation invitation 10/29/2019. Accepted consulting party status 11/18/2019. Invited to participate in consulting party teleconferences 1/6/2020. Provided draft APE and requested comments 03/23/2020. Provided APE comments 3/30/2020. Participated in consulting party meetings in January, February, March, April, May, June, and August, and October 2020. Provided draft PA and requested comments 8/21/2020. Provided PA comments 9/14/2020. 	Accepted consulting party status.

Consulting Party	Action/Summary	Status
Colorado Preservation, Inc.	<ul style="list-style-type: none"> Initiated Section 106 consultation 6/19/2019. Followed up on initiation invitation 10/25/2019 and 1/6/2020. Declined to pursue consultation after December 2019 publication of Final Scope of Study, which did not include a Colorado alternative. 	Has not accepted consulting party status.
National Trust for Historic Preservation	<ul style="list-style-type: none"> Initiated Section 106 consultation 6/19/2019. Declined consulting party status 10/25/2019. 	Declined consulting party status.
Nine Mile Canyon Coalition	<ul style="list-style-type: none"> Initiated Section 106 consultation 6/19/2019. Followed up on initiation invitation 1/6/2020. Accepted consulting party status 1/13/2020. Provided draft APE and requested comments 3/23/2020. Exchanged information regarding examples of rock art 4/6/20 and 4/9/2020. Confirmed consulting party role 6/13/2020. Participated in consulting party meetings in January, April, May, August, and September and October 2020. Participated in topic-specific consulting party meeting on rock art 4/29/2020. Provided draft PA and requested comments 8/21/2020. Provided PA comments 9/21/2020. 	Accepted consulting party status.
Preservation Utah	<ul style="list-style-type: none"> Initiated Section 106 consultation 6/19/2019. Followed up on initiation invitation 10/25/19, 10/29/19, and 1/6/2020. 	Has not accepted consulting party status.

Consulting Party	Action/Summary	Status
Seven County Infrastructure Coalition	<ul style="list-style-type: none"> Weekly conference calls starting February 2019. Communications regarding Coalition's historic property research, field survey, results, documentation, and eligibility recommendations, ongoing. Invited to participate in consulting party teleconferences 1/6/2020. Provided draft APE and requested comments 3/23/2020. Participated in monthly consulting party meetings in January, February, March, April, May, June, and August, and October of 2020. Participated in topic-specific consulting party meeting on rock art 4/29/2020. Participated in topic specific consulting party meeting to review the PA 9/9/2020. Provided draft PA and requested comments 8/21/2020. Provided PA comments 9/18/2020. 	Consulting party status assumed.
Southern Utah Wilderness Alliance	<ul style="list-style-type: none"> Initiated Section 106 consultation 6/19/2019. Followed up on initiation invitation 10/25/19 and 1/6/2020. 	Has not accepted consulting party status.
Utah Professional Archaeological Council	<ul style="list-style-type: none"> Initiated Section 106 consultation 7/2/2020. 	Has not accepted consulting party status.
Utah Rock Art Research Association	<ul style="list-style-type: none"> Initiated Section 106 consultation 4/21/2020. Accepted consulting party status 4/21/2020. Participated in consulting party meetings in April, May, June, and August, and September of 2020. Participated in topic specific consulting party meeting to review the PA 9/9/2020. Participated in topic-specific consulting party meeting on rock art 4/29/2020. Provided draft PA and requested comments 8/21/2020. 	Accepted consulting party status.

Summary of Comments Received

Table 8 summarizes Section 106 comments as of October 8, 2020.

Table 8. Section 106 Comments Received

Agency	Date	Description
Forest Service	3/26/2020	Commented on draft APE and the Coalition's archaeology technical report.
Colorado Plateau Archaeological Alliance	3/30/2020	Agreed with Forest Service's comments on draft APE.
SHPO	4/8/2020	Commented on draft APE.
PLPCO	4/16/2020	Commented on draft APE.
SHPO	5/12/2020	Commented on Coalition's archaeology technical report.
Forest Service	8/21/2020	Provided PA comments.
UDOT	8/24/2020	Provided PA comments.
BIA	8/24/2020	Provided PA comments.
SHPO	9/9/2020	Provided PA comments.
Colorado Plateau Archaeological Alliance	9/14/2020	Provided PA comments.
Coalition	9/18/2020	Provided PA comments.
BLM	9/21/2020	Provided PA comments.
PLPCO	9/21/2020	Provided PA comments.
Nine Mile Canyon Coalition	9/21/2020	Provided PA comments.
USACE	9/30/2020	Provided PA comments.
BLM and Forest Service	9/30/2020	Met with OEA to review PA comments and eligibility recommendations.
SHPO	10/7/2020	Met with OEA to review PA comments.
SHPO	10/26/2020	Provided Technical Memorandum comments.
BLM	11/19/2020	Provided Technical Memorandum comments.
Coalition	11/23/2020	Provided Technical Memorandum comments.
BLM	12/7/2020	Provided Technical Memorandum comments.
UDOT	12/9/2020	Provided Technical Memorandum comments.

Identification and Evaluation (Phase 1)

The following sets forth OEA's methods for Phase 1 of its Phased Identification process. In making its preliminary eligibility determinations and effects assessments, OEA considered the Coalition's background research, field investigation results, eligibility recommendations as memorialized in its technical reports. OEA combined information from the Coalition with input from the consulting parties' review of historic contexts and consideration of ethnographic material. Based on the

foregoing, OEA developed determinations of eligibility and ineligibility for properties in the APE and preliminarily assessed effects.

Coalition Background Research and Field Investigation

The Coalition engaged HDR to serve as its project engineering and environmental consultant. The Coalition tasked HDR with developing design engineering and environmental studies related to the Project. OEA agreed to review and assess the Coalition's environmental analyses and to incorporate the material, as appropriate, into its NEPA and NHPA compliance documents.

Through HDR as its prime consultant, the Coalition engaged SWCA to perform the cultural resources analysis. SWCA assigned staff that met the Secretary of the Interior's Professional Qualification Standards in architectural history and archaeology to perform the analysis. At OEA's request, the Coalition directed SWCA to develop an approach inclusive of archaeology and built environment resources. The analysis approach included conducting a literature review ([specifically data cuts from the Utah SHPO and the Forest Service](#)), conducting field investigation, and producing a technical document. For historical architecture, the analysis approach included following Utah SHPO guidelines for reconnaissance level survey. For archaeology, the survey method consisted of a Class II and III hybrid of selected areas.

OEA reviewed the Coalition's methods and provided comments. The Coalition revised the methods based on OEA's comments. OEA determined that SWCA's methods are consistent with the Phased Identification process and is sufficient to establish the likely presence of historic properties in the APE.

At the time of field survey, OEA had not settled on the Final Scope of Study, including alternatives to study, for the EIS nor established a Section 106 APE. The Coalition, therefore, established a broad study area for its background research and field investigation to ensure sufficient analysis to establish likely presence within the APE OEA delineated. The Coalition, therefore, analyzed areas within and outside of the APE.

Background Research

The Coalition's consultant, SWCA, requested data from SHPO and the Forest Service regarding previously conducted surveys and previously recorded sites based on a 0.5-mile buffer from the centerlines of the alternatives as of the date of the data search. Table 9 summarizes the property types associated with the previously recorded sites. Figure 1 illustrates the locations of previous surveys relative to the APE.

Table 9. Previously Recorded Sites

Property Type	Indian Canyon Alternative			Wells Draw Alternative			Whitmore Park Alternative		
	Eligible	Ineligible	Unevaluated	Eligible	Ineligible	Unevaluated	Eligible	Ineligible	Unevaluated
Lithic scatter	20	33	1	18	31	4	19	33	1
Camp ^a	33	9	X	20	22	X	35	9	X
Rock art ^b	25	1	2	3	3	X	25	1	2
Transportation ^c	5	3	X	5	4	X	5	3	X
Artifact scatter ^d	5	11	X	6	32	X	5	10	X
Canal ^e	4	1	1	6	X	X	4	1	1
Quarry ^f	X	6	X	2	X	X	X	6	X
Rock shelter	3	1	X	6	X	X	3	1	X
Cabin	1	2	X	X	X	X	1	2	X
Feature	4	X	X	4	X	X	3	X	X
Corral ^g	X	3	X	X	8	X	X	3	X
Pipeline ^h	3	X	X	3	X	X	3	X	X
Ranch	1	1	X	1	1	X	1	1	X
Utility line ⁱ	X	2	1	X	2	1	X	2	X
Structure ^j	1	X	X	2	X	X	1	X	X
Paleoindian projectile point	1	X	X	X	X	X	1	X	X
Rock alignment	X	X	X	1	1	X	X	X	X
Allotment sign	X	X	X	1	X	X	X	X	X
Hearths	X	X	X	1	X	X	X	X	X
Prospector's pit	X	X	X	1	X	X	X	X	X
Homesite	1	X	X	1	X	X	X	X	X
Type unknown	1	X	1	X	X	X	1	X	1
Total	187			191			184		

Notes:

^a This category includes recordings of: Camp, Temporary Camp, Open Camp, and sheep Camp

^b This category includes recordings of: Rock Art, Petroglyphs, and Pictographs

^c This category includes recordings of: Transportation, Railroad, Bridge, Road, and Ditch

^d This category includes recordings of: Artifact Scatter, Trash Scatter, and Debris Scatter

^e This category includes recordings of: Canal, Irrigation, and Well

^f This category includes recordings of: Quarry and Surface Quarry

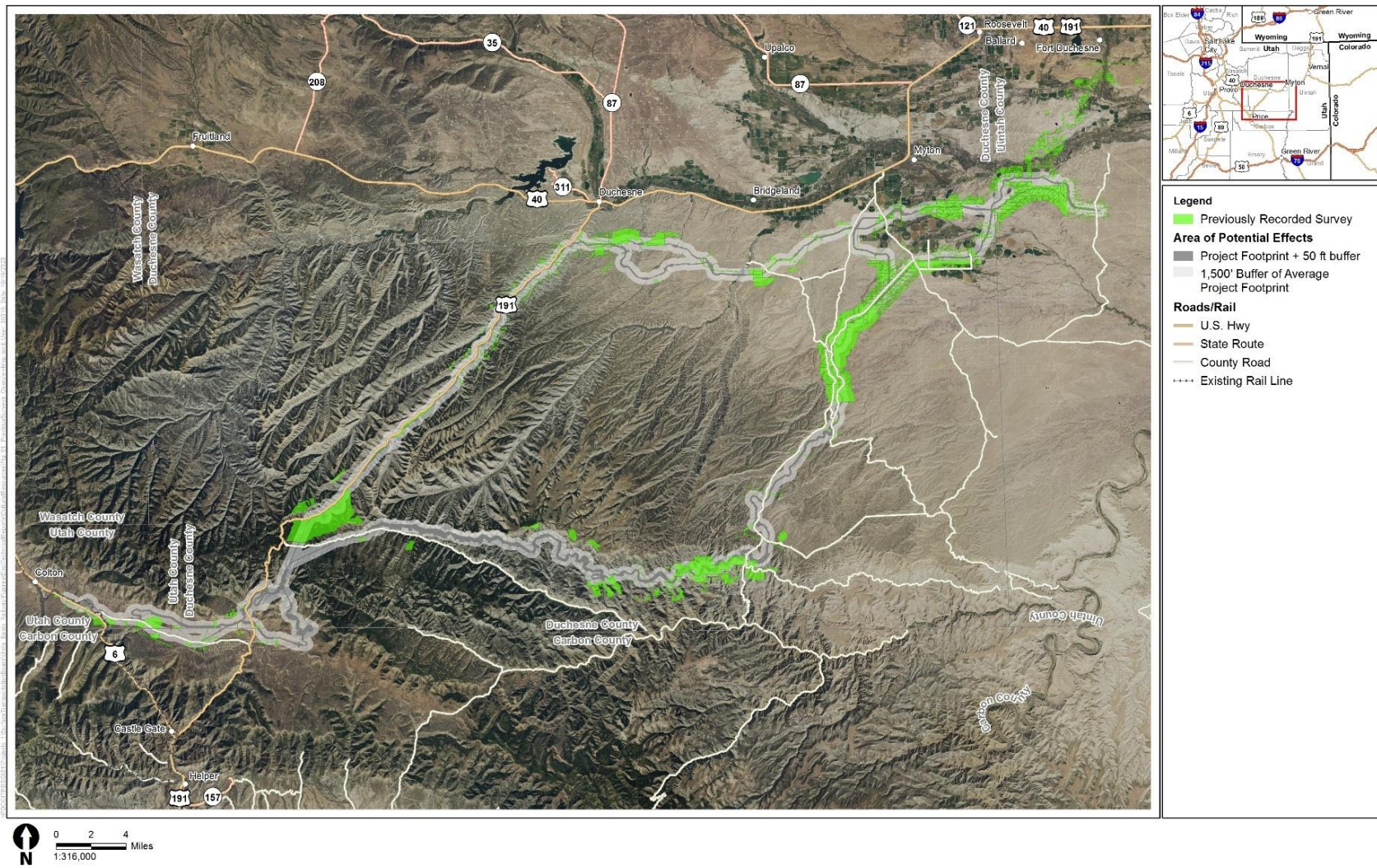
^g This category includes recordings of: Corral and Cairn

^h This category includes recordings of: Pipeline and Wood Pipeline

ⁱ This category includes recordings of: Telephone Line and Utility Line

^j This category includes recordings of: Structure and Structure Complex

Figure 1. Previous Surveys and the Current Area of Potential Effects



Field Investigation

SWCA conducted field investigation during the summer and fall of 2019. Details regarding field survey methods are provided in Selective Reconnaissance-Level Survey of Archaeological Resources Along Potential Route Alternatives for the Uinta Basin Railway Project in Utah, Carbon, Duchesne, and Uintah Counties, Utah (Coalition 2020a) and Selective Reconnaissance-Level Survey of Historic Architectural Resources Along Proponent Routes for the Uinta Basin Railway Project in Utah, Carbon, Duchesne, and Uintah Counties, Utah (Coalition 2020b). These documents are referred to collectively in this section as the Coalition's Technical Reports. These reports are incorporated by reference here.

OEA's third-party consultant Commonwealth Heritage Group, Inc. met with SWCA's cultural resources team in the field on multiple occasions.³ Commonwealth confirmed that the Coalition's consultant followed the approved methods during field survey. The Coalition reported that the Ute Indian Tribe did not grant permission for field investigation on land within the tribe's jurisdiction. Table 10 and Table 11 detail the extent of the Coalition's field survey effort.

Table 10. Historic Architectural Survey Coverage in the Combined APE

Field Survey Status	Indian Canyon Alternative		Wells Draw Alternative		Whitmore Park Alternative	
	Acres	Percentage	Acres	Percentage	Acres	Percentage
Surveyed	22,571	66.4%	36,872	86.3%	24,671	67.0%
Not Surveyed	11,441	33.6%	5,848	13.7%	11,805	32.1%

Table 11. Archaeological Survey Coverage in Project Footprint

Field Survey Status	Indian Canyon Alternative		Wells Draw Alternative		Whitmore Park Alternative	
	Acres	Percentage	Acres	Percentage	Acres	Percentage
Surveyed	371	7.4%	900	9.7%	336	5.8%
Not Surveyed	4,640	92.6%	8,398	90.3%	5,479	94.2%

Technical Reports

The Coalition provided SWCA's draft technical reports and supporting materials between November 2019 and January 2020. OEA reviewed the reports and provided comments. The Coalition revised its reports based on OEA comments and provided revised reports between April and June 2019. OEA posted the Coalition's reports on the Uinta Basin Railway EIS website at www.uintabasinrailwayeis.com. During monthly teleconferences, OEA invited participating consulting parties to review the Coalition's technical reports and provide comments. The Forest

³ On behalf of OEA, Commonwealth performed field verification along the Indian Canyon Alternative on June 10 and 11, 2019; the Wells Draw Alternative on September 23 and 24, 2019; the Whitmore Park Alternative on September 24, 2019; and the former Craig Alternative on August 22 through 24, 2019. (OEA did not carry the Craig Alternative forward for study.)

Service and SHPO provided comments. Although OEA's conclusions regarding National Register eligibility differ somewhat from the recommendations in the Coalition's Technical Reports, the results of the reports are incorporated herein by reference.

Area of Potential Effects

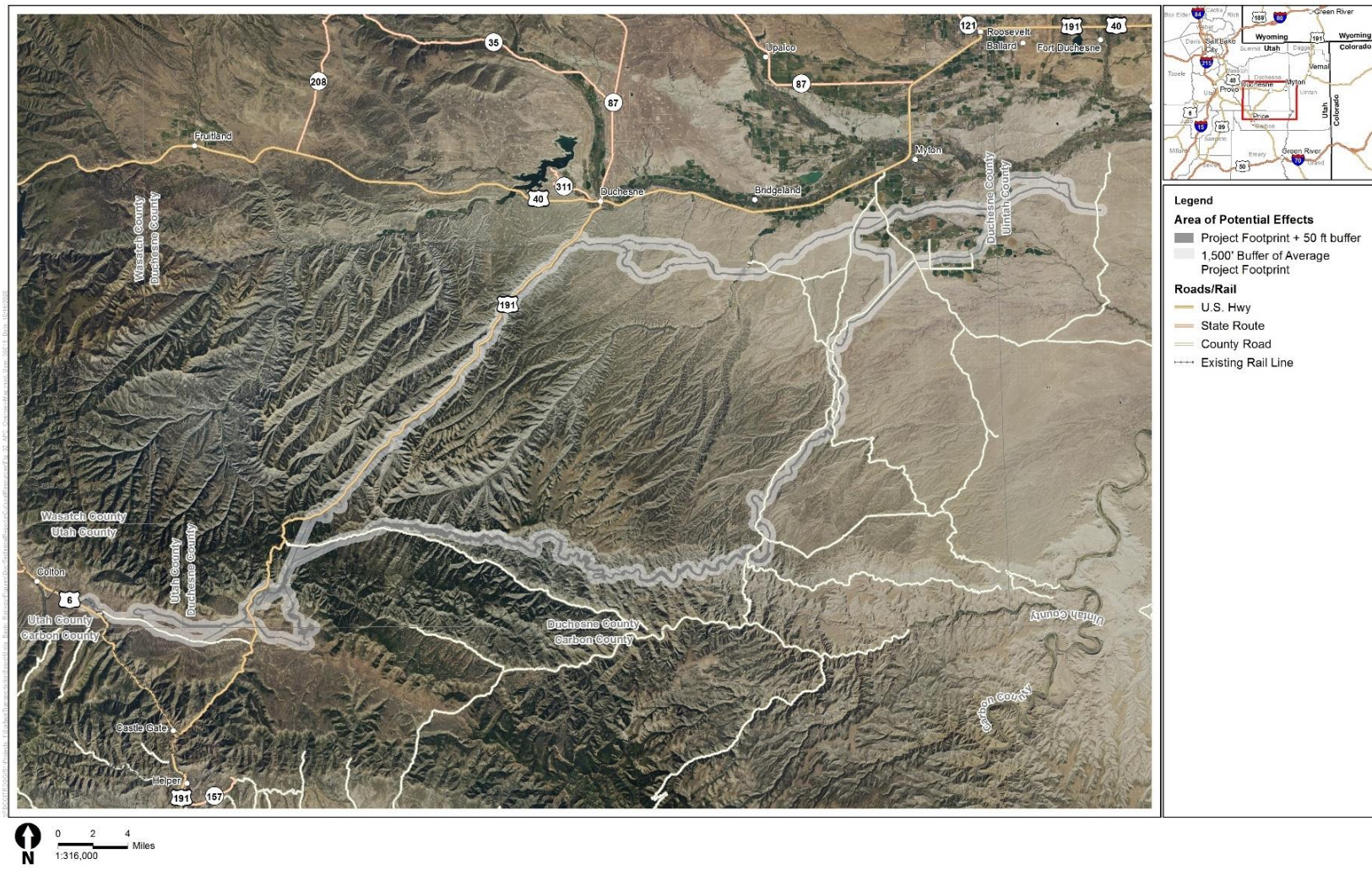
OEA developed an APE, a historic context and ethnography. Taking into account views of the consulting parties, background research, field investigation results, context and ethnography, OEA developed preliminary determinations of eligibility and ineligibility and effects assessments.

OEA developed the APE based on analysis of the Coalition's engineering (Figure 2 and Attachment II). The APE accommodates potential physical changes to historic properties from construction and operation of the proposed rail line, as well as those resulting from changes to existing conditions related to noise, vibration, visual, hydrology (water movement), and air quality (fugitive dust).

The APE incorporates the June 2019 guidance provided by ACHP clarifying the definitions of direct and indirect effects. In the past, a *direct* effect was often considered to relate to the potential for physical effects; new guidance provides that the term refers to the *causality* of potential effect, not just its physicality. A direct effect, therefore, encompasses physical, visual, auditory or other effects as long as those effects occur at the same time and in the same place as the undertaking and are caused by the undertaking. Formerly, an *indirect* effect referred to effects other than physical effects, such as visual or auditory effects. Under the new guidance, indirect should be used to characterize effects that occur later in time or further away. For this reason, and in keeping with the most current ACHP guidance, OEA defined the APE based on the location of sites (below- or above-ground) rather than the potential for direct or indirect effects as many agencies have done in the past.

OEA reviewed its approach to APE development during consulting party meetings in February, March, April, and May 2020. OEA distributed the draft APE to consulting parties on March 23, 2020, and invited comments. OEA also posted the APE to the project website and revised the PA based on consulting party comments.

Figure 2. Area of Potential Effects



Definitions of Terms

OEA has defined the following terms to describe the areas where construction and operation of the rail line would occur.

The *rail line footprint* is defined as the area where rail line operations and maintenance would occur. The area would be permanently disturbed. It includes the location of the railbed itself, the full width of the area cut, cleared, or filled, and includes a buffer of approximately 25 feet beyond what the Coalition anticipates would be necessary for operation of the rail line. The rail line footprint also includes other physical structures installed as part of the proposed rail line, such as fence lines, communications towers, siding tracks, new access roads or relocated roads, tunnels, and power distribution lines. The width of the rail line footprint varies depending on site-specific conditions, such as topography, soil slope stability, and other geotechnical conditions.

The *temporary footprint* is the area that would be temporarily disturbed during construction, including areas for temporary material laydown, staging, and logistics. This includes construction of temporary access roads that would provide access to the rail embankment, tunnel portals, and bridge and drainage structure locations during construction. Similar to the rail line footprint, the width of the temporary footprint varies based on site-specific conditions.

The *project footprint* is the total combined area of the rail line footprint and temporary footprint, both of which would be disturbed during construction. All temporary and permanent construction and operational activities for the proposed rail line would be within the overall project footprint. As described above, the project footprint is irregular in size and shape. On average, the project footprint extends 240 feet on each side of the centerline.

Anticipated Construction and Operational Activities

Table 12 and Table 13 describe the anticipated activities associated with construction and operation of the proposed rail line, the potential for adverse effects, and potentially affected property types.

Construction

Construction of any of the Action Alternatives would require clearing, grading, and operation of heavy equipment within the project footprint that could affect cultural resources at the ground surface and below ground. Above-ground resources located outside the project footprint, but within the APE, could experience changes to their setting as a result of construction. Table 12 shows construction impacts based on historic property type. With the exception of temporary noise or vibration impacts during construction, all impacts described below would be permanent

Table 12. Typical Rail Construction Activities and Potential for Adverse Effect

Example of Section 106 Criteria for Adverse Effect	Construction Activity	Potentially Affected Property Types
Physical destruction of or damage to all or part of the property	<ul style="list-style-type: none"> • Clearing rail line footprint for staging and construction grading, cuts, excavating earth and rock on previously undisturbed land • Excavating footings for structures including communications towers, bridges, and tunnels 	All types that are in the path of construction or staging
Alteration of a property that is not consistent with the Secretary's Standards for the Treatment of Historic Properties (36 C.F.R. Part 68) and applicable guidelines	<ul style="list-style-type: none"> • Rail bed construction and staging • Construction of access roads • Rerouting of irrigation or drainage 	<ul style="list-style-type: none"> • All types that can be altered by compression or spreading of fill including but not limited to districts and linear features that need to be rerouted (e.g., roads, trails) • All types in the path of rerouting, e.g., water conveyance features
Removal of the property from its historic location	<ul style="list-style-type: none"> • Clearing the rail line footprint for construction • Existing road relocation 	All historic properties in the path of construction or staging that can be moved/relocated
Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance	<ul style="list-style-type: none"> • Existing road relocation 	Properties whose setting contributes to its significance
Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features	<ul style="list-style-type: none"> • Pile-driving or heavy construction equipment that generates temporary noise or vibration • Fugitive dust 	All types sensitive to temporary visual, noise, vibration, or atmospheric elements
Transfer, lease, or sale out of federal ownership or control	Property acquisition, lease, or easement	All types on federal lands, e.g., BLM and Forest Service

Operations

Operation of any of the Action Alternatives, including train movement and maintenance activities, could result in limited physical effects on the historic properties themselves and could affect the setting of above-ground historic properties. Table 13 shows potential operational impacts based on historic property type. These impacts would be permanent.

Table 13. Typical Operational Activities and Potential for Adverse Effect

Example of Section 106 Criteria for Adverse Effect	Operational Activity	Potentially Affected Property Types
Physical destruction of or damage to all or part of the property	<ul style="list-style-type: none"> • Changes in water flow from culverts and other drainage structures may lead to erosion or flooding 	<ul style="list-style-type: none"> • All property types that could be damaged by erosion or flooding • All property types sensitive to vibration
Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features	<ul style="list-style-type: none"> • Atmospheric elements- (engine emissions, dust) • Long-term railroad noise and vibration 	All property types sensitive to visual, noise, vibration, or atmospheric elements
Neglect of a property, which causes its deterioration	<ul style="list-style-type: none"> • Change in land use that results in abandonment • Access limitation that results in abandonment 	<ul style="list-style-type: none"> • Ranches, buildings or structures if their continued use becomes no longer practical

Study Areas for Relevant Impact Categories

OEA identified impact categories relevant to the potential adverse effects identified in Table 12 and Table 13. To determine an adequate APE based on the anticipated construction and operational activities and potential for adverse effects posed by those activities, OEA consulted subject matter experts in those impact categories to review the study area for each impact area. Table 14 describes the study areas for each relevant impact category.

Table 14. Impact Categories and Study Areas

Impact Category	Expected Extent of Effects	Description
Noise	650 feet from centerline	OEA identified noise impacts based on where train noise would exceed 65 day-night average noise level and increase by 3 A-weighted decibels, consistent with the Board's environmental regulations. Within the noise study area, noise impacts would generally not extend beyond 650 feet from centerline. The APE is 1,500 feet, which exceeds the expected extent of noise effects.
Vibration	100 feet from centerline	OEA used Federal Transit Administration thresholds for building damage to evaluate construction and vibration impacts, which are not anticipated to extend beyond 100 foot of centerline. Based on OEA's analysis, there would be no vibration impacts on sensitive receptors from construction of the proposed rail line. The nearest sensitive receptors are located over 300 feet from centerline and at that distance vibration would be well below thresholds for cosmetic or structural damage. Vibration impacts from operations would not extend beyond 5 feet from centerline. The APE is 1,500 feet, which exceeds the expected extent of vibration effects.
Hydrology (water movement)	500 feet from centerline	The water resources study area generally corresponds to where the Coalition conducted field surveys for surface water and wetlands. The study area encompasses the entire project footprint where permanent and temporary impacts on surface water resources could occur. The study area accounts for impacts on hydrology and floodplains. The Coalition has stated that bridges and culverts would be designed so that a predicted 100-year flood event would cause no more than a 1-foot backwater increase, which would be well within the study area. The APE is 1,500 feet, which exceeds the expected extent of hydrology effects.
Visual	0.5 mile	OEA based the study area for visual resources on the project viewshed, which is the area that is visible from a particular location (e.g., scenic vista). The area within 0.5-mile of the proposed rail line corresponds to the viewshed foreground, where the rail line would be most prominent to viewers.
Air Quality (fugitive dust)	1,000 feet from centerline	OEA evaluated localized air quality impacts within approximately 1,000 feet from centerline (air quality local study area), including fugitive dust generated by construction vehicles and equipment. Fugitive dust emissions would generally not extend much beyond the project footprint where construction activity occurs, and any related atmospheric impacts would be well within the air quality local study area. The APE is 1,500 feet, which exceeds the expected extent of atmospheric effects.

Area of Potential Effects

OEA defined the APE to be inclusive of potential effects on below-ground resources and above-ground resources.

- For **below-ground resources**, OEA defined the APE to include the project footprint described above plus an additional 50-foot buffer. In some areas, it is not possible to add the additional 50-foot buffer to the construction easement due to topographical constraints such as cliffs. Due to the irregular size and shape of the construction easement, it is not possible to provide a uniform width for the below-ground APE. Because the project footprint is equal to the combined area of the rail line and temporary footprints, and because the below-ground APE adds a 50-foot buffer beyond the project footprint, the below-ground portion of the APE incorporates a buffer of 75 feet beyond the anticipated area of ground disturbance. OEA anticipates that physical impacts on historic properties are likely within this portion of the APE.
- For **above-ground resources**, OEA also defined the APE to include the average width of the project footprint (240 feet), plus an additional 1,500-foot buffer on each side of centerline to conservatively accommodate any of the potential impacts described in Table 12 and Table 13. This 1,500-foot' buffer takes into consideration the study areas for relevant impact categories described in Table 14. The above-ground APE, therefore, extends to 1,740 feet on each side of the centerline for a total width of 3,480 feet. Although OEA does not anticipate physical changes on historic properties within this portion of the APE, changes to their settings are possible.

Context

OEA synthesized various sources to produce the following contexts and ethnography.

Paleoarchaic Period (ca. 10,000–6000 B.P.)

The Paleoarchaic period began approximately 13,000 years ago, near the end of the Pleistocene. It marks the beginning of human occupation in the eastern Great Basin and Colorado Plateau. During this period, the region's environment remained cool and moist at this time. Human populations present in the region appear to have hunted large mammals, including bison, camels, ground sloth, and mammoths. This is indicated by fluted Clovis and Folsom points recovered in association with the remains of large mammals in other regions of North of America. Populations at this time remained small, dispersed, and highly mobile. Evidence does not indicate that Paleoindian and Archaic human subsistence patterns in the Basin substantially differed from other regions, which suggests that the term "Paleoarchaic" frequently used in association with foragers of the Great Basin may apply to the Uinta as well (Coalition 2020a:13).

Paleoarchaic occupation of the Basin is inferred rather than confirmed by the archaeological record, which consists of a limited number of dispersed open lithic scatters and projectile points, the latter lacking direct association with buried deposits. More evidence exists that pertains to the closing of the Paleoarchaic period. Complexes—which are contemporaneous sites of similar function with similar technology—identified in the Basin at that time include Agate Basin, Hells Gap, Alberta, and Cody complex occupations. These indicate northwestern Plains influence and suggest the possibility of influence from the Western Stemmed tradition. Granting the absence of fluted point discoveries,

the presence of projectile points in the Basin suggests that Paleoarchaic peoples were present in the area. Because a better understanding of this presence depends on additional research and evidence, any Paleoarchaic site found in the APE would have high data potential value, meaning that it could provide valuable information about the past. Sites with dateable materials and stratified deposits would have especially high data potential (Coalition 2020a:13).

Archaic Period (6000–550 B.P.)

The Archaic period is generally understood to entail three subperiods: the Early Archaic, Middle Archaic, and Late Archaic. During the Archaic period, some archaeological variation took place, as did change in biotic communities and climate. Evidence indicates that temperatures and aridity increased across the Great Basin and northern Colorado Plateau during the Early Archaic and Middle Archaic subperiods, which coincided with the middle Holocene. The Archaic period appears to have been characterized by continuity in hunting and gathering patterns across generations, with regional environments shaping localized variation in those patterns. The big game hunting of the Paleoarchaic period gave way to Archaic-period hunting and gathering strategies that made use of a substantially wider range of plants and animals. Human occupation of the Basin appears to have increased during the Archaic period (Coalition 2020a:13-14).

Early Archaic Period (6000–3000 B.P.)

The archaeological record of the Basin is quite limited for the Early Archaic period (6000–3000 B.P.). It includes seven instances of radiocarbon dates to the period, six of these involving sites in northwestern Colorado's Douglas Creek arch area. More sites dating to this period are present in the northwestern Plains and other surrounding regions. This, coupled with evidence indicating that humans may have abandoned portions of the Colorado Plateau and Great Basin, suggest the possibility of limited human presence in the Basin. Most of the evidence in those surrounding regions comes from isolated thermal features with limited associated artifacts, including Pinto Series, Humboldt, Elko Series, and large projectile points notched on the side. Sites in the Basin indicate intermittent use of the region by highly mobile people. The Elko and Pinto Series projectile points are consistent with Great Basin subsistence patterns rather than patterns associated with the far northern Colorado Plateau or the northwestern Plains (Coalition 2020a:14).

Middle Archaic Period (3000–500 B.P.)

Population in the Basin increased during the Middle Archaic period (3000–500 B.P.), but did not reach the level of increase that would characterize the Late Archaic period. It appears that greater climatic moisture during this period expanded grasslands that sustained increasing populations of ungulate species. Many of the Basin sites dating to the Middle Archaic incorporate Elko Series and McKean complex projectile points that indicate influence from both the northwestern Plains and the Great Basin. Artifacts suggest an emphasis on hunting, but also include slab metates and manos that point to increasing use of plant resources. Although mobility appears to have remained high, some Basin sites have evidence of semi-permanent encampments likely tied to seasonal resource abundance. Use of varying environmental zones, such as high-altitude and riparian settings, provides additional evidence of the development of mobility and subsistence patterns organized according to seasonality (Coalition 2020a:14).

Late Archaic Period (500 B.P.–A.D.550)

The Late Archaic period (500 B.P.–A.D. 550) was marked by a shift from Archaic hunter-gatherer subsistence to the horticultural patterns that characterized later periods. Mesic climate likely nurtured the growth of human population in the Basin, where the archaeological record indicates influence from both the Great Basin and the northwestern Plains, and is marked by increased Elko Series points and fewer projectile points of the McKean Complex. The bow and arrow appears to have made its first appearance ca. 50 B.P., though Elko Series darts also indicate that atlatl technology persisted. Analysis of numerous sites from the period points to greater seasonality in hunting and gathering activities as well as longer intervals of occupation. The combination indicates increasing complexity in the region's patterns of settlement and subsistence. The archaeological record of the Basin also includes evidence of temporary and permanent architecture during this period, including dwelling structures with internal storage and fire pits, compacted earthen floors. This, as well as maize samples and other horticulture evidence, indicate the emergence of more complex habitation and subsistence strategies that would persist after the close of this period. Despite the relatively high number of known Archaic period sites in the Basin, data from newly discovered sites would potentially help clarify the current understanding of Archaic period lifeways in the region (Coalition 2020a:15).

Formative Period (A.D. 550–1300)

The Formative (or Fremont) period started approximately A.D. 550–1300, with human populations reaching a highpoint in A.D. 700–900. The most noteworthy feature of the Formative (or Fremont) period is the prevalence of farming, though a variety of subsistence strategies geared to local or regional environments are also represented in the archaeological record. Human populations in some areas of the Great Basin and adjacent regions appear to have practiced more intensive horticulture and increased sedentism during the latter first millennium A.D. This is inferred from evidence that includes more frequent examples of pit house residential structures, increasingly larger and complex storage structures, and ceramic (gray ware) pottery that could also be used for resource procurement and processing (Coalition 2020a:16).

Evidence of Fremont occupations, which generally date from A.D. 300–1300, appear at approximately A.D. 500 within the Basin. Formerly understood as a “culture,” the Fremont is now understood as a complex, despite evidence that other cultures existed in the region. Across identified sites the basketry, pit structure dwellings, pottery, and cultigens that make up Fremont material culture appear to represent a variable set of traits and activities rather than an ethnicity. Fremont complex subsistence patterns appear highly varied in terms of mobility, sedentism, foraging, and farming. Several sites that may have been used by Anasazi Basketmaker people were characterized by residential structures, maize storage pits, irrigation ditches, and farming. One Fremont complex village site features pit houses with interior rather than exterior residential storage, indicating privatization of resources, as well as evidence that maize made up approximately three-quarters of diet. It appears that dwellings at this site were not inhabited on a permanent basis. Overall, the evidence indicates that “groups adapted to varying levels of foraging and horticulture, with Fremont people switching among strategies and farmers and foragers living in symbiosis with one another” (Coalition 2020a:16).

Evidence of Fremont occupation in the Basin dates from A.D. 550–A.D. 1300, later than occupation of the Great Basin and the northernmost portions of the Colorado Plateau. Basin Fremont engaged in horticulture, made use of grayware pottery, built pit house dwellings, continued foraging to at least some degree, and may have subsisted mainly through foraging at times. Possibly a result of relative geographic isolation, Basin Fremont “built shallow, saucer-shaped pit houses and surface structures with off-center hearths and little or no surface storage structures” (Coalition 2020a:16).

Evidence of Fremont occupation of the canyons in the northern Colorado Plateau’s East and West Tavaputs Plateau dates from A.D. 1000–1300. Although this evidence suggests an absence of local ceramic production, it does indicate horticulture, maize storage, and seasonal sedentism. Fremont making use of the area’s canyons built slabstone masonry dwellings, but a lack of ceramic evidence suggests seasonal temporary occupation. Large concealed or difficult to access storage structures for surplus production indicate potential conflict and intensive competition. Fremont material culture in Nine Mile Canyon includes rock art panels, clay figurines, and mud-mortared stone-masonry storage and living structures (Coalition 2020a:16-17).

Two features of Basin Fremont sites distinguish them from other regions’ Fremont sites. The limited number of large-scale villages identified in the Basin suggests that the region’s Fremont formed smaller social units. The combination of lowland horticultural occupation and occasional use of resources at higher elevations is reflected in residential sites situated in both broad alluvial plains and in the Uinta Mountain Foothills on Pleistocene river terraces. Additionally, the presence of stone implements, maize, and ceramics indicates that the Fremont may have used upland and lowland sites concurrently. The absence of Fremont residential sites with resources dating to after A.D. 1000 suggests decline of Fremont horticulture, storage, and sedentism by ca. A.D. 1300. Because the causes of this apparent decline remain subject to research and debate, the identification of Formative period sites, particularly later period sites, could help explain this decline (Coalition 2020a:17).

Late Prehistoric (1300–1800)

In the Great Basin and northeastern Colorado Plateau, archaeological evidence for the end of the Formative period points to a return to hunting and gathering and a decline in farming. Historically, the leading explanation for this shift comes from linguistic and archaeological evidence interpreted as showing that it came about as a result of migration by Numic-speaking peoples into the region from the southwestern Great Basin ca. A.D. 1100. However, researchers have not reached agreement on exactly when and why this occurred, how the newcomers’ subsistence patterns differed from the Fremont, and ultimately, on the notion that the transition took place as theorized. In the 1930s Julian Steward identified a substantial stratigraphic divide between Fremont deposits and subsequent deposits (Steward 1932). The presence of Numic-speaking peoples is suggested by rock art panels potentially created by Ute groups, sparsely appearing Numic ceramic sherds (brownware), and a Numic-style basket found in Nine Mile Canyon. Evidence from several other sites indicate an ethnohistoric presence of Numic-speaking people in the area, including a Sitterud Bundle found in Emery County that included bone and lithic tools, leather sinew and cordage, a snare, leather leggings, and squawbush berries (Coalition 2020a:17–18).

Exploration and Early History

The earliest known contact between the Numic-speaking Ute of the Basin and Euro-Americans took place in 1776, when Spanish friars Francisco Atanasio Dominguez and Silvestre Vélez de Escalante traveled through Northeastern Utah. Subsequent Euro-American travelers would make use of the route taken by Dominguez and Escalante from Santa Fe, New Mexico, up the Green River, and into the basin. The route became a trade artery for the circulation of slaves, horses, weapons, and other technologies introduced by Euro-American newcomers (Coalition 2020b:29; Coalition 2020a:18).

Fur traders and government-sponsored expeditions brought greater numbers of Euro-Americans to the region during the first half of the nineteenth century, disrupting Native American life in the region. Trading posts took shape along Basin rivers, creating ethnically diverse enclaves where Native American and Euro-American trappers and traders interacted with travelers and emigrants, and not always peacefully. Euro-Americans who exploited the Ute in fur trade exchanges or kidnapped Ute women to force them into prostitution or sell them in the slave market provoked resistance that inevitably turned violent. A combination of declining demand for furs and declining supply as a result of over-hunting ended the fur trade by the early 1840s. This left many Ute who had adapted to the Euro-American market economy impoverished and unable to return to traditional patterns of subsistence. Scientific survey expeditions sponsored by the United States government in anticipation of westward expansion and emigrant groups employed some Native Americans in the region as guides. John C. Fremont's well-known expedition traveled through the Basin in 1844 and 1845, and John Wesley Powell subsequently explored the Green River. The geographical information first published in the 1850s as a result of these surveys would eventually attract Euro-American emigrants to settle in the region (Coalition 2020b:29; Coalition 2020a:18).

In 1847 members of the Church of Jesus Christ of Latter-Day Saints (LDS) established Salt Lake City under the leadership of Brigham Young. The Compromise of 1850 established the Utah Territory. Over the next several decades, the Mormon people of the LDS would create settlements across the Great Basin (Coalition 2020b:29; Coalition 2020a:18).

Territorial Period to Early Statehood

In 1861 Young dispatched a party of Mormons to explore the Basin and determine its fitness for new settlement. The party determined that the basin had very little potential for farming but could serve as a place to relocate the region's Ute Indians. By the end of that year Abraham Lincoln had established the Uintah Reservation, which originally encompassed most of the basin. In 1864, the federal government forcibly relocated multiple Ute tribes to the Uintah Reservation. After a Euro-American man accused a Ute man of stealing his horse and assaulted him, a series of violent conflicts known as the Black Hawk War ensued until 1872. As a result of violence between miners and Utes in Colorado, the government forced Colorado Ute tribes to relocate to the Uintah Reservation in 1877. Relocation to the reservation uprooted those Ute who had adapted to Euro-American agriculture and severely disrupted the lives of those who had maintained traditional modes of subsistence. Federal Indian agents promoted ranching as a means for the Ute to adapt gradually to Euro-American agriculture (Coalition 2020b:29; Coalition 2020a:18).

A large portion of early Euro-American settlement in the basin took place in association with the Indian Agency and ranching. The first Euro-American settlement occurred in 1869 at Whiterocks (known as Uintah Valley at that time), the original headquarters of the Indian Agency. A former Indian agent established a ranch in Ashley Valley, where newcomers would create the town of Ashley, today's Vernal. The first permanent Euro-American female resident of the Basin did not arrive until 1874. During the late-1870s and the 1880s, the first Mormon settlers in the region established farms in the Ashley Valley. Ranchers and other settlers also began illegal diversions of water from rivers within the Uintah Reservation. Uintah County was created in 1880. In 1886 Major Frederick William Benteen established Fort Duchesne and the following year President Grover Cleveland formally designated the fort's six square-mile reservation. Also during the 1880s, a company formed by Samuel H. Gilson began to mine a solid hydrocarbon in the Basin that came to be known as Gilsonite, and successfully lobbied to have substantial lands removed from Uintah Reservation in order to expand mining operations. Despite the presence of the Indian Agency and the Cavalry, law enforcement proved difficult, and horse and cattle rustling plagued the region's ranchers throughout the latter nineteenth century. The Cavalry would operate at Fort Duchesne until 1912, when the Indian Service took over the site and relocated its headquarters there (Coalition 2020b:31-33; Coalition 2020a:19).

Wagon roads constructed by the U.S. Army provided improved means for people to travel to and through the Basin region. In 1882 the Army built the first of these roads, the Carter Road, from the basin north to Carter, Wyoming. After construction of the Denver and Rio Grande Railroad through Carbon County in 1883, the Army built a military supply road through Indian Canyon; this route would eventually evolve into US 191. A military freight road that made use of an existing cattle trail across Duchesne County at this time would later become a segment of the Victory Highway, today's US 40. Another freight road through Nine Mile Canyon that connected Fort Duchesne with Price in Carbon County facilitated subsequent trade between the Northern Colorado Plateau and the Basin (Coalition 2020b:32; Coalition 2020a:19).

Settlement patterns differed from the Basin region in the portion of the northern Colorado Plateau forming the southern survey area in the vicinity of the Book Cliffs and today's Price and Helper. Fur trade activity did not strongly shape this area. Earlier than in the Basin, newcomers established ranches and farms along northern Colorado Plateau rivers and creeks, and grazed sheep and cattle. Lack of consistent flows led these homesteaders to develop canals and ditches to irrigate crops, which eventually facilitated settlement of lands farther from waterways. Railroad development that started with construction of the Denver and Rio Grande Western Railway in the early 1880s would provide the area's farmers and ranchers with easy access to distant markets (Coalition 2020b:32).

After a long period of legal conflict between the LDS Church and the federal government over polygamy, the Mormon leadership ended the practice in 1891. The federal government approved Utah statehood in 1896, making it the nation's 45th state. By 1900 Uintah County had a population of 6,458 residents ([Coalition 2020a, 2020b](#)[Oliver et al. 2017:E.9; Oliver 2020:17](#)).

Twentieth Century through World War II

After the turn of the century, Ute resistance to the 1887 Dawes Act (or General Allotment Act) failed to hold back the tide of non-native demands for access to Uintah Reservation lands. The stated intent of the Dawes Act was to break up and privatize reservation lands through allotments to individual Native Americans in order to assimilate the Ute to Euro-American values and agricultural practices. The Act also provided for lands deemed nonessential for Native American use to be sold by the federal government. Legislation passed in 1898 requiring a majority of adult males to consent to allotment allowed the Ute to resist allotment for a time, but Congress passed laws in 1902 and 1903 that bypassed the consent requirement. In 1905 the federal government authorized reduction of the reservation and acquisition of the newly available land by Euro-American homesteaders (Coalition 2020b:31, 33).

The construction of irrigation infrastructure continued to facilitate agricultural development after the turn of the century. In 1906 the federal government enacted the Uintah Indian Irrigation Project. The government funded the construction of canals in the Basin for use by both Ute and Euro-American settlers, and also granted settlers right-of-way through tribal lands. The Dry Gulch Irrigation Company constructed another system to serve Euro-American basin residents beyond the Uintah Reservation. However, drought coupled with ongoing conflict between the Ute and newcomer settlers led over access to water resources led numerous homesteaders to abandon their claims. Although homesteaders also failed in Carbon County, northern Colorado Plateau farmers fared better than their counterparts in the Basin as a result of more plentiful water supply and earlier development of canals, dams, and reservoirs ([Oliver et al. 2017:E.31–E.32](#); [Coalition 2020a](#); Coalition 2020b:33).

Growth of the Gilsonite industry in southeastern Uintah County led to construction of the only railroad to reach the Basin, the narrow-gauge Uinta Basin Railway, built from the main Denver and Rio Grande Western Railway line in Mack, Colorado north to Dragon, Utah in 1904, and extended it farther north to Watson, Utah in 1911. In 1905 the Barber Asphalt Company constructed the Uintah Toll Road that connected basin towns and mines to the Uinta Basin Railway. The road enabled shipments of Gilsonite and sheep wool, both large factors of the regional economy at that time. It stretched from Dragon, Utah to Vernal and Fort Duchesne, Utah. Operating until 1939, the railroad also facilitated new forms of economic development in the region (Coalition 2020b:34; Coalition 2020a:19–20).

In addition to Gilsonite, other hydrocarbon extraction and ore mining took place during the first half of the twentieth century. Mining operations in Uintah County yielded copper, gold, iron, and silver. Coal mining emerged as a key northern Colorado Plateau industry supported by railroad development. Less active in the northern Colorado Plateau, the oil and natural gas would play an increasingly important role in development of the Basin over the course of the twentieth century, especially after World War II. Oil strikes had occurred near the Utah–Wyoming border as early as 1847. Drillers operated the first Uinta Basin oil well in 1900. By 1948, more than 40 oil wells had been drilled in the basin. However, in most cases these wells yielded unprofitable amounts of oil or excessively viscous oil. An increasingly important element of the economies of Colorado, Wyoming, and Utah, natural gas extraction began in the Basin in 1928. Around the same time, companies

installed pipelines that carried natural gas from Colorado and Wyoming to Ogden and Salt Lake City (Coalition 2020b:34; Coalition 2020a:19–20).

Agriculture, mining and hydrocarbon extraction generated growth in communities in the vicinity of the survey. Farming and ranching enterprises were joined by commercial businesses, banks, dance halls, and baseball teams, as well as institutions such as local governments, schools and school districts, and places of worship. Electricity and telephone lines, improved roads, and growing automobile ownership helped modernize the region. In 1914, Duchesne County was created out of a large portion of Wasatch County. Named for President Theodore Roosevelt, Ed Harmston established the town of Roosevelt, Utah at the site of his homestead in 1906. A trading post created by William Henderson in the 1880s became the town of Myton in 1905 when a post office began operations there. Named for Indian Agent Howell Myton, the town endured despite suffering through multiple disastrous fires, loss of the Myton State Bank during the Great Depression, and associated population decline. The town of Duchesne took shape at a trading post established at the mouth of Indian Canyon in 1905 during government implementation of the Allotment Act. Originally named Dora for the daughter of its founder, A.M. Murdock, and then renamed Theodore after President Roosevelt, the town changed its name again in 1911 to Duchesne as a result of postal service failures owing to the nearby town of Roosevelt's name. Duchesne incorporated in 1917 (Coalition 2020b:34–35).

Road and highway development enhanced transportation through the region and between communities within the region. In 1919, workers improved and partially rebuilt the road through Indian Canyon between Castle Rock and Duchesne, one of the older transportation routes in the region. These improvements eliminated hazardous segments and several miles of roadway. It would again be improved following World War II. Transportation planners who created the first transcontinental highways made Salt Lake City a major east-west and north-south hub of the American West. One product of this effort was the Victory Highway, named in honor of World War I veterans and completed through the Basin in 1926. In eastern Utah, the highway approximated segments of the original eighteenth-century Dominguez and Escalante Trail. From Atlantic City, New Jersey the road stretched over 3,000 miles west to San Francisco, California. It was subsequently designated U.S. Highway 40 (US 40) (Coalition 2020b:36).

As a result of grasshopper infestation, international competition, and the onset of long-term drought in the 1920s, the regional agricultural economy had already been weakened by the onset of the Great Depression. Poverty spread rapidly, banks failed, and a growing number of residents of the Basin and northern Colorado Plateau lost homes, businesses, ranches, and farms. The region benefited from New Deal programs implemented to stimulate the economy and relieve unemployment. New Deal public works projects employed people to construct and repair roads and sidewalks, create or improve parks, and build or repair water infrastructure. The Civilian Conservation Corps, for example, employed previously jobless men on "water reclamation and land rehabilitation projects," while also "support[ing] communities by purchasing supplies and equipment locally" for use on those projects (Coalition 2020b:36 quoted; Coalition 2020a:20).

Renewed demand for agricultural production and hydrocarbons during World War II allowed the region to recover economically and provided for some people to achieve new levels of prosperity. Farm failures during the Depression and the introduction of tractors and other mechanical

equipment led to agricultural consolidation and increased productivity. The average farm grew larger and the average farmer grew more prosperous. Stock raisers also prospered. Many sought to avoid the overproduction and rangeland degradation that had occurred during the previous war, and instead implemented a mix of range grazing and farm feeding. Tractors and other forms of modern farm equipment helped relieve labor shortages, but some stock raisers needed to recruit laborers from outside the region such as Mexican sheep-shearing crews (Coalition 2020b:37; Coalition 2020a:20).

Post-World War II Period

After World War II, the region's agricultural economy continued to undergo farm consolidation, with fewer and larger ranches and farms increasing their productivity overall as a result of mechanization. Cattle raising flourished, and dairying activity increased. Farmers cultivated fewer crops for human consumption and geared more of their production to livestock feed. Contributing to farm consolidation and farmers' growing wealth, many agricultural producers leased portions of their land to oil companies (Coalition 2020b:37).

Beginning with the discovery of expansive oil field in the Roosevelt area in 1949, oil drilling and pumping became an increasingly important factor in the regional economy. Soon oil companies discovered other reserves and expanded operations in the Basin. Beginning in the late 1930s, companies had installed long-distance pipelines to convey oil to refineries in Salt Lake City. By 1941 had constructed the first refinery in the basin at Jensen, which operated until 1948. The growing oil and natural gas industry stimulated creation of associated businesses such as trucking companies, pipeline and construction contractors, and tool suppliers. The oil and natural gas industry subjected a growing portion of the regional economy to fluctuations in the internal market for oil and gas. While the industry flourished in the 1940s and 1950s, it sharply declined during the 1960s. The international oil crisis of the 1970s reversed the trend of the previous decade. With the development of new technologies to reach reserves that had previously eluded drillers, the oil and natural gas industry continues to form an important factor in the regional economy today (Coalition 2020b:37; Coalition 2020a:20).

Some forms of the mining industry declined after World War II while new ones also emerged, if briefly. In the northern Colorado Plateau, coal mining continued the decline that had begun during the 1930s, with the exception of the World War II years and the energy crisis of the 1970s. Railroad companies whose business had always remained intertwined with the region's coal mining industry also declined. Job losses had detrimental effects on communities whose residents had been employed by coal mining and railroad companies. Soon after World War II, demand for uranium to produce nuclear weapons during the Cold War arms race lead to uranium prospecting and mining in Duchesne County for a time. Soon however, discoveries of more abundant deposits beyond the region drew uranium producers away the Duchesne County (Coalition 2020b:38).

Ethnographic Overview of the Ute Indian Tribe of the Uintah and Ouray Reservation

This section provides a summary of the history and environmental and cultural resource worldview held by the Ute Indian Tribe of the Uintah and Ouray Reservation (for the complete version of the

ethnographic section, see Attachment III). Through the examination of this rich, complex, and multi-layered heritage landscape, project planners can better understand the important natural, cultural, and spiritual elements and resources that may be present in the APE. As detailed studies have not been undertaken related to Section 106 on Tribal trust lands within the Uintah and Ouray Reservation (at the request of the Ute Indian Tribe), and multiple proposed project alternatives cross these lands, it is critical to provide information so that planners can understand how alternatives could affect resources important to the Ute, and also to lay out a framework for future, more detailed investigations, once a preferred alternative has been identified.

OEA has undertaken extensive consultation with the Ute Indian Tribe for this project to obtain input from the tribe, specifically, on cultural resources, archaeological sites, sacred sites, cultural landscapes, traditional cultural properties, and other resource types of interest and concern to the Ute Indian Tribe such as plants, animals, water resources, important viewsheds, and spiritual locations. A variety of detailed sources were also utilized to prepare the ethnographic overview, many of which were partially authored by Ute tribal members with extensive cultural resource experience and knowledge of tribal history. The Ute Indians formerly occupied the entire central and western portions of Colorado and all of eastern Utah, extending into the drainage of the San Juan River in New Mexico. From approximately 1650 to 1850, the Ute groups were organized into large summer hunting bands. By the mid to late 19th century, historical freedom and flexibility became limited by development and settlement, and the Ute were forced into smaller areas and onto reservations. The original Uintah Valley Reservation was established in 1861. In 1881 the U.S. government forced the White River Utes from Colorado to the Uintah Reservation, and in 1882 they created the Ouray Reservation adjacent, and soon merging them. By that time almost all of the Utes were living on the present reservation.

Through consultation directly with the Ute, as well as utilizing numerous recent studies, OEA recognizes that the lands within the Uintah and Ouray Reservation contain important historical, cultural, natural, and spiritual resources that must be considered during the Section 106 process. The ethnographic overview (presented fully in Attachment III), presents overarching themes illustrating the holistic worldview of the Ute, and how the elements on the ground (plants, animals, waterways, sacred areas, archaeological sites, landscape features, rock art) all combine to create an important synthetic picture of relationships, that all contribute to the heritage, and future of the Ute people. Future collaboration and consultation with the Ute will be necessary as the project moves forward to ensure that these resource types are accounted for in the planning for the project, and detailed studies are undertaken to document, as appropriate, these resources. Utilizing this ethnographic study helps to provide a more comprehensive, and accurate, picture of the history of the Ute tribe and the physical and spiritual aspects critical to understanding their worldview.

Preliminary Identification and Evaluation Results and Effects Analysis

The following subsections include summaries of each property located in the APE. OEA assigned a unique identification number (Resource ID) to each property to assist the reader in identifying and locating them on maps.

Pending additional study and documentation under the PA, OEA assumes the historic property boundaries of these historic properties correspond with their legal parcels. OEA established boundaries for historic properties on BLM-administered land, where legal parcels do not exist, by drawing a standard buffer of 200 feet around the building, structure, or object. Additional study under the PA will identify more precise historic property boundaries. For the Indian Canyon Ranger Station, OEA adopted the historic property boundary provided in the National Register nomination form.

To the extent that the below-ground portion of the APE (project footprint plus 50-foot buffer) intersects a historic property boundary, OEA assumed a physical adverse effect from demolition or vibration. If the historic property boundary intersects only the 1,500-foot buffer, OEA assumed auditory, visual, or atmospheric changes that would result in an adverse effect on the historic property's setting.

Historic Properties

Properties of Religious and Cultural Significance to Tribes

Through consultation with the Ute Tribe, OEA learned that National Register-eligible properties of religious and cultural significance to the tribes are present in the APE. The PA stipulates the process for consulting the tribe regarding these properties, identifying and evaluating them; assessing effects, and resolving adverse effects during Phase 2.

Buildings, Structures, Objects, and Districts

Table 15 lists the 16 identified historic properties (listed in or eligible for listing in the National Register) in the APE. The 16 historic properties in the APE are categorized as follows.

- One is listed in the National Register.
- Five were previously determined National Register-eligible with SHPO concurrence.⁴
- Two are linear features where a segment *outside* the APE was previously determined National Register-eligible but the segment *within* the APE is newly recorded. OEA is requesting SHPO concurrence with its determination that the newly recorded segment in the APE is National Register-eligible.
- One was previously recorded but not evaluated for National Register eligibility. OEA is requesting SHPO concurrence with its determination that this property is National Register-eligible.
- Seven are newly recorded. OEA is requesting SHPO concurrence with its determination that these properties are National Register-eligible.

⁴ Two previously recorded segments of Indian Canyon Road are located in the APE. For the purposes of calculating the number of historic properties in the APE, OEA is counting both segments as one historic property.

Table 15. Historic Properties

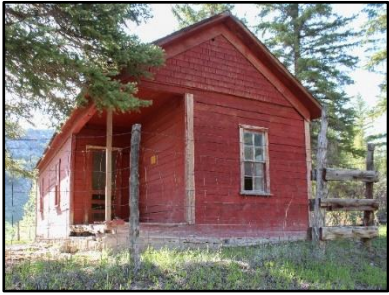
Resource ID	Resource Number	Description
Listed in the National Register		
Resource ID 001	42465/42DC348	Indian Canyon Ranger Station
Previously Determined National Register-Eligible with SHPO Concurrence		
Resource ID 004	42DC328	Indian Canyon Road segments
Resource ID 005	42DC3802	Indian Canyon Road segments
Resource ID 006	42UT1124	U.S. Highway 6
Segment Previously Determined National Register-Ineligible with SHPO Concurrence, Newly Recorded Segment Determined Eligible		
Resource ID 007	42UT1370	Denver and Rio Grande Railroad segment
Segment Previously Determined National Register-Eligible with SHPO Concurrence, Newly Recorded Segment		
Resource ID 008	42UN2787	Myton Canal
Previously Documented but Newly Determined Eligible, Requesting SHPO Concurrence		
Resource ID 002	2A-0313-0000/ 42CB1898	Corral
Resource ID 003	00-0009-9329 (24191)	Cabin
Resource ID 009	28063/ 42DC230	Smith's Well
Newly Determined National Register-Eligible, Requesting SHPO Concurrence		
Resource ID 010	2A-0425-0000	Cabin
Resource ID 011	00-0011-0373	National Folk-style Single-cell dwelling
Resource ID 012	00-0009-9287	Cabin
Resource ID 013	170720004/42UN8923	Homestead
Resource ID 014	150310001B	Cabin
Resource ID 015	42DC4128	Rock art and artifact scatter
Resource ID 016	00-0010-7965	Cabin National Folk-style dwelling

Property Summaries and Preliminary Effects Analysis

Summaries of the historic properties are provided below.


Historic Properties Listed in or Determined Eligible for Listing in the National Register

Resource IDs 001 through 016 are historic properties that were either listed in or determined eligible for listing in the National Register prior to the current analysis, or they are properties that have been determined eligible as a result of the current analysis. Attachment II provides locations of these properties relative to the Action Alternatives.

Resource ID 001 - 42DC0348 (42465 USFS) - Indian Canyon Ranger Station ⁵		
Site Photo		Summary
 <p><i>Indian Canyon Ranger Station (SWCA 2019)</i></p>		<p>The Indian Canyon Ranger Station is a one-story, institutional residence constructed for the United States Forest Service. The foundation is fieldstone and mortar. The building is clad in sawed-log siding with shingles filling the building's gable ends. Wood shingles cover the side-gabled roof. Archaeological survey revealed a pit toilet and several dirt paths, as well as scattered refuse.</p> <p>This building is listed in the National Register of Historic Places under Criterion A and C. The nomination notes three contributing features: a barn, corral, and the foundation of a garage, and two non-contributing features: a hitching post and galvanized metal structure. The historic property boundary is approximately one acre and includes the contributing buildings.</p>
Action Alternatives		
Indian Canyon	Wells Draw	Whitmore Park
✓		✓
Primary Location		
On Surface		Above Ground
		✓
Location Relative to APE		
Project Footprint		1500' Buffer
		✓
Type of Potential Effect		
Physical		Setting
		✓

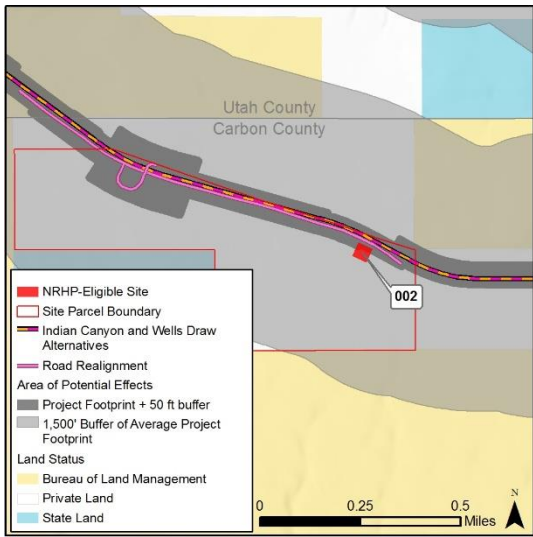
⁵ [The Forest Service proposes to decommission and demolish the Indian Canyon Ranger Station \(Ashley National Forest 2020\).](#)

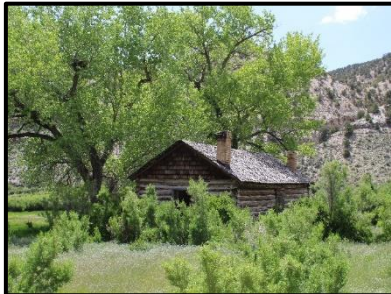
Land Owner/Manager	
Forest Service	<p>The property maintains good historic integrity, and OEA affirms the findings of the nomination in its current form. Under Criterion A, the property is significant for its role in ranger monitoring of the surrounding lands in the early years of the United States Forest Service. Under Criterion C, the building represents a rare surviving example of a Forest Service building constructed before the agency standardized its architectural plans.</p> <p>Additionally, site 42DC348 was re-recorded in 2019. OEA affirms the updated 2019 evaluation that determined the site additionally eligible under Criterion D for its potential to yield additional information about regional history and settlement patterns.</p> <p>Research did not yield any evidence that the property was uniquely associated with historic personages at the local, state, or national level. While the property is associated with an important period of the Forest Service when its building designs were unique, the building designer is unknown and it does not appear that the station's residents made significant historical contributions in this context. Based on research conducted to date, the property is not significant under National Register Criterion B.</p> <div data-bbox="1291 435 1885 1047"> <p style="text-align: center;">Site Map</p> <p>The map displays a winding road labeled 191 and a nearby road labeled 001. A red square marks the NRHP-listed site. The map includes a legend with the following items:</p> <ul style="list-style-type: none"> NRHP-Listed Site (red square) Indian Canyon and Whitmore Park Alternatives (yellow line) Area of Potential Effects (grey shaded area) Project Footprint + 50 ft buffer (darker grey shaded area) 1,500' Buffer of Average Project Footprint (lighter grey shaded area) Land Status (green area) U.S. Forest Service (green area) <p>A scale bar at the bottom left shows 0, 0.25, and 0.5 miles. A north arrow is located at the bottom left of the map area.</p> </div>

Resource ID 002 - 2A-0313-0000 – Corral			
Site Photo		Summary	
		<p>The principal structure on this agricultural property is a large corral constructed of railroad tie posts and board rails. Alterations include metal gate replacements. There are also two contributing features on site: a one-story, single-family, single-cell log cabin with no distinctive style, and transmission utility poles dating to circa 1940. Another corral is present on an adjacent parcel. Despite their siting on different legal parcels, it is possible that the two corrals are associated.</p> <p>The corral and its associated contributing buildings are significant under National Register Criterion A. Constructed circa 1900, the property maintains a fair degree of historic integrity, imparting a connection to a significant moment in white settlement trends in the area before the federal government opened the Uintah Reservation to homesteaders. This brief period was defined by a less intensive settlement pattern prior to the government’s release of Reservation’s lands to white settlers. The property’s agricultural infrastructure also embodies the Basin’s early ranching practices near the turn of the century, made possible by new irrigation technology developed in the 1880s.</p>	
<p><i>Corral (SWCA 2019)</i></p>			
Action Alternatives			
Indian Canyon	Wells Draw	Whitmore Park	
✓	✓		
Primary Location			
On Surface		Above Ground	
		✓	
Location Relative to APE			
Project Footprint		1500’ Buffer	
✓			
Type of Potential Effect			
Physical		Setting	
✓			
Land Owner/Manager			
Private			

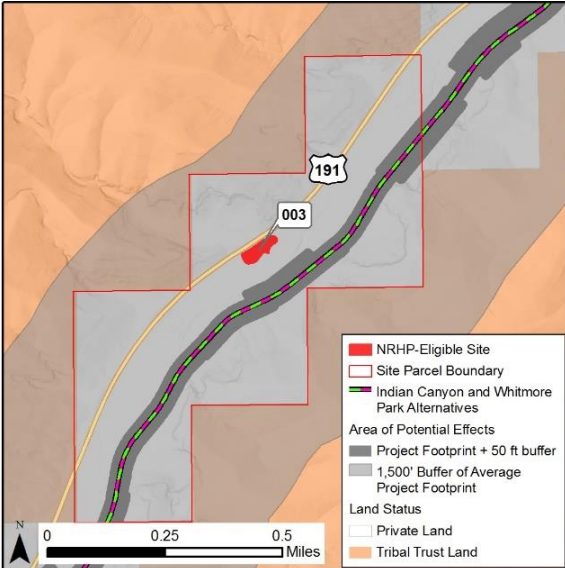
Based on current research, the property is not significant under National Register Criterion B. Research on the Uinta Basin’s historical figures across multiple time periods did not yield any evidence that this property was uniquely associated with people who made notable contributions at the local, state, or national level. Nor does the property appear significant under National Register Criterion C. The corral and its associated outbuildings lack distinctive features of their types and do not appear to be the work of a master designer or builder. Built of railroad tie posts and board rails, the corral is unremarkable in the greater context of others built like it during this same time period throughout the western United States. This property type is generally well understood. Research did not indicate that this example has the potential to yield significant information or data. It is not, therefore, significant under Criterion D.

Site Map

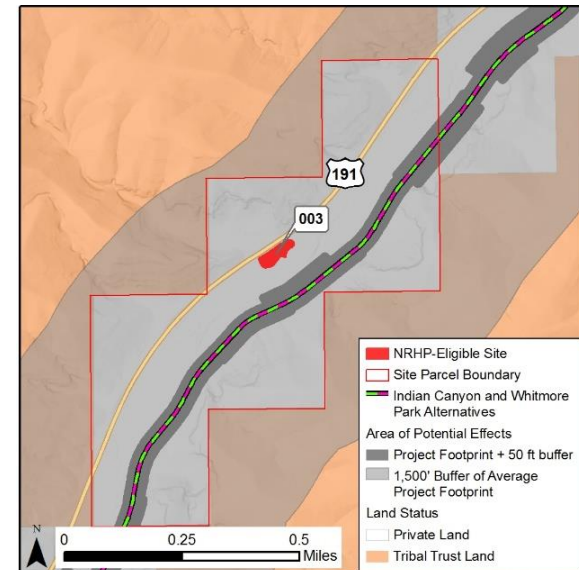




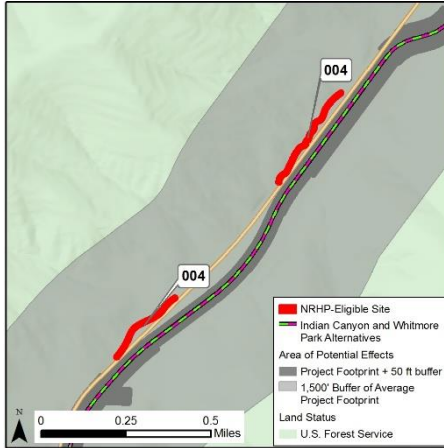
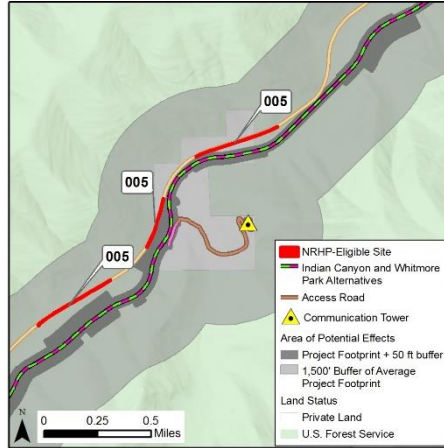
Resource ID 003 - 00-0009-9329/24191 – Cabin				
Site Photo			Summary	
			<p>Previously recorded as site 24191, the principal building on this agricultural property is a one-story, single-family, single-cell log cabin reflecting no identifiable architectural style. Saddle-notched, round logs compose the walls, while wood shingles fill the gabled ends. Wood shingles cover the side-gabled roof. Brick chimneys rise from both ends of the roof's slope. Door and windows sashes are missing although the original openings remain. Six contributing buildings are also located on the parcel.</p> <p>This property is significant under NRHP Criteria A and C. Constructed circa 1910, the vernacular log cabin retains a good degree of historic integrity, imparting an association with early white settlement in the era after the federal government opened the Uintah Reservation to homesteaders. This period, beginning in 1905, led to more permanent settlements, and a dramatic increase in infrastructure to support such growth. As a permanent residence built near a former wagon trail (now U.S. Highway 91) this property holds a significant connection to these political and infrastructural changes which affected settlement patterns throughout the Uinta Basin in the first half of the twentieth century. For these reasons, this property is significant under National Register Criterion A.</p> <p>Under Criterion C, the property is significant as an example of the log cabin architecture used by settlers of the Basin in this time period. Relying on native materials and relatively simple notch fastening methods, frontiersmen could rapidly create a homestead. The property's strong historic integrity demonstrates how useful this building approach was for surviving in a territory with scarce resources, and how critical this building type became during this period of white settlement. With remarkably intact character-defining features such as its saddle-notched log walls, two chimneys, and wood shingle wall cladding in the gable ends, this residence is a distinctive example of early twentieth century log cabin architecture in the Uinta Basin.</p> <p>The property does not appear significant under National Register Criterion B because research did not yield any evidence that it is associated with any person or persons who made notable contributions at the local, state, or national level. This property type is well documented and, therefore, is unlikely to yield significant information or data. It does not, therefore, appear to be eligible under Criterion D.</p>	
<i>Cabin (SWCA 2019)</i>				
Action Alternatives				
Indian Canyon	Wells Draw	Whitmore Park		
✓		✓		
Primary Location				
On Surface		Above Ground		
		✓		
Location Relative to APE				
Project Footprint		1500' Buffer		
✓				
Type of Potential Effect				
Physical		Setting		
✓				
Land Owner/Manager				
Private				


Site Map



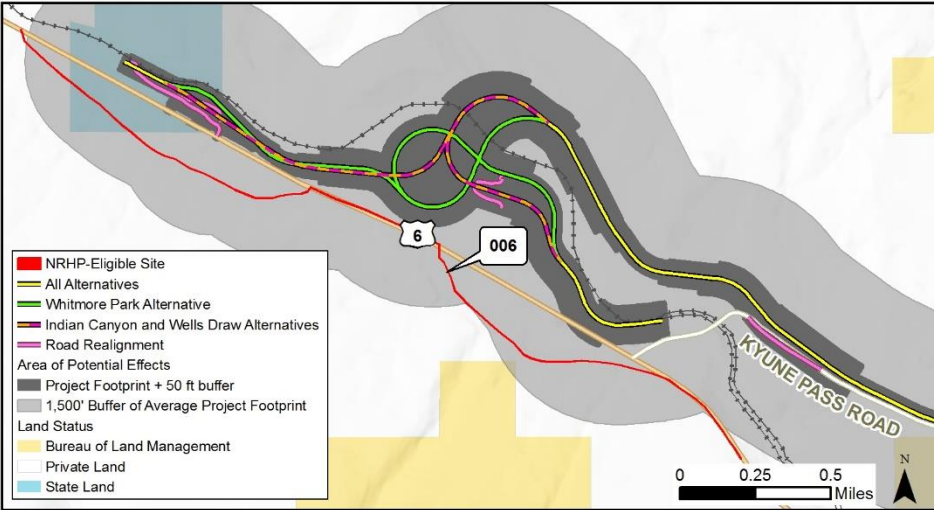
Site Map



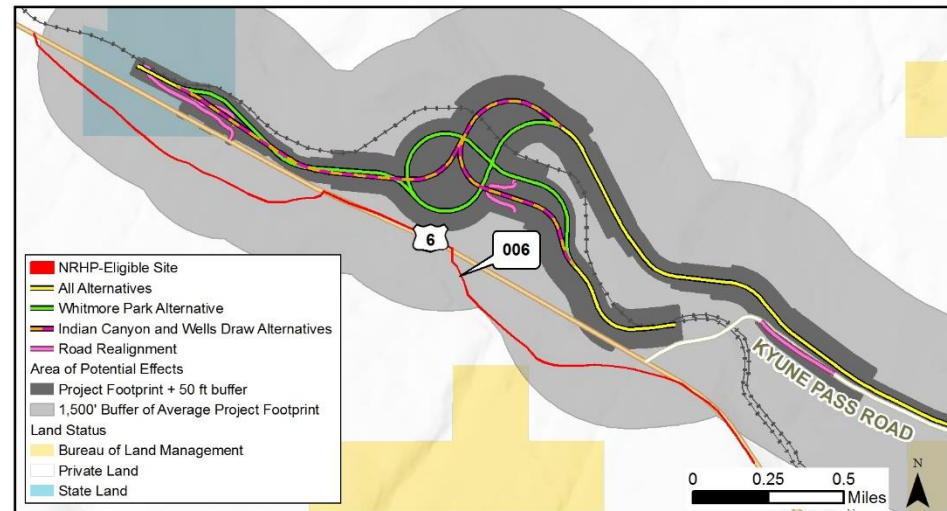
Resource ID 004 and 005 - 42DC3802 & 42DC328 – Indian Canyon Road Segments			
Site Photo		Summary	
 <i>Indian Canyon Road (SWCA 2019)</i>		<p>Resource IDs 004 and 005 are Indian Canyon Road segments. The two segments are grouped here for concision. Both have been previously determined National Register-eligible under Criterion A with SHPO concurrence.</p> <p>Site 42DC328, which moves through the South Unit of Ashley National Forest, includes two road segments alongside present-day US 191 initially recorded in the 1960s by the Forest Service. This pathway through Indian Canyon has included the Ute Indian Tribe trail, a historic Euro-American wagon road; modern road segments; and US 191. The previously recorded site included 23 segments of roadway with 13 features including culverts, walls, and sections of concrete. Artifacts varied, including fragments of metal and wire, refuse, a wooden door, and milled lumber. A barbed-wire fence for agriculture use caused some ground disturbance at the site previously. In 2017, the Forest Service determined the site eligible for the National Register in 2017 under Criterion A and SHPO concurred.</p> <p>Similarly, site 42DC3802 is part of the Indian Canyon Trail used initially by the Ute Indian Tribe, and later the United States Army and Euro-American settlers. It is possible that United States Army created these road segments by the around 1883. This road experienced continuous use through the 1960s, eventually becoming US 191 in the 1970s. SHPO concurred with a 2014 determination of National Register eligibility under Criterion A for its possible early Native American use.</p> <p>OEA affirms the previous findings of historic significance under Criterion A for both sites. They maintain sufficient historic integrity to impart their connection to multiple historic periods as an important transportation route through the Uinta Basin for both Native Americans and white settlers. The path’s significance continued into the twentieth century, evolving technologically to continue influencing the movement of goods, travelers, and settlers throughout the region. For these reasons, both sites 42DC328 and 42DC3802 are eligible under National Register Criterion A.</p> <p>Based on research conducted to date, this property does not appear significant under National Register Criterion B for association with a significant person. Nor does the property appear significant under National Register Criterion C. Based on current research, the roadway segments and ancillary features lack distinguishing characteristics and do not appear to embody noteworthy feats of engineering or design work as transportation routes. They appear unremarkable in the greater context of the many roadways and transportation features built like them during each of their periods of use throughout the history of the Uinta Basin. Research and observation conducted to date does not support eligibility under Criterion D.</p>	
 <i>Indian Canyon Road (SWCA 2019)</i>			
Action Alternatives			
Indian Canyon	Wells Draw	Whitmore Park	
✓	✓	✓	
Primary Location			
On Surface		Above Ground	
		✓	
Location Relative to APE			
Project Footprint		1500’ Buffer	
✓			
Type of Potential Effect			
Physical		Setting	
✓			
Land Owner/Manager			
Forest Service and Private			
Site Maps			
			



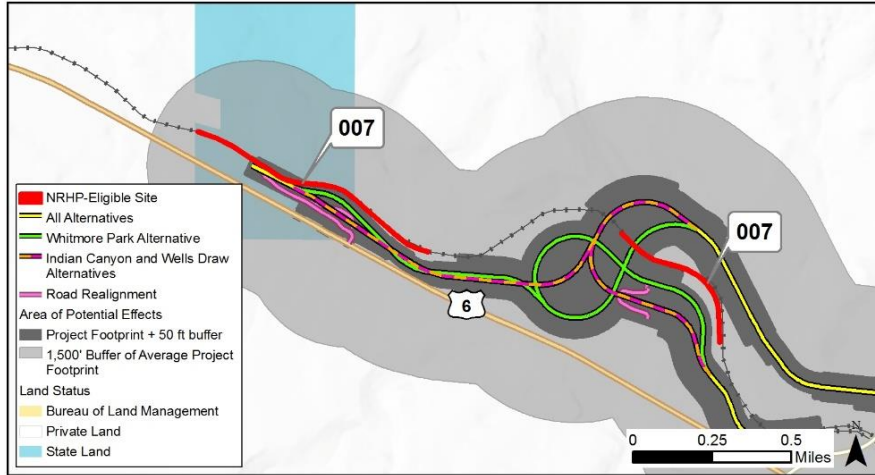
Resource ID 006 – 42UT1124 – U.S. Highway 6			
Site Photo		Summary	
<div></div> <div>U.S. Highway 6 (SWCA 2019)</div>		<p>US Highway 6 was previously determined National Register-eligible with SHPO concurrence. Constructed during the 1910s, this historic transportation route extends from the eastern United States to California. In the state of Utah, the road connects the Utah Valley with Castle Valley. Transportation agencies have since realigned the route in various sections. Its western terminus intersects with the modern-day US 6 and the eastern terminus ends in a wetland.</p> <p>This linear feature is significant under National Register Criterion A. Constructed during the 1910s, this automobile route allowed a freer movement of goods and people across the country and the region in the first half of the twentieth century.</p> <p>The property does not appear significant under National Register Criterion B based on current research, which did not establish a demonstrable connection between it and a significant historical person. Nor does the property appear significant under National Register Criterion C. Based on current research, the roadway and ancillary features lack distinguishing characteristics and do not embody noteworthy engineering or design features. Research did not reveal information suggestive of eligibility under Criterion D.</p>	
Action Alternatives			
Indian Canyon	Wells Draw	Whitmore Park	
✓	✓	✓	
Primary Location			
On Surface		Above Ground	
		✓	
Location Relative to APE			
Project Footprint		1500' Buffer	
		✓	
Type of Potential Effect			
Physical		Setting	
		✓	
Land Owner/Manager			
Private and State Trust Lands			

Site Map

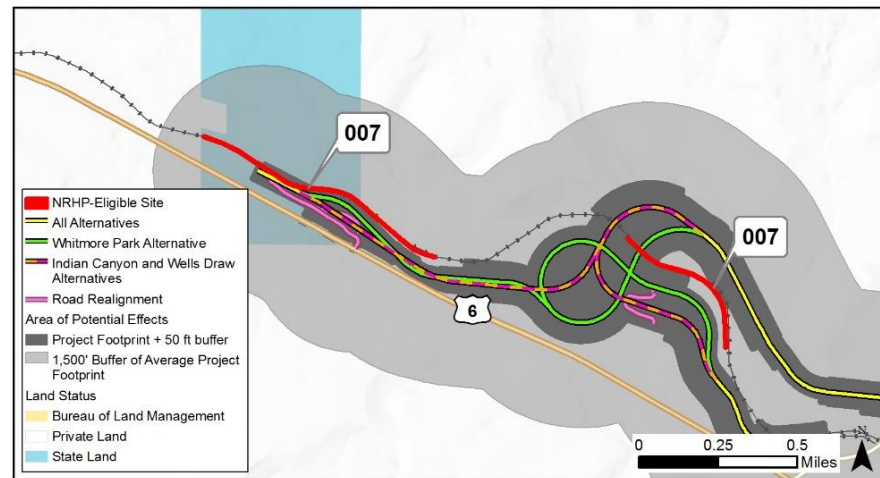




Site Map

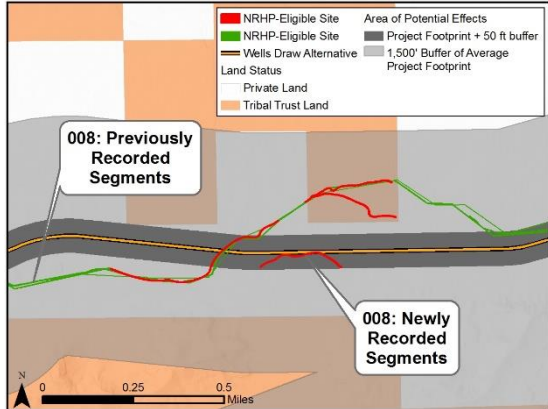


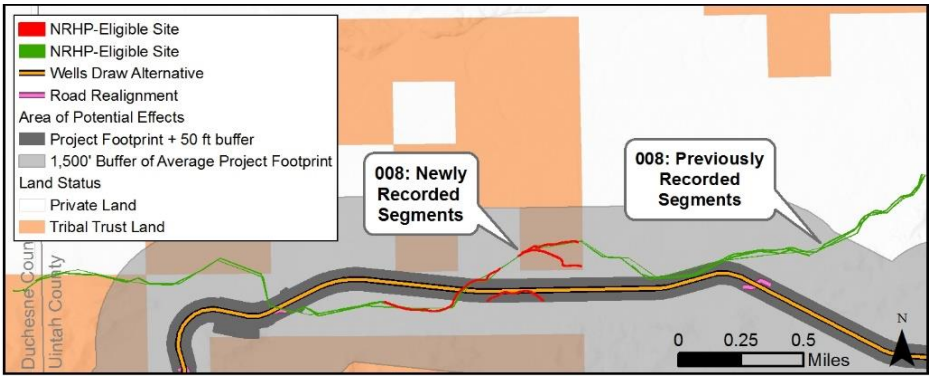
Resource ID 007 – 42UT1370 - Denver and Rio Grande Western Railroad Segment												
Site Photos		Summary										
<div><p>Denver and Rio Grande Western Railroad Segment (SWCA 2019)</p><p>Denver and Rio Grande Western Railroad Segment (SWCA 2019)</p></div>		<p>Site 42UT1370 consists of two newly recorded segments of the previously determined ineligiblerecorded Denver and Rio Grande Western Railroad. The western segment measures 4,200 feet long and the eastern segment measures 2,500 feet long. Both segments run southwest of Emma Park along US 6 in Utah Valley along the Price River and due to issues with their integrity, do not contribute to the eligible linear resource. The segments are in good condition.</p> <p>Segments related to 42UT1370 have been previously analyzed. Evaluations in 2002 and 2013 concluded that a 1-mile long segment of this railroad approximately 50 miles north of the subject site was ineligible for the National Register, citing the segment's poor condition and conversion into a paved bike path.</p> <p>Site 42UT1370 is significant under National Register Criterion A. Dating to 1883, these sections of the Denver and Rio Grande Western Railroad maintain good historic integrity and contributed to significant trends in national transportation and commerce during this period of general westward expansion and settlement. The Denver and Rio Grande Western Railroad played an important role in local transportation infrastructure, which catalyzed the early development of the area and allowed for greater movement of pioneers, homesteaders, and miners into the region in the late-nineteenth century. For these reasons, given the site's influence on local and national patterns of industry, commerce, and settlement, site 42UT1370 is significant under National Register Criterion A.</p>										
<table><tr><th colspan="3">Action Alternatives</th></tr><tr><td>Indian Canyon</td><td>Wells Draw</td><td>Whitmore Park</td></tr><tr><td>✓</td><td>✓</td><td>✓</td></tr></table>		Action Alternatives			Indian Canyon	Wells Draw	Whitmore Park	✓	✓	✓	<p>The property does not appear significant under National Register Criterion B due to the lack of demonstrable connections between the property and important historical figures. The property does not appear significant under National Register Criterion C as the documented segment appears to lack distinguishing characteristics, engineering feats, and significant design features. The property does not appear to have the potential to yield significant information or data and, thus, does not appear significant under Criterion D.</p>	
Action Alternatives												
Indian Canyon	Wells Draw	Whitmore Park										
✓	✓	✓										
<table><tr><th colspan="2">Primary Location</th></tr><tr><td>On Surface</td><td>Above Ground</td></tr><tr><td></td><td>✓</td></tr></table>		Primary Location		On Surface	Above Ground		✓	<div><h3>Site Map</h3></div>				
Primary Location												
On Surface	Above Ground											
	✓											
<table><tr><th colspan="2">Location Relative to APE</th></tr><tr><td>Project Footprint</td><td>1500' Buffer</td></tr><tr><td>✓</td><td></td></tr></table>		Location Relative to APE		Project Footprint	1500' Buffer	✓						
Location Relative to APE												
Project Footprint	1500' Buffer											
✓												
<table><tr><th colspan="2">Type of Potential Effect</th></tr><tr><td>Physical</td><td>Setting</td></tr><tr><td>✓</td><td></td></tr></table>		Type of Potential Effect		Physical	Setting	✓						
Type of Potential Effect												
Physical	Setting											
✓												
<table><tr><th>Land Owner/Manager</th></tr><tr><td>Private and State Trust Lands</td></tr></table>		Land Owner/Manager	Private and State Trust Lands									
Land Owner/Manager												
Private and State Trust Lands												


Site Map



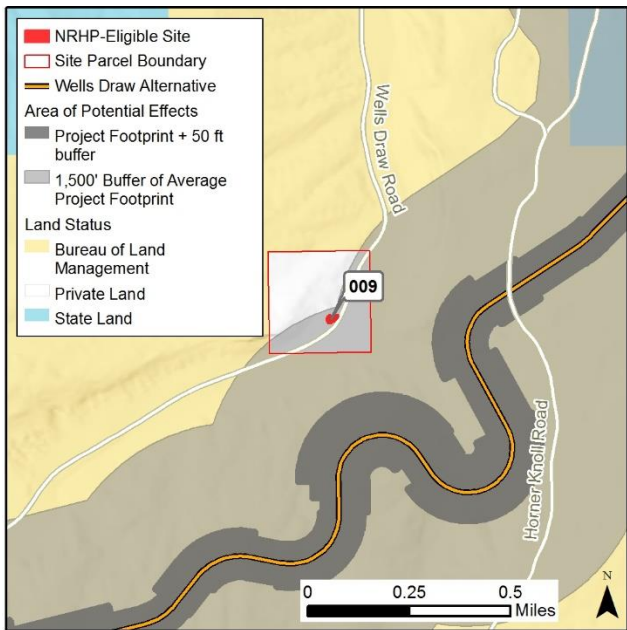
Resource ID 008 – 42UN2787 - Myton Canal			
Site Photo		Summary	
		<p>Site 42UN2787 is a newly recorded segment of the Myton Townsite Canal located on an alluvial plain south of the Duchesne River at the base of Leland Bench. Other segments were previously determined eligible with SHPO concurrence. The site is linear and runs roughly east-west. After moving westward into Duchesne County, the canal system is classified as 42DC1381. Segments of this site have been previously recorded multiple times. This newly recorded segment consists of three water-control features made of both metal and wood and two laterals off of the main canal alignment. Evidence suggests the system dates to 1905 and remains in use to serve farmers and ranchers of both the Ute Indian Tribe and Anglo-American settlements. Despite some erosion, the site remains in stable condition.</p> <p>Site 42UN2787 is significant under National Register Criterion A. A continuously used canal system, it maintains good historic integrity and is an important example of early water conveyance technology used in the region. In the semi-arid climate of the Basin, water was and remains a precious resource, which shaped the way settlers and native tribes used land throughout the twentieth century. Irrigation systems like site 42UN2787 became instrumental in each of the area's agricultural industries, which greatly shaped the regional economy. The year of construction also coincides with the general time period in which the federal government opened Uintah Reservation lands to more intensive settlement, a process in which the Myton Canal played a critical role, particularly for agricultural properties. The canal's continued use today is a testament to the lasting importance irrigation systems play in the region. For these reasons, site 42UN2787 is significant under National Register Criterion A.</p> <p>The property does not appear significant under National Register Criterion B. Research on the Uinta Basin did not reveal important associations between notable historical figures and the Myton Canal.</p> <p>The canal does not appear significant under National Register Criterion C. It lacks distinguishing characteristics, engineering, and design features consistent with Criterion C eligibility. The wooden water control features used at the site were typical technologies for canals in the region and do not represent the work of a master builder or craftsman. Additionally, the site does not appear to have the potential to yield significant information or data. Site 42UN2787 thus does not appear significant under Criterion D.</p>	
<i>Myton Canal (SWCA 2019)</i>			
			
<i>Myton Canal (SWCA 2019)</i>			
Action Alternatives			
Indian Canyon	Wells Draw	Whitmore Park	
	✓		
Primary Location			
On Surface		Above Ground	
✓			
Location Relative to APE			
Project Footprint		1500' Buffer	
✓			
Type of Potential Effect			
Physical		Setting	
✓			
Land Owner/Manager			
Private and Tribal Trust Lands			






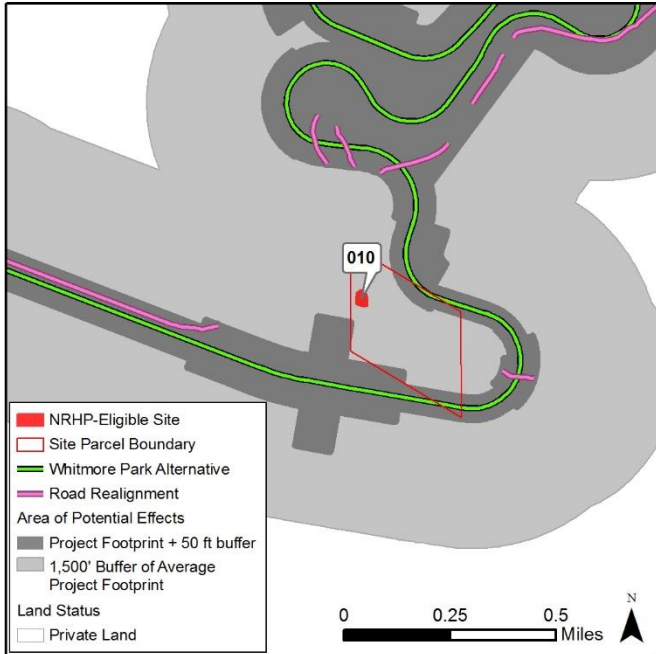
Resource ID 009 -- 42DC230/28063 - Smith's Well		
Site Photo		Summary
		<p>This property includes two partial well walls constructed of dry-laid, stacked stone. The site has been previously surveyed and documented as Smith's Well, with its eligibility determination being "undetermined." Much of the exterior walls and roofs are no longer extant. No outbuildings appear on site.</p> <p>This property is significant under National Register Criterion A. Constructed circa 1890, Smith's Well was an important waystation along Nine Mile Road between Fort Duchesne and Nine Mile Canyon founded by Owen Smith. Before the well's construction, settlers and travelers moved through this region with virtually no water sources. The Smith's Well complex provided shelter, food, and water, ultimately increasing travel through this corridor and enabling greater commerce in the area. Smith's Well is, thus, an important site for its contribution to the early white settlement of the region, predating the early twentieth century, in which settlement became intensive and newcomers built more water conveyance infrastructure. While this feature is deteriorated, it retains sufficient integrity to convey significance as an important piece of infrastructure in this arid area of Utah.</p>
Smith's Well (SWCA 2019)		
Action Alternatives		
Indian Canyon	Wells Draw	Whitmore Park
	✓	
Primary Location		
On Surface	Above Ground	
	✓	
Location Relative to APE		
Project Footprint	1500' Buffer	
	✓	
Type of Potential Effect		
Physical	Setting	
✓		
Land Owner/Manager		
Private		

Site Map



Resource ID 010 - 2A-0425-0000 – Cabin			
Site Photo		Summary	
		<p>This property is a one-story, single-family dwelling without an identifiable architectural style. The wall cladding consists of wood boards. Asphalt roll roofing covers the front-gabled roof. Alterations include the application of plastic sheeting over windows and the likely replacement of the original roof. There are four outbuildings on site, three of which are contributing and provide evidence that this property was used agriculturally.</p> <p>The property is significant under National Register Criterion A. Constructed circa 1905, it maintains fair integrity, with a primary residence and ancillary agricultural structures. The residence and outbuildings are significant for their connection to the broader settlement of this region following the federal government’s decision to open the Uintah Reservation for white settlement in 1905. The residence and outbuildings embody this transition in that they represented a more permanent settlement, which became more typical as infrastructure allowed these more intensive land use patterns to continue through the first half of the twentieth century.</p> <p>Research did not identify a link between the property and a significant historical person or persons. It does not, therefore, appear eligible under National Register Criterion B. The cabin and its related outbuildings do not appear significant under National Register Criterion C. This property type is well documented and, therefore, unlikely to yield information consistent with Criterion D eligibility.</p>	
<i>Cabin (SWCA 2019)</i>			
Action Alternatives			
Indian Canyon	Wells Draw	Whitmore Park	
		✓	
Primary Location			
On Surface		Above Ground	
		✓	
Location Relative to APE			
Project Footprint		1500’ Buffer	
✓			
Type of Potential Effect			
Physical		Setting	
✓			
Land Owner/Manager			
Private			

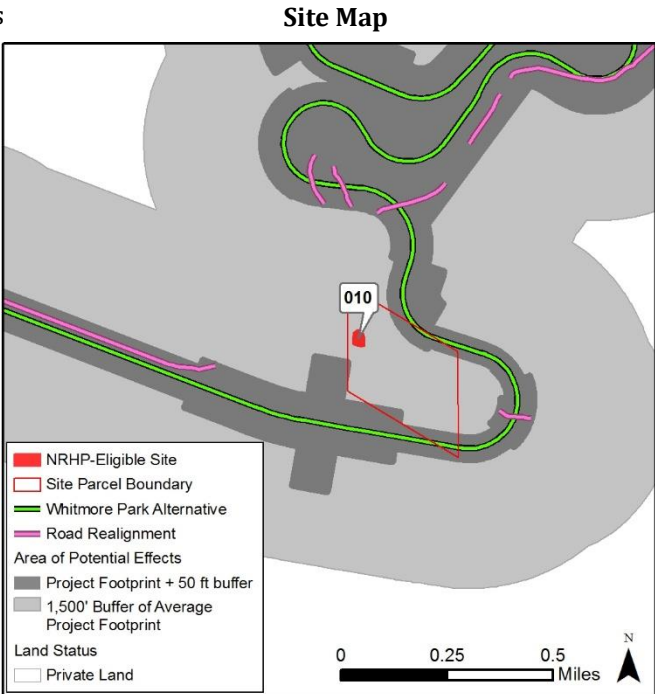
Site Map




Legend:

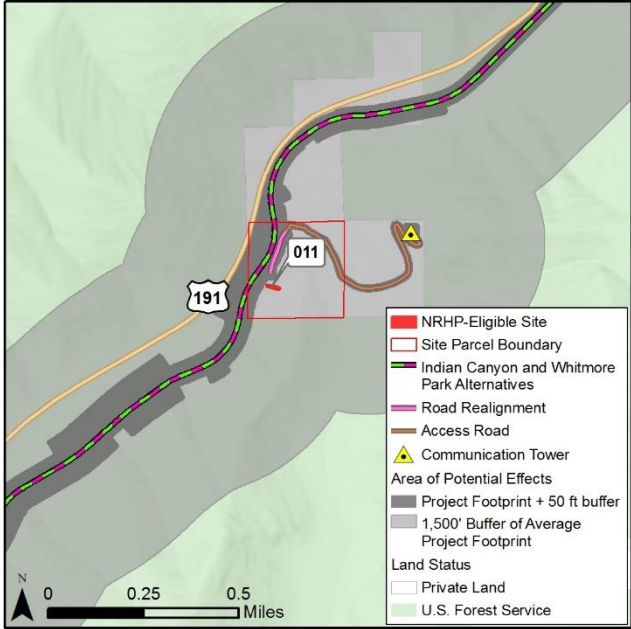
- NRHP-Eligible Site
- Site Parcel Boundary
- Whitmore Park Alternative
- Road Realignment
- Area of Potential Effects
 - Project Footprint + 50 ft buffer
 - 1,500' Buffer of Average Project Footprint
- Land Status
 - Private Land

Scale: 0 0.25 0.5 Miles

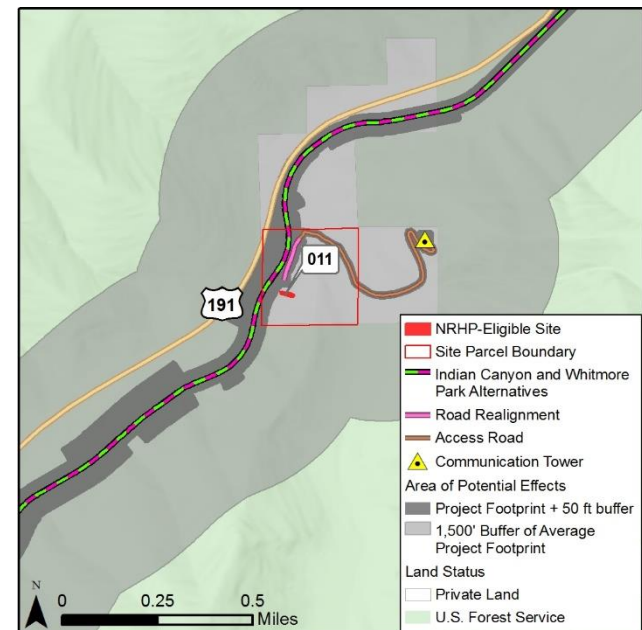




Resource 011 - 00-0011-0373 – National Folk-Style Single-cell Dwelling			
Site Photo		Summary	
 <p>National Folk-Style Single-cell Dwelling (SWCA 2019)</p>		<p>This property is a one-story, single-family, single-cell dwelling built in an unidentifiable architectural style, the National Folk style. The residence rests on a mortared stone foundation with walls clad in wood-drop siding. Corrugated metal covers the side-gabled roof. One contributing outbuilding stands on the parcel, a likely secondary residence. Two noncontributing outbuildings are also on site.</p> <p>The property is significant under National Register Criterion A. Constructed in 1924, the property is associated with a later period of growth than most of the other eligible properties in the APE. During the 1920s, the Basin experienced an economic boom due to a rapidly industrializing local economy. The extraction of natural gas, oil, and Gilsonite brought new growth both within established towns and in the countryside. This National Folk-style single-cell type house, built during this period with noncontributing buildings, maintains good historic integrity and is associated with a historic period in the Basin during which the local economy diversified.</p>	
Action Alternatives			
Indian Canyon	Wells Draw	Whitmore Park	
✓		✓	
Primary Location			
On Surface		Above Ground	
		✓	
Location Relative to APE			
Project Footprint		1500' Buffer	
✓			
Type of Potential Effect			
Physical		Setting	
✓			
Land Owner/Manager			
Private			

Site Map

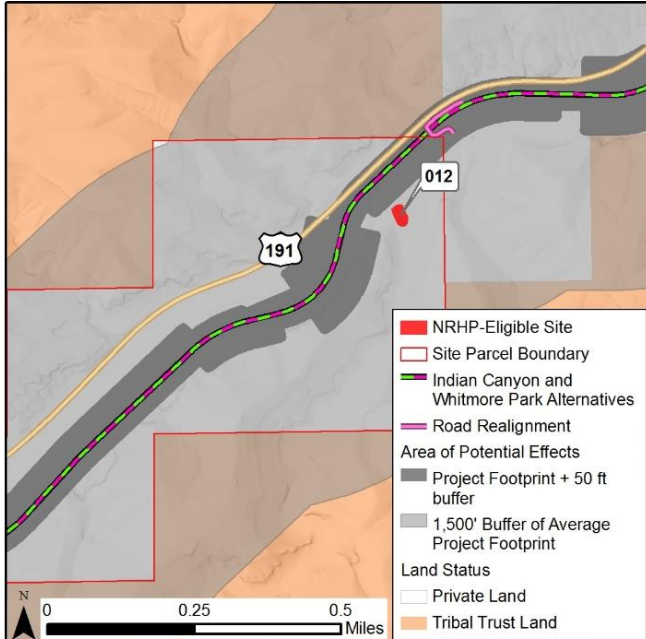


Site Map



Resource ID 012 - 00-0009-9287 – Cabin			
Site Photos		Summary	
		<p>The principal building on this agricultural property is a one-story, single-family, single-cell log cabin built in no distinct style. Saddle-notched, round logs make up its walls. Wood shingles cover the steeply pitched side-gabled roof. The original door and window openings remain. The windows and doors are absent. The parcel holds five contributing features located 0.1 mile to the east, including a barn constructed of square-notched, hewn logs. One noncontributing building stands 0.5 mile to the southwest.</p> <p>This property is significant under National Register Criteria A and C. Constructed circa 1911, the vernacular log cabin retains a good degree of historic integrity. The building imparts a strong association with a period of increasing white settlement in the Basin after the federal government opened the Uintah Reservation to homesteaders. This period, beginning in 1905, led to more permanent settlements, and a dramatic increase in infrastructure to support such growth. The outbuildings on site indicate a general trend in more intensive land use in the area.</p> <p>The property does not appear significant under National Register Criterion B because research conducted to date did not establish a connection between the property and a significant historical person.</p> <p>Under Criterion C, the property is significant as an example of the log cabin architecture used by settlers of the Basin during this period. Relying on native materials settlers could rapidly create a homestead. The property exhibits strong historic integrity. With intact character-defining features such as its saddle-notched log walls and a wood shingle roof, this residence is a distinctive example of early twentieth century log cabin architecture in the Uinta Basin. For these reasons, this property is significant under National Register Criterion C.</p> <p>As a property type, cabins of this region are well understood and unlikely to yield significant new information. Thus, the property is unlikely to be significant under Criterion D.</p>	
			
Cabin (SWCA 2019)			
Outbuildings (SWCA 2019)			
Action Alternatives			
Indian Canyon	Wells Draw	Whitmore Park	
✓		✓	
Primary Location			
On Surface		Above Ground	
		✓	
Location Relative to APE			
Project Footprint		1500' Buffer	
✓			
Type of Potential Effect			
Physical		Setting	
✓			
Land Owner/Manager			
Private			

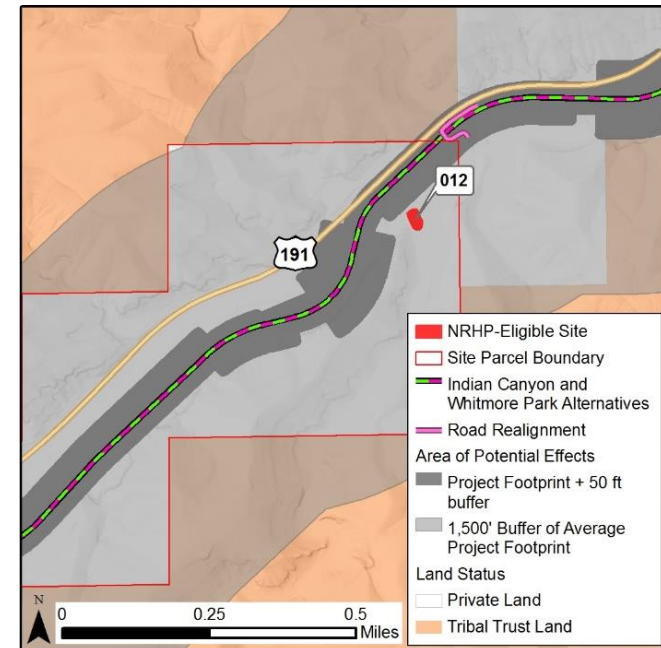
Site Map




Legend:

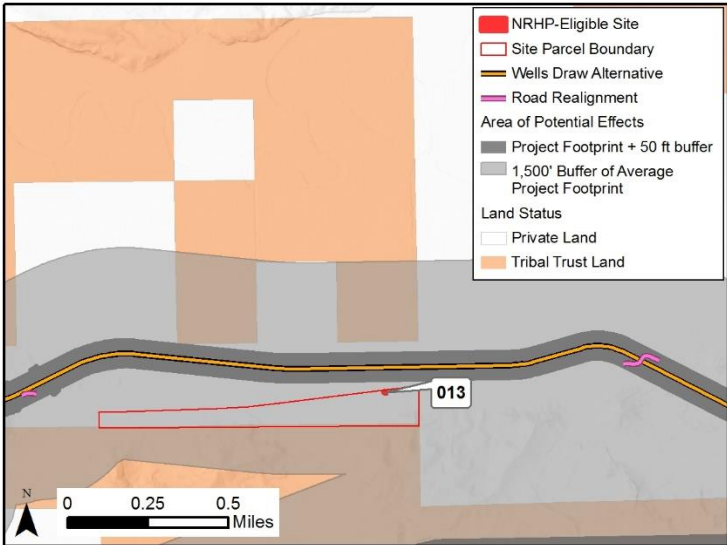
- NRHP-Eligible Site
- Site Parcel Boundary
- Indian Canyon and Whitmore Park Alternatives
- Road Realignment
- Area of Potential Effects
 - Project Footprint + 50 ft buffer
 - 1,500' Buffer of Average Project Footprint
- Land Status
 - Private Land
 - Tribal Trust Land

Site Map

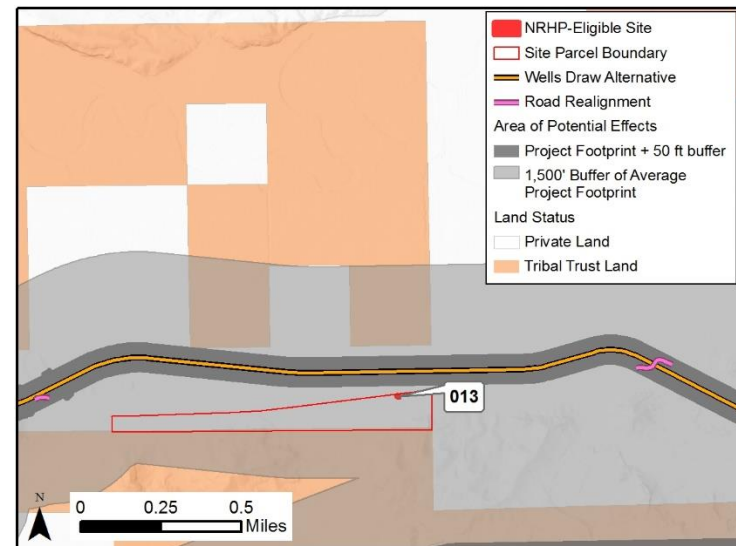



Resource 013 – 42UN8923/170720004 Homestead			
Site Photo		Summary	
		<p>The building is a one-story, single-family, double-cell log cabin. The foundation is a wood sill. Square-notched round logs make up the exterior walls of the western cell, while the eastern is composed of half-square notched logs. The side-gabled roof has collapsed. An eastern crib appears to be an addition after initial construction. No outbuildings are on site.</p> <p>The property is significant under National Register Criterion A. Constructed circa 1910, the log cabin retains sufficient historic integrity to impart its connection with the period of white settlement in the Basin after the federal government opened the Uintah Reservation. While the lack of outbuildings on site indicates that this property may have only functioned as a residence, it still maintains a connection with this period of settlement, defined increasingly by more permanent structures and infrastructure changes.</p> <p>Because research did not reveal connections between it and important persons, the property does not appear significant under National Register Criterion B. Its design and engineering characteristics and lack of integrity are not suggestive of significance under National Register Criterion C.</p> <p>Homesteads in this region are well-understood as a property type. This example, therefore, is unlikely to yield information consistent with Criterion D eligibility.</p>	
Homestead (SWCA 2019)			
Action Alternatives			
Indian Canyon	Wells Draw	Whitmore Park	
	✓		
Primary Location			
On Surface		Above Ground	
		✓	
Location Relative to APE			
Project Footprint		1500' Buffer	
		✓	
Type of Potential Effect			
Physical		Setting	
✓			
Land Owner/Manager			
Private			

Site Map



Site Map

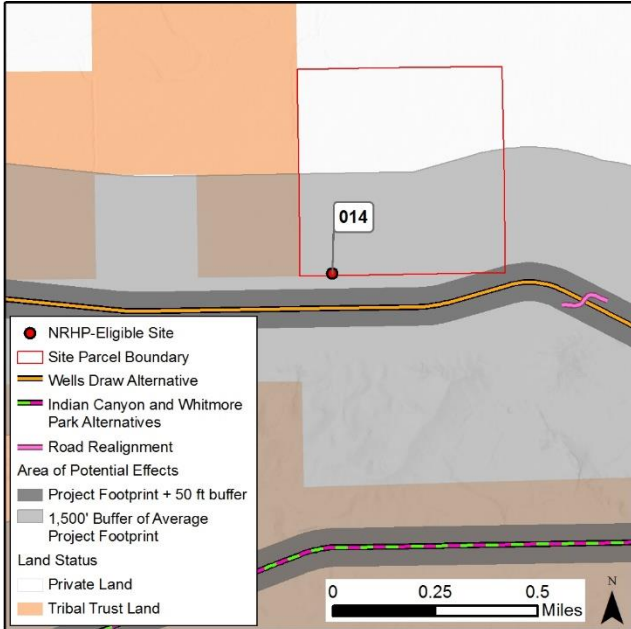


Resource ID 014 - 150310001B - Cabin			
Site Photo		Summary	
		<p>This property is a one-story, single-cell type, single-family log cabin. Saddle-notched, round logs make up the walls. Horizontal wood siding fills the gable ends. Wood shingles cover the side-gabled roof. The original doors and windows are missing, although the openings remain. No other alterations are apparent. No outbuildings appear on site.</p> <p>This property is significant under National Register Criteria A and C. Constructed circa 1905, the single-cell log cabin residence maintains good integrity, imparting a connection to the period of early white settlement in the era after the federal government opened the Uintah Reservation to homesteaders. This period, beginning in 1905, led to more permanent settlements and increased infrastructure to support such growth. While this property lacks outbuildings indicating that it was an agricultural property, the type of structure and the period of its construction make it a good example of the more permanent residences established during this period.</p>	
<p>Cabin (SWCA 2019)</p>			
Action Alternatives			
Indian Canyon	Wells Draw	Whitmore Park	
	✓		
Primary Location			
On Surface		Above Ground	
		✓	
Location Relative to APE			
Project Footprint		1500' Buffer	
✓			
Type of Potential Effect			
Physical		Setting	
✓			
Land Owner/Manager			
Private			

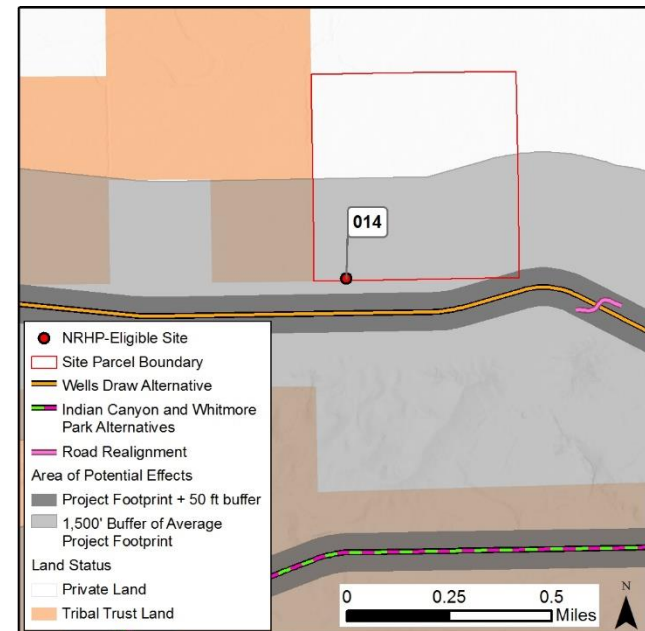
Research conducted to date did not reveal associations between the property and significant persons. It does not appear eligible under National Register Criterion B. Under Criterion C, the property is significant as an example of log cabin architecture using native materials and common fastening methods. It exhibits strong historic integrity through intact character-defining features such as its saddle-notched log walls and wood siding in the gable ends.

The property type is well documented and understood. Research did not indicate that it has the potential to yield significant information or data. Therefore, it is not eligible under Criterion D.



Site Map



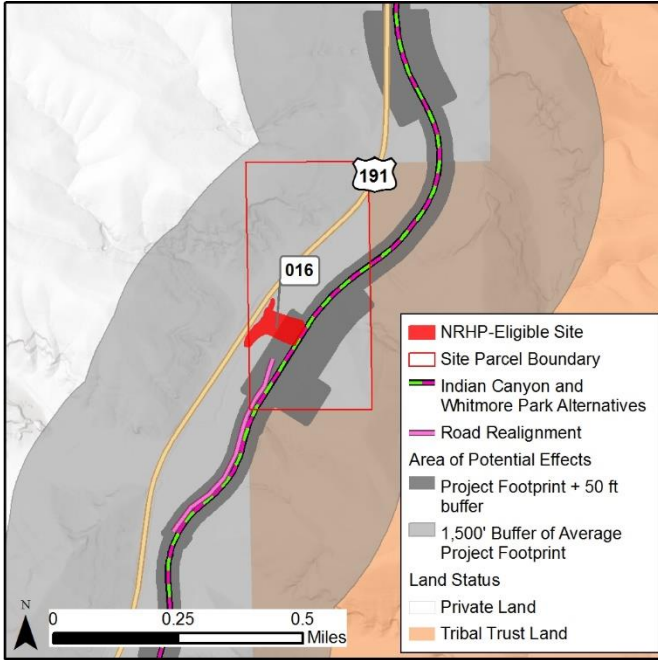
Site Map



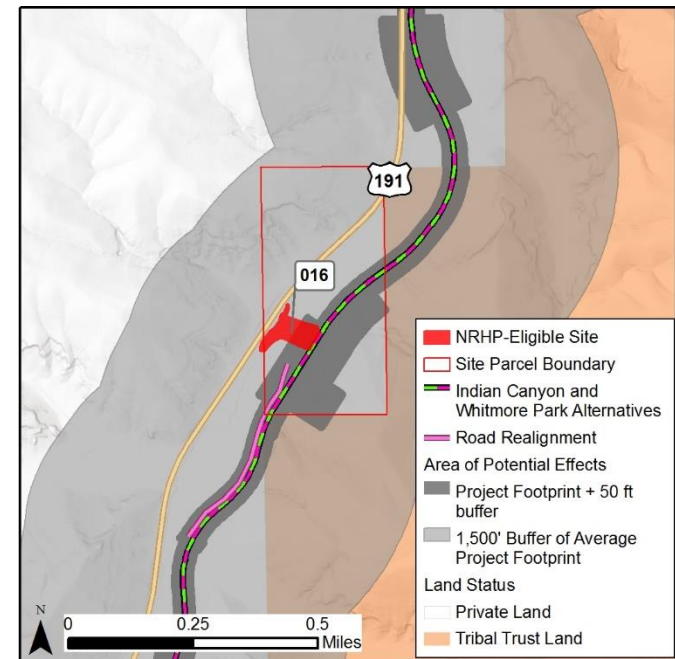
Resource ID 015 – 42DC4128 – Rock Art and Artifact Scatter		
Site Photo		Summary
<p><i>Photograph and Site Map omitted to maintain confidentiality.</i></p>		<p>Site 42DC4128 is a newly recorded site consisting of prehistoric rock art and an artifact scatter located on a sandstone boulder south of Sand Pass. The deposition is alluvial and colluvial, with sediments at the base of the mesa appearing stable. Some evidence of modern visitation, including modern cans, and vandalism indicate that the site has possibly been altered somewhat.</p> <p>The site holds one petroglyph and an artifact scatter. The image includes one anthropomorph, a wavy line, and an abstract figure. The anthropomorph has a trapezoid-shaped body and a bucket-shaped head, indicating Fremont association. The artifact scatter includes one projectile point, one sandstone mano, two quartzite core fragments, and ten fragments of fire-affected rock. The evidence suggests that the area is a Fremont site dating to the Formative period.</p> <p>Site 42DC4128 is significant under National Register Criteria C and D. The rock image at this site represents a distinct, well-preserved, and significant artwork from its time period, making it eligible for the National Register under Criterion C. The anthropomorph's individual characteristics indicate a strong connection with Fremont culture. The panel maintains good integrity, making it a significant and rare example of an artwork produced in this time period and location. For these reasons, Site 42DC4128 is significant under National Register Criterion C.</p> <p>Under Criterion D, this prehistoric site has the potential to yield information on prehistoric behavior of humans in the Uinta Basin. While lacking evidence of prolonged habitation, the site does show evidence of activity relating to subsistence and cultural production. The site maintains good overall integrity and could possibly provide more subsurface information, particularly regarding subsistence strategies and patterns. Therefore, 42DC4128 is eligible for the National Register under Criterion D.</p> <p>Site 42DC4128 is not significant under Criterion A. There is no evidence indicating that the site is directly associated with important moments or trends in the prehistory of the United States. Site 42DC4128 is not significant under Criterion B. In-depth research on the Uinta Basin's historical figures only yielded information on those that impacted the post-contact period, making it virtually impossible to glean information on connections between this site and historic individuals.</p>
Action Alternatives		
Indian Canyon	Wells Draw	Whitmore Park
	✓	
Primary Location		
On Surface		Above Ground
✓		
Location Relative to APE		
Project Footprint		1500' Buffer
✓		
Type of Potential Effect		
Physical		Setting
✓		
Land Owner/Manager		
Private		

Resource ID 016 - 00-0010-7965 – National Folk-Style Dwelling Cabin		
Site Photos		Summary
<div><p>Cabin National Folk-Style Dwelling (SWCA 2019)</p><p><i>Outbuildings (SWCA 2019)</i></p></div>		<p>The principal building on this agricultural property is a one-and-one-half story, single-family dwelling built in the National Folk-style log cabin. Saddle-notched, stacked logs compose the exterior walls. Corrugated metal covers the front-gabled roof. Possible alterations include a half-story addition in the rear yard, a front porch, and new windows and doors. A secondary residence exists on site, which may be a basement/hope house. Nine out of the ten outbuildings on site are contributing.</p> <p>This property is significant under National Register Criterion A. Constructed circa 1905, the cabin National Folk-style house retains sufficient integrity, imparting an association with a period of early homesteading after the federal government opened the Uintah Reservation to settlement. This event led to more permanent settlements and increased infrastructure to support growth.</p> <p>Research conducted to date did not reveal associations between the property and significant persons. It does not, therefore, appear eligible under National Register Criterion B. As an unremarkable example of a commonplace residential building type, this property’s design and engineering features do not suggest significance related to Criterion C. This property type is well understood and research did not indicate that it has the potential to yield significant information or data, meaning it does not appear significant under Criterion D.</p>
Action Alternatives		
Indian Canyon	Wells Draw	Whitmore Park
✓		✓
Primary Location		
On Surface	Above Ground	
	✓	
Location Relative to APE		
Project Footprint	1500’ Buffer	
✓		
Type of Potential Effect		
Physical	Setting	
✓		
Land Owner/Manager		
Private		

Site Map



Site Map



Treated as Historic Properties: Assumed National Register Eligible (Resource IDs 017 through 030)

OEA has noted the possibility that historic districts expressing agricultural and transportation themes may be present in the Basin with possible contributors located within the APE. OEA preliminarily identified these potential historic districts as Uinta Basin Rural Historic District, Indian Canyon Road Linear Historic District, and Emma Park Road Linear Historic District.

The Coalition recorded the properties associated with Resource IDs 017 through 030 in the APE and OEA is *treating* them as eligible for the purposes of Phase 1 of its Section 106 compliance effort. These properties are unlikely to meet National Register criteria for individual listing but may contribute to these, or other, potential districts.

Pending further study under the PA, OEA has not determined these properties to be National Register eligible nor is OEA requesting SHPO concurrence related to either a determination of eligibility or effects analysis. OEA is providing the eligibility assumptions and preliminary effects findings below consistent with its obligation to establish likely presence of historic properties pursuant to 36 C.F.R. § 800.4(b)(2).

While OEA has sufficient information about these properties to indicate that they *may* meet the criteria for listing in the National Register as potential district contributors, it does not have sufficient information to request SHPO concurrence with an eligibility determination. Rather, the potential historic districts and individual properties associated with Resource IDs 017-030 need additional research and analysis pursuant to the terms of the PA during Phase 2. OEA analyzed potential effects on each potential contributor but not to the potential historic districts.

Potential Uinta Basin Rural Historic District

This potential district consists of properties associated with Basin's rural character. This grouping includes both residential dwellings and sites directly associated with agricultural production. The property types and their distribution throughout the APE are discussed below. It includes previously identified properties discussed above and newly identified properties (Table 16).

Table 16. Potential Uinta Basin Rural Historic District Contributors, Newly Identified, Assumed Eligible

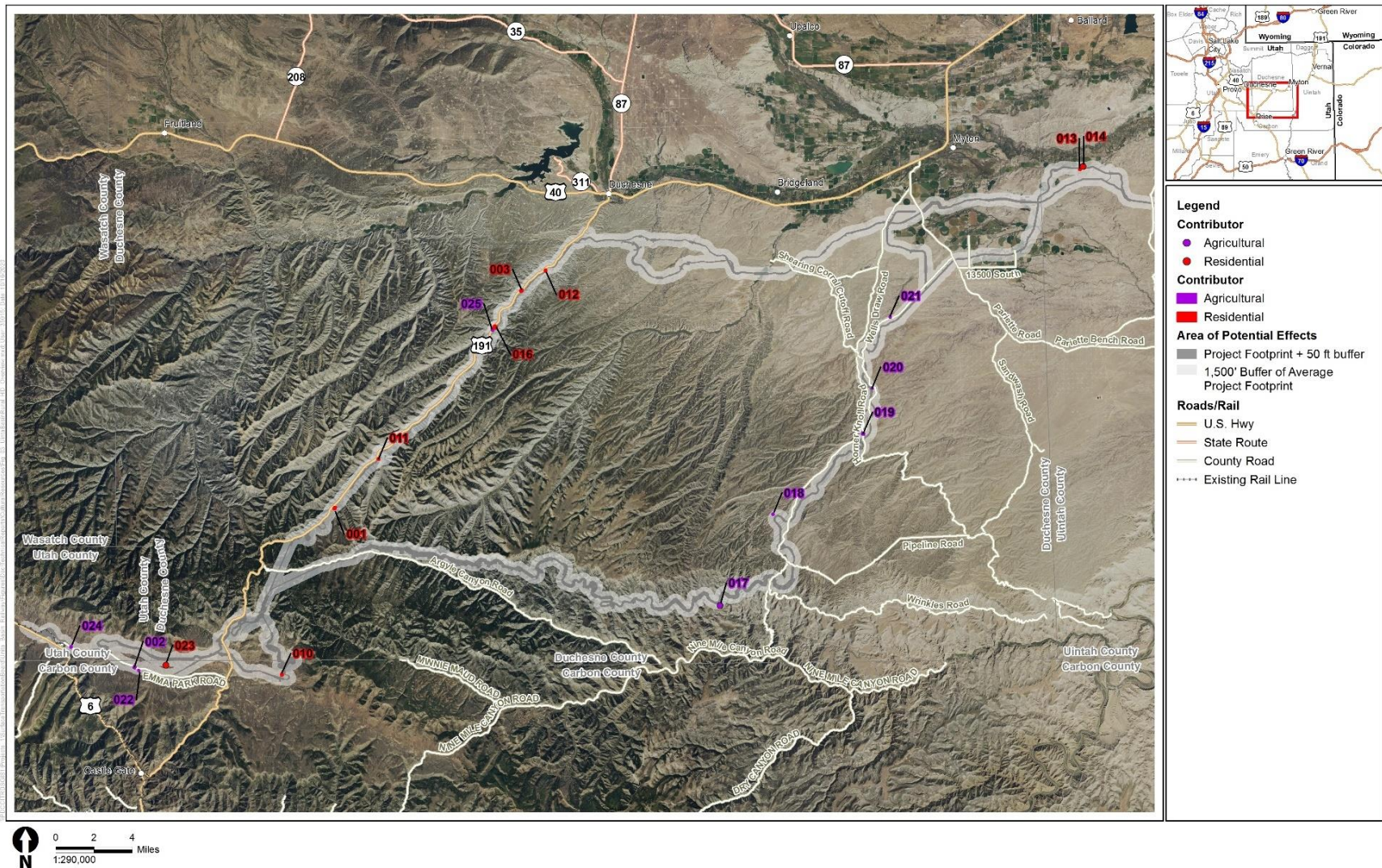
Potential Uinta Basin Rural Historic District Contributors		
Resource ID	Resource Number	Description
Resource ID 017	No Parcel No. 3 BLM	Cairn
Resource ID 018	No Parcel No. 4 BLM	Corral
Resource ID 019	No Parcel No. 8 BLM	Corral
Resource ID 020	No Parcel No. 7 BLM/ 42DC1541	Cairn
Resource ID 021	No Parcel No. 6 BLM/ 42DC2646	Cairn
Resource ID 022	2A-0312-0001	Corral
Resource ID 023	2A-0344-0000	Cabin
Resource ID 024	330840001	Corral
Resource ID 025	00-0010-7882	Loafing shed


The rural nature of the Basin made it ideal for homesteading and agricultural production. Sheep herding and ranching were important industries in the Basin, which grew in the late-nineteenth century after the development of effective water conveyance. When the federal government opened the Uintah Reservation to more intensive Euro-American settlement in 1905, these industries expanded, later aided by increased demand for food and wool during World War I. Following World War I, the Great Depression and the Taylor Grazing Act of 1934 changed how sheep herders utilized their land. Additionally, overgrazing in the Basin further constricted the industry. After reviving somewhat during World War II, the industry continued to decline gradually through the post-war years.

The potential district holds remnants of these industries, as well as related residential properties. The district consists of 18 potential contributors significant under either National Register Criteria A or C (Figure 3; Attachment IV). Three are cairns, objects of stacked stone used by open pasture farmers as landmarks. Four corrals and one loafing shed are contributing agricultural features, which had multiple uses in ranching and herding. There is also a historic well that played a critical role as a waystation in the area in the late-nineteenth century. The remaining 11 properties are dwellings and residences. Overall, the district represents a distinctive group of rural land uses that represent a significant pattern of more intensive development by Euro-American settlers in the area during the twentieth century.

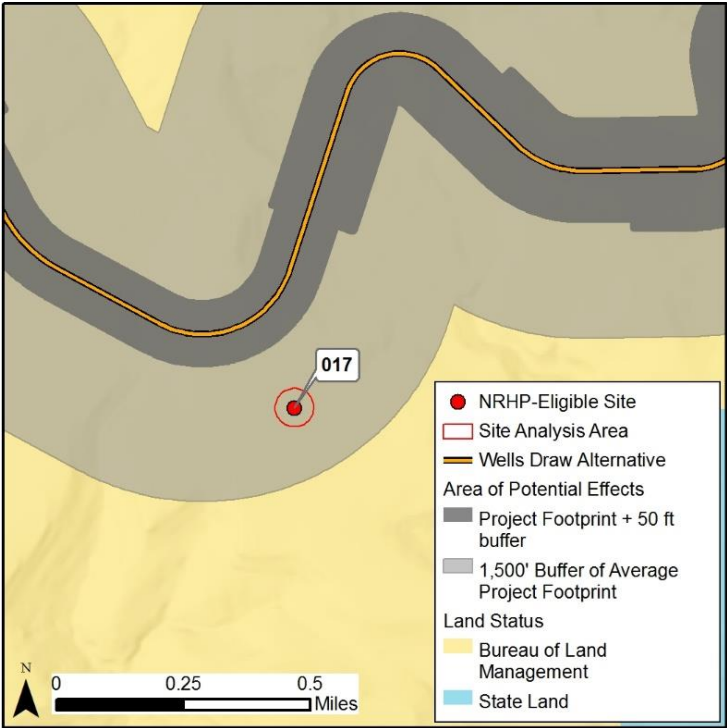
Further study under the PA would be needed to conclusively determine whether a National Register-eligible historic district is present, establish a district boundary, and identify contributors. Based on OEA's preliminary analysis, potential contributors include National Register-listed and determined eligible properties discussed above (Resource IDs 001 through 003, 010, 011 through 014, and 016). It also includes assumed eligible potential contributors (Resource IDs 017 through 025).

Figure 3. Potential Uinta Basin Rural Historic District Overview

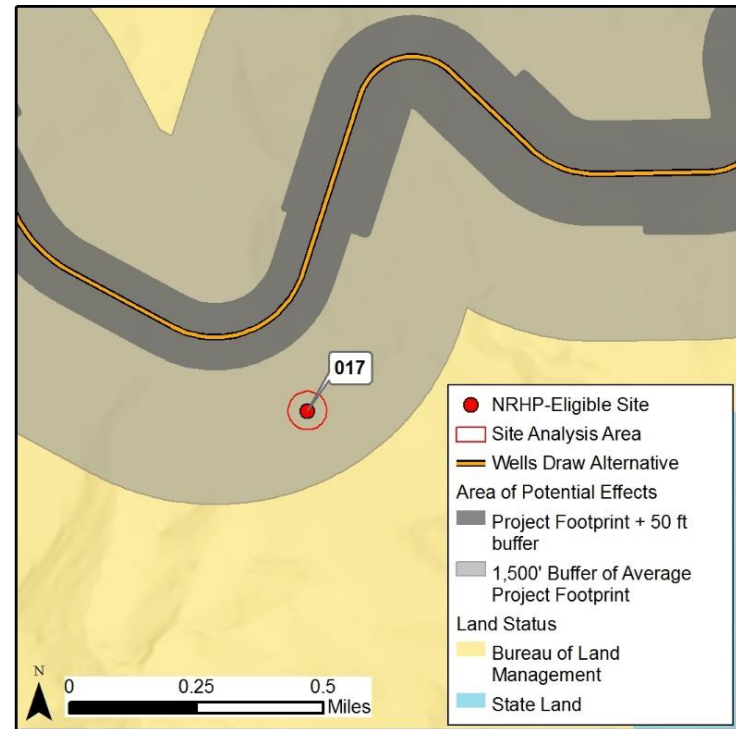



Resource ID 017- BLM No. 3 – Cairn		
Site Photos		Summary
		<p>This isolated agricultural feature is a cairn constructed of dry-laid, stacked stone. It has no visible alterations and has no nearby outbuildings.</p> <p>OEA is treating this cairn as a contributor to the potential Uinta Basin Rural Historic District under Criterion A. Constructed circa 1910, the cairn has good historic integrity, imparting a connection to the role animal herding played in the Uinta Basin in the period following the federal government’s decision to open the Uintah Reservation to white settlement. Ranchers used cairns as landmarks to navigate the wide-open terrain sheepherding demanded. The remote location of the cairn attests to how white settlers utilized this land east of Indian Canyon in the early twentieth century after the shift in reservation policy in 1905. The structure also predates political and economic changes that began in the interwar era and resulted in the slow decline of the sheepherding industry in the Basin, making it an important extant example of its type</p> <p>Research did not yield associations between the cairn and important persons. It does not, therefore, appear eligible for listing under Criterion B. Related to its design and engineering, the property does not appear significant under National Register Criterion C. The property type is well documented and understood. Research did not indicate that it has the potential to yield significant information or data, suggesting that it is not significant under Criterion D.</p>
<i>Cairn (SWCA 2019)</i>		
Action Alternatives		
Indian Canyon	Wells Draw	Whitmore Park
	✓	
Primary Location		
On Surface	Above Ground	
	✓	
Location Relative to APE		
Project Footprint	1500’ Buffer	
	✓	
Type of Potential Effect		
Physical	Setting	
	✓	
Land Owner/Manager		
BLM		

Site Map

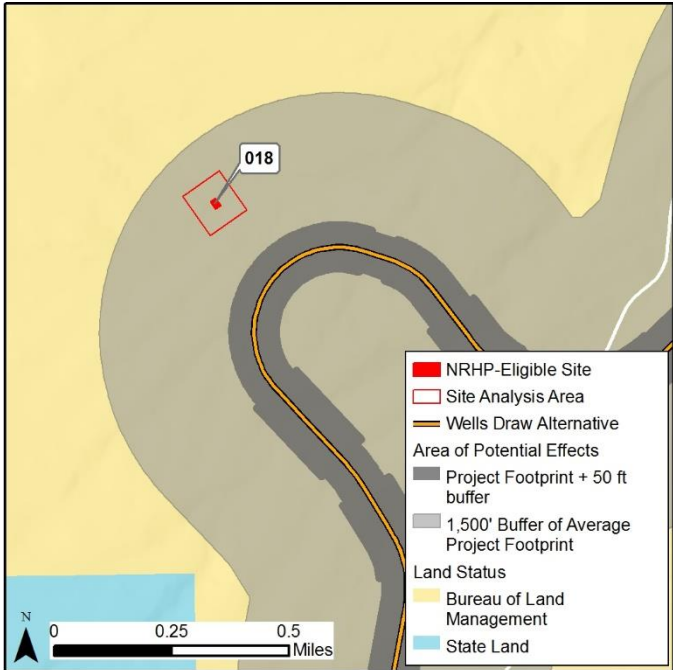


Site Map

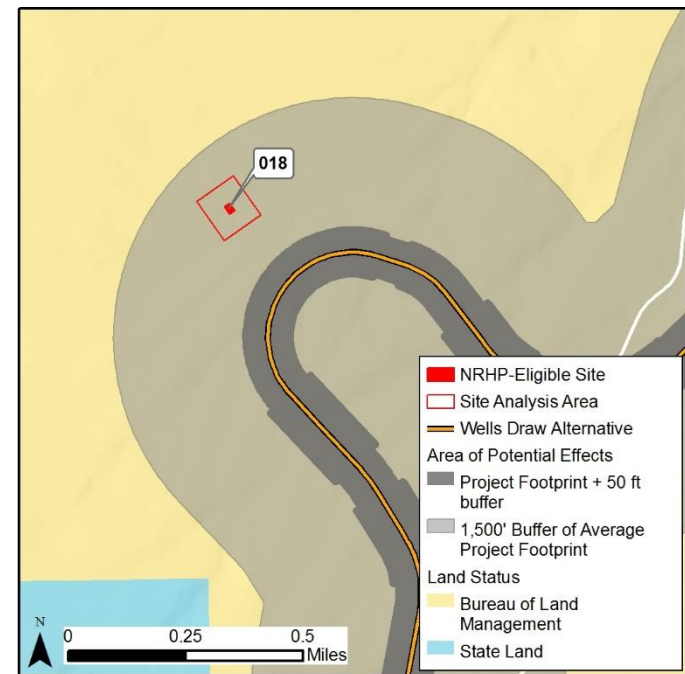



Resource ID 018 BLM No. 4 – Corral			
Site Photo		Summary	
		<p>This isolated small corral is constructed of unprocessed wood posts and rails. No alterations are apparent. No outbuildings are visible.</p> <p>OEA is treating this corral as a contributor to the potential Uinta Basin Rural Historic District under Criterion A. Constructed circa 1910, this remote corral in the open landscape east of Indian Canyon has good historic integrity, imparting a connection to the role animal herding played in the period following the federal government’s decision to open the Uintah Reservation to white settlement. Ranchers used corrals typically for shearing sheep. Although there are no outbuildings present, the structure’s remote location aligns with the open space demanded by sheep herding, which requires frequent movement of livestock to new food sources.</p>	
<i>Corral (SWCA 2019)</i>			
Action Alternatives			
Indian Canyon	Wells Draw	Whitmore Park	
	✓		
Primary Location			
On Surface		Above Ground	
		✓	
Location Relative to APE			
Project Footprint		1500’ Buffer	
		✓	
Type of Potential Effect			
Physical		Setting	
✓			
Land Owner/Manager			
BLM			

Site Map

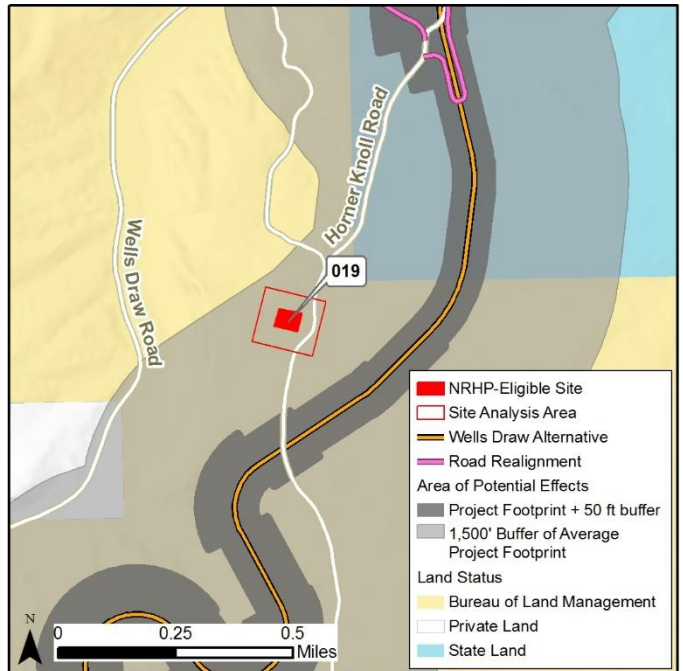



Site Map



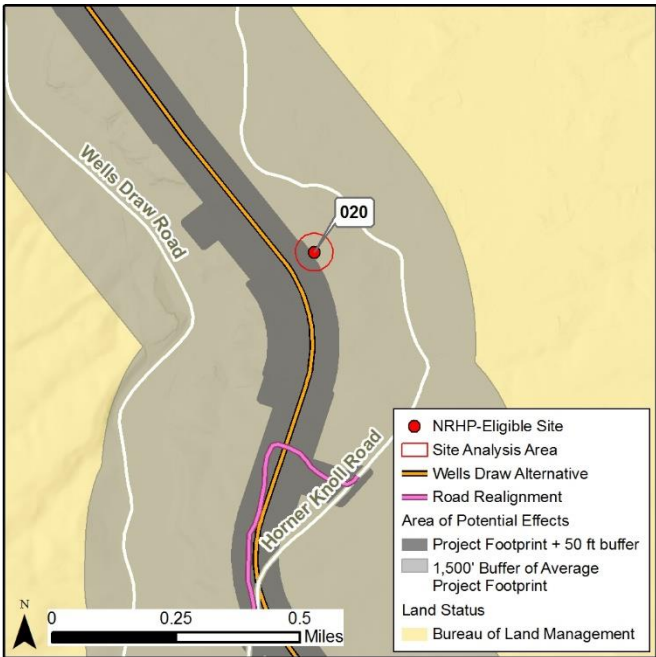
Resource ID 019 – BLM No. 8 –Corral 1			
Site Photo		Summary	
		<p>This property consists of a isolated small corral is constructed of vertical wood and metal posts spanned by barbed wire. Alterations include the replacement of posts with modern metal posts. No visible outbuildings are present.</p> <p>OEA is treating this corral as a contributor to the potential Uinta Basin Rural Historic District under Criterion A. Constructed circa 1950, this remote corral in the open landscape east of Indian Canyon has good historic integrity, imparting a connection to the role animal herding played in the Uinta Basin throughout the twentieth century. Built in the post-war era, the structure demonstrates the continued significant role this industry played in the Uinta Basin despite being in substantial decline since the interwar era.</p> <p>Although there are no outbuildings present, the structure's remote location aligns with the open space demanded by sheep herding, which requires frequent movement of livestock to new food sources.</p> <p>Research conducted to date on the Uinta Basin's historical figures did not yield connections to this property. Therefore, the property does not appear significant under National Register Criterion B. Corral construction appears typical of the period and local context. As a result, the property does not appear significant under National Register Criterion C. A well-understood property type, the corral appears unlikely to yield information consistent with eligibility under Criterion D.</p>	
<i>Corral (SWCA 2019)</i>			
Action Alternatives			
Indian Canyon	Wells Draw	Whitmore Park	
	✓		
Primary Location			
On Surface	Above Ground		
	✓		
Location Relative to APE			
Project Footprint	1500' Buffer		
	✓		
Type of Potential Effect			
Physical	Setting		
✓			
Land Owner/Manager			
BLM			

Site Map

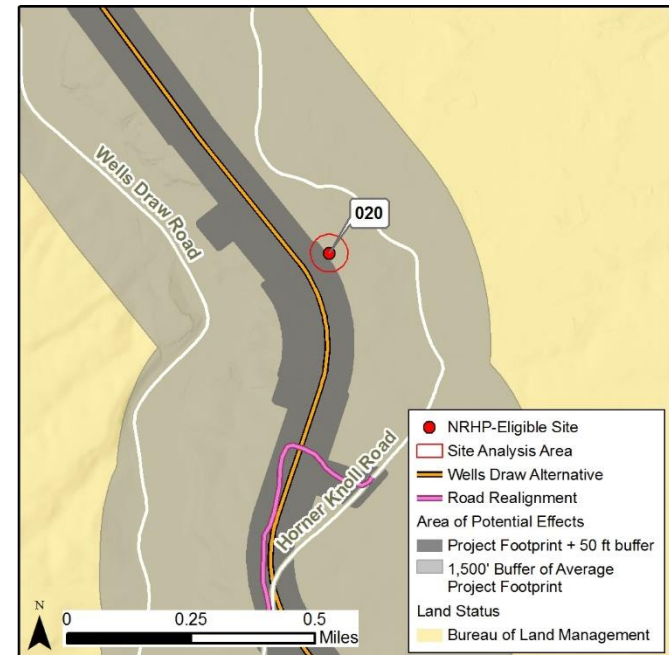



Resource ID 020 - BLM No. 7 – Cairn			
Site Photo		Summary	
		<p>This isolated cairn is constructed of dry-laid, stacked stone. It has no visible alterations, and no nearby outbuildings.</p> <p>OEA is treating this cairn as a contributor to the potential Uinta Basin Rural Historic District under Criterion A. Constructed circa 1910, the cairn has good historic integrity. Used by ranchers to assist with navigation, cairns are associated with the role animal herding played in the Uinta Basin in the period following the federal government’s decision to open the Uintah Reservation to white settlement.</p> <p>The property does not appear significant under National Register Criterion B because research has not established a link between it and an important historical person. Neither its design nor its engineering suggest that it meets the eligibility threshold for National Register Criterion C. Research did not indicate that it has the potential to yield significant information or data. Therefore, eligibility under Criterion D is unlikely.</p>	
<i>Cairn (SWCA 2019)</i>			
Action Alternatives			
Indian Canyon	Wells Draw		
	✓		
Primary Location			
On Surface	Above Ground		
	✓		
Location Relative to APE			
Project Footprint	1500’ Buffer		
✓			
Type of Potential Effect			
Physical	Setting		
✓			
Land Owner/Manager			
BLM			

Site Map

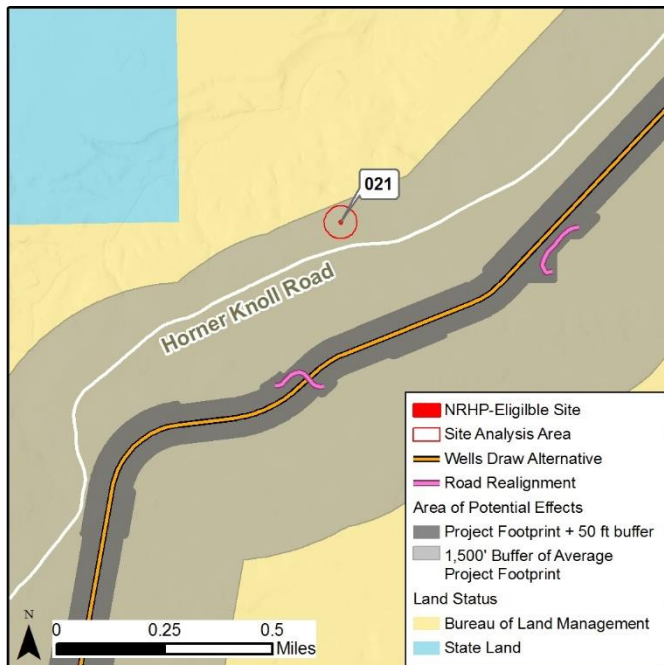



Site Map



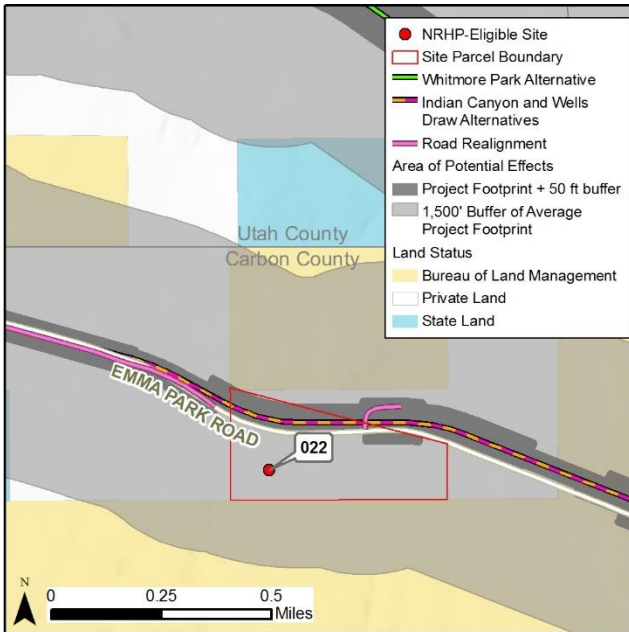
Resource ID 021 - BLM No. 6/42DC2646 – Cairn		
Site Photo		Summary
		<p>Constructed of dry-laid, stacked stone, this isolated cairn does not exhibit visible alterations or nearby outbuildings.</p> <p>OEA is treating it as a contributor to the potential Uinta Basin Rural Historic District under Criterion A. Typically used as a navigational aid, the cairn has good historic integrity dating to its estimated construction year of 1910. It is connected to the role animal herding played in the Uinta Basin in the intensive period of white settlement following 1905.</p> <p>Because research has not established a connection between the cairn and an important person in the Basin’s history, the property does not appear significant under National Register Criterion B. Due to its typical design and engineering, the property does not appear significant under National Register Criterion C. Its information potential is low. Therefore, the cairn does not appear eligible under Criterion D.</p>
<i>Cairn (SWCA 2019)</i>		
Action Alternatives		
Indian Canyon	Wells Draw	Whitmore Park
	✓	
Primary Location		
On Surface	Above Ground	
	✓	
Location Relative to APE		
Project Footprint	1500’ Buffer	
	✓	
Type of Potential Effect		
Physical	Setting	
✓		
Land Owner/Manager		
BLM		


Site Map



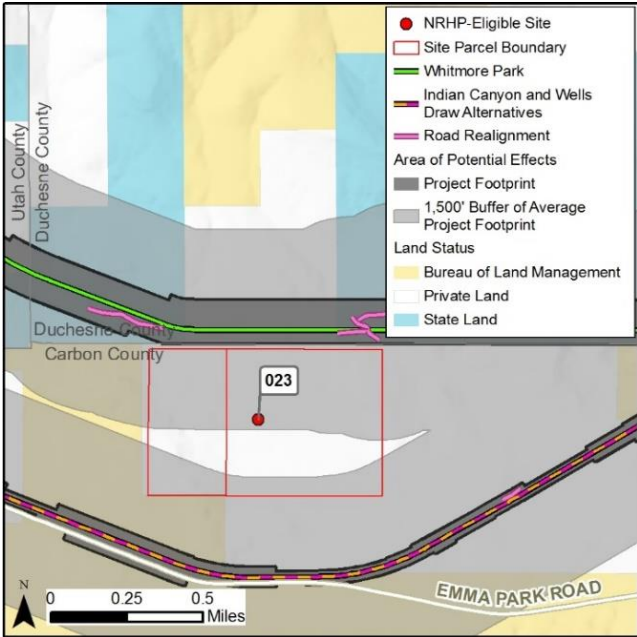
Resource ID 022 - 2A-0312-0001 – Corral			
Site Photo		Summary	
		<p>This small corral constructed of vertical wood posts and barbed wire displays alterations including the removal of fencing material. It is possible that this corral is related to the cabin located on the adjacent parcel at 2A-0344-0000.</p> <p>OEA is treating this corral as a contributor to the potential Uinta Basin Rural Historic District under Criterion A. Constructed circa 1900, this corral near the former Emma Park Road and present-day US Highway 6 maintains good historic integrity. It is associated with the early era of white settlement of the Uinta Basin which predates the federal government’s decision to open the Uintah Reservation to settlers. This property is associated with white settlement patterns in the western project area. While the corral was constructed close to transportation infrastructure, it remained far from the United States military’s presence at Fort Duchesne, demonstrating how settlement expanded at the turn of the twentieth century.</p>	
<p><i>Corral (SWCA 2019)</i></p>			
Action Alternatives			
Indian Canyon	Wells Draw	Whitmore Park	
✓	✓		
Primary Location			
On Surface		Above Ground	
		✓	
Location Relative to APE			
Project Footprint		1500’ Buffer	
✓			
Type of Potential Effect			
Physical		Setting	
✓			
Land Owner/Manager			
Private			

Site Map

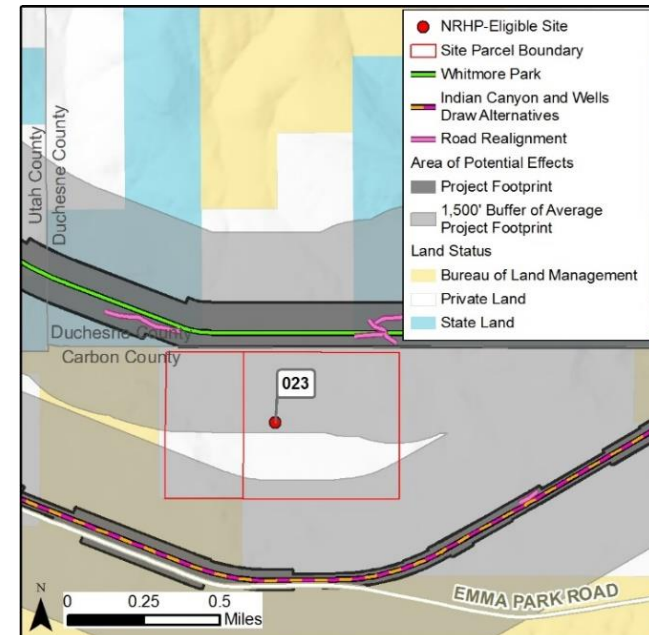



Resource ID 023 2A-0344-0000 – Cabin			
Site Photo		Summary	
		<p>Recorded at a distance due to lack of access, this property is a one-story, single-family, single-cell log cabin. Stacked wood logs constitute its walls. Wood planks cover the front-gabled roof. No outbuildings are apparent.</p> <p>OEA is treating this property as a contributor to the potential Uinta Basin Rural Historic District under National Register Criterion A. Constructed circa 1900, this property is associated with the early period of settlement before the federal government opened the Uintah Reservation to homesteaders.</p> <p>Research did not reveal associations between the property and an important person in the Basin’s history. Therefore, the property is not significant under National Register Criterion B. The cabin does not appear to exhibit distinctive design or engineering features consistent with Criterion C eligibility. Research did not provide evidence that the property is likely to yield important information so it does not appear eligible under Criterion D.</p>	
<i>Cabin (SWCA 2019)</i>			
Action Alternatives			
Indian Canyon	Wells Draw	Whitmore Park	
		✓	
Primary Location			
On Surface		Above Ground	
		✓	
Location Relative to APE			
Project Footprint		1500’ Buffer	
		✓	
Type of Potential Effect			
Physical		Setting	
✓			
Land Owner/Manager			
Private			

Site Map

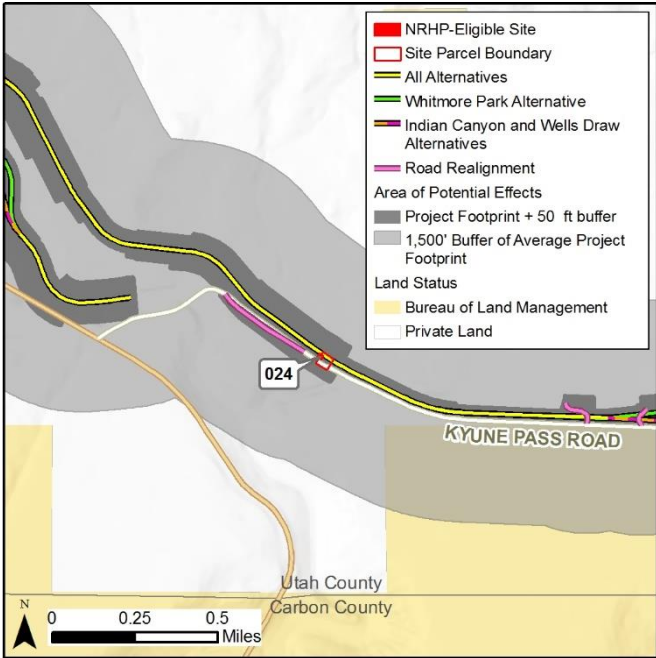


Site Map

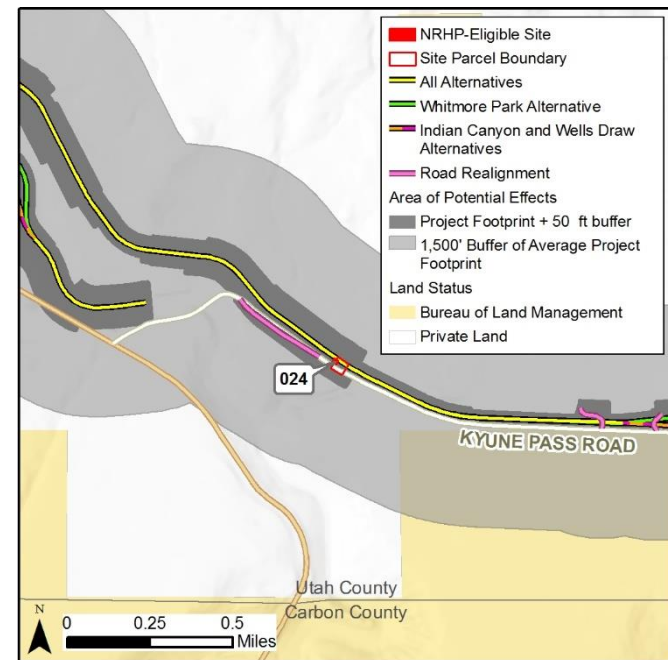



Resource ID 024 - 330840001 – Corral			
Site Photo		Summary	
		<p>This small corral is constructed of railroad tie posts and board rails, located on open rangeland near Emma Park Road. Alterations include the addition of metal gates. There are no outbuildings present. This corral has no associated outbuildings and does not appear to be associated with a larger ranch or farm.</p> <p>OEA is treating this corral as a contributor to the potential Uinta Basin Rural Historic District under Criterion A. Constructed circa 1950, the corral has good historic integrity. It conveys an association with animal herding in the Basin. Built in the post-war era, the structure demonstrates the continued significant role this industry played in the Uinta Basin despite being in substantial decline since the interwar era.</p> <p>Research did not reveal associations between this property and important historical figures. It therefore does not appear eligible under Criterion B. The corral is constructed in a typical style of the period and thus does not appear eligible for its design or engineering under Criterion C. A well-understood property type, the corral appears unlikely to yield information consistent with eligibility under Criterion D.</p>	
<i>Corral (SWCA 2019)</i>			
Action Alternatives			
Indian Canyon	Wells Draw	Whitmore Park	
✓	✓	✓	
Primary Location			
On Surface		Above Ground	
		✓	
Location Relative to APE			
Project Footprint		1500' Buffer	
✓			
Type of Potential Effect			
Physical		Setting	
✓			
Land Owner/Manager			
Private			

Site Map

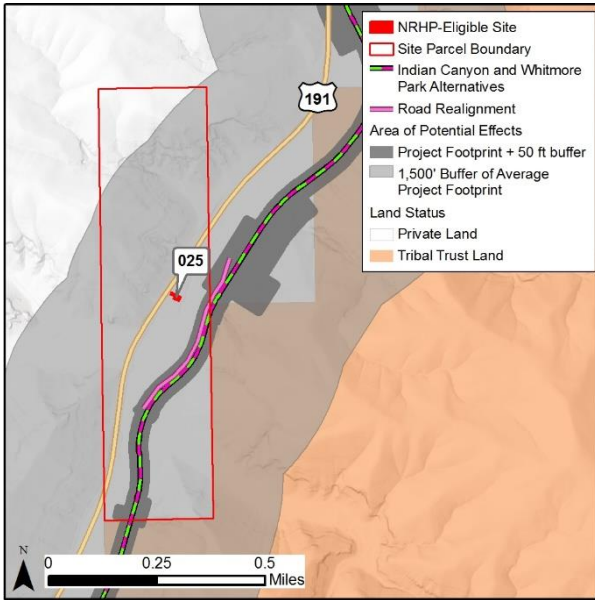


Site Map



Resource ID 025 - 00-0010-7882 – Loafing Shed				
Site Photo		Summary		
<div></div> <div>Loafing Shed (SWCA 2019)</div>		<p>This property consists of a loafing shed and small corral. Vertical board walls and a corrugated metal roof make up the shed’s building materials. The corral is constructed of wood posts and fencing. Alterations include replacement plywood gates and stall doors. These agricultural structures appear to be isolated; they are not visibly associated with a larger ranch. The presence of a loafing shed and corral suggest that ranchers used this agricultural property for shearing sheep.</p> <p>OEA is treating this shed and corral as contributors to the potential Uinta Basin Rural Historic District under Criterion A. Constructed circa 1952, this corral and loafing shed have good historic integrity and convey their association with animal herding in the Uinta Basin. Built in the post-war era, the structures demonstrate the continued significant role this industry played in the Uinta Basin despite being in substantial decline since the period between World War I and World War II.</p>		
Action Alternatives		<p>Due to the lack of a demonstrable connection between this property and a historically important person revealed by research, the property does not appear significant under National Register Criterion B. Built of wood posts and fencing the corral is unremarkable for its design. Similarly, the loafing shed with board walls and a corrugated metal roof is commonplace in the region. Therefore, this property appears ineligible under Criterion C. As a commonplace and well documented property type, it is unlikely to yield significant information or data consistent with Criterion D eligibility.</p>		
Indian Canyon	Wells Draw			Whitmore Park
✓				✓
Primary Location				
On Surface	Above Ground			
	✓			
Location Relative to APE				
Project Footprint	1500’ Buffer			
✓				
Type of Potential Effect				
Physical	Setting			
✓				
Land Owner/Manager				
Private				

Site Map



Potential Indian Canyon Road Linear Historic District

Indian Canyon Road (also known as Indian Canyon Trail) is a historic transportation route that passed from Duchesne toward Helper by way of Indian Canyon along the route of present-day US 191. The pathway functioned in the precontact period as an important thoroughfare for Native Americans. From the turn of the century to the 1960s the road continued to play an important role in the local economy of the Basin as a wagon trail for Euro-American settlers. US 191 replaced the route in the 1970s. A 2017 Forest Service evaluation determined the road individually eligible for National Register listing under Criterion A for its significance as a transportation route across multiple time periods. OEA supplemented previous Indian Canyon Road research by reviewing historic maps and aerials to identify previous, now disused, alignments that may retain integrity. To illustrate the potential extent of Indian Canyon Road, OEA traced these potential alignments using the hatched green line shown on Figure 4 and Attachment V. Transportation-related features with various levels of historic integrity are located along this roadway and may contribute to a potential historic district.

OEA is treating three features as contributors to this potential historic district (Figure 4 and Attachment V). The features are related to the road's role as an important transportation thoroughfare, with two of the features consisting of a segment of Indian Canyon Road and a timber stringer bridge (Table 17). The potential district appears significant under National Register Criterion A for its role in the Euro-American settlement and agricultural development of the Basin at the turn of the twentieth century.


Table 17. Potential Indian Canyon Road Linear Historic District Contributors, Newly Identified, Assumed Eligible

Potential Indian Canyon Road Linear Historic District Contributors		
Resource ID	Resource Number	Description
Resource ID 030	00-0009-9154	Bridge

Further study under the PA would be needed to conclusively determine whether a National Register-eligible historic district is present, establish a district boundary, and identify contributors. Based on OEA's preliminary analysis, potential contributors include previously determined eligible Indian Canyon Road segments discussed above (Resource IDs 004-005). It also includes an assumed eligible potential contributor (Resource ID 030).

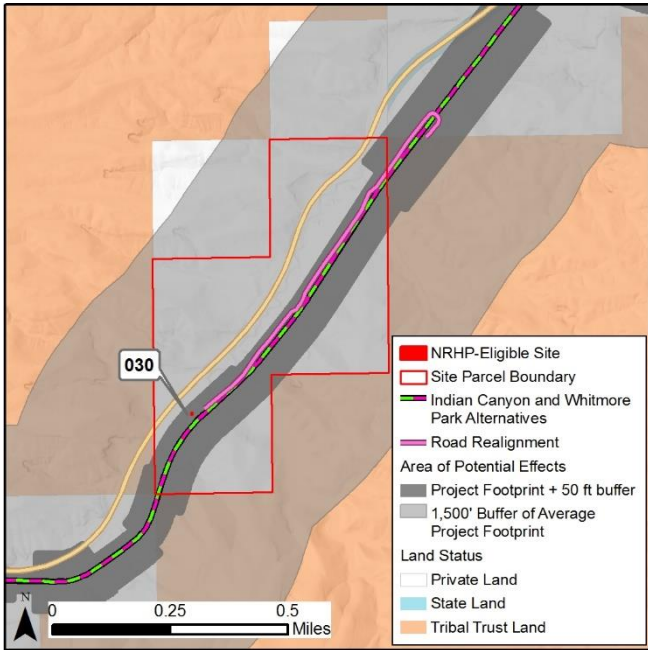
Figure 4. Potential Indian Canyon Road Linear Historic District

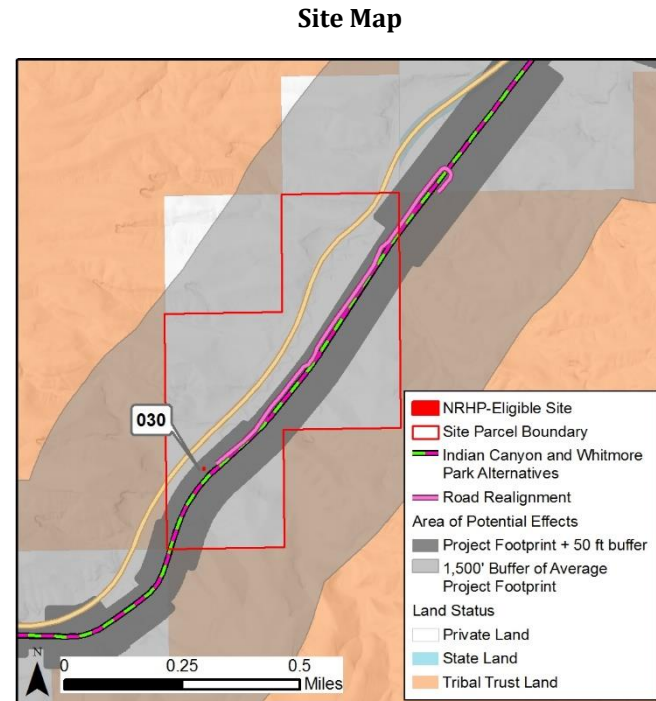


Resource ID 030 - 00-0009-9154 – Bridge			
Site Photo		Summary	
		<p>This timber stringer bridge has multiple layers of wood-board decking arranged in a perpendicular pattern. Portions of the wood decking are substantially deteriorated.</p> <p>OEA is treating this bridge as eligible as a contributor to the potential Indian Canyon Road Linear Historic District under Criterion A for its association with early transportation infrastructure built to navigate this rugged terrain. Constructed circa 1910, the bridge maintains sufficient integrity to impart its connection with Indian Canyon Road’s role as a crucial arterial in the Uinta Basin during the twentieth century. While the roadway has been altered and changed with modern features, this feature conveys an association with the infrastructural changes that began after the federal government opened the Uintah Reservation to white settlement. Structures like this timber bridge allowed for increased movement of goods and people throughout the region, particularly on this roadway. Because of its locational integrity along the historic alignment of Indian Canyon Road, OEA is treating this bridge as significant under National Register Criterion A.</p>	
<p>Bridge (SWCA 2019)</p>			
Action Alternatives			
Indian Canyon	Wells Draw	Whitmore Park	
✓		✓	
Primary Location			
On Surface		Above Ground	
		✓	
Location Relative to APE			
Project Footprint		1500’ Buffer	
✓			
Type of Potential Effect			
Physical		Setting	
✓			
Land Owner/Manager			
Private			

Research has not established a demonstrable link between the bridge and an important historical person. Therefore, it is not significant under National Register Criterion B. Because its design and engineering features appear commonplace, the bridge does not appear significant under National Register Criterion C. As a property type, this bridge has little potential to yield information consistent with Criterion D eligibility.

Site Map





Potential Emma Park Road Linear Historic District

Emma Park Road, referred to as Kyune Pass Road in Utah County, is a local access road built through Emma Park during the 1880s. Its surviving segments (Resource IDs 026 and 027) total 9.3 miles in length. Based on field investigation conducted during Phase 1, Emma Park Road's alignment retains fair integrity with some alterations including realignment and new paving in 1969. OEA supplemented existing Emma Park Road research and field investigation by reviewing historic maps and aerials to identify previous, now disused, alignments that may retain integrity. To illustrate the potential extent of Emma Park Road, OEA traced these potential alignments using the hatched green line shown on Figure 5 and Attachment VI. OEA is treating Emma Park Road as an eligible historic district pending detailed investigation and evaluation under the PA. Several transportation-related features with various levels of historic integrity are located along this roadway and may contribute to the potential historic district.

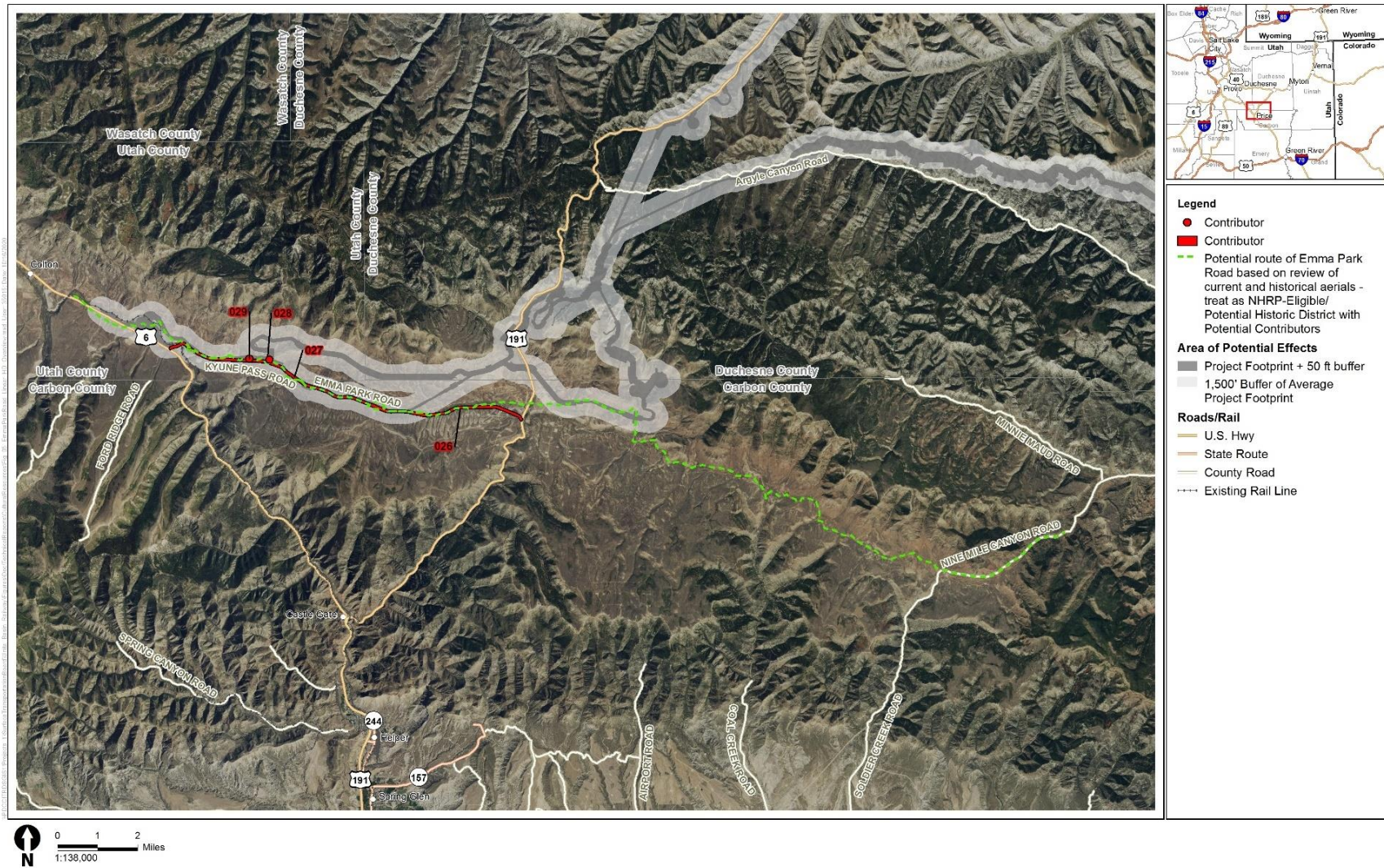
Four surveyed features in the APE contribute to the potential district (Figure 5 and Attachment VI). Two are segments of Emma Park Road and two are bridges. (Table 18) The potential district is assumed significant under National Register Criterion A for its embodiment of significant transportation infrastructure which aided settlement patterns and economic growth in the region from the nineteenth century through the first half of the twentieth century.

Table 18. Potential Emma Park Road Linear Historic District Contributors, Assumed Eligible


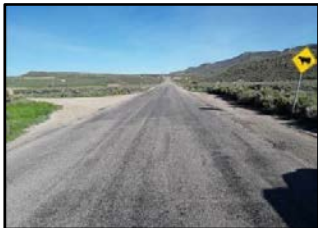
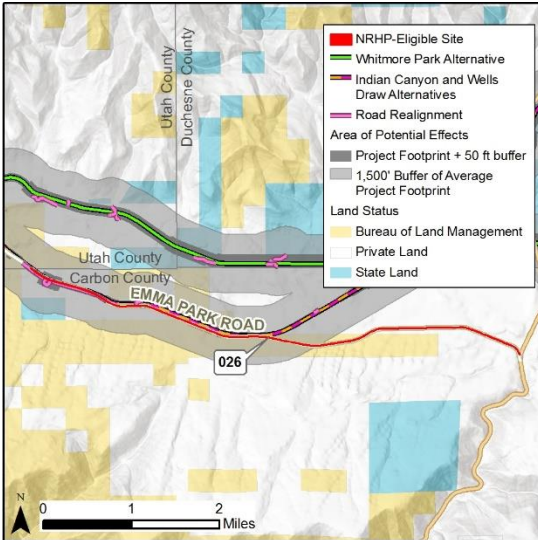
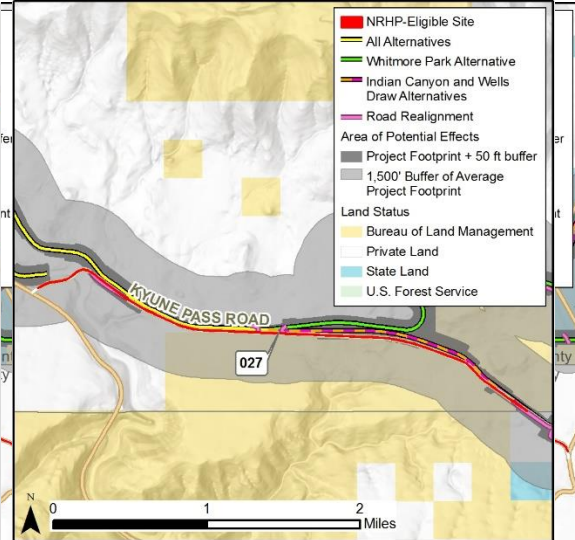
Potential Emma Park Road Linear Historic District Contributors		
Resource ID	Resource Number	Description
Resource ID 026	42CB1871	Emma Park Road segment
Resource ID 027	42UT1085	Emma Park Road segment
Resource ID 028	330970002	Bridge
Resource ID 029	330970001	Bridge


Further study under the PA would be needed to conclusively determine whether a National Register-eligible historic district is present, establish a district boundary, and identify contributors. Based on OEA's preliminary analysis, potential contributors include the assumed eligible properties associated with Resource IDs 026 through 029 which include Emma Park Road segments and bridges.

Figure 5. Potential Emma Park Road Linear Historic District

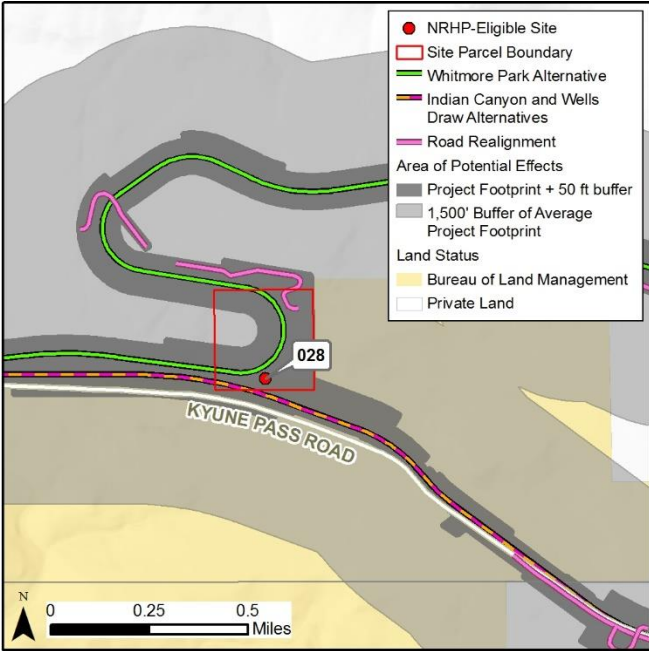


Resource ID 0026 and 27 -42CB1871 and 42UT1085 – Emma Park Road Segments

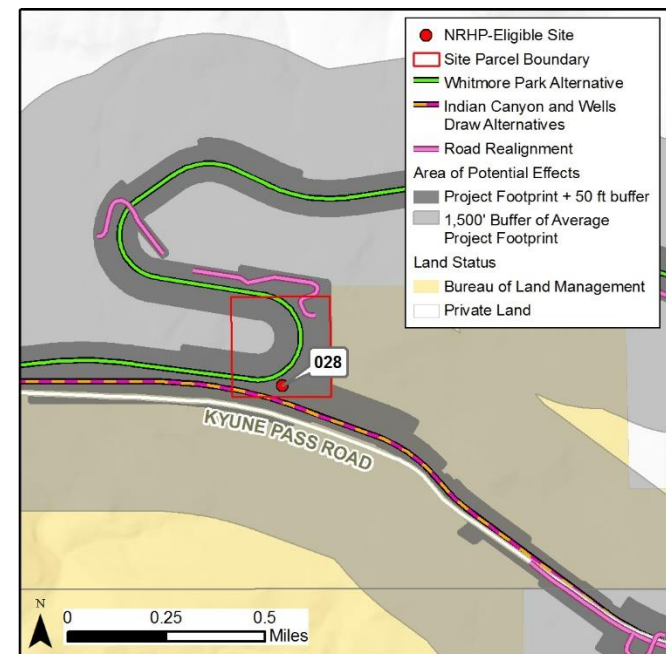
Site Photo		Summary
<div></div> <div><i>Emma Park Road (SWCA 2019)</i></div> <div></div> <div><i>Emma Park Road (SWCA 2019)</i></div>		<p>The sites associated with trinomials 42CB1871 and 42UT1085 are segments of a historic road that traverses the southern slope of Reservation Ridge. Site 42CB1871 consists of the eastern portion of the linear feature known as Emma Park Road and site 42UT1085 consists of the western portion of the feature known as Kyune Pass Road. Together, the sites are a 9.3-mile segment of road moving east from US 6 through Emma Park and ending at its intersection with US 191.</p> <p>OEA is treating these segments as contributors to the potential Emma Park Road Linear Historic District under National Register Criterion A for their role in the area’s early transportation infrastructure. Constructed in the 1880s, the road maintains fair integrity of alignment but was newly paved in 1969.</p> <p>Emma Park Road does not appear to be eligible under National Register Criterion B because research did not link it with important historical figures. Nor did research reveal notable design or engineering features consistent with National Register eligibility under Criterion C. As a linear transportation feature, Emma Park Road is unlikely to yield information consistent with Criterion D.</p>
Site Maps		
<div></div> <div></div>		


Resource ID 028 - 330970002 – Bridge			
Site Photo		Summary	
<div></div> <div>Bridge (SWCA 2019)</div>		<p>This transportation-related structure is timber stringer bridge. Coursed stones support the plank decking. The bridge has largely collapsed and the alignment of Emma Park Road in this area has changed. Alterations include replacement stringers and decking material. No associated buildings or structures are visible nearby.</p> <p>OEA is treating this circa 1930 bridge as a contributor to the potential Emma Park Road Linear Historic District under Criterion A for its association with early transportation infrastructure. Although deteriorated, the bridge maintains sufficient integrity to impart its connection with Emma Park Road’s role as a local access road during the early twentieth century. The bridge reflects the development of more intensive infrastructure development designed to serve the area’s expanding population. Due to its location along the historic alignment of Emma Park Road, OEA is treating this property as significant under National Register Criterion A.</p> <p>The bridge does not appear significant under National Register Criterion B because research has not conclusively established a link between it and important historical figures. The bridge does not appear significant under National Register Criterion C because neither its design nor engineering appear noteworthy. Bridges of this type are well-understood and, therefore, unlikely to yield information. Therefore, it appears ineligible under National Register Criterion D.</p>	
Action Alternatives			
Indian Canyon	Wells Draw	Whitmore Park	
✓	✓	✓	
Primary Location			
On Surface		Above Ground	
		✓	
Location Relative to APE			
Project Footprint		1500’ Buffer	
✓			
Type of Potential Effect			
Demolition or Vibration		Auditory, Visual, Atmospheric	
✓			
Land Owner/Manager			
Private			

Site Map

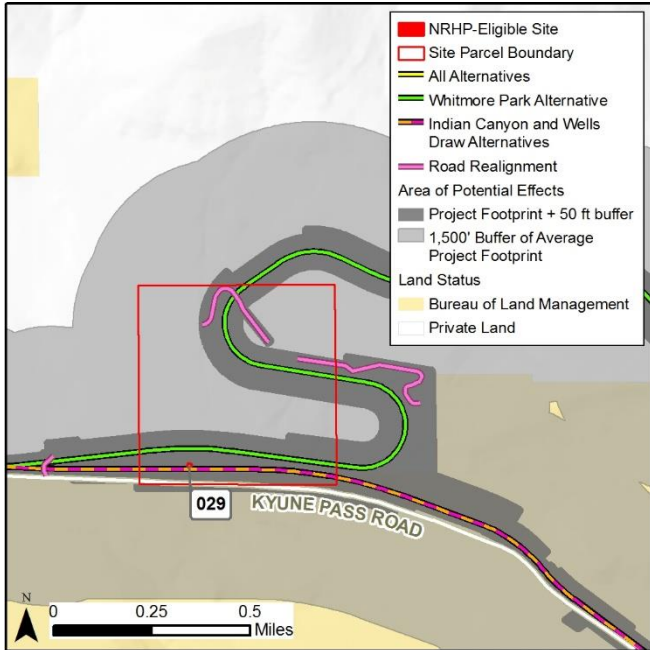


Site Map



Resource ID 029 - 330970001 – Bridge			
Site Photo		Summary	
		<p>This timber stringer bridge is constructed of coursed stones with board formed concrete abutments. Its integrity is poor due to structural deterioration likely associated with realignment of the road.</p> <p>OEA is treating this bridge as a contributor to the potential Emma Park Road Linear Historic District under Criterion A for its association with early transportation infrastructure. Although deteriorated, the circa 1930 bridge maintains sufficient integrity to impart its connection with Emma Park Road’s role as a local access road during the early twentieth century. The bridge also maintains good locational integrity along the historic alignment of Emma Park Road. For these reasons, OEA is treating this property as significant under National Register Criterion A.</p>	
<i>Bridge (SWCA 2019)</i>			
Action Alternatives			
Indian Canyon	Wells Draw	Whitmore Park	
✓	✓	✓	
Primary Location			
On Surface		Above Ground	
		✓	
Location Relative to APE			
Project Footprint		1500’ Buffer	
✓			
Type of Potential Effect			
Physical		Setting	
✓			
Land Owner/Manager			
Private			

Site Map



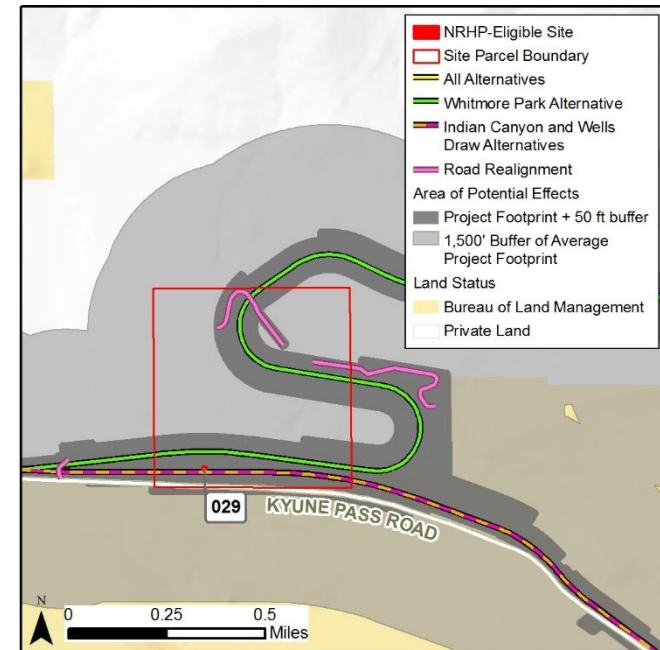
Legend:

- NRHP-Eligible Site
- Site Parcel Boundary
- All Alternatives
- Whitmore Park Alternative
- Indian Canyon and Wells Draw Alternatives
- Road Realignment
- Area of Potential Effects
 - Project Footprint + 50 ft buffer
 - 1,500' Buffer of Average Project Footprint
- Land Status
 - Bureau of Land Management
 - Private Land

Scale: 0, 0.25, 0.5 Miles

North Arrow

Site Map



Resources Determined Ineligible for National Register Listing (Resource IDs 031–050)

Table 19 lists properties recorded in the APE and determined ineligible for National Register-listing. OEA is requesting SHPO concurrence with its determinations regarding these properties. Locational information for these properties is provided in the Coalition’s Technical Reports.

Table 19. Ineligible Properties

National Register Ineligible, Requesting SHPO Concurrence		
Resource ID	Resource Number	Description
Resource ID 031	00-0011-3799	Cabin
Resource ID 032	330700016	Pull-off area
Resource ID 033	00-0028-1745	Dwelling
Resource ID 034	No Parcel / No. 1 BLM(State Trust Lands)	Corral
Resource ID 035	No Parcel / No. 2 (State Trust Lands)-BLM	Cabin
Resource ID 036	00-0031-5370	Mobile home
Resource ID 037	00-0009-7539	Minimal Traditional-style dwelling
Resource ID 038	00-0034-6840	Oil Well
Resource ID 039	00-0009-4452	National Folk-style dwelling and Ranch-style dwelling
Resource ID 040	00-0034-1071	Mobile home
Resource ID 041	00-0009-4437	Box Ranch-style dwelling
Resource ID 042	00-0009-4429	Mobile home
Resource ID 043	00-0028-0929	Minimal Traditional-style dwelling
Resource ID 044	00-0035-1072	Ranch-style dwelling
Resource ID 045	42DC4131	Artifact scatter
Resource ID 046	42DC4133	Artifact scatter
Resource ID 047	42DC4134	Artifact scatter
Resource ID 048	42DC4135	Artifact scatter
Resource ID 049	42DC4137	Artifact scatter
Resource ID 050	42DC3543	Homestead and artifact scatter

Resource ID 031 - 00-0011-3799 - Cabin – [Private](#)

This property consists of a one-story, single-family cabin with exterior cladding of sawed logs. Corrugated metal covers the front-gabled roof.

This property is not significant under National Register Criterion A. Its construction year of 1950 is well after the most significant periods of white settlement in this region near the turn of the twentieth century. Moreover, it is not an agricultural feature which could link it to the Uinta Basin's histories of farming and animal herding. Overall, this property is not associated with significant historical trends at the local, state, or national level, and is not significant under Criterion A.



Cabin (SWCA 2019)

There has been no evidence uncovered through research that indicates a connection between this property and any historic figures in the Uinta Basin or surrounding region. Thus, the property is not significant under Criterion B.

The property is not significant under National Register Criterion C. The cabin is clad in sawed logs and covered with a corrugated metal roof, making it a typical building approach of the post-war era in this local context. While it maintains good integrity, the cabin lacks distinctive features of its type and does not appear to be the work of a master designer or builder. As opposed to examples of cabin architecture from the turn of the century, this property is generally unremarkable in the broader context of the many constructed like it during the mid-twentieth century. For these reasons, this property is not significant under Criterion C.

This property type is well documented, and research did not indicate that it has the potential to yield significant information or data, indicating that it is not significant under Criterion D.

In conclusion, this property is not significant under any National Register criteria.

Resource ID 032 - 330700016 – Pull-off Area – [Private](#)

This property consists of an outdoor recreational pull-off area in the form of a circular gravel drive. Historical topographic maps indicate the site was a picnic area, although no structures or signs verify this use today. Alterations include possible changes to the site's configuration.



Pull-off Area (SWCA 2019)

While this feature is related to US Highway 6, its construction year of circa 1960 lies outside of its most historically significant period of use, meaning it is not significant under National Register Criterion A. Additionally, there is no evidence that the pull-off contributed to significant trends in the Uinta Basin's infrastructural history, as it was constructed long after the most significant period of white settlement around the turn of the twentieth century. Research did not indicate any significant associations with significant historical events or trends in the Uinta Basin or surrounding region and, therefore, not significant under Criterion A.

Research conducted thus far did not indicate that any historic persons are associated with this pull-off area. The feature does not appear to be uniquely associated with notable engineers, designers, or travelers and is therefore not significant under Criterion B.

The pull-off area is a circular gravel drive, making it a typical in design and construction as a roadside feature, not significant under National Register Criterion C. While the feature has good material and locational integrity, the pull off area does not represent a remarkable feat of engineering and is not associated with a master designer. Additionally, roadway planners designed many similar features during this time period, making it indistinguishable from its larger context. Thus, it is not significant under Criterion C.

The engineering of roadside features such as this pull-off are widely understood. Research conducted does not indicate that this property could yield important information. Therefore, it is not significant under Criterion D.

In conclusion, this property is not significant under any National Register criteria.

Resource ID 033 - 00-0028-1745 — Dwelling — Private

This property consists of a one-story, single-family dwelling set on wood post piers with stacked log walls clad in weatherboard.

The property was constructed in 1940, nearly fifty years after the historically significant period of settlement in the Uinta Basin near the turn of the twentieth century. The property also lacks architectural features which indicate a connection to the region's histories of farming and animal herding. There is no evidence linking this property to significant historical trends in the Uinta Basin or surrounding region. Thus, the property is not significant under Criterion A.



Dwelling (SWCA 2019)

Research conducted did not yield any connections between this property and historical figures in the Uinta Basin. There is no evidence which shows a unique association between the cabin and any figures who made a notable impact on local, state, or national history. For this reason, this property is not significant under Criterion B.

Typical of residential design and construction of this period in the region, the dwelling is a one-story building clad in weatherboard. The property maintains good integrity but does not possess notable stylings or features of its style, and there is no evidence connecting it to a master builder. As opposed to surviving examples of cabin architecture from the early twentieth century, the property does not uniquely embody a dwelling associated with the Uinta Basin's history and lacks overall architectural merit. It is therefore not significant under Criterion C.

This property type has been well documented, and does not appear to have the potential to yield significant information or data. Thus, the property is not significant under Criterion D.

In conclusion, this property is not significant under any National Register criteria.

Resource ID 034 - No Parcel No. 1 (~~State Trust Lands~~) – Corral – [State Trust Lands](#)

This property consists of a small corral constructed of wood and railroad tie posts. Alterations include new metal rails, which diminish the corral's overall integrity.

This corral was built in 1920. Unlike some eligible corrals in the area from the interwar and postwar era, this structure lacks material integrity, and has been heavily altered by metal rails which affect its ability to impart its connection to the Uinta Basin's animal herding industry. Overall, poor integrity and a lack of evidence linking this property to significant historical trends make this corral not significant under Criterion A.



Corral (SWCA 2019)

Research on the corral did not yield any evidence that it was uniquely linked to significant historic persons, meaning it is not significant under National Register Criterion B. Moreover, general research conducted on notable figures in the history of the Uinta Basin's agricultural growth did not reveal any associations with the corral. Therefore, this property is not significant under Criterion B.

The corral is composed of both wood posts, wood fencing, and metal rails and maintains poor historic integrity, making it not significant under National Register Criterion C. Additionally, the corral does not express distinctive features of design or engineering and does not appear to be the work of a master designer or builder. This property is not significant under Criterion C.

Corrals are a well-documented property type, with little information potential, making it ineligible under Criterion D. Moreover, additional research did not indicate any potential for this property to yield further data. Thus, the property is not significant under Criterion D.

In conclusion, this property is not significant under any National Register criteria.

Resource ID 035 - No Parcel No. 2 - ~~(State Trust Lands)~~ - Cabin – [State Trust Lands](#)

This property consists of a one-story, single-cell log cabin with walls of saddle-notched, round logs. Its roof has collapsed, and it maintains poor historic integrity.

This 1900 deteriorated cabin retains only remnants of its walls and original footprint. Other cabins from the turn of the century maintain better integrity, and thus more accurately embody important historic settlement trends in the Uinta Basin. Additionally, the property contains no agricultural features or outbuildings that could indicate a connection to the Uinta Basin's agricultural history. There is no evidence connecting the deteriorated building to important historical trends, making it not significant under Criterion A.



Cabin (SWCA 2019)

Research conducted has indicated no connections between this property and the Uinta Basin's historical figures. There is no association between the remnants of this cabin and people who made significant contributions to the Uinta Basin or surrounding region. The property is not significant under Criterion B.

Because this cabin is largely collapsed and its original design appears to be unremarkable, it is not significant under National Register Criterion C. The severely deteriorated cabin has walls of saddle-notched round logs, but the poor condition of the building has reduced its integrity and it is no longer able to convey its architectural style. It does not appear to retain distinctive features of its style. Other extant cabins with greater integrity from the turn of the twentieth century better embody the Uinta Basin's architectural forms. This property is not significant under Criterion C.

Cabins as a property type are well understood, and additional research to date indicates that this property does not have any potential to yield information. The property is not significant under Criterion D.

In conclusion, this property is not significant under any National Register criteria.

Resource ID 036 - 00-0031-5370 – Mobile Home – [Private](#)

This property consists of a mobile home constructed in 1975. Sheet metal makes up its walls and roof. There does not appear to be any outbuildings on the property.

This mobile home was built in the mid-1970s, well after the historically significant settlement trends in the early twentieth century. There are no outbuildings on the property which could connect the property to the Uinta Basin's agricultural past.

Additionally, despite being constructed in the post-war era after the regional economy had pivoted from agriculture toward resource extraction, there is no evidence connecting this property to the mining or oil industries. This property has no associations with notable historical trends and is not significant under Criterion A.



Mobile Home (SWCA 2019)

Research into the history of the property has not revealed any association with individuals significant in the history of the Uinta Basin or the larger region. The property is not significant under Criterion B.

This mobile home is an example of mass-produced housing and is not unique or significant in terms of its materials, design, or construction. Because of its late construction date (1975) and the ubiquity of this property type, mobile homes must maintain an excellent degree of integrity and hold remarkable features of their type in order to be National Register-eligible. This property lacks significant architectural features and stylings, and does not use innovative materials or construction methods. As a mass-produced building constructed across the United States, the property does not represent the work of a master builder or designer and is unremarkable in the broader context of the many constructed like in the postwar era. The property is not significant under Criterion C.

Mobile homes are a well-documented property type dating to the recent past. There is no indication that this property has the potential to yield further information. The property is not significant under Criterion D.

In conclusion, this property is not significant under any National Register criteria.

Resource ID 037 - 00-0009-7539 – Minimal Traditional-Style Dwelling – [Private](#)

This property consists of a one-story, single-family Minimal Traditional building constructed of formed concrete. Its wall cladding, roof, and windows have been heavily altered.

Although the property maintains good integrity, as a Minimal Traditional residence of formed concrete, it does not represent significant settlement patterns of the Uinta Basin from this era, which are better expressed by cabin construction. Moreover, research did not yield evidence connecting this property to significant agricultural trends in the region. Because it does not evince associations with important historic trends, the property is not significant under Criterion A.



Minimal Traditional-Style Dwelling (SWCA 2019)

General research on the Uinta Basin yielded no evidence that this property is connected with notable historic persons. There is no indication that the property is associated with any historic settlers, travelers, or engineers who contributed to the region's history. Therefore, the property is not significant under National Register Criterion B.

The dwelling of formed concrete lacks distinguishing features of the Minimal Traditional style and does not appear to be the work of a master designer or builder. Indistinguishable from many Minimal Traditional homes built during this era, this property exhibits an unremarkable design and is therefore not significant under Criterion C.

Minimal Traditional residences are a prolific and well documented property type. There is no indication that this property could yield further important information or data. Therefore it is not significant under Criterion D.

In conclusion, this property is not significant under any National Register criteria.

Resource ID 038 - 00-0034-6840 – Oil Well – [Private](#)

This property consists of an oil well with a metal wellhead and motor. The well head is accessed via a set of metal stairs. Alterations include the removal of the pumping unit.

Constructed in 1950, this oil well is a property type associated with the Uinta Basin's post-war era of resource extraction and does not have any associations with its early settlement history. While generally associated with oil extraction in the region during this period, the oil well is not uniquely or individually associated with an important event in the history of oil extraction in the Uinta Basin or the United States. Overall, there is no evidence uniquely connecting this specific property to significant historical trends. Accordingly, it lacks significance under Criterion A.



Oil Well (SWCA 2019)

Research on the Uinta Basin in the post-war era did not yield any evidence that this oil well has any association with historical figures. It does not appear associated with important figures in the history of resource extraction in the Uinta Basin or the United States. Therefore, this property is not significant under National Register Criterion B.

Typical of oil well construction common throughout the region, this property maintains fair integrity but lacks distinction. Constructed in the post-war era during a time of increasing mass production, the well does not embody significant approaches to oil extraction and is not distinct for its engineering or design. There is no indication that this property is the work of a master builder or that it holds remarkable features of this property type. The well is largely indistinguishable from the hundreds of wells constructed across the region and throughout the United States. Lacking architectural significance, it is not significant under Criterion C.

As a widely distributed and common resource in the post-war era, this oil well is a well-documented property type. Additional research does not indicate that the property could produce more information or data. The property is not significant under Criterion D.

In conclusion, there is no evidence to suggest that this property is significant under any National Register criteria.

Resource ID 039 - 00-0009-4452 – ~~National Folk-Style~~ Dwelling, Ranch-Style Dwelling – Private

This property holds both a ~~National Folk-style~~ dwelling and a Ranch-style dwelling.

~~National Folk-style~~ **dDwelling.** This building on the property is a one-story, single-family house built in [the National Folk-style](#) [unidentifiable architectural style](#), with walls clad in stucco with wood drop siding.

As a dwelling constructed in 1920, this ~~National Folk-style~~ residence was built after the intensive period of settlement in the Uinta Basin in the early 1900s. The building is not uniquely or distinctly connected with this settlement pattern, which is better embodied by other architectural properties in the area, such as cabin architecture. Also, there are no outbuildings on site indicating that the property could be connected to the region's agricultural history. Because the dwelling lacks connections to this historical trend, it is not significant under National Register Criterion A.

Research to date has not produced evidence linking this property to historic figures. There is no indication that the property is uniquely associated with people who contributed to the region's or nation's history. Therefore, the property is not significant under National Register Criterion B.

This dwelling maintains ~~good~~ [fair](#) integrity, ~~and but~~ lacks distinguishing features of ~~the~~ [National Folk](#) [an architectural](#) style. Its stucco wall cladding, roof form, and fenestration pattern are typical and indistinguishable from the many ~~National Folk-style~~ [vernacular](#) residences constructed throughout the United States. ~~Overall, t~~ The work is not a significant example ~~of of its~~ [type](#) [or style](#) and does not appear to be the work of a master designer or builder and is, therefore, not significant under Criterion C.

~~This property type is well documented, and T~~ there is no indication that it has the potential to yield significant information or data, meaning it is not significant under Criterion D.

Ranch-style dwelling. The second dwelling on the site is a one-story Ranch house clad in aluminum siding.



~~National Folk-Style~~ Dwelling (SWCA 2019)



~~Minimal-Traditional~~ Ranch-Style Dwelling (SWCA 2019)

Likely constructed later than the property's principal building, this residence also has a construction period outside of the Uinta Basin's historically significant period of white settlement in the early 1900s. Moreover, there are no outbuildings onsite which could indicate a connection to the Uinta Basin's agricultural history or other important trends at the local or national level. For these reasons, this property is not significant under National Register Criterion A.

General research conducted thus far did not indicate that this property is uniquely associated with any historic figures in the Uinta Basin or surrounding region. Thus, it is not significant under National Register Criterion B.

While the dwelling maintains good integrity, it lacks distinguishing features of the Ranch style. Its aluminum siding and fenestration pattern are not strong embodiments of the Ranch style, and the property's overall design is unexemplary. The property also lacks some character defining features of the Ranch style, such as a low-slung roof form. It does not represent a creative or distinctive method of construction, is not a significant example of its type, and does not appear to be the work of a master designer or builder. Therefore, it is not significant under Criterion C.

This dwelling and property type are well understood. Research did not produce any indication that this property has the potential to yield further important information or data. Thus, this property is not significant under Criterion D.

In conclusion, this property, including both residences, is not significant under any National Register criteria.

Resource ID 040 - 00-0034-1071 – Mobile Home – [Private](#)

This property consists of a mobile home constructed of corrugated metal with a flat roof. Outbuildings onsite include a garage.

While it maintains good integrity, as a mobile home constructed in 1950, the mobile home has no connection the Uinta Basin's most significant period of white settlement in the early 1900s. Moreover, the property does not appear to be connected in any way to agriculture, an important industry in the history of the region. There is also no evidence that the property is connected to mining or oil extraction, despite being constructed in the post-war era when these industries grew rapidly in this area. Overall, this property does not appear to be connected to any significant historic trends, and is therefore not significant under Criterion A.



Mobile Home (SWCA 2019)

Research on the property and the Uinta Basin revealed no connections between this mobile home and any historic figures. There is no evidence indicating that the property is uniquely associated with historic persons who made significant contributions to regional or national history. Thus, the property is not significant under National Register Criterion B.

The materials and design of mobile homes are a product of mass production. The property does not possess significant architectural features and is not an outstanding example of this building type. There is no evidence that the property is remarkable for its building approach or construction, or that the mobile home is the work of a master designer or builder. Overall, it is indistinguishable from the many mobile homes constructed like it throughout the country in the post-war era. For these reasons, the property is not significant under National Register Criterion C.

As a ubiquitous structure of the post-war era, this property is well documented and understood. There is no evidence that it has any potential to yield further important information. Therefore, the property is not significant under National Register Criterion D.

In conclusion, this property is not significant under any National Register criteria.

Resource ID 041 - 00-0009-4437 – Box Ranch-Style Dwelling – [Private](#)

This property consists of a Box Ranch-style dwelling built upon a concrete block foundation and clad in vinyl siding.

Constructed in 1960, the property is not connected to early white settlement patterns in the Uinta Basin in the early twentieth century. As a Box Ranch dwelling, it also does not represent significant settlement patterns of the Uinta Basin from that time period, which are better embodied by cabin construction. While there are agricultural buildings onsite, they do not represent an association with the peak years of this industry in the Uinta Basin, which was fully in decline by the 1950s. Moreover, there is no evidence which connects this property to the region's history of resource extraction, which became a prolific industry in the postwar era around the residence's time of construction. Overall, there is no evidence connecting this property to significant historical trends at the local, state, or national level. Therefore, it is not significant under Criterion A.

Research did not yield any evidence that this property is associated with any significant historical figures in the Uinta Basin or surrounding region. For this reason, this property is not significant under National Register Criterion B.

While the Box Ranch dwelling maintains good integrity with minimal alterations, its features are typical of its style. The building is assembled out of largely mass-produced materials lacking exemplary stylings or unconventional building approaches, and it does not appear to be the work of a master designer or builder. Its plan, façade, and general site design are indistinguishable from many other Box Ranch homes across the region. Therefore, the property is not architecturally significant under Criterion C.

This residential property type does not appear to have the potential to yield further important information or data. The property is not significant under National Register Criterion D.



Box Ranch-Style Dwelling (SWCA 2019)

In conclusion, this property is not significant under any National Register criteria.

Resource ID 042 - 00-0009-4429 – Mobile Home – [Private](#)

This property consists of a double-wide mobile home clad in corrugated metal. Outbuildings onsite include a shed and a wooden trailer.

As a mobile home constructed in 1975, this property is not associated with significant patterns of white settlement in the Uinta Basin in the early 1900s. Moreover, there are no outbuildings which could provide evidence that the property is associated with the area's agricultural history, which was already declining following World War II. Additionally, no connections to mining or oil extraction are present on the property, which became important local industries in the post-war era. There is no evidence that this property is uniquely associated with significant historical trends, and thus, it is not significant under Criterion A.



Mobile Home (SWCA 2019)

Research did not yield any evidence that this property is associated with any significant historical figures in the Uinta Basin or surrounding region. For this reason, this property is not significant under National Register Criterion B.

Because this property is a mobile home, its building approach is based in mass production. For this reason, an example of property type must maintain a particularly high level of distinction to warrant designation on the National Register. This property holds no exemplary architectural features and stylings and does not appear to be the work of a master designer or builder. Because this property type is designed from materials that are readily available and the quickly constructed, this double wide trailer is largely indistinguishable from the many constructed like it throughout the post-war United States. The property is not significant under National Register Criterion C.

As a mobile home constructed in the recent past, this property is well understood. Research did not provide any indication that it has the potential to yield further important information or data. The property is not significant under Criterion D.

In conclusion, this property is not significant under any National Register criteria. [Based on information received in February 2021, this property is no longer extant.](#)

Resource ID 043 - 00-0028-0929 – Minimal Traditional-Style Dwelling – [Private](#)

This property consists of a Minimal Traditional style, one-story home built on a formed concrete foundation and clad in wood shingles.

Constructed in 1940, this property does not hold a significant association with the early white settlement of the Uinta Basin at the turn of the century. As a Minimal Traditional residence, it also is not a good architectural representation of this era, which is better embodied by cabins throughout the region. Moreover, the property does not have agricultural outbuildings and research did not yield any evidence that the property is significantly associated with the region's history of agriculture. Overall, there is no indication that the property is uniquely linked with any historical trends or events. The property is not significant under National Register Criterion A.



Minimal Traditional-Style Dwelling (SWCA 2019)

There is no evidence indicating that the property is associated with historical figures significant to the Uinta Basin or surrounding region. Research conducted on the area's historical figures did not demonstrate that the property has any associative significance. Therefore, the property is not significant under National Register Criterion B.

This Minimal Traditional building has undergone substantial alterations to its roof, windows, and doors, which diminish its historic integrity. Additionally, built in a style that is ubiquitous in the United States, the property lacks exemplary architectural features and does not appear to be the work of a master designer or builder. These factors make this building indistinguishable from other Minimal Traditional residences constructed in this time period. Therefore, the property is not architecturally significant under Criterion C.

This property type is well understood as a prolific building type and style. There is no indication that the property could potentially yield important information or data, and thus, is not significant under Criterion D.

In conclusion, this property is not significant under any National Register criteria.

Resource ID 044 - 00-0035-1072 – Ranch-Style Dwelling – [Private](#)

This is a one-story, single-family Box Ranch house clad in red brick and log veneer.

The dwelling was constructed in 1955, well after the Uinta Basin's early white settlement in the early 1900s, and it is not significantly connected to the region's early history. Moreover, as a Ranch-style dwelling, it is not a good architectural example of the area's settlement patterns, which are more typically associated with cabin dwellings and agricultural properties. No outbuildings on site connect this property to other important historical trends in the area, such as the Uinta Basin's history of farming or animal herding.

There is also no connection between this property and mining or oil extraction, which were important industries in the area during the post-war period. Because it lacks connections to these important historical trends, this property is not significant under Criterion A.

Research on this property yielded no evidence of a connection to significant historic figures. Additionally, general research on the Uinta Basin's historical figures in notable trends such as settlement and resource extraction did not reveal any connections with this property. Thus, this property is not significant under National Register Criterion B.

While the Ranch-style dwelling maintains good integrity with minimal alterations, its features are typical of its style. Additionally, the property lacks important character defining features of the Ranch style, such as a low-slung roof form and sprawling floorplan. Overall, the residence lacks exemplary stylings or innovative design and is not a strong example of this style, which is prolific throughout the United States. The property is not architecturally significant under Criterion C.

There is no indication that this property has the potential to yield further important information. The property type is well understood and documented. Thus, this property is not significant under Criterion D.

In conclusion, this property is not significant under any National Register criteria.



Ranch-Style Dwelling (SWCA 2019)

Resource ID 045 - 42DC4131 – Artifact Scatter – [Private](#)

Site 42DC4131 is a newly recorded historic artifact scatter on South Myton Bench (to maintain confidentiality, OEA is not including a photograph of this site). It consists of ceramic tableware fragments, glass, and approximately 31 cans, two hole-in-top cans and fifteen hole-in-top types. The site dates from between 1934 and 1960 and has poor integrity of feeling, design, and association.

Historical background research yielded no evidence connecting the site to significant trends in the Uinta Basin's history. The artifact scatter maintains poor integrity and does not have nearby features

or elements which could provide context on their historic use or significance. Therefore, this site is not significant under Criterion A.

There is no evidence linking this site to historical figures in the Uinta Basin. Research conducted to date on the region's figures across multiple time periods did not yield any evidence that this site or its contents were uniquely associated with historic persons. Thus, this site is not significant under National Register Criterion B.

The artifact scatter maintains poor integrity, and there are no ancillary features or elements nearby, which could be significant for their design or construction. Overall, the site is unremarkable for materials and workmanship, and is therefore not significant under Criterion C.

The scatter of historic artifacts represents a common site type in the Uinta Basin. The site's location on a sloping knoll eroding downward indicates little potential for buried cultural materials with good locational integrity. Additionally, the site has been thoroughly documented and is unlikely to yield any additional data on broad patterns or specific events in this region's history. Therefore, the site is not significant under Criterion D.

In conclusion, this site is not significant under any National Register criteria.

Resource ID 046 - 42DC4133 - Artifact Scatter – [BLM](#)

Site 42DC4133 is a newly recorded historic artifact scatter. To maintain confidentiality, OEA is not including a photograph of this site. It [is located in an area that drains into the Upper Pleasant Valley Canal](#). It consists of two distinct artifact concentrations of metal, glass, porcelain, building materials, and historic ceramics. The artifacts date from 1900 to the present, with a narrower period of use in the 1960s. [The nature of the artifacts and their distance from the canal make a connection between the two unlikely. The scatter](#) maintains fair integrity, but erosion makes it challenging to connect this site to a particular historical theme.

The site's broad range of datable items from different time periods make it impossible to connect its significance to a specific event or historical trend. Many diagnostic artifacts date from a later period in the 1960s, and problematize the context of artifacts dated to an earlier time period. Additionally, the artifact scatter is composed of materials commonly found in the Uinta Basin and lacks nearby features or elements, which could provide context on their historic use or significance. Therefore, this site is not significant under Criterion A.

Research conducted on the site and the Uinta Basin's historic figures did not indicate any associative significance. General research on the time period associated with this site also did not produce any indication that this site is connected with any regional, state, or national historic persons. Thus, the site is not significant under National Register Criterion B.

There are no features or elements on site which could warrant designation for their design. Overall, the site's materials and workmanship are not worthy of distinction. Thus, the site is not significant under Criterion C.

This type of scatter of historic artifacts is common in the Uinta Basin, with no clear connection to any significant historic theme. The site is largely a surface manifestation in an erosional context with

little potential for subsurface cultural deposits, leaving it unable to answer research questions about the Uinta Basin's early settlement patterns. Moreover, the site is likely related to a single or double dumping event, which disrupted its context, making it unlikely to provide additional information beyond this recordation. Thus, because the site is well documented and has little potential to yield any additional data, it is not significant under Criterion D.

In conclusion, this site is not significant under any National Register criteria.

Resource ID 047 - 42DC4134 – Artifact Scatter - [BLM](#)

Site 42DC4134 is a newly recorded historic artifact scatter. To maintain confidentiality, OEA is not including a photograph of this site. It consists of a wide scatter of domestic trash dominated by cans along with milled lumber. The artifacts date from 1945 to 1951. The site maintains good integrity.

The site's artifacts date to the late 1940s but lack a clear connection to significant events or trends in the history of the Uinta Basin. Additionally, the artifact scatter holds materials commonly found in the area and does not provide information on the context of their historic use. Thus, this site is not significant under Criterion A.

There was no evidence found through research which would indicate a connection between this site and notable historic persons. Moreover, background research on the site's context did not indicate any potential associative significance. Therefore, the site is not significant under Criterion B.

Because the site is only an artifact scatter, it lacks features or elements onsite which could possibly be significant for their design or construction. There is no indication that this site has significant materials or workmanship worthy of designation on the National Register. Thus, this site is not significant under Criterion C.

The historic artifacts onsite are common to the Uinta Basin and have no clear connection to any themes or events. The site consists of one bottle and a nondescript assemblage of cans that are well documented and common in the region. The site also does not have potential subsurface deposits and leaving it unable to answer research questions about the Uinta Basin's early settlement patterns. Despite maintaining good integrity of location and materials, the site does not appear to have the potential to yield any additional data, and is therefore not significant under Criterion D.

In conclusion, this site is not significant under any National Register criteria.

Resource ID 048 - 42DC4135 - Artifact Scatter – [BLM](#)

Site 42DC4135 is a newly recorded historic artifact scatter. To maintain confidentiality, OEA is not including a photograph of this site. It consists of domestic items including cans and fragments of canning jars. The artifacts date from 1820 to the present, with the majority dating between 1910 and 1921. The site maintains good integrity.

Because the site holds artifacts from a large range of dates, it lacks a clear connection to particular historic events or trends. The materials in the site are common throughout the Uinta Basin, and the site does not have any other features to provide information on the area's previous uses. For these reasons, the site does not appear connected to historic trends and is therefore not significant under Criterion A.

Research on the site did not yield any evidence of associations with historic figures. General research on the Uinta Basin's notable persons in its various historical periods also did not demonstrate any connection to this site. Therefore, the site is not significant under National Register Criterion B.

There are no features alongside this artifact scatter which could be worthy of designation on the National Register for their design. The overall site does not hold significant materials and is not composed in a way to warrant recognition for its workmanship. Thus, the site is not significant under Criterion C.

The site consists entirely of food and beverage cans that are common artifacts found in the region, making it a common site in the Uinta Basin with no connection to any particular historic theme. No concentrations or features were observed, and the site is located on a plateau with no potential for subsurface deposits. This makes the site unlikely to provide additional data about the Uinta Basin's early settlement patterns beyond what was gathered in this recordation. For these reasons, the site has low potential to provide additional information, and is therefore not significant under Criterion D.

In conclusion, this site is not significant under any National Register criteria.

Resource ID 049 - 42DC4137 – Artifact Scatter - [BLM](#)

Site 42DC4137 is a newly recorded historic artifact scatter. To maintain confidentiality, OEA is not including a photograph of this site. It consists of a diverse scatter of historic artifacts dominated by domestic items including canning jar fragments, windowpane glass, and pieces of glazed tableware. The assemblage dates between 1945 and 1955. The site maintains poor integrity due to erosion and degradation of artifacts.

There is no evidence in the site's artifacts linking the site to any trends in the history of the Uinta Basin. The artifact scatter holds commonly found materials in the region, many of which are likely from a secondary context. There are also no features onsite which could possibly provide more information on the site's historic use. Thus, because it lacks a clear connection to any significant historic trends, the site is not significant under Criterion A.

General research on the Uinta Basin's historic figures did not indicate any associative significance for this site. There is no indication that this site is uniquely associated with historic persons who made significant contributions to regional or national trends, and thus, it is not significant under Criterion B.

There is no indication that this artifact scatter has nearby features worthy of listing on the National Register for design or construction. The site is unremarkable for its materials and workmanship, and is therefore not significant under Criterion C.

The historic artifacts are common throughout the region and lack any connections to particular historic themes. The site consists of domestic items that are mostly from a secondary context, and the result of a single trash dumping event. Additionally, the site's sloped deposition makes it unlikely to yield subsurface cultural deposits, which could provide further information on the

region's early settlement. Thus, due to poor integrity and a lack of potential to produce further information, this site is not significant under Criterion D.

In conclusion, this site is not significant under any National Register criteria.

Resource ID 050 - 42DC3543 - Homestead and Artifact Scatter – [Private](#)

Site 42DC3543 is a previously recorded homestead adjacent to Indian Creek and Indian Canyon (to maintain confidentiality, OEA is not including a photograph of this site). It consists of an abandoned ranch with two corrals, a dilapidated animal shed, a ditch, and a depression along with a small artifact assemblage of a glass bottle, wire nails, and metal fragments. The architectural features on the property lack sufficient structural integrity for evaluation as a building or structure. The site dates to the late 1920s and maintains poor overall integrity.

This site dates to the 1920s and likely holds a connection to a land patent issued to Charles W. Giles. The site was originally recorded in 2013 and recommended not eligible for the National Register of Historic Places with SHPO concurrence. The site's artifact assemblage is too small to impart a connection with significant events or trends in the settlement of the Uinta Basin. Additionally, poor integrity makes it challenging to identify any potential associations. Thus, this site is not significant under Criterion A.

Research on Charles W. Giles did not indicate that this person contributed significantly to the history of the Uinta Basin. General research on other figure associated with the area did not yield any evidence that this site was significantly and uniquely associated with historic persons. Therefore, the site is not significant under National Register Criterion B.

The artifact scatter holds no elements which would be significant for their material or workmanship. Moreover, nearby features on the property are degraded substantially, and their remnants do not indicate significance for design or construction. Overall, the site is deteriorated and unremarkable for its design or workmanship, and is therefore not significant under Criterion C.

Agricultural sites are common in the Uinta Basin and have the potential to answer questions about early settlement patterns, but this site lacks features suggesting permanent habitation. Moreover, the site's agricultural features are in poor condition and can no longer impart a connection to their past, making them unable to answer questions related to early settlement practices in the area. Additionally, erosion has impacted the site substantially, leaving it unlikely to yield subsurface cultural materials in their original context. Therefore, this site is not significant under Criterion D.

In conclusion, this site is not significant under any National Register criteria.

Resource ID 053 - 42CB1898 - Telephone Line and Artifact Scatter – [BLM](#)

Site 42CB1898 is a previously documented linear site in Carbon County. It consists of a deteriorated telephone line moving from northwest to southeast, made up of numerous wooden poles spaced approximately 110 feet apart. A related artifact scatter consisting of glass insulators and shards is also present. Montgomery Archaeological Consultants originally documented the line in 2003 and recommended the site not eligible for the National Register due to it being largely dismantled. The

site dates between the 1900s and the 1950s, and maintains poor integrity of materials, design, and workmanship.

Although the site is associated with a general historic period, research conducted to date did not yield any evidence that this line and its associated artifacts are uniquely connected to a historic era of telephone line construction. There is no demonstrable connection between this site and important events or trends in the construction of telephone lines throughout this region or the greater United States. Thus, this site is not significant under Criterion A.

There is no evidence that this site is distinctly associated with notable historic people in the history of this region, the state, or the nation. General research conducted on the Uinta Basin did not reveal any association between this site and significant figures who made contributions to the area's history. For these reasons, the site is not significant under National Register Criterion B.

The artifact scatter and telephone line maintain poor integrity. Many poles have been removed, cut between 15 inches and 5 feet above the present ground level. Beyond their poor integrity, the remnants do not indicate that this line was unique or innovative in its design. Overall, there is no indication that this site is individually significant as an artifact scatter or former utility line. Therefore, the site is not significant under Criterion C.

The scatter of historic artifacts is primarily located on the surface and the site is unlikely to yield subsurface deposits. The site is well documented and a common example of a deteriorated former utility line. There is no indication that additional research would provide important information about this site or potentially answer broader research questions on the settlement patterns of the Uinta Basin. For these reasons, the site is not significant under Criterion D.

In conclusion, this site is not significant under any National Register criteria.

Not Evaluated

Table 20 lists properties recorded in the APE but not evaluated for National Register eligibility due to lack of sufficient information. OEA is not requesting SHPO concurrence with its determinations regarding these properties. These properties will be fully evaluated under the terms of the PA, as appropriate. [Privately owned.](#) Locational information for these properties is provided in the Coalition's Technical Reports and Attachment II.

Table 20. Properties Recorded in the APE Not Evaluated for National Register Eligibility

Eligibility Undetermined, Not Requesting SHPO Concurrence		
Resource ID	Resource Number	Description
Resource ID 051	330970015	Historic architecture
Resource ID 052	00-00095781	Historic architecture

Preliminary Effects Analysis

This section compares the potential effects on historic properties between the three Action Alternatives. Consistent with the Phased Identification approach, this analysis is preliminary. Final identification and evaluation of historic properties, assessment of effects, and resolution of adverse effects would occur in accordance with the terms of the PA.

Construction

Construction of the proposed rail line would physically alter and potentially destroy historic properties located within the project footprint. Construction activities would also result in visual and noise effects on historic properties within the APE but outside its below-ground portion (the project footprint plus 50-foot buffer). Although historic properties within the APE but outside its below-ground portion (1,500-foot buffer) would not be physically changed, they would experience changes in setting that would continue during rail operations. In addition to the specific historic properties discussed in this section, it is likely that additional unidentified historic properties are present in the below-ground portion of the APE that would be physically altered or destroyed during construction. To ensure that effects on unidentified historic properties are properly assessed and resolved, OEA is recommending mitigation requiring the Coalition comply with the terms and conditions of the Programmatic Agreement that OEA is developing in consultation with the Section 106 consulting parties.

The APE for the Indian Canyon Alternative includes 16 known historic properties, as well as properties of religious or cultural significance to tribes. Of the known historic properties in the APE for the Indian Canyon Alternative, 14 are located within the project footprint and could be physically altered or destroyed during construction. These 14 historic properties include three corrals (002, 022, and 024), road segments (004/005 and 026/027), a segment of railroad (007), three bridges (028, 029, and 030), ~~two one single-cell National Folk style dwellings~~ (011 ~~and 016~~), ~~two three~~ cabins (003, ~~and~~ 012, ~~and~~ 016), and one loafing shed (025). Indian Canyon Road, located in the APE for the Indian Canyon Alternative, would experience a physical impact. It is a historic transportation route that passed from Duchesne toward Helper parallel to present-day US 191. This roadway's alignment dates back to the Precontact period, and the extant segments played an important role in the regional economy for pedestrian, wagon, and later automobile traffic from the turn of the twentieth century until US 191 replaced the route in the 1970s.

The APE for the Wells Draw Alternative includes 19 known historic properties. Twelve of the known historic properties in the APE for the Wells Draw Alternative are located within the project footprint and could be physically altered or destroyed during construction. These 12 historic properties include one rock art and archeological artifact scatter site (015), one cairn (020), three corrals (002, 022, and 024), road segments (004/005 and 026/027), a segment of railroad (007), two bridges (028 and 029), one cabin (014), and segments of the Myton Canal (008). A rock art site from the Formative period located on a sandstone boulder in the APE for this alternative would experience physical impact. Consisting of a petroglyph and an artifact scatter, the site is likely associated with Fremont culture, is distinctive and well preserved, and has the potential to yield information on

prehistoric human behavior in the area, including activity related to subsistence and cultural production.

The APE for the Whitmore Park Alternative includes 16 known historic properties, as well as properties of significance to tribes. Of the known historic properties in the APE for the Whitmore Park Alternative, 13 are located within the project footprint and could be physically altered or destroyed during construction. These 13 historic properties include road segments (004/005 and 026/027), a segment of railroad (007), three bridges (028, 029, and 030), one corral (024), ~~two one~~ [National Folk-style single-cell dwellings](#) (011 ~~and 016~~), ~~three four~~ [cabins](#) (002, 010, 012, ~~and 016~~), and one loafing shed (025). In the APE for this alternative, newly recorded segments of the previously recorded Denver and Rio Grande Western Railroad would experience a physical impact. The railroad ran southwest of Emma Park along US 6 and the Price River. These segments of the railroad dating back to 1883 played a role in the Euro-American history of the Basin in the late-nineteenth and early twentieth centuries and contributed to significant trends in national transportation and commerce during this period of general westward expansion and settlement.

Operations

During rail operations, historic properties in the APE would be affected by changes in setting, including permanent visual changes and noise from passing trains. Operation of the Indian Canyon Alternative would affect properties of significance to tribes and two known historic properties within the APE, including a segment of US 6 (006) and the Indian Canyon Ranger Station (001). The setting of the Indian Canyon Ranger Station, a National-Register-listed complex of buildings including a one-story residence, would change. Constructed by the Forest Service in 1914 and located in Indian Canyon adjacent to present-day US 191, the property embodies the role the Forest Service played in land management in the Basin during the early twentieth century. Operation of the Wells Draw Alternative would affect eight known historic properties, including three cairns (017, 020, and 021), two corrals (018 and 019), a segment of US 6 (006), a homestead (013), and Smith's Well (009). Constructed circa 1890, Smith's Well would undergo changes to its setting. A previously recorded water-related feature, the well is significant for its role as an early waystation along Nine Mile Road between Fort Duchesne and Nine Mile Canyon along an otherwise arid transportation route. Operation of the Whitmore Park Alternative would affect three known historic properties and properties of significance to tribes within the APE, including a segment of US 6 (006), one cabin (023), and the Indian Canyon Ranger Station (001). US 6, a previously recorded linear transportation feature undergoing changes to its setting, is a segment of a historic roadway constructed in the 1910s that ran from the eastern United States to California and played a significant role in goods movement and settlement patterns in the immediate area and greater region.

Analysis by Action Alternative

Table 21 summarizes the preliminary adverse effect analysis by Action Alternative.

Table 21. Historic Property Effects Comparison between Action Alternatives

Historic Property Description	Resource ID	Location within APE	Type of Change (Physical vs. Setting) by Action Alternative		
			Indian Canyon Alternative	Wells Draw Alternative	Whitmore Park Alternative
Indian Canyon Ranger Station	001	1,500-foot buffer	Setting	N/A	Setting
Corral	002	Project footprint	Physical	Physical	N/A
Cabin	003	Project footprint	Physical	N/A	Physical
Indian Canyon Road segments	004 and 005	Project footprint	Physical	Physical	Physical
US 6	006	1,500-foot buffer	Setting	Setting	Setting
Denver and Rio Grande Railway segments	007	Project footprint	Physical	Physical	Physical
Myton Canal	008	Project footprint	N/A	Physical	N/A
Smith's Well	009	1,500-foot buffer	N/A	Setting	N/A
Cabin	010	Project footprint	N/A	N/A	Physical
National Folk-style Single-cell dwelling	011	Project footprint	Physical	N/A	Physical
Cabin	012	Project footprint	Physical	N/A	Physical
Homestead	013	1,500-foot buffer	N/A	Setting	N/A
Cabin	014	Project footprint	N/A	Physical	N/A
Rock art and artifact scatter	015	Project footprint	N/A	Physical	N/A
National Folk-style dwelling Cabin	016	Project footprint	Physical	N/A	Physical
Cairn	017	1,500-foot buffer	N/A	Setting	N/A
Corral	018	1,500-foot buffer	N/A	Setting	N/A
Corral	019	1,500-foot buffer	N/A	Setting	N/A
Cairn	020	Project footprint	N/A	Physical	N/A
Cairn	021	1,500-foot buffer	N/A	Setting	N/A
Corral	022	Project footprint	Physical	Physical	N/A
Cabin	023	1,500-foot buffer	N/A	N/A	Setting
Corral	024	Project footprint	Physical	Physical	Physical
Loafing shed	025	Project footprint	Physical	N/A	Physical

Historic Property Description	Resource ID	Location within APE	Type of Change (Physical vs. Setting) by Action Alternative		
			Indian Canyon Alternative	Wells Draw Alternative	Whitmore Park Alternative
Emma Park Road segments	026 and 027	Project footprint	Physical	Physical	Physical
Bridge	028	Project footprint	Physical	Physical	Physical
Bridge	029	Project footprint	Physical	Physical	Physical
Bridge	030	Project footprint	Physical	N/A	Physical
Adverse Effects (Physical)			14	12	13
Adverse Effects (Settings)			2	7	3
Total			16	19	16

Notes:

N/A = not applicable; US 6 = U.S. Highway 6

Conclusion

OEA preliminarily concludes that historic properties are present in the APE of all Action Alternatives and that the Project would have an adverse effect on historic properties. The Indian Canyon Alternative would have an adverse effect on 16 historic properties, the Wells Draw Alternative would have an adverse effect on 19 historic properties, and the Whitmore Park Alternative would have an adverse effect on 16 historic properties.

The Action Alternatives are commensurately impactful: none is substantively more or less impactful than the other.

References

Seven County Infrastructure Coalition (Coalition)

2020a Selective Reconnaissance-Level Survey of Archaeological Resources Along Proposed Routes for the Uinta Basin Railway Project in Carbon, Duchesne, Uintah, and Utah Counties, Utah. May 2020. 289 pp.

Seven County Infrastructure Coalition (Coalition)

2020b Selective Reconnaissance-Level Survey of Historic Architectural Resources Along Proposed Routes for the Uinta Basin Railway Project in Utah, Carbon, Duchesne, and Uintah Counties, Utah – FINAL. April 2020. 304 pp.

Steward, Julian H.

1932 "A Uintah Ute Bear Dance, March 1931." In American Anthropologist, N.S., 34, 1932, p. 263-273. Accessed online April 3, 2020.

Attachment I

Section 106 Correspondence



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

April 10, 2019

Don Hartley
State Historic Preservation Officer
Utah State Historic Preservation Office
300 South Rio Grande Street
Salt Lake City, UT 84101

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uinta Counties, Utah

Dear Mr. Don Hartley:

I am writing to let you know about and request your preliminary comments on a forthcoming proposal to build an approximately 80-mile line of railroad to transport commodities and products into and out of the Uinta Basin in northeastern Utah. The proponent of the proposed project is the Seven County Infrastructure Coalition (the Coalition), an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah. The Coalition intends to file a petition or an application with the Surface Transportation Board (the Board) seeking authority to construct and operate the proposed rail line. Before granting such authority, the Board must consider the potential environmental impacts of the Coalition's proposal, pursuant to the National Environmental Policy Act (NEPA) and related laws.

The Board's Office of Environmental Analysis (OEA) intends to begin the process of preparing an Environmental Impact Statement (EIS) that will analyze the potential environmental impacts of the proposed rail line. OEA will develop the EIS in consultation with appropriate federal, state, and local agencies; tribes; other interested stakeholders; and the public. This project is similar to a proposal that the Utah Department of Transportation (UDOT) considered beginning in 2012, but that previous proposal was not carried forward and the NEPA process was not completed. There have also been prior studies on different variations of this proposal dating to before 2012 that were not carried forward.

The purpose of this letter is to inform you that OEA will be starting a new environmental review in this case and to initiate consultation with your agency to determine if the proposed project has the potential to affect architectural, archaeological, tribal, or other historic properties pursuant to Section 106 of the National Historic Preservation Act (NHPA).

Project Background

Currently, all freight moving into and out of the Uinta Basin is transported by truck on one of three public highways. The proposed project would provide a new transportation option by connecting industries in the basin to the interstate freight rail network. Based on current market conditions, the Coalition estimates that approximately seven trains would move along the proposed rail line per day, on average, including loaded and unloaded trains. Rail traffic entering the Uinta Basin would likely move such products and commodities as fracturing sand, proppant, tubular steel, and oil industry machinery from the Midwest, Texas, the Southeast, and ports on the Pacific and Gulf coasts. Outbound trains would likely carry crude oil, gilsonite, and other mineral and agricultural products to markets across the U.S., including oil refineries in the Salt Lake City area, the Mississippi River Valley, the Chicago area, the Ohio River Valley, and the Pacific, Gulf, and Atlantic coasts.

The Coalition has evaluated potential routes connecting the Uinta Basin to the national rail network and has identified three alternative routes (Figure 1) that would be both engineeringly and commercially feasible. Those proposed alternatives are the Indian Canyon Route, the Craig Route, and the Wells Draw Route, as described in further detail below:

- The Indian Canyon Route would be approximately 80 miles long and would connect an existing rail line owned by Union Pacific Railway Company (UP) near Kyune, Utah to a terminus point in the Uinta Basin near Leland Bench, approximately 9.5 miles south of Fort Duchesne, Utah (Figure 2). Starting at Leland Bench, this route would proceed westward, past the South Myton Bench area, until intersecting Indian Canyon approximately two miles south of Duchesne, Utah. After entering Indian Canyon, the route would turn southwest and follow Indian Creek upstream toward its headwaters below Indian Creek Pass, paralleling U.S. Highway 191 for approximately 21 miles. The Indian Canyon Route would use a summit tunnel to pass through the West Tavaputs Plateau and, after emerging from the tunnel, would descend the Roan Cliffs to reach Emma Park, an open grassy area at the base of the Roan Cliffs. The route would then run westward through Emma Park and connect to the UP Provo Subdivision near the railroad timetable station at Kyune. The route would cross land owned or managed by the State of Utah, the U.S. Forest Service (USFS), the Bureau of Land Management (BLM), and the Ute Indian Tribe. At this time, the Coalition has identified the Indian Canyon Route as its preferred alternative.
- The Craig Route would be approximately 185 miles long and would connect an existing UP rail line near Axial, Colorado to two terminus points in the Uinta Basin near South Myton Bench and Leland Bench (Figure 3). The lines from those two terminus points would meet at a junction approximately four miles north of Leland Bench. From the junction, the Craig Route would proceed generally northward for approximately seven

miles, then turn and proceed generally eastward, crossing the Green River approximately five miles south of Jensen, Utah. The route would then proceed southeasterly, entering Colorado approximately three miles northwest of Dinosaur, Colorado and would connect to the Deseret Power Railroad (DPR) south of Dinosaur. The Craig Route would utilize approximately 13 miles of the DPR to proceed eastward and would depart the DPR approximately two miles west of the Deserado Mine. It would then proceed generally eastward to connect to the UP Craig Subdivision near the railroad timetable station at Axial. This route would cross land owned or managed by the BLM, the State of Colorado, and the State of Utah. It would not cross USFS or tribal land.

- The Wells Draw Route would be approximately 105 miles long and would connect an existing UP rail line near Kyune, Utah to two terminus points in the Uinta Basin near South Myton Bench and Leland Bench (Figure 4). The lines from those two terminus points would meet at a junction approximately 6.5 miles south of South Myton Bench. From the junction, the Wells Draw Route would run southward, generally following Wells Draw towards its headwaters. After reaching the headwaters of Wells Draw, the route would turn westward and enter Argyle Canyon. It would remain on the north wall of Argyle Canyon for approximately 25 miles, eventually reaching the floor of the canyon near the headwaters of Argyle Creek. The route would then enter a summit tunnel through the West Tavaputs Plateau and, after emerging from the tunnel, would descend the Roan Cliffs to reach Emma Park. The route would run westward through Emma Park and connect to the UP Provo Subdivision near the railroad timetable station at Kyune. The Wells Draw Route would cross land owned or managed by the BLM and the State of Utah. It would not cross USFS or tribal land.

Maps of the three proposed alternatives are appended to this letter. Because the Coalition has not yet completed the final engineering design for the three routes, the appended maps depict the centerlines of three study corridors defined by the Coalition that may be wider than the actual rail rights-of-way. OEA will provide copies of more detailed maps of the proposed alternative routes as they become available. OEA will review the proposed alternatives and develop the final set of alternatives to be examined in the EIS in consultation with appropriate federal, state, and local agency; tribes; other interested stakeholders; and the public during the scoping process, which will begin when the Board issues a Notice of Intent to prepare the EIS.

Environmental Review Process

Pursuant to the regulations of the Council on Environmental Quality implementing NEPA (40 C.F.R. §§ 1500-1508) and the Board's environmental rules at 49 C.F.R. § 1105, OEA will work as the lead federal agency to prepare an EIS that will evaluate the potential environmental effects of the Coalition's proposal, including reasonable and feasible alternatives, as well as the No-Action alternative. Based on information submitted by the Coalition, OEA's independent investigations, and consultation with other federal, state, and local agencies; tribes;

other stakeholders; and members of the public, OEA will prepare a Draft EIS and issue that document for public review and comment. OEA will then prepare a Final EIS that will respond to public and agency comments on the Draft EIS and set forth OEA's final recommendations to the Board. OEA will be assisted in conducting its environmental review by ICF Jones & Stokes, Inc., an environmental consulting company that will be serving as OEA's third-party environmental contractor in this case.

Request for Comments

OEA asks that you share your initial comments regarding any known architectural, archaeological, tribal, or other historic properties that may be in the project area. In the near term, OEA will be developing a list of Section 106 consulting parties, including tribes. We welcome any suggestions you may have regarding consulting parties you think should be added to our list.

We also welcome information on any additional issues or concerns that you consider appropriate to OEA's initial assessment of potential environmental issues and impacts that may be associated with the proposed project. As the environmental review process continues, OEA will continue to consult with you and request your concurrence regarding the Area of Potential Effects (APE) and evaluation of historic properties under Section 106.

We request your response by May 9, 2019 so that we may begin the process of identifying the potential environmental impacts of the proposed project.

Please send your written comments to Joshua Wayland, OEA's Project Manager for the EIS, by email at Joshua.Wayland@stb.gov or by mail to:

Joshua Wayland
Surface Transportation Board
c/o ICF
9300 Lee Highway
Fairfax, VA 22031

If you have any questions or would like to arrange a meeting or conference call with OEA, please feel free to contact Joshua Wayland by phone at (202) 245-0330 or by email. We greatly appreciate your assistance and look forward to your participation in the Board's environmental review process for this project.

Sincerely,

A handwritten signature in black ink, appearing to read "Victoria Rutson". The signature is fluid and cursive, with the first name "Victoria" written in a larger, more prominent script than the last name "Rutson".

Victoria Rutson
Director
Office of Environmental Analysis

Enclosures:

Figure 1 - Uinta Basin Railway Proposed Routes

Figure 2 - Indian Canyon Route

Figure 3 - Craig Route

Figure 4 - Wells Draw Route



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

April 10, 2019

Steve Turner
State Historic Preservation Officer
Colorado State Historic Preservation Office
1200 Broadway
Denver, CO 80203

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uinta Counties, Utah

Dear Mr. Steve Turner:

I am writing to let you know about and request your preliminary comments on a forthcoming proposal to build an approximately 80-mile line of railroad to transport commodities and products into and out of the Uinta Basin in northeastern Utah. The proponent of the proposed project is the Seven County Infrastructure Coalition (the Coalition), an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah. The Coalition intends to file a petition or an application with the Surface Transportation Board (the Board) seeking authority to construct and operate the proposed rail line. Before granting such authority, the Board must consider the potential environmental impacts of the Coalition's proposal, pursuant to the National Environmental Policy Act (NEPA) and related laws.

The Board's Office of Environmental Analysis (OEA) intends to begin the process of preparing an Environmental Impact Statement (EIS) that will analyze the potential environmental impacts of the proposed rail line. OEA will develop the EIS in consultation with appropriate federal, state, and local agencies; tribes; other interested stakeholders; and the public. This project is similar to a proposal that the Utah Department of Transportation (UDOT) considered beginning in 2012, but that previous proposal was not carried forward and the NEPA process was not completed. There have also been prior studies on different variations of this proposal dating to before 2012 that were not carried forward.

The purpose of this letter is to inform you that OEA will be starting a new environmental review in this case and to initiate consultation with your agency to determine if the proposed project has the potential to affect architectural, archaeological, tribal, or other historic properties pursuant to Section 106 of the National Historic Preservation Act (NHPA).

Project Background

Currently, all freight moving into and out of the Uinta Basin is transported by truck on one of three public highways. The proposed project would provide a new transportation option by connecting industries in the basin to the interstate freight rail network. Based on current market conditions, the Coalition estimates that approximately seven trains would move along the proposed rail line per day, on average, including loaded and unloaded trains. Rail traffic entering the Uinta Basin would likely move such products and commodities as fracturing sand, proppant, tubular steel, and oil industry machinery from the Midwest, Texas, the Southeast, and ports on the Pacific and Gulf coasts. Outbound trains would likely carry crude oil, gilsonite, and other mineral and agricultural products to markets across the U.S., including oil refineries in the Salt Lake City area, the Mississippi River Valley, the Chicago area, the Ohio River Valley, and the Pacific, Gulf, and Atlantic coasts.

The Coalition has evaluated potential routes connecting the Uinta Basin to the national rail network and has identified three alternative routes (Figure 1) that would be both engineeringly and commercially feasible. Those proposed alternatives are the Indian Canyon Route, the Craig Route, and the Wells Draw Route, as described in further detail below:

- The Indian Canyon Route would be approximately 80 miles long and would connect an existing rail line owned by Union Pacific Railway Company (UP) near Kyune, Utah to a terminus point in the Uinta Basin near Leland Bench, approximately 9.5 miles south of Fort Duchesne, Utah (Figure 2). Starting at Leland Bench, this route would proceed westward, past the South Myton Bench area, until intersecting Indian Canyon approximately two miles south of Duchesne, Utah. After entering Indian Canyon, the route would turn southwest and follow Indian Creek upstream toward its headwaters below Indian Creek Pass, paralleling U.S. Highway 191 for approximately 21 miles. The Indian Canyon Route would use a summit tunnel to pass through the West Tavaputs Plateau and, after emerging from the tunnel, would descend the Roan Cliffs to reach Emma Park, an open grassy area at the base of the Roan Cliffs. The route would then run westward through Emma Park and connect to the UP Provo Subdivision near the railroad timetable station at Kyune. The route would cross land owned or managed by the State of Utah, the U.S. Forest Service (USFS), the Bureau of Land Management (BLM), and the Ute Indian Tribe. At this time, the Coalition has identified the Indian Canyon Route as its preferred alternative.
- The Craig Route would be approximately 185 miles long and would connect an existing UP rail line near Axial, Colorado to two terminus points in the Uinta Basin near South Myton Bench and Leland Bench (Figure 3). The lines from those two terminus points would meet at a junction approximately four miles north of Leland Bench. From the junction, the Craig Route would proceed generally northward for approximately seven

miles, then turn and proceed generally eastward, crossing the Green River approximately five miles south of Jensen, Utah. The route would then proceed southeasterly, entering Colorado approximately three miles northwest of Dinosaur, Colorado and would connect to the Deseret Power Railroad (DPR) south of Dinosaur. The Craig Route would utilize approximately 13 miles of the DPR to proceed eastward and would depart the DPR approximately two miles west of the Deserado Mine. It would then proceed generally eastward to connect to the UP Craig Subdivision near the railroad timetable station at Axial. This route would cross land owned or managed by the BLM, the State of Colorado, and the State of Utah. It would not cross USFS or tribal land.

- The Wells Draw Route would be approximately 105 miles long and would connect an existing UP rail line near Kyune, Utah to two terminus points in the Uinta Basin near South Myton Bench and Leland Bench (Figure 4). The lines from those two terminus points would meet at a junction approximately 6.5 miles south of South Myton Bench. From the junction, the Wells Draw Route would run southward, generally following Wells Draw towards its headwaters. After reaching the headwaters of Wells Draw, the route would turn westward and enter Argyle Canyon. It would remain on the north wall of Argyle Canyon for approximately 25 miles, eventually reaching the floor of the canyon near the headwaters of Argyle Creek. The route would then enter a summit tunnel through the West Tavaputs Plateau and, after emerging from the tunnel, would descend the Roan Cliffs to reach Emma Park. The route would run westward through Emma Park and connect to the UP Provo Subdivision near the railroad timetable station at Kyune. The Wells Draw Route would cross land owned or managed by the BLM and the State of Utah. It would not cross USFS or tribal land.

Maps of the three proposed alternatives are appended to this letter. Because the Coalition has not yet completed the final engineering design for the three routes, the appended maps depict the centerlines of three study corridors defined by the Coalition that may be wider than the actual rail rights-of-way. OEA will provide copies of more detailed maps of the proposed alternative routes as they become available. OEA will review the proposed alternatives and develop the final set of alternatives to be examined in the EIS in consultation with appropriate federal, state, and local agency; tribes; other interested stakeholders; and the public during the scoping process, which will begin when the Board issues a Notice of Intent to prepare the EIS.

Environmental Review Process

Pursuant to the regulations of the Council on Environmental Quality implementing NEPA (40 C.F.R. §§ 1500-1508) and the Board's environmental rules at 49 C.F.R. § 1105, OEA will work as the lead federal agency to prepare an EIS that will evaluate the potential environmental effects of the Coalition's proposal, including reasonable and feasible alternatives, as well as the No-Action alternative. Based on information submitted by the Coalition, OEA's independent investigations, and consultation with other federal, state, and local agencies; tribes;

other stakeholders; and members of the public, OEA will prepare a Draft EIS and issue that document for public review and comment. OEA will then prepare a Final EIS that will respond to public and agency comments on the Draft EIS and set forth OEA's final recommendations to the Board. OEA will be assisted in conducting its environmental review by ICF Jones & Stokes, Inc., an environmental consulting company that will be serving as OEA's third-party environmental contractor in this case.

Request for Comments

OEA asks that you share your initial comments regarding any known architectural, archaeological, tribal, or other historic properties that may be in the project area. In the near term, OEA will be developing a list of Section 106 consulting parties, including tribes. We welcome any suggestions you may have regarding consulting parties you think should be added to our list.

We also welcome information on any additional issues or concerns that you consider appropriate to OEA's initial assessment of potential environmental issues and impacts that may be associated with the proposed project. As the environmental review process continues, OEA will continue to consult with you and request your concurrence regarding the Area of Potential Effects (APE) and evaluation of historic properties under Section 106.

We request your response by May 9, 2019 so that we may begin the process of identifying the potential environmental impacts of the proposed project.

Please send your written comments to Joshua Wayland, OEA's Project Manager for the EIS, by email at Joshua.Wayland@stb.gov or by mail to:

Joshua Wayland
Surface Transportation Board
c/o ICF
9300 Lee Highway
Fairfax, VA 22031

If you have any questions or would like to arrange a meeting or conference call with OEA, please feel free to contact Joshua Wayland by phone at (202) 245-0330 or by email. We greatly appreciate your assistance and look forward to your participation in the Board's environmental review process for this project.

Sincerely,

A handwritten signature in black ink, reading "Victoria Rutson". The signature is fluid and cursive, with the first name "Victoria" and last name "Rutson" clearly distinguishable.

Victoria Rutson
Director
Office of Environmental Analysis

Enclosures:

Figure 1 - Uinta Basin Railway Proposed Routes

Figure 2 - Indian Canyon Route

Figure 3 - Craig Route

Figure 4 - Wells Draw Route



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 14, 2019

Betsy Chapoose
Cultural Rights and Protection Director
Ute Indian Tribe of the Uintah and Ouray Reservation
P.O. Box 190
Fort Duchesne, UT 84026-0190

RE: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation
Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah

Dear Ms. Chapoose:

The purpose of this letter is to formally invite Ute Indian Tribe of the Uintah and Ouray Reservation (Ute Indian Tribe) to consult with the Surface Transportation Board (Board) pursuant to Section 106 of the National Historic Preservation Act (NHPA) regarding the above-referenced project. The Board assumes that the Ute Indian Tribe has assumed the role of the State Historic Preservation Office with respect to undertakings taking place on tribal lands. The Board, therefore, extends this invitation pursuant to 36 CFR Section 800.2 (c) (2) (i) (B).

The Seven County Infrastructure Coalition (Coalition) plans to file a request with the Board for authority to construct and operate an approximately 80-mile rail line between two terminus points in the Uinta Basin near Myton, Utah, and Leland Bench, Utah, and the interstate rail network. The Board's Office of Environmental Analysis (OEA) has determined that the preparation of an Environmental Impact Statement (EIS) is appropriate pursuant to the National Environmental Policy Act of 1969 (NEPA), as amended (42 U.S.C. §§ 4321 *et seq.*) and related laws and regulations, including historic preservation reviews under Section 106 of the NHPA.

As currently proposed, the Coalition's rail line would be constructed and operated between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah, for a distance of approximately 80 miles (see attached map). The Coalition has evaluated potential routes connecting the Uinta Basin to the national rail network and has identified three alternative routes that would be both technically and commercially feasible: the Indian Canyon Route (~80 miles), the Craig Route (~185 miles), and the Wells Draw Route (~105 miles). One of the potential alternatives, the Indian Canyon Route, would cross Ute tribal land in the Uintah and Ouray Reservation (see the attached map.) More information is available on the project website at www.UintaBasinRailwayEIS.com.

Over the coming months, OEA will develop a reasonable range of alternatives to evaluate in the EIS and for NHPA analysis. Public scoping meetings will assist OEA in identifying other agencies with an interest or expertise in the project and defining the range of alternatives and potential impacts on the human and natural environment to be considered in the EIS. Once that range of alternatives is established, OEA will develop a proposed the Area of Potential Effects (APE) for Section 106. OEA intends to invite your comments on the proposed APE. OEA also invites your comments on properties of cultural or religious significance.

OEA intends to consult with the State Historic Preservation Officers of Utah and Colorado.

The Uintah and Ouray Reservation is the only tribal land crossed by the currently proposed alternatives. The Board intends to invite the following tribes to consult regarding properties of cultural or religious significance pursuant to 36 CFR 800.2 (c) (2) (ii).

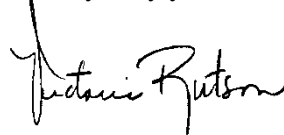
- Ute Indian Tribe of the Uintah and Ouray Reservation, Utah
- Apache Tribe of Oklahoma
- Eastern Shoshone Tribe of the Wind River Reservation, Wyoming
- Confederated Tribes of the Goshute Reservation, Nevada and Utah
- Fort Belknap Indian Community of the Fort Belknap Reservation of Montana
- Hopi Tribe of Arizona
- Navajo Nation, Arizona, New Mexico, and Utah
- Northwestern Band of the Shoshone Nation, Utah
- Paiute Indian Tribe of Utah (Cedar Band of Paiutes, Kanosh Band of Paiutes, Koosharem Band of Paiutes, Indian Peaks Band of Paiutes, and Shivwits Band of Paiutes)
- Shoshone-Bannock Tribes of the Fort Hall Reservation, Idaho
- Skull Valley Band of Goshute Indians
- White Mesa/Ute Mountain Ute Tribe, Utah and Colorado

We welcome your comments or suggestions regarding consulting parties.

Additional information is available on the project website at www.UintaBasinRailwayEIS.com. At any time, if you would like to discuss the undertaking in more detail, please contact Joshua Wayland, PhD, OEA's Project Manager for the EIS at (202) 245-0330 or by email at Joshua.Wayland@stb.gov

We look forward to continuing consultation with you on this undertaking.

Very truly yours,



Victoria Rutson

Director

Office of Environmental Analysis

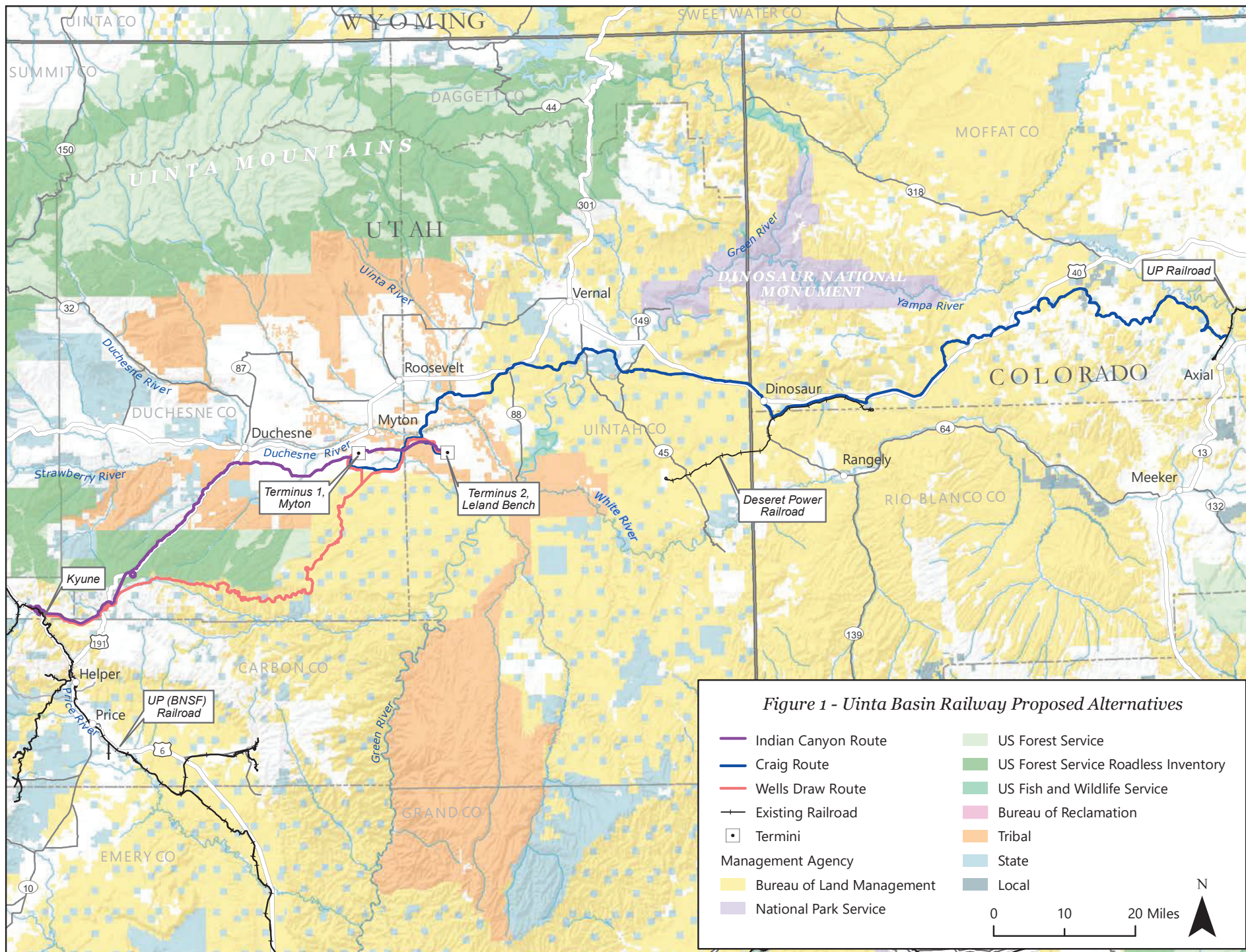
Enclosures:

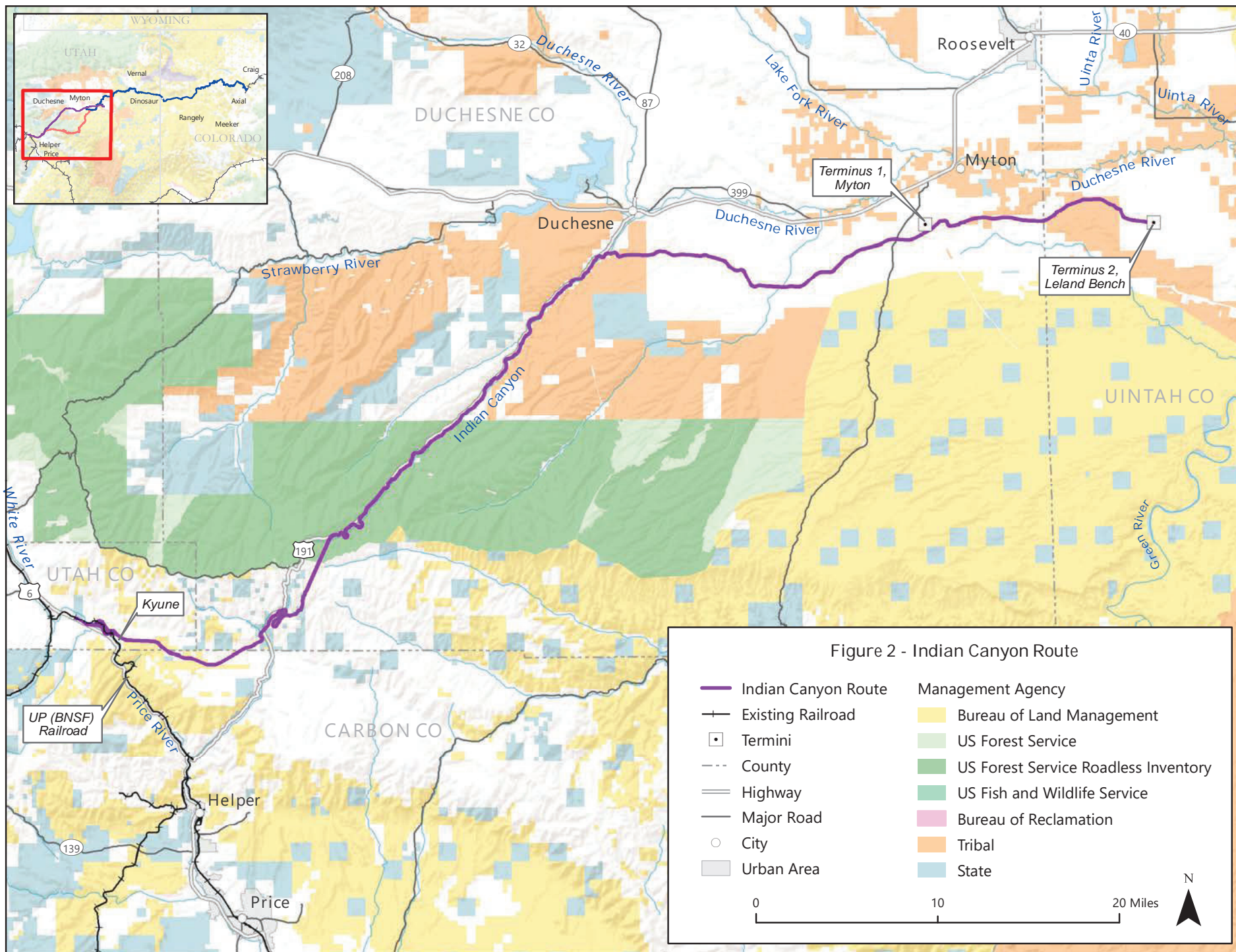
Figure 1 - Uinta Basin Railway Proposed Alternatives

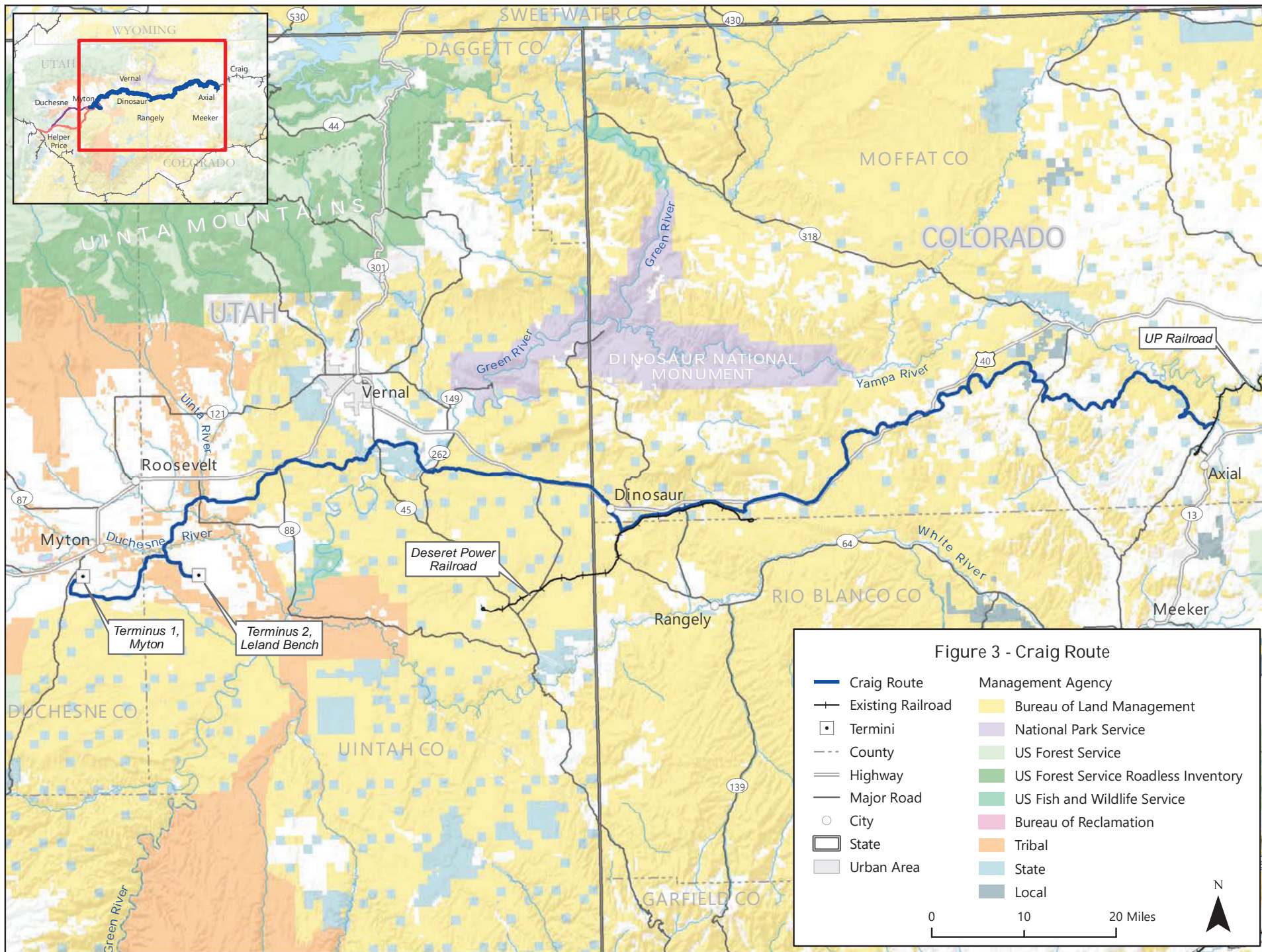
Figure 2 - Indian Canyon Route

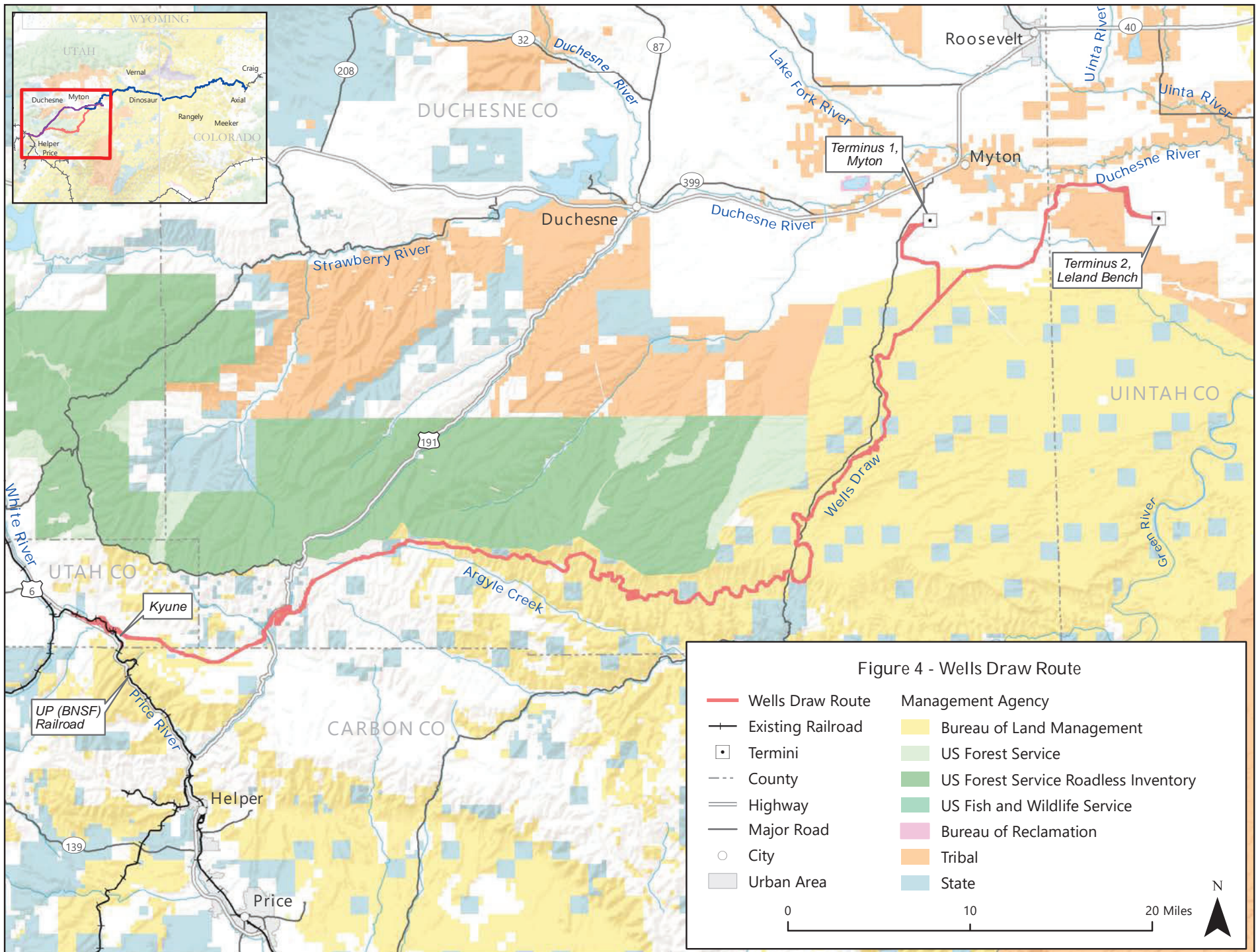
Figure 3 - Craig Route

Figure 4 - Wells Draw Route











SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Leon Bear
THPO
Skull Valley Band of the Goshute Indians
2480 South Main Street, Suite 110
Salt Lake City, UT 84115

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah; **Invitation to Section 106 Consultation**

Dear Mr. Leon Bear:

The Surface Transportation Board (Board) hereby invites you to participate as a consulting party under Section 106 of the National Historic Preservation Act (NHPA) for the Board's review of the proposed Uinta Basin Railway project.

The Seven County Infrastructure Coalition (Coalition) plans to request Board authority to construct and operate an approximately 80-mile rail line between two terminus points in the Uinta Basin near Myton, Utah, and Leland Bench, Utah, and the interstate rail network. The Coalition's proposed rail line would extend generally southwest from terminus points near Myton and Leland Bench to a connection with an existing rail line owned by Union Pacific Railway Company (UP) near Kyune, Utah. It would generally parallel U.S. Route 191 through Indian Canyon and would be located within Utah, Carbon, Duchesne, and Uintah Counties in Utah (Indian Canyon Route). The Coalition has also identified two potential alternatives to the Indian Canyon Route that the Coalition believes would be economically and technically feasible. One of those proposed alternatives would connect the terminus points near Myton and Leland Bench to the UP rail line near Kyune by following Wells Draw and Argyle Canyon, crossing Utah, Carbon, Duchesne, and Uintah Counties in Utah (Wells Draw Route). The other proposed alternative would extend eastward from the terminus points near Myton and Leland Bench to a connection with a UP rail line near Craig, Colorado, and would cross Uintah and Duchesne Counties in Utah as well as Moffat and Rio Blanco Counties in Colorado (Craig Route). More information is available on the project website at www.UintaBasinRailwayEIS.com.

The Board's Office of Environmental Analysis is conducting an environmental and historic preservation review of the proposed rail line construction project in compliance with the National Environmental Policy Act and related laws and regulations, including Section 106, and its implementing regulations at 36 Code of Federal Regulations Part 800.

This letter has two purposes:

- First, to learn whether your tribe is interested in participating as a Consulting Party. We have enclosed a Consultation Options Form (Attachment B) that we hope makes it easier for you to select the level of involvement that you are interested in. If we do not

hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- Second, to provide an opportunity for you to submit comments on either historic properties and/or potential effects on historic properties that may be located in the area and that should be afforded close attention in the environmental analysis.

For your reference, Attachment A to this letter includes a map of the potential alternatives currently being considered. Additional information on this project is available on the Board's website at www.UintaBasinRailwayEIS.com. Attachment B is the Consultations Options Form discussed above.

Joshua Wayland of my staff will be leading the Section 106 consultation for the project. You may contact him at 202-245-0330 or at Joshua.Wayland@stb.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Victoria Rutson". The signature is fluid and cursive, with a large initial "V" and "R".

Victoria Rutson
Director
Office of Environmental Analysis

Attachments:

A: Maps of Potential Alternatives

B: NHPA Section 106 Consultation Options Form

ATTACHMENT A: ALTERNATIVES ANALYSIS MAPS

ATTACHMENT B: NHPA SECTION 106 CONSULTATION OPTIONS FORM

Skull Valley Band of the Goshute Indians

Surface Transportation Board Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah

Project Name: Uinta Basin proposed rail line

Please check all the appropriate response(s) that apply from the list

_____ We have no interests associated with the Coalition’s proposed rail line and further consultation with our organization is not required.

_____ We want to continue to receive project information by mail and participate in the public involvement process.

_____ We have an interest in the Coalition’s proposed rail line and want to participate as a “Consulting Party” in the Section 106 of the NHPA process.

_____ We have included comments regarding potential historic properties in the project area and/or potential impacts to historic properties on the back of this form or on additional sheets.

Name of Skull Valley Band of the Goshute Indians designated contact for Section 106 Consultation for the Surface Transportation Board’s decision on whether to allow the Coalition to construct and operate a new rail line in Utah:

Please print

Name: _____

Phone: _____

E-mail: _____

Signed: _____

Date: _____

Please mail to: Joshua Wayland
Surface Transportation Board
Docket No. FD 36284
c/o 9300 Lee Highway
Fairfax, VA 22031



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Lynette Bell
THPO
Eastern Shoshone Tribe of the Wind River Reservation, Wyoming
P.O. Box 538
Fort Washakie, WY 82514

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah; **Invitation to Section 106 Consultation**

Dear Ms. Lynette Bell:

The Surface Transportation Board (Board) hereby invites you to participate as a consulting party under Section 106 of the National Historic Preservation Act (NHPA) for the Board's review of the proposed Uinta Basin Railway project.

The Seven County Infrastructure Coalition (Coalition) plans to request Board authority to construct and operate an approximately 80-mile rail line between two terminus points in the Uinta Basin near Myton, Utah, and Leland Bench, Utah, and the interstate rail network. The Coalition's proposed rail line would extend generally southwest from terminus points near Myton and Leland Bench to a connection with an existing rail line owned by Union Pacific Railway Company (UP) near Kyune, Utah. It would generally parallel U.S. Route 191 through Indian Canyon and would be located within Utah, Carbon, Duchesne, and Uintah Counties in Utah (Indian Canyon Route). The Coalition has also identified two potential alternatives to the Indian Canyon Route that the Coalition believes would be economically and technically feasible. One of those proposed alternatives would connect the terminus points near Myton and Leland Bench to the UP rail line near Kyune by following Wells Draw and Argyle Canyon, crossing Utah, Carbon, Duchesne, and Uintah Counties in Utah (Wells Draw Route). The other proposed alternative would extend eastward from the terminus points near Myton and Leland Bench to a connection with a UP rail line near Craig, Colorado, and would cross Uintah and Duchesne Counties in Utah as well as Moffat and Rio Blanco Counties in Colorado (Craig Route). More information is available on the project website at www.UintaBasinRailwayEIS.com.

The Board's Office of Environmental Analysis is conducting an environmental and historic preservation review of the proposed rail line construction project in compliance with the National Environmental Policy Act and related laws and regulations, including Section 106, and its implementing regulations at 36 Code of Federal Regulations Part 800.

This letter has two purposes:

- First, to learn whether your tribe is interested in participating as a Consulting Party. We have enclosed a Consultation Options Form (Attachment B) that we hope makes it easier for you to select the level of involvement that you are interested in. If we do not

hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- Second, to provide an opportunity for you to submit comments on either historic properties and/or potential effects on historic properties that may be located in the area and that should be afforded close attention in the environmental analysis.

For your reference, Attachment A to this letter includes a map of the potential alternatives currently being considered. Additional information on this project is available on the Board's website at www.UintaBasinRailwayEIS.com. Attachment B is the Consultations Options Form discussed above.

Joshua Wayland of my staff will be leading the Section 106 consultation for the project. You may contact him at 202-245-0330 or at Joshua.Wayland@stb.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Victoria Rutson". The signature is fluid and cursive, with a large initial "V" and "R".

Victoria Rutson
Director
Office of Environmental Analysis

Attachments:

A: Maps of Potential Alternatives

B: NHPA Section 106 Consultation Options Form

ATTACHMENT A: ALTERNATIVES ANALYSIS MAPS

ATTACHMENT B: NHPA SECTION 106 CONSULTATION OPTIONS FORM

Eastern Shoshone Tribe of the Wind River Reservation, Wyoming

Surface Transportation Board Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah

Project Name: Uinta Basin proposed rail line

Please check all the appropriate response(s) that apply from the list

_____ We have no interests associated with the Coalition’s proposed rail line and further consultation with our organization is not required.

_____ We want to continue to receive project information by mail and participate in the public involvement process.

_____ We have an interest in the Coalition’s proposed rail line and want to participate as a “Consulting Party” in the Section 106 of the NHPA process.

_____ We have included comments regarding potential historic properties in the project area and/or potential impacts to historic properties on the back of this form or on additional sheets.

Name of Eastern Shoshone Tribe of the Wind River Reservation, Wyoming designated contact for Section 106 Consultation for the Surface Transportation Board’s decision on whether to allow the Coalition to construct and operate a new rail line in Utah:

Please print

Name: _____

Phone: _____

E-mail: _____

Signed: _____

Date: _____

Please mail to: Joshua Wayland
Surface Transportation Board
Docket No. FD 36284
c/o 9300 Lee Highway
Fairfax, VA 22031



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Michael Blackwolf

THPO

Fort Belknap Indian Community of the Fort Belknap Reservation of Montana

656 Agency Main Street

Harlem, MT 59526-9455

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah; **Invitation to Section 106 Consultation**

Dear Mr. Michael Blackwolf:

The Surface Transportation Board (Board) hereby invites you to participate as a consulting party under Section 106 of the National Historic Preservation Act (NHPA) for the Board's review of the proposed Uinta Basin Railway project.

The Seven County Infrastructure Coalition (Coalition) plans to request Board authority to construct and operate an approximately 80-mile rail line between two terminus points in the Uinta Basin near Myton, Utah, and Leland Bench, Utah, and the interstate rail network. The Coalition's proposed rail line would extend generally southwest from terminus points near Myton and Leland Bench to a connection with an existing rail line owned by Union Pacific Railway Company (UP) near Kyune, Utah. It would generally parallel U.S. Route 191 through Indian Canyon and would be located within Utah, Carbon, Duchesne, and Uintah Counties in Utah (Indian Canyon Route). The Coalition has also identified two potential alternatives to the Indian Canyon Route that the Coalition believes would be economically and technically feasible. One of those proposed alternatives would connect the terminus points near Myton and Leland Bench to the UP rail line near Kyune by following Wells Draw and Argyle Canyon, crossing Utah, Carbon, Duchesne, and Uintah Counties in Utah (Wells Draw Route). The other proposed alternative would extend eastward from the terminus points near Myton and Leland Bench to a connection with a UP rail line near Craig, Colorado, and would cross Uintah and Duchesne Counties in Utah as well as Moffat and Rio Blanco Counties in Colorado (Craig Route). More information is available on the project website at www.UintaBasinRailwayEIS.com.

The Board's Office of Environmental Analysis is conducting an environmental and historic preservation review of the proposed rail line construction project in compliance with the National Environmental Policy Act and related laws and regulations, including Section 106, and its implementing regulations at 36 Code of Federal Regulations Part 800.

This letter has two purposes:

- First, to learn whether your tribe is interested in participating as a Consulting Party. We have enclosed a Consultation Options Form (Attachment B) that we hope makes it easier for you to select the level of involvement that you are interested in. If we do not

June 19, 2019

Page 2

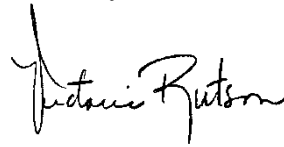
hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- Second, to provide an opportunity for you to submit comments on either historic properties and/or potential effects on historic properties that may be located in the area and that should be afforded close attention in the environmental analysis.

For your reference, Attachment A to this letter includes a map of the potential alternatives currently being considered. Additional information on this project is available on the Board's website at www.UintaBasinRailwayEIS.com. Attachment B is the Consultations Options Form discussed above.

Joshua Wayland of my staff will be leading the Section 106 consultation for the project. You may contact him at 202-245-0330 or at Joshua.Wayland@stb.gov.

Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

Attachments:

A: Maps of Potential Alternatives

B: NHPA Section 106 Consultation Options Form

ATTACHMENT A: ALTERNATIVES ANALYSIS MAPS

ATTACHMENT B: NHPA SECTION 106 CONSULTATION OPTIONS FORM

Fort Belknap Indian Community of the Fort Belknap Reservation of Montana

Surface Transportation Board Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah

Project Name: Uinta Basin proposed rail line

Please check all the appropriate response(s) that apply from the list

_____ We have no interests associated with the Coalition’s proposed rail line and further consultation with our organization is not required.

_____ We want to continue to receive project information by mail and participate in the public involvement process.

_____ We have an interest in the Coalition’s proposed rail line and want to participate as a “Consulting Party” in the Section 106 of the NHPA process.

_____ We have included comments regarding potential historic properties in the project area and/or potential impacts to historic properties on the back of this form or on additional sheets.

Name of Fort Belknap Indian Community of the Fort Belknap Reservation of Montana designated contact for Section 106 Consultation for the Surface Transportation Board’s decision on whether to allow the Coalition to construct and operate a new rail line in Utah:

Please print

Name: _____

Phone: _____

E-mail: _____

Signed: _____

Date: _____

Please mail to: Joshua Wayland
Surface Transportation Board
Docket No. FD 36284
c/o 9300 Lee Highway
Fairfax, VA 22031



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Betsy Chapoose
NAGPRA Representative
Ute Indian Tribe of the Uintah and Ouray Reservation
P.O. Box 190
Fort Duchesne, UT 84026

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah; **Invitation to Section 106 Consultation**

Dear Ms. Betsy Chapoose:

The Surface Transportation Board (Board) hereby invites you to participate as a consulting party under Section 106 of the National Historic Preservation Act (NHPA) for the Board's review of the proposed Uinta Basin Railway project.

The Seven County Infrastructure Coalition (Coalition) plans to request Board authority to construct and operate an approximately 80-mile rail line between two terminus points in the Uinta Basin near Myton, Utah, and Leland Bench, Utah, and the interstate rail network. The Coalition's proposed rail line would extend generally southwest from terminus points near Myton and Leland Bench to a connection with an existing rail line owned by Union Pacific Railway Company (UP) near Kyune, Utah. It would generally parallel U.S. Route 191 through Indian Canyon and would be located within Utah, Carbon, Duchesne, and Uintah Counties in Utah (Indian Canyon Route). The Coalition has also identified two potential alternatives to the Indian Canyon Route that the Coalition believes would be economically and technically feasible. One of those proposed alternatives would connect the terminus points near Myton and Leland Bench to the UP rail line near Kyune by following Wells Draw and Argyle Canyon, crossing Utah, Carbon, Duchesne, and Uintah Counties in Utah (Wells Draw Route). The other proposed alternative would extend eastward from the terminus points near Myton and Leland Bench to a connection with a UP rail line near Craig, Colorado, and would cross Uintah and Duchesne Counties in Utah as well as Moffat and Rio Blanco Counties in Colorado (Craig Route). More information is available on the project website at www.UintaBasinRailwayEIS.com.

The Board's Office of Environmental Analysis is conducting an environmental and historic preservation review of the proposed rail line construction project in compliance with the National Environmental Policy Act and related laws and regulations, including Section 106, and its implementing regulations at 36 Code of Federal Regulations Part 800.

This letter has two purposes:

- First, to learn whether your tribe is interested in participating as a Consulting Party. We have enclosed a Consultation Options Form (Attachment B) that we hope makes it easier for you to select the level of involvement that you are interested in. If we do not

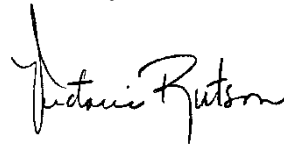
hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- Second, to provide an opportunity for you to submit comments on either historic properties and/or potential effects on historic properties that may be located in the area and that should be afforded close attention in the environmental analysis.

For your reference, Attachment A to this letter includes a map of the potential alternatives currently being considered. Additional information on this project is available on the Board's website at www.UintaBasinRailwayEIS.com. Attachment B is the Consultations Options Form discussed above.

Joshua Wayland of my staff will be leading the Section 106 consultation for the project. You may contact him at 202-245-0330 or at Joshua.Wayland@stb.gov.

Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

Attachments:

A: Maps of Potential Alternatives

B: NHPA Section 106 Consultation Options Form

ATTACHMENT A: ALTERNATIVES ANALYSIS MAPS

ATTACHMENT B: NHPA SECTION 106 CONSULTATION OPTIONS FORM

Ute Indian Trive of the Uintah and Ouray Reservation

Surface Transportation Board Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah

Project Name: Uinta Basin proposed rail line

Please check all the appropriate response(s) that apply from the list

- _____ We have no interests associated with the Coalition’s proposed rail line and further consultation with our organization is not required.
- _____ We want to continue to receive project information by mail and participate in the public involvement process.
- _____ We have an interest in the Coalition’s proposed rail line and want to participate as a “Consulting Party” in the Section 106 of the NHPA process.
- _____ We have included comments regarding potential historic properties in the project area and/or potential impacts to historic properties on the back of this form or on additional sheets.

Name of Ute Indian Trive of the Uintah and Ouray Reservation designated contact for Section 106 Consultation for the Surface Transportation Board’s decision on whether to allow the Coalition to construct and operate a new rail line in Utah:

Please print

Name: _____

Phone: _____

E-mail: _____

Signed: _____

Date: _____

Please mail to: Joshua Wayland
Surface Transportation Board
Docket No. FD 36284
c/o 9300 Lee Highway
Fairfax, VA 22031



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Louise Dixey
THPO
Shoshone-Bannock Tribes of the Fort Hall Reservation, Idaho
P.O. Box 306
Fort Hall, ID 83203

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah; **Invitation to Section 106 Consultation**

Dear Ms. Louise Dixey:

The Surface Transportation Board (Board) hereby invites you to participate as a consulting party under Section 106 of the National Historic Preservation Act (NHPA) for the Board's review of the proposed Uinta Basin Railway project.

The Seven County Infrastructure Coalition (Coalition) plans to request Board authority to construct and operate an approximately 80-mile rail line between two terminus points in the Uinta Basin near Myton, Utah, and Leland Bench, Utah, and the interstate rail network. The Coalition's proposed rail line would extend generally southwest from terminus points near Myton and Leland Bench to a connection with an existing rail line owned by Union Pacific Railway Company (UP) near Kyune, Utah. It would generally parallel U.S. Route 191 through Indian Canyon and would be located within Utah, Carbon, Duchesne, and Uintah Counties in Utah (Indian Canyon Route). The Coalition has also identified two potential alternatives to the Indian Canyon Route that the Coalition believes would be economically and technically feasible. One of those proposed alternatives would connect the terminus points near Myton and Leland Bench to the UP rail line near Kyune by following Wells Draw and Argyle Canyon, crossing Utah, Carbon, Duchesne, and Uintah Counties in Utah (Wells Draw Route). The other proposed alternative would extend eastward from the terminus points near Myton and Leland Bench to a connection with a UP rail line near Craig, Colorado, and would cross Uintah and Duchesne Counties in Utah as well as Moffat and Rio Blanco Counties in Colorado (Craig Route). More information is available on the project website at www.UintaBasinRailwayEIS.com.

The Board's Office of Environmental Analysis is conducting an environmental and historic preservation review of the proposed rail line construction project in compliance with the National Environmental Policy Act and related laws and regulations, including Section 106, and its implementing regulations at 36 Code of Federal Regulations Part 800.

This letter has two purposes:

- First, to learn whether your tribe is interested in participating as a Consulting Party. We have enclosed a Consultation Options Form (Attachment B) that we hope makes it easier for you to select the level of involvement that you are interested in. If we do not

hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- Second, to provide an opportunity for you to submit comments on either historic properties and/or potential effects on historic properties that may be located in the area and that should be afforded close attention in the environmental analysis.

For your reference, Attachment A to this letter includes a map of the potential alternatives currently being considered. Additional information on this project is available on the Board's website at www.UintaBasinRailwayEIS.com. Attachment B is the Consultations Options Form discussed above.

Joshua Wayland of my staff will be leading the Section 106 consultation for the project. You may contact him at 202-245-0330 or at Joshua.Wayland@stb.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Victoria Rutson". The signature is fluid and cursive, with the first name "Victoria" and last name "Rutson" clearly distinguishable.

Victoria Rutson
Director
Office of Environmental Analysis

Attachments:

A: Maps of Potential Alternatives

B: NHPA Section 106 Consultation Options Form

ATTACHMENT A: ALTERNATIVES ANALYSIS MAPS

ATTACHMENT B: NHPA SECTION 106 CONSULTATION OPTIONS FORM

Shoshone-Bannock Tribes of the Fort Hall Reservation, Idaho

Surface Transportation Board Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah

Project Name: Uinta Basin proposed rail line

Please check all the appropriate response(s) that apply from the list

_____ We have no interests associated with the Coalition’s proposed rail line and further consultation with our organization is not required.

_____ We want to continue to receive project information by mail and participate in the public involvement process.

_____ We have an interest in the Coalition’s proposed rail line and want to participate as a “Consulting Party” in the Section 106 of the NHPA process.

_____ We have included comments regarding potential historic properties in the project area and/or potential impacts to historic properties on the back of this form or on additional sheets.

Name of Shoshone-Bannock Tribes of the Fort Hall Reservation, Idaho designated contact for Section 106 Consultation for the Surface Transportation Board’s decision on whether to allow the Coalition to construct and operate a new rail line in Utah:

Please print

Name: _____

Phone: _____

E-mail: _____

Signed: _____

Date: _____

Please mail to: Joshua Wayland
Surface Transportation Board
Docket No. FD 36284
c/o 9300 Lee Highway
Fairfax, VA 22031



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Terry Knight
NAGPRA Contact
White Mesa / Ute Mountain Ute Tribe, Utah and Colorado
P.O. Box 468
Towaoc, Colorado 81334

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah; **Invitation to Section 106 Consultation**

Dear Mr. Terry Knight:

The Surface Transportation Board (Board) hereby invites you to participate as a consulting party under Section 106 of the National Historic Preservation Act (NHPA) for the Board's review of the proposed Uinta Basin Railway project.

The Seven County Infrastructure Coalition (Coalition) plans to request Board authority to construct and operate an approximately 80-mile rail line between two terminus points in the Uinta Basin near Myton, Utah, and Leland Bench, Utah, and the interstate rail network. The Coalition's proposed rail line would extend generally southwest from terminus points near Myton and Leland Bench to a connection with an existing rail line owned by Union Pacific Railway Company (UP) near Kyune, Utah. It would generally parallel U.S. Route 191 through Indian Canyon and would be located within Utah, Carbon, Duchesne, and Uintah Counties in Utah (Indian Canyon Route). The Coalition has also identified two potential alternatives to the Indian Canyon Route that the Coalition believes would be economically and technically feasible. One of those proposed alternatives would connect the terminus points near Myton and Leland Bench to the UP rail line near Kyune by following Wells Draw and Argyle Canyon, crossing Utah, Carbon, Duchesne, and Uintah Counties in Utah (Wells Draw Route). The other proposed alternative would extend eastward from the terminus points near Myton and Leland Bench to a connection with a UP rail line near Craig, Colorado, and would cross Uintah and Duchesne Counties in Utah as well as Moffat and Rio Blanco Counties in Colorado (Craig Route). More information is available on the project website at www.UintaBasinRailwayEIS.com.

The Board's Office of Environmental Analysis is conducting an environmental and historic preservation review of the proposed rail line construction project in compliance with the National Environmental Policy Act and related laws and regulations, including Section 106, and its implementing regulations at 36 Code of Federal Regulations Part 800.

This letter has two purposes:

- First, to learn whether your tribe is interested in participating as a Consulting Party. We have enclosed a Consultation Options Form (Attachment B) that we hope makes it easier for you to select the level of involvement that you are interested in. If we do not

hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- Second, to provide an opportunity for you to submit comments on either historic properties and/or potential effects on historic properties that may be located in the area and that should be afforded close attention in the environmental analysis.

For your reference, Attachment A to this letter includes a map of the potential alternatives currently being considered. Additional information on this project is available on the Board's website at www.UintaBasinRailwayEIS.com. Attachment B is the Consultations Options Form discussed above.

Joshua Wayland of my staff will be leading the Section 106 consultation for the project. You may contact him at 202-245-0330 or at Joshua.Wayland@stb.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Victoria Rutson".

Victoria Rutson
Director
Office of Environmental Analysis

Attachments:

A: Maps of Potential Alternatives

B: NHPA Section 106 Consultation Options Form

ATTACHMENT A: ALTERNATIVES ANALYSIS MAPS

ATTACHMENT B: NHPA SECTION 106 CONSULTATION OPTIONS FORM

White Mesa / Ute Mountain Ute Tribe, Utah and Colorado

Surface Transportation Board Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah

Project Name: Uinta Basin proposed rail line

Please check all the appropriate response(s) that apply from the list

- _____ We have no interests associated with the Coalition’s proposed rail line and further consultation with our organization is not required.
- _____ We want to continue to receive project information by mail and participate in the public involvement process.
- _____ We have an interest in the Coalition’s proposed rail line and want to participate as a “Consulting Party” in the Section 106 of the NHPA process.
- _____ We have included comments regarding potential historic properties in the project area and/or potential impacts to historic properties on the back of this form or on additional sheets.

Name of White Mesa / Ute Mountain Ute Tribe, Utah and Colorado designated contact for Section 106 Consultation for the Surface Transportation Board’s decision on whether to allow the Coalition to construct and operate a new rail line in Utah:

Please print

Name: _____

Phone: _____

E-mail: _____

Signed: _____

Date: _____

Please mail to: Joshua Wayland
Surface Transportation Board
Docket No. FD 36284
c/o 9300 Lee Highway
Fairfax, VA 22031



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Stewart Koyiyumptewa
Director of Hopi Cultural Preservation
The Hopi Tribe of Arizona
P.O. Box 123
Kykotsmovie, AZ 86039

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah; **Invitation to Section 106 Consultation**

Dear Mr. Stewart Koyiyumptewa:

The Surface Transportation Board (Board) hereby invites you to participate as a consulting party under Section 106 of the National Historic Preservation Act (NHPA) for the Board's review of the proposed Uinta Basin Railway project.

The Seven County Infrastructure Coalition (Coalition) plans to request Board authority to construct and operate an approximately 80-mile rail line between two terminus points in the Uinta Basin near Myton, Utah, and Leland Bench, Utah, and the interstate rail network. The Coalition's proposed rail line would extend generally southwest from terminus points near Myton and Leland Bench to a connection with an existing rail line owned by Union Pacific Railway Company (UP) near Kyune, Utah. It would generally parallel U.S. Route 191 through Indian Canyon and would be located within Utah, Carbon, Duchesne, and Uintah Counties in Utah (Indian Canyon Route). The Coalition has also identified two potential alternatives to the Indian Canyon Route that the Coalition believes would be economically and technically feasible. One of those proposed alternatives would connect the terminus points near Myton and Leland Bench to the UP rail line near Kyune by following Wells Draw and Argyle Canyon, crossing Utah, Carbon, Duchesne, and Uintah Counties in Utah (Wells Draw Route). The other proposed alternative would extend eastward from the terminus points near Myton and Leland Bench to a connection with a UP rail line near Craig, Colorado, and would cross Uintah and Duchesne Counties in Utah as well as Moffat and Rio Blanco Counties in Colorado (Craig Route). More information is available on the project website at www.UintaBasinRailwayEIS.com.

The Board's Office of Environmental Analysis is conducting an environmental and historic preservation review of the proposed rail line construction project in compliance with the National Environmental Policy Act and related laws and regulations, including Section 106, and its implementing regulations at 36 Code of Federal Regulations Part 800.

This letter has two purposes:

- First, to learn whether your tribe is interested in participating as a Consulting Party. We have enclosed a Consultation Options Form (Attachment B) that we hope makes it easier for you to select the level of involvement that you are interested in. If we do not

hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- Second, to provide an opportunity for you to submit comments on either historic properties and/or potential effects on historic properties that may be located in the area and that should be afforded close attention in the environmental analysis.

For your reference, Attachment A to this letter includes a map of the potential alternatives currently being considered. Additional information on this project is available on the Board's website at www.UintaBasinRailwayEIS.com. Attachment B is the Consultations Options Form discussed above.

Joshua Wayland of my staff will be leading the Section 106 consultation for the project. You may contact him at 202-245-0330 or at Joshua.Wayland@stb.gov.

Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

Attachments:

A: Maps of Potential Alternatives

B: NHPA Section 106 Consultation Options Form

ATTACHMENT A: ALTERNATIVES ANALYSIS MAPS

ATTACHMENT B: NHPA SECTION 106 CONSULTATION OPTIONS FORM

The Hopi Tribe of Arizona

Surface Transportation Board Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah

Project Name: Uinta Basin proposed rail line

Please check all the appropriate response(s) that apply from the list

- _____ We have no interests associated with the Coalition’s proposed rail line and further consultation with our organization is not required.
- _____ We want to continue to receive project information by mail and participate in the public involvement process.
- _____ We have an interest in the Coalition’s proposed rail line and want to participate as a “Consulting Party” in the Section 106 of the NHPA process.
- _____ We have included comments regarding potential historic properties in the project area and/or potential impacts to historic properties on the back of this form or on additional sheets.

Name of The Hopi Tribe of Arizona designated contact for Section 106 Consultation for the Surface Transportation Board’s decision on whether to allow the Coalition to construct and operate a new rail line in Utah:

Please print

Name: _____

Phone: _____

E-mail: _____

Signed: _____

Date: _____

Please mail to: Joshua Wayland
Surface Transportation Board
Docket No. FD 36284
c/o 9300 Lee Highway
Fairfax, VA 22031



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Crystal Lightfoot
THPO
Apache Tribe of Oklahoma
P.O. Box 1330
Anadarko, OK 73005

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah; **Invitation to Section 106 Consultation**

Dear Ms. Crystal Lightfoot:

The Surface Transportation Board (Board) hereby invites you to participate as a consulting party under Section 106 of the National Historic Preservation Act (NHPA) for the Board's review of the proposed Uinta Basin Railway project.

The Seven County Infrastructure Coalition (Coalition) plans to request Board authority to construct and operate an approximately 80-mile rail line between two terminus points in the Uinta Basin near Myton, Utah, and Leland Bench, Utah, and the interstate rail network. The Coalition's proposed rail line would extend generally southwest from terminus points near Myton and Leland Bench to a connection with an existing rail line owned by Union Pacific Railway Company (UP) near Kyune, Utah. It would generally parallel U.S. Route 191 through Indian Canyon and would be located within Utah, Carbon, Duchesne, and Uintah Counties in Utah (Indian Canyon Route). The Coalition has also identified two potential alternatives to the Indian Canyon Route that the Coalition believes would be economically and technically feasible. One of those proposed alternatives would connect the terminus points near Myton and Leland Bench to the UP rail line near Kyune by following Wells Draw and Argyle Canyon, crossing Utah, Carbon, Duchesne, and Uintah Counties in Utah (Wells Draw Route). The other proposed alternative would extend eastward from the terminus points near Myton and Leland Bench to a connection with a UP rail line near Craig, Colorado, and would cross Uintah and Duchesne Counties in Utah as well as Moffat and Rio Blanco Counties in Colorado (Craig Route). More information is available on the project website at www.UintaBasinRailwayEIS.com.

The Board's Office of Environmental Analysis is conducting an environmental and historic preservation review of the proposed rail line construction project in compliance with the National Environmental Policy Act and related laws and regulations, including Section 106, and its implementing regulations at 36 Code of Federal Regulations Part 800.

This letter has two purposes:

- First, to learn whether your tribe is interested in participating as a Consulting Party. We have enclosed a Consultation Options Form (Attachment B) that we hope makes it easier for you to select the level of involvement that you are interested in. If we do not

hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- Second, to provide an opportunity for you to submit comments on either historic properties and/or potential effects on historic properties that may be located in the area and that should be afforded close attention in the environmental analysis.

For your reference, Attachment A to this letter includes a map of the potential alternatives currently being considered. Additional information on this project is available on the Board's website at www.UintaBasinRailwayEIS.com. Attachment B is the Consultations Options Form discussed above.

Joshua Wayland of my staff will be leading the Section 106 consultation for the project. You may contact him at 202-245-0330 or at Joshua.Wayland@stb.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Victoria Rutson". The signature is fluid and cursive, with the first name "Victoria" and last name "Rutson" clearly distinguishable.

Victoria Rutson
Director
Office of Environmental Analysis

Attachments:

A: Maps of Potential Alternatives

B: NHPA Section 106 Consultation Options Form

ATTACHMENT A: ALTERNATIVES ANALYSIS MAPS

ATTACHMENT B: NHPA SECTION 106 CONSULTATION OPTIONS FORM

Apache Tribe of Oklahoma

Surface Transportation Board Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah

Project Name: Uinta Basin proposed rail line

Please check all the appropriate response(s) that apply from the list

- _____ We have no interests associated with the Coalition’s proposed rail line and further consultation with our organization is not required.
- _____ We want to continue to receive project information by mail and participate in the public involvement process.
- _____ We have an interest in the Coalition’s proposed rail line and want to participate as a “Consulting Party” in the Section 106 of the NHPA process.
- _____ We have included comments regarding potential historic properties in the project area and/or potential impacts to historic properties on the back of this form or on additional sheets.

Name of Apache Tribe of Oklahoma designated contact for Section 106 Consultation for the Surface Transportation Board’s decision on whether to allow the Coalition to construct and operate a new rail line in Utah:

Please print

Name: _____

Phone: _____

E-mail: _____

Signed: _____

Date: _____

Please mail to: Joshua Wayland
Surface Transportation Board
Docket No. FD 36284
c/o 9300 Lee Highway
Fairfax, VA 22031



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Richard M. Begay
THPO and Department Manager
Navajo Nation, Arizona, New Mexico, and Utah
P.O. Box 4950
Window Rock, AZ 86515

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah; **Invitation to Section 106 Consultation**

Dear Mr. Richard M. Begay:

The Surface Transportation Board (Board) hereby invites you to participate as a consulting party under Section 106 of the National Historic Preservation Act (NHPA) for the Board's review of the proposed Uinta Basin Railway project.

The Seven County Infrastructure Coalition (Coalition) plans to request Board authority to construct and operate an approximately 80-mile rail line between two terminus points in the Uinta Basin near Myton, Utah, and Leland Bench, Utah, and the interstate rail network. The Coalition's proposed rail line would extend generally southwest from terminus points near Myton and Leland Bench to a connection with an existing rail line owned by Union Pacific Railway Company (UP) near Kyune, Utah. It would generally parallel U.S. Route 191 through Indian Canyon and would be located within Utah, Carbon, Duchesne, and Uintah Counties in Utah (Indian Canyon Route). The Coalition has also identified two potential alternatives to the Indian Canyon Route that the Coalition believes would be economically and technically feasible. One of those proposed alternatives would connect the terminus points near Myton and Leland Bench to the UP rail line near Kyune by following Wells Draw and Argyle Canyon, crossing Utah, Carbon, Duchesne, and Uintah Counties in Utah (Wells Draw Route). The other proposed alternative would extend eastward from the terminus points near Myton and Leland Bench to a connection with a UP rail line near Craig, Colorado, and would cross Uintah and Duchesne Counties in Utah as well as Moffat and Rio Blanco Counties in Colorado (Craig Route). More information is available on the project website at www.UintaBasinRailwayEIS.com.

The Board's Office of Environmental Analysis is conducting an environmental and historic preservation review of the proposed rail line construction project in compliance with the National Environmental Policy Act and related laws and regulations, including Section 106, and its implementing regulations at 36 Code of Federal Regulations Part 800.

This letter has two purposes:

- First, to learn whether your tribe is interested in participating as a Consulting Party. We have enclosed a Consultation Options Form (Attachment B) that we hope makes it easier for you to select the level of involvement that you are interested in. If we do not

hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- Second, to provide an opportunity for you to submit comments on either historic properties and/or potential effects on historic properties that may be located in the area and that should be afforded close attention in the environmental analysis.

For your reference, Attachment A to this letter includes a map of the potential alternatives currently being considered. Additional information on this project is available on the Board's website at www.UintaBasinRailwayEIS.com. Attachment B is the Consultations Options Form discussed above.

Joshua Wayland of my staff will be leading the Section 106 consultation for the project. You may contact him at 202-245-0330 or at Joshua.Wayland@stb.gov.

Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

Attachments:

A: Maps of Potential Alternatives

B: NHPA Section 106 Consultation Options Form

ATTACHMENT A: ALTERNATIVES ANALYSIS MAPS

ATTACHMENT B: NHPA SECTION 106 CONSULTATION OPTIONS FORM

Navajo Nation, Arizona, New Mexico, and Utah

Surface Transportation Board Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah

Project Name: Uinta Basin proposed rail line

Please check all the appropriate response(s) that apply from the list

- _____ We have no interests associated with the Coalition’s proposed rail line and further consultation with our organization is not required.
- _____ We want to continue to receive project information by mail and participate in the public involvement process.
- _____ We have an interest in the Coalition’s proposed rail line and want to participate as a “Consulting Party” in the Section 106 of the NHPA process.
- _____ We have included comments regarding potential historic properties in the project area and/or potential impacts to historic properties on the back of this form or on additional sheets.

Name of Navajo Nation, Arizona, New Mexico, and Utah designated contact for Section 106 Consultation for the Surface Transportation Board’s decision on whether to allow the Coalition to construct and operate a new rail line in Utah:

Please print

Name: _____

Phone: _____

E-mail: _____

Signed: _____

Date: _____

Please mail to: Joshua Wayland
Surface Transportation Board
Docket No. FD 36284
c/o 9300 Lee Highway
Fairfax, VA 22031



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Doreen Martineau
NAGPRA Contact
Paiute Indian Tribe of Utah
440 N. Paiute Drive
Cedar City, Utah 84721

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah; **Invitation to Section 106 Consultation**

Dear Ms. Doreen Martineau:

The Surface Transportation Board (Board) hereby invites you to participate as a consulting party under Section 106 of the National Historic Preservation Act (NHPA) for the Board's review of the proposed Uinta Basin Railway project.

The Seven County Infrastructure Coalition (Coalition) plans to request Board authority to construct and operate an approximately 80-mile rail line between two terminus points in the Uinta Basin near Myton, Utah, and Leland Bench, Utah, and the interstate rail network. The Coalition's proposed rail line would extend generally southwest from terminus points near Myton and Leland Bench to a connection with an existing rail line owned by Union Pacific Railway Company (UP) near Kyune, Utah. It would generally parallel U.S. Route 191 through Indian Canyon and would be located within Utah, Carbon, Duchesne, and Uintah Counties in Utah (Indian Canyon Route). The Coalition has also identified two potential alternatives to the Indian Canyon Route that the Coalition believes would be economically and technically feasible. One of those proposed alternatives would connect the terminus points near Myton and Leland Bench to the UP rail line near Kyune by following Wells Draw and Argyle Canyon, crossing Utah, Carbon, Duchesne, and Uintah Counties in Utah (Wells Draw Route). The other proposed alternative would extend eastward from the terminus points near Myton and Leland Bench to a connection with a UP rail line near Craig, Colorado, and would cross Uintah and Duchesne Counties in Utah as well as Moffat and Rio Blanco Counties in Colorado (Craig Route). More information is available on the project website at www.UintaBasinRailwayEIS.com.

The Board's Office of Environmental Analysis is conducting an environmental and historic preservation review of the proposed rail line construction project in compliance with the National Environmental Policy Act and related laws and regulations, including Section 106, and its implementing regulations at 36 Code of Federal Regulations Part 800.

This letter has two purposes:

- First, to learn whether your tribe is interested in participating as a Consulting Party. We have enclosed a Consultation Options Form (Attachment B) that we hope makes it easier for you to select the level of involvement that you are interested in. If we do not

hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- Second, to provide an opportunity for you to submit comments on either historic properties and/or potential effects on historic properties that may be located in the area and that should be afforded close attention in the environmental analysis.

For your reference, Attachment A to this letter includes a map of the potential alternatives currently being considered. Additional information on this project is available on the Board's website at www.UintaBasinRailwayEIS.com. Attachment B is the Consultations Options Form discussed above.

Joshua Wayland of my staff will be leading the Section 106 consultation for the project. You may contact him at 202-245-0330 or at Joshua.Wayland@stb.gov.

Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

Attachments:

A: Maps of Potential Alternatives

B: NHPA Section 106 Consultation Options Form

ATTACHMENT A: ALTERNATIVES ANALYSIS MAPS

ATTACHMENT B: NHPA SECTION 106 CONSULTATION OPTIONS FORM

Paiute Indian Tribe of Utah

Surface Transportation Board Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah

Project Name: Uinta Basin proposed rail line

Please check all the appropriate response(s) that apply from the list

_____ We have no interests associated with the Coalition’s proposed rail line and further consultation with our organization is not required.

_____ We want to continue to receive project information by mail and participate in the public involvement process.

_____ We have an interest in the Coalition’s proposed rail line and want to participate as a “Consulting Party” in the Section 106 of the NHPA process.

_____ We have included comments regarding potential historic properties in the project area and/or potential impacts to historic properties on the back of this form or on additional sheets.

Name of Paiute Indian Tribe of Utah designated contact for Section 106 Consultation for the Surface Transportation Board’s decision on whether to allow the Coalition to construct and operate a new rail line in Utah:

Please print

Name: _____

Phone: _____

E-mail: _____

Signed: _____

Date: _____

Please mail to: Joshua Wayland
Surface Transportation Board
Docket No. FD 36284
c/o 9300 Lee Highway
Fairfax, VA 22031



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Rupert Steele
NAGPRA Representative
Confederated Tribes of the Goshute Reservation, Nevada and Utah
P.O. Box 6104
Ibapah, UT 84034

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah; **Invitation to Section 106 Consultation**

Dear Mr. Rupert Steele:

The Surface Transportation Board (Board) hereby invites you to participate as a consulting party under Section 106 of the National Historic Preservation Act (NHPA) for the Board's review of the proposed Uinta Basin Railway project.

The Seven County Infrastructure Coalition (Coalition) plans to request Board authority to construct and operate an approximately 80-mile rail line between two terminus points in the Uinta Basin near Myton, Utah, and Leland Bench, Utah, and the interstate rail network. The Coalition's proposed rail line would extend generally southwest from terminus points near Myton and Leland Bench to a connection with an existing rail line owned by Union Pacific Railway Company (UP) near Kyune, Utah. It would generally parallel U.S. Route 191 through Indian Canyon and would be located within Utah, Carbon, Duchesne, and Uintah Counties in Utah (Indian Canyon Route). The Coalition has also identified two potential alternatives to the Indian Canyon Route that the Coalition believes would be economically and technically feasible. One of those proposed alternatives would connect the terminus points near Myton and Leland Bench to the UP rail line near Kyune by following Wells Draw and Argyle Canyon, crossing Utah, Carbon, Duchesne, and Uintah Counties in Utah (Wells Draw Route). The other proposed alternative would extend eastward from the terminus points near Myton and Leland Bench to a connection with a UP rail line near Craig, Colorado, and would cross Uintah and Duchesne Counties in Utah as well as Moffat and Rio Blanco Counties in Colorado (Craig Route). More information is available on the project website at www.UintaBasinRailwayEIS.com.

The Board's Office of Environmental Analysis is conducting an environmental and historic preservation review of the proposed rail line construction project in compliance with the National Environmental Policy Act and related laws and regulations, including Section 106, and its implementing regulations at 36 Code of Federal Regulations Part 800.

This letter has two purposes:

- First, to learn whether your tribe is interested in participating as a Consulting Party. We have enclosed a Consultation Options Form (Attachment B) that we hope makes it easier for you to select the level of involvement that you are interested in. If we do not

June 19, 2019

Page 2

hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- Second, to provide an opportunity for you to submit comments on either historic properties and/or potential effects on historic properties that may be located in the area and that should be afforded close attention in the environmental analysis.

For your reference, Attachment A to this letter includes a map of the potential alternatives currently being considered. Additional information on this project is available on the Board's website at www.UintaBasinRailwayEIS.com. Attachment B is the Consultations Options Form discussed above.

Joshua Wayland of my staff will be leading the Section 106 consultation for the project. You may contact him at 202-245-0330 or at Joshua.Wayland@stb.gov.

Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

Attachments:

A: Maps of Potential Alternatives

B: NHPA Section 106 Consultation Options Form

ATTACHMENT A: ALTERNATIVES ANALYSIS MAPS

ATTACHMENT B: NHPA SECTION 106 CONSULTATION OPTIONS FORM

Confederated Tribes of the Goshute Reservation, Nevada and Utah

Surface Transportation Board Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah

Project Name: Uinta Basin proposed rail line

Please check all the appropriate response(s) that apply from the list

_____ We have no interests associated with the Coalition’s proposed rail line and further consultation with our organization is not required.

_____ We want to continue to receive project information by mail and participate in the public involvement process.

_____ We have an interest in the Coalition’s proposed rail line and want to participate as a “Consulting Party” in the Section 106 of the NHPA process.

_____ We have included comments regarding potential historic properties in the project area and/or potential impacts to historic properties on the back of this form or on additional sheets.

Name of Confederated Tribes of the Goshute Reservation, Nevada and Utah designated contact for Section 106 Consultation for the Surface Transportation Board’s decision on whether to allow the Coalition to construct and operate a new rail line in Utah:

Please print

Name: _____

Phone: _____

E-mail: _____

Signed: _____

Date: _____

Please mail to: Joshua Wayland
Surface Transportation Board
Docket No. FD 36284
c/o 9300 Lee Highway
Fairfax, VA 22031



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Patty Timbimboo-Madsen
Cultural Resource Specialist
The Northwestern Band of the Shoshone Nation, Utah
707 N Main Street
Brigham City, Utah 84302

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah; **Invitation to Section 106 Consultation**

Dear Ms. Patty Timbimboo-Madsen:

The Surface Transportation Board (Board) hereby invites you to participate as a consulting party under Section 106 of the National Historic Preservation Act (NHPA) for the Board's review of the proposed Uinta Basin Railway project.

The Seven County Infrastructure Coalition (Coalition) plans to request Board authority to construct and operate an approximately 80-mile rail line between two terminus points in the Uinta Basin near Myton, Utah, and Leland Bench, Utah, and the interstate rail network. The Coalition's proposed rail line would extend generally southwest from terminus points near Myton and Leland Bench to a connection with an existing rail line owned by Union Pacific Railway Company (UP) near Kyune, Utah. It would generally parallel U.S. Route 191 through Indian Canyon and would be located within Utah, Carbon, Duchesne, and Uintah Counties in Utah (Indian Canyon Route). The Coalition has also identified two potential alternatives to the Indian Canyon Route that the Coalition believes would be economically and technically feasible. One of those proposed alternatives would connect the terminus points near Myton and Leland Bench to the UP rail line near Kyune by following Wells Draw and Argyle Canyon, crossing Utah, Carbon, Duchesne, and Uintah Counties in Utah (Wells Draw Route). The other proposed alternative would extend eastward from the terminus points near Myton and Leland Bench to a connection with a UP rail line near Craig, Colorado, and would cross Uintah and Duchesne Counties in Utah as well as Moffat and Rio Blanco Counties in Colorado (Craig Route). More information is available on the project website at www.UintaBasinRailwayEIS.com.

The Board's Office of Environmental Analysis is conducting an environmental and historic preservation review of the proposed rail line construction project in compliance with the National Environmental Policy Act and related laws and regulations, including Section 106, and its implementing regulations at 36 Code of Federal Regulations Part 800.

This letter has two purposes:

- First, to learn whether your tribe is interested in participating as a Consulting Party. We have enclosed a Consultation Options Form (Attachment B) that we hope makes it easier for you to select the level of involvement that you are interested in. If we do not

hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- Second, to provide an opportunity for you to submit comments on either historic properties and/or potential effects on historic properties that may be located in the area and that should be afforded close attention in the environmental analysis.

For your reference, Attachment A to this letter includes a map of the potential alternatives currently being considered. Additional information on this project is available on the Board's website at www.UintaBasinRailwayEIS.com. Attachment B is the Consultations Options Form discussed above.

Joshua Wayland of my staff will be leading the Section 106 consultation for the project. You may contact him at 202-245-0330 or at Joshua.Wayland@stb.gov.

Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

Attachments:

A: Maps of Potential Alternatives

B: NHPA Section 106 Consultation Options Form

ATTACHMENT A: ALTERNATIVES ANALYSIS MAPS

ATTACHMENT B: NHPA SECTION 106 CONSULTATION OPTIONS FORM

The Northwestern Band of the Shoshone Nation, Utah

Surface Transportation Board Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah

Project Name: Uinta Basin proposed rail line

Please check all the appropriate response(s) that apply from the list

_____ We have no interests associated with the Coalition’s proposed rail line and further consultation with our organization is not required.

_____ We want to continue to receive project information by mail and participate in the public involvement process.

_____ We have an interest in the Coalition’s proposed rail line and want to participate as a “Consulting Party” in the Section 106 of the NHPA process.

_____ We have included comments regarding potential historic properties in the project area and/or potential impacts to historic properties on the back of this form or on additional sheets.

Name of The Northwestern Band of the Shoshone Nation, Utah designated contact for Section 106 Consultation for the Surface Transportation Board’s decision on whether to allow the Coalition to construct and operate a new rail line in Utah:

Please print

Name: _____

Phone: _____

E-mail: _____

Signed: _____

Date: _____

Please mail to: Joshua Wayland
Surface Transportation Board
Docket No. FD 36284
c/o 9300 Lee Highway
Fairfax, VA 22031



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Roger Bankert
Field Manager
BLM Vernal Field Office
170 South 500 East
Vernal, UT 84078

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah; **Invitation to Section 106 Consultation**

Dear Mr. Roger Bankert:

The Surface Transportation Board (Board) hereby invites you to participate as a consulting party under Section 106 of the National Historic Preservation Act (NHPA) for the Board's review of the proposed Uinta Basin Railway project.

The Seven County Infrastructure Coalition (Coalition) plans to request Board authority to construct and operate an approximately 80-mile rail line between two terminus points in the Uinta Basin near Myton, Utah, and Leland Bench, Utah, and the interstate rail network. The Coalition's proposed rail line would extend generally southwest from terminus points near Myton and Leland Bench to a connection with an existing rail line owned by Union Pacific Railway Company (UP) near Kyune, Utah. It would generally parallel U.S. Route 191 through Indian Canyon and would be located within Utah, Carbon, Duchesne, and Uintah Counties in Utah (Indian Canyon Route). The Coalition has also identified two potential alternatives to the Indian Canyon Route that the Coalition believes would be economically and technically feasible. One of those proposed alternatives would connect the terminus points near Myton and Leland Bench to the UP rail line near Kyune by following Wells Draw and Argyle Canyon, crossing Utah, Carbon, Duchesne, and Uintah Counties in Utah (Wells Draw Route). The other proposed alternative would extend eastward from the terminus points near Myton and Leland Bench to a connection with a UP rail line near Craig, Colorado, and would cross Uintah and Duchesne Counties in Utah as well as Moffat and Rio Blanco Counties in Colorado (Craig Route). More information is available on the project website at www.UintaBasinRailwayEIS.com.

The Board's Office of Environmental Analysis is conducting an environmental and historic preservation review of the proposed rail line construction project in compliance with the National Environmental Policy Act and related laws and regulations, including Section 106, and its implementing regulations at 36 Code of Federal Regulations Part 800.

This letter has two purposes:

- First, to learn whether your organization is interested in participating as a Consulting Party. We have enclosed a Consultation Options Form (Attachment B) that we hope makes it easier for you to select the level of involvement that you are interested in. If

we do not hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- Second, to provide an opportunity for you to submit comments on either historic properties and/or potential effects on historic properties that may be located in the area and that should be afforded close attention in the environmental analysis.

For your reference, Attachment A to this letter includes a map of the potential alternatives currently being considered. Additional information on this project is available on the Board's website at www.UintaBasinRailwayEIS.com. Attachment B is the Consultations Options Form discussed above.

Joshua Wayland of my staff will be leading the Section 106 consultation for the project. You may contact him at 202-245-0330 or at Joshua.Wayland@stb.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Victoria Rutson". The signature is fluid and cursive, with the first name "Victoria" and last name "Rutson" clearly distinguishable.

Victoria Rutson
Director
Office of Environmental Analysis

Attachments:

A: Maps of Potential Alternatives

B: NHPA Section 106 Consultation Options Form

ATTACHMENT A: ALTERNATIVES ANALYSIS MAPS

ATTACHMENT B: NHPA SECTION 106 CONSULTATION OPTIONS FORM

BLM Vernal Field Office

Surface Transportation Board Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah

Project Name: Uinta Basin proposed rail line

Please check all the appropriate response(s) that apply from the list

_____ We have no interests associated with the Coalition's proposed rail line and further consultation with our organization is not required.

_____ We want to continue to receive project information by mail and participate in the public involvement process.

_____ We have an interest in the Coalition's proposed rail line and want to participate as a "Consulting Party" in the Section 106 of the NHPA process.

_____ We have included comments regarding potential historic properties in the project area and/or potential impacts to historic properties on the back of this form or on additional sheets.

Name of BLM Vernal Field Office designated contact for Section 106 Consultation for the Surface Transportation Board's decision on whether to allow the Coalition to construct and operate a new rail line in Utah:

Please print

Name: _____

Phone: _____

E-mail: _____

Signed: _____

Date: _____

Please mail to: Joshua Wayland
Surface Transportation Board
Docket No. FD 36284
c/o 9300 Lee Highway
Fairfax, VA 22031



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Ray Beck
Commissioner
Moffat County
221 W Victory Way
Craig, CO 81625

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah; **Invitation to Section 106 Consultation**

Dear Mr. Ray Beck:

The Surface Transportation Board (Board) hereby invites you to participate as a consulting party under Section 106 of the National Historic Preservation Act (NHPA) for the Board's review of the proposed Uinta Basin Railway project.

The Seven County Infrastructure Coalition (Coalition) plans to request Board authority to construct and operate an approximately 80-mile rail line between two terminus points in the Uinta Basin near Myton, Utah, and Leland Bench, Utah, and the interstate rail network. The Coalition's proposed rail line would extend generally southwest from terminus points near Myton and Leland Bench to a connection with an existing rail line owned by Union Pacific Railway Company (UP) near Kyune, Utah. It would generally parallel U.S. Route 191 through Indian Canyon and would be located within Utah, Carbon, Duchesne, and Uintah Counties in Utah (Indian Canyon Route). The Coalition has also identified two potential alternatives to the Indian Canyon Route that the Coalition believes would be economically and technically feasible. One of those proposed alternatives would connect the terminus points near Myton and Leland Bench to the UP rail line near Kyune by following Wells Draw and Argyle Canyon, crossing Utah, Carbon, Duchesne, and Uintah Counties in Utah (Wells Draw Route). The other proposed alternative would extend eastward from the terminus points near Myton and Leland Bench to a connection with a UP rail line near Craig, Colorado, and would cross Uintah and Duchesne Counties in Utah as well as Moffat and Rio Blanco Counties in Colorado (Craig Route). More information is available on the project website at www.UintaBasinRailwayEIS.com.

The Board's Office of Environmental Analysis is conducting an environmental and historic preservation review of the proposed rail line construction project in compliance with the National Environmental Policy Act and related laws and regulations, including Section 106, and its implementing regulations at 36 Code of Federal Regulations Part 800.

This letter has two purposes:

- First, to learn whether your county is interested in participating as a Consulting Party. We have enclosed a Consultation Options Form (Attachment B) that we hope makes it easier for you to select the level of involvement that you are interested in. If we do not

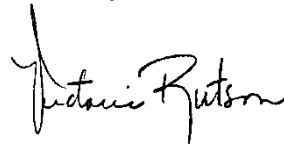
hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- Second, to provide an opportunity for you to submit comments on either historic properties and/or potential effects on historic properties that may be located in the area and that should be afforded close attention in the environmental analysis.

For your reference, Attachment A to this letter includes a map of the potential alternatives currently being considered. Additional information on this project is available on the Board's website at www.UintaBasinRailwayEIS.com. Attachment B is the Consultations Options Form discussed above.

Joshua Wayland of my staff will be leading the Section 106 consultation for the project. You may contact him at 202-245-0330 or at Joshua.Wayland@stb.gov.

Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

Attachments:

A: Maps of Potential Alternatives

B: NHPA Section 106 Consultation Options Form

ATTACHMENT A: ALTERNATIVES ANALYSIS MAPS

ATTACHMENT B: NHPA SECTION 106 CONSULTATION OPTIONS FORM

Moffat County

Surface Transportation Board Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah

Project Name: Uinta Basin proposed rail line

Please check all the appropriate response(s) that apply from the list

- _____ We have no interests associated with the Coalition’s proposed rail line and further consultation with our organization is not required.
- _____ We want to continue to receive project information by mail and participate in the public involvement process.
- _____ We have an interest in the Coalition’s proposed rail line and want to participate as a “Consulting Party” in the Section 106 of the NHPA process.
- _____ We have included comments regarding potential historic properties in the project area and/or potential impacts to historic properties on the back of this form or on additional sheets.

Name of Moffat County designated contact for Section 106 Consultation for the Surface Transportation Board’s decision on whether to allow the Coalition to construct and operate a new rail line in Utah:

Please print

Name: _____

Phone: _____

E-mail: _____

Signed: _____

Date: _____

Please mail to: Joshua Wayland
Surface Transportation Board
Docket No. FD 36284
c/o 9300 Lee Highway
Fairfax, VA 22031



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Emily C. Biondi
Director
Federal Highway Administration
1200 New Jersey Ave. S.E.
Washington, D.C. 20590-9898

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah; **Invitation to Section 106 Consultation**

Dear Ms. Emily C. Biondi:

The Surface Transportation Board (Board) hereby invites you to participate as a consulting party under Section 106 of the National Historic Preservation Act (NHPA) for the Board's review of the proposed Uinta Basin Railway project.

The Seven County Infrastructure Coalition (Coalition) plans to request Board authority to construct and operate an approximately 80-mile rail line between two terminus points in the Uinta Basin near Myton, Utah, and Leland Bench, Utah, and the interstate rail network. The Coalition's proposed rail line would extend generally southwest from terminus points near Myton and Leland Bench to a connection with an existing rail line owned by Union Pacific Railway Company (UP) near Kyune, Utah. It would generally parallel U.S. Route 191 through Indian Canyon and would be located within Utah, Carbon, Duchesne, and Uintah Counties in Utah (Indian Canyon Route). The Coalition has also identified two potential alternatives to the Indian Canyon Route that the Coalition believes would be economically and technically feasible. One of those proposed alternatives would connect the terminus points near Myton and Leland Bench to the UP rail line near Kyune by following Wells Draw and Argyle Canyon, crossing Utah, Carbon, Duchesne, and Uintah Counties in Utah (Wells Draw Route). The other proposed alternative would extend eastward from the terminus points near Myton and Leland Bench to a connection with a UP rail line near Craig, Colorado, and would cross Uintah and Duchesne Counties in Utah as well as Moffat and Rio Blanco Counties in Colorado (Craig Route). More information is available on the project website at www.UintaBasinRailwayEIS.com.

The Board's Office of Environmental Analysis is conducting an environmental and historic preservation review of the proposed rail line construction project in compliance with the National Environmental Policy Act and related laws and regulations, including Section 106, and its implementing regulations at 36 Code of Federal Regulations Part 800.

This letter has two purposes:

- First, to learn whether your organization is interested in participating as a Consulting Party. We have enclosed a Consultation Options Form (Attachment B) that we hope makes it easier for you to select the level of involvement that you are interested in. If

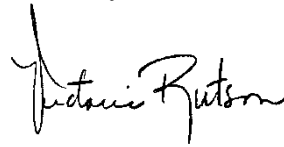
we do not hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- Second, to provide an opportunity for you to submit comments on either historic properties and/or potential effects on historic properties that may be located in the area and that should be afforded close attention in the environmental analysis.

For your reference, Attachment A to this letter includes a map of the potential alternatives currently being considered. Additional information on this project is available on the Board's website at www.UintaBasinRailwayEIS.com. Attachment B is the Consultations Options Form discussed above.

Joshua Wayland of my staff will be leading the Section 106 consultation for the project. You may contact him at 202-245-0330 or at Joshua.Wayland@stb.gov.

Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

Attachments:

A: Maps of Potential Alternatives

B: NHPA Section 106 Consultation Options Form

ATTACHMENT A: ALTERNATIVES ANALYSIS MAPS

ATTACHMENT B: NHPA SECTION 106 CONSULTATION OPTIONS FORM

Federal Highway Administration

Surface Transportation Board Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah

Project Name: Uinta Basin proposed rail line

Please check all the appropriate response(s) that apply from the list

_____ We have no interests associated with the Coalition’s proposed rail line and further consultation with our organization is not required.

_____ We want to continue to receive project information by mail and participate in the public involvement process.

_____ We have an interest in the Coalition’s proposed rail line and want to participate as a “Consulting Party” in the Section 106 of the NHPA process.

_____ We have included comments regarding potential historic properties in the project area and/or potential impacts to historic properties on the back of this form or on additional sheets.

Name of Federal Highway Administration designated contact for Section 106 Consultation for the Surface Transportation Board’s decision on whether to allow the Coalition to construct and operate a new rail line in Utah:

Please print

Name: _____

Phone: _____

E-mail: _____

Signed: _____

Date: _____

Please mail to: Joshua Wayland
Surface Transportation Board
Docket No. FD 36284
c/o 9300 Lee Highway
Fairfax, VA 22031



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Amy Cole
Regional Attorney / Sr. Program Officer
National Trust for Historic Preservation
2600 Virginia Avenue NW, Suite 1100
Washington, D.C. 20037

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah; **Invitation to Section 106 Consultation**

Dear Ms. Amy Cole:

The Surface Transportation Board (Board) hereby invites you to participate as a consulting party under Section 106 of the National Historic Preservation Act (NHPA) for the Board's review of the proposed Uinta Basin Railway project.

The Seven County Infrastructure Coalition (Coalition) plans to request Board authority to construct and operate an approximately 80-mile rail line between two terminus points in the Uinta Basin near Myton, Utah, and Leland Bench, Utah, and the interstate rail network. The Coalition's proposed rail line would extend generally southwest from terminus points near Myton and Leland Bench to a connection with an existing rail line owned by Union Pacific Railway Company (UP) near Kyune, Utah. It would generally parallel U.S. Route 191 through Indian Canyon and would be located within Utah, Carbon, Duchesne, and Uintah Counties in Utah (Indian Canyon Route). The Coalition has also identified two potential alternatives to the Indian Canyon Route that the Coalition believes would be economically and technically feasible. One of those proposed alternatives would connect the terminus points near Myton and Leland Bench to the UP rail line near Kyune by following Wells Draw and Argyle Canyon, crossing Utah, Carbon, Duchesne, and Uintah Counties in Utah (Wells Draw Route). The other proposed alternative would extend eastward from the terminus points near Myton and Leland Bench to a connection with a UP rail line near Craig, Colorado, and would cross Uintah and Duchesne Counties in Utah as well as Moffat and Rio Blanco Counties in Colorado (Craig Route). More information is available on the project website at www.UintaBasinRailwayEIS.com.

The Board's Office of Environmental Analysis is conducting an environmental and historic preservation review of the proposed rail line construction project in compliance with the National Environmental Policy Act and related laws and regulations, including Section 106, and its implementing regulations at 36 Code of Federal Regulations Part 800.

This letter has two purposes:

- First, to learn whether your organization is interested in participating as a Consulting Party. We have enclosed a Consultation Options Form (Attachment B) that we hope makes it easier for you to select the level of involvement that you are interested in. If

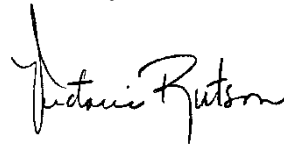
we do not hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- Second, to provide an opportunity for you to submit comments on either historic properties and/or potential effects on historic properties that may be located in the area and that should be afforded close attention in the environmental analysis.

For your reference, Attachment A to this letter includes a map of the potential alternatives currently being considered. Additional information on this project is available on the Board's website at www.UintaBasinRailwayEIS.com. Attachment B is the Consultations Options Form discussed above.

Joshua Wayland of my staff will be leading the Section 106 consultation for the project. You may contact him at 202-245-0330 or at Joshua.Wayland@stb.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Victoria Rutson". The signature is fluid and cursive, with the first name "Victoria" written in a larger, more prominent script than the last name "Rutson".

Victoria Rutson
Director
Office of Environmental Analysis

Attachments:

A: Maps of Potential Alternatives

B: NHPA Section 106 Consultation Options Form

ATTACHMENT A: ALTERNATIVES ANALYSIS MAPS

ATTACHMENT B: NHPA SECTION 106 CONSULTATION OPTIONS FORM

National Trust for Historic Preservation

Surface Transportation Board Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah

Project Name: Uinta Basin proposed rail line

Please check all the appropriate response(s) that apply from the list

_____ We have no interests associated with the Coalition’s proposed rail line and further consultation with our organization is not required.

_____ We want to continue to receive project information by mail and participate in the public involvement process.

_____ We have an interest in the Coalition’s proposed rail line and want to participate as a “Consulting Party” in the Section 106 of the NHPA process.

_____ We have included comments regarding potential historic properties in the project area and/or potential impacts to historic properties on the back of this form or on additional sheets.

Name of National Trust for Historic Preservation designated contact for Section 106 Consultation for the Surface Transportation Board’s decision on whether to allow the Coalition to construct and operate a new rail line in Utah:

Please print

Name: _____

Phone: _____

E-mail: _____

Signed: _____

Date: _____

Please mail to: Joshua Wayland
Surface Transportation Board
Docket No. FD 36284
c/o 9300 Lee Highway
Fairfax, VA 22031



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Chris Conrad
Field Manager
BLM Price Field Office
125 South 600 West
Price, UT 84501

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah; **Invitation to Section 106 Consultation**

Dear Mr. Chris Conrad:

The Surface Transportation Board (Board) hereby invites you to participate as a consulting party under Section 106 of the National Historic Preservation Act (NHPA) for the Board's review of the proposed Uinta Basin Railway project.

The Seven County Infrastructure Coalition (Coalition) plans to request Board authority to construct and operate an approximately 80-mile rail line between two terminus points in the Uinta Basin near Myton, Utah, and Leland Bench, Utah, and the interstate rail network. The Coalition's proposed rail line would extend generally southwest from terminus points near Myton and Leland Bench to a connection with an existing rail line owned by Union Pacific Railway Company (UP) near Kyune, Utah. It would generally parallel U.S. Route 191 through Indian Canyon and would be located within Utah, Carbon, Duchesne, and Uintah Counties in Utah (Indian Canyon Route). The Coalition has also identified two potential alternatives to the Indian Canyon Route that the Coalition believes would be economically and technically feasible. One of those proposed alternatives would connect the terminus points near Myton and Leland Bench to the UP rail line near Kyune by following Wells Draw and Argyle Canyon, crossing Utah, Carbon, Duchesne, and Uintah Counties in Utah (Wells Draw Route). The other proposed alternative would extend eastward from the terminus points near Myton and Leland Bench to a connection with a UP rail line near Craig, Colorado, and would cross Uintah and Duchesne Counties in Utah as well as Moffat and Rio Blanco Counties in Colorado (Craig Route). More information is available on the project website at www.UintaBasinRailwayEIS.com.

The Board's Office of Environmental Analysis is conducting an environmental and historic preservation review of the proposed rail line construction project in compliance with the National Environmental Policy Act and related laws and regulations, including Section 106, and its implementing regulations at 36 Code of Federal Regulations Part 800.

This letter has two purposes:

- First, to learn whether your organization is interested in participating as a Consulting Party. We have enclosed a Consultation Options Form (Attachment B) that we hope makes it easier for you to select the level of involvement that you are interested in. If

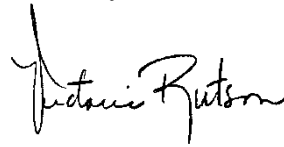
we do not hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- Second, to provide an opportunity for you to submit comments on either historic properties and/or potential effects on historic properties that may be located in the area and that should be afforded close attention in the environmental analysis.

For your reference, Attachment A to this letter includes a map of the potential alternatives currently being considered. Additional information on this project is available on the Board's website at www.UintaBasinRailwayEIS.com. Attachment B is the Consultations Options Form discussed above.

Joshua Wayland of my staff will be leading the Section 106 consultation for the project. You may contact him at 202-245-0330 or at Joshua.Wayland@stb.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Victoria Rutson". The signature is fluid and cursive, with the first name "Victoria" and last name "Rutson" clearly distinguishable.

Victoria Rutson
Director
Office of Environmental Analysis

Attachments:

A: Maps of Potential Alternatives

B: NHPA Section 106 Consultation Options Form

ATTACHMENT A: ALTERNATIVES ANALYSIS MAPS

ATTACHMENT B: NHPA SECTION 106 CONSULTATION OPTIONS FORM

BLM Price Field Office

Surface Transportation Board Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah

Project Name: Uinta Basin proposed rail line

Please check all the appropriate response(s) that apply from the list

_____ We have no interests associated with the Coalition’s proposed rail line and further consultation with our organization is not required.

_____ We want to continue to receive project information by mail and participate in the public involvement process.

_____ We have an interest in the Coalition’s proposed rail line and want to participate as a “Consulting Party” in the Section 106 of the NHPA process.

_____ We have included comments regarding potential historic properties in the project area and/or potential impacts to historic properties on the back of this form or on additional sheets.

Name of BLM Price Field Office designated contact for Section 106 Consultation for the Surface Transportation Board’s decision on whether to allow the Coalition to construct and operate a new rail line in Utah:

Please print

Name: _____

Phone: _____

E-mail: _____

Signed: _____

Date: _____

Please mail to: Joshua Wayland
Surface Transportation Board
Docket No. FD 36284
c/o 9300 Lee Highway
Fairfax, VA 22031



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Bureau of Indian Affairs, Uintah and Ouray Agency Director
To Whom It May Concern
Bureau of Indian Affairs, Uintah and Ouray Agency
988 South 7500 East, P.O. Box 130
Fort Duchesne, UT 84026

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah; **Invitation to Section 106 Consultation**

Dear Bureau of Indian Affairs, Uintah and Ouray Agency Director:

The Surface Transportation Board (Board) hereby invites you to participate as a consulting party under Section 106 of the National Historic Preservation Act (NHPA) for the Board's review of the proposed Uinta Basin Railway project.

The Seven County Infrastructure Coalition (Coalition) plans to request Board authority to construct and operate an approximately 80-mile rail line between two terminus points in the Uinta Basin near Myton, Utah, and Leland Bench, Utah, and the interstate rail network. The Coalition's proposed rail line would extend generally southwest from terminus points near Myton and Leland Bench to a connection with an existing rail line owned by Union Pacific Railway Company (UP) near Kyune, Utah. It would generally parallel U.S. Route 191 through Indian Canyon and would be located within Utah, Carbon, Duchesne, and Uintah Counties in Utah (Indian Canyon Route). The Coalition has also identified two potential alternatives to the Indian Canyon Route that the Coalition believes would be economically and technically feasible. One of those proposed alternatives would connect the terminus points near Myton and Leland Bench to the UP rail line near Kyune by following Wells Draw and Argyle Canyon, crossing Utah, Carbon, Duchesne, and Uintah Counties in Utah (Wells Draw Route). The other proposed alternative would extend eastward from the terminus points near Myton and Leland Bench to a connection with a UP rail line near Craig, Colorado, and would cross Uintah and Duchesne Counties in Utah as well as Moffat and Rio Blanco Counties in Colorado (Craig Route). More information is available on the project website at www.UintaBasinRailwayEIS.com.

The Board's Office of Environmental Analysis is conducting an environmental and historic preservation review of the proposed rail line construction project in compliance with the National Environmental Policy Act and related laws and regulations, including Section 106, and its implementing regulations at 36 Code of Federal Regulations Part 800.

This letter has two purposes:

- First, to learn whether your organization is interested in participating as a Consulting Party. We have enclosed a Consultation Options Form (Attachment B) that we hope makes it easier for you to select the level of involvement that you are interested in. If

June 19, 2019

Page 2

we do not hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- Second, to provide an opportunity for you to submit comments on either historic properties and/or potential effects on historic properties that may be located in the area and that should be afforded close attention in the environmental analysis.

For your reference, Attachment A to this letter includes a map of the potential alternatives currently being considered. Additional information on this project is available on the Board's website at www.UintaBasinRailwayEIS.com. Attachment B is the Consultations Options Form discussed above.

Joshua Wayland of my staff will be leading the Section 106 consultation for the project. You may contact him at 202-245-0330 or at Joshua.Wayland@stb.gov.

Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

Attachments:

A: Maps of Potential Alternatives

B: NHPA Section 106 Consultation Options Form

ATTACHMENT A: ALTERNATIVES ANALYSIS MAPS

ATTACHMENT B: NHPA SECTION 106 CONSULTATION OPTIONS FORM

Bureau of Indian Affairs, Uintah and Ouray Agency

Surface Transportation Board Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah

Project Name: Uinta Basin proposed rail line

Please check all the appropriate response(s) that apply from the list

_____ We have no interests associated with the Coalition’s proposed rail line and further consultation with our organization is not required.

_____ We want to continue to receive project information by mail and participate in the public involvement process.

_____ We have an interest in the Coalition’s proposed rail line and want to participate as a “Consulting Party” in the Section 106 of the NHPA process.

_____ We have included comments regarding potential historic properties in the project area and/or potential impacts to historic properties on the back of this form or on additional sheets.

Name of Bureau of Indian Affairs, Uintah and Ouray Agency designated contact for Section 106 Consultation for the Surface Transportation Board’s decision on whether to allow the Coalition to construct and operate a new rail line in Utah:

Please print

Name: _____

Phone: _____

E-mail: _____

Signed: _____

Date: _____

Please mail to: Joshua Wayland
Surface Transportation Board
Docket No. FD 36284
c/o 9300 Lee Highway
Fairfax, VA 22031



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Bureau of Indian Affairs, Western Region Director
To Whom It May Concern
Bureau of Indian Affairs, Uintah and Ouray Agency
2600 N. Central Avenue, 4th Floor Mailroom
Phoenix, AZ 85001

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah; **Invitation to Section 106 Consultation**

Dear Bureau of Indian Affairs, Western Region Director:

The Surface Transportation Board (Board) hereby invites you to participate as a consulting party under Section 106 of the National Historic Preservation Act (NHPA) for the Board's review of the proposed Uinta Basin Railway project.

The Seven County Infrastructure Coalition (Coalition) plans to request Board authority to construct and operate an approximately 80-mile rail line between two terminus points in the Uinta Basin near Myton, Utah, and Leland Bench, Utah, and the interstate rail network. The Coalition's proposed rail line would extend generally southwest from terminus points near Myton and Leland Bench to a connection with an existing rail line owned by Union Pacific Railway Company (UP) near Kyune, Utah. It would generally parallel U.S. Route 191 through Indian Canyon and would be located within Utah, Carbon, Duchesne, and Uintah Counties in Utah (Indian Canyon Route). The Coalition has also identified two potential alternatives to the Indian Canyon Route that the Coalition believes would be economically and technically feasible. One of those proposed alternatives would connect the terminus points near Myton and Leland Bench to the UP rail line near Kyune by following Wells Draw and Argyle Canyon, crossing Utah, Carbon, Duchesne, and Uintah Counties in Utah (Wells Draw Route). The other proposed alternative would extend eastward from the terminus points near Myton and Leland Bench to a connection with a UP rail line near Craig, Colorado, and would cross Uintah and Duchesne Counties in Utah as well as Moffat and Rio Blanco Counties in Colorado (Craig Route). More information is available on the project website at www.UintaBasinRailwayEIS.com.

The Board's Office of Environmental Analysis is conducting an environmental and historic preservation review of the proposed rail line construction project in compliance with the National Environmental Policy Act and related laws and regulations, including Section 106, and its implementing regulations at 36 Code of Federal Regulations Part 800.

This letter has two purposes:

- First, to learn whether your organization is interested in participating as a Consulting Party. We have enclosed a Consultation Options Form (Attachment B) that we hope makes it easier for you to select the level of involvement that you are interested in. If

June 19, 2019

Page 2

we do not hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- Second, to provide an opportunity for you to submit comments on either historic properties and/or potential effects on historic properties that may be located in the area and that should be afforded close attention in the environmental analysis.

For your reference, Attachment A to this letter includes a map of the potential alternatives currently being considered. Additional information on this project is available on the Board's website at www.UintaBasinRailwayEIS.com. Attachment B is the Consultations Options Form discussed above.

Joshua Wayland of my staff will be leading the Section 106 consultation for the project. You may contact him at 202-245-0330 or at Joshua.Wayland@stb.gov.

Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

Attachments:

A: Maps of Potential Alternatives

B: NHPA Section 106 Consultation Options Form

ATTACHMENT A: ALTERNATIVES ANALYSIS MAPS

ATTACHMENT B: NHPA SECTION 106 CONSULTATION OPTIONS FORM

Bureau of Indian Affairs, Uintah and Ouray Agency

Surface Transportation Board Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah

Project Name: Uinta Basin proposed rail line

Please check all the appropriate response(s) that apply from the list

- _____ We have no interests associated with the Coalition’s proposed rail line and further consultation with our organization is not required.
- _____ We want to continue to receive project information by mail and participate in the public involvement process.
- _____ We have an interest in the Coalition’s proposed rail line and want to participate as a “Consulting Party” in the Section 106 of the NHPA process.
- _____ We have included comments regarding potential historic properties in the project area and/or potential impacts to historic properties on the back of this form or on additional sheets.

Name of Bureau of Indian Affairs, Uintah and Ouray Agency designated contact for Section 106 Consultation for the Surface Transportation Board’s decision on whether to allow the Coalition to construct and operate a new rail line in Utah:

Please print

Name: _____

Phone: _____

E-mail: _____

Signed: _____

Date: _____

Please mail to: Joshua Wayland
Surface Transportation Board
Docket No. FD 36284
c/o 9300 Lee Highway
Fairfax, VA 22031



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Jason Gipson
Bountiful Utah Branch Chief
U.S. Army Corps of Engineers, Sacramento District
533 West 2600 South, Suite 150
Bountiful, UT 84010-7744

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah; **Invitation to Section 106 Consultation**

Dear Mr. Jason Gipson:

The Surface Transportation Board (Board) hereby invites you to participate as a consulting party under Section 106 of the National Historic Preservation Act (NHPA) for the Board's review of the proposed Uinta Basin Railway project.

The Seven County Infrastructure Coalition (Coalition) plans to request Board authority to construct and operate an approximately 80-mile rail line between two terminus points in the Uinta Basin near Myton, Utah, and Leland Bench, Utah, and the interstate rail network. The Coalition's proposed rail line would extend generally southwest from terminus points near Myton and Leland Bench to a connection with an existing rail line owned by Union Pacific Railway Company (UP) near Kyune, Utah. It would generally parallel U.S. Route 191 through Indian Canyon and would be located within Utah, Carbon, Duchesne, and Uintah Counties in Utah (Indian Canyon Route). The Coalition has also identified two potential alternatives to the Indian Canyon Route that the Coalition believes would be economically and technically feasible. One of those proposed alternatives would connect the terminus points near Myton and Leland Bench to the UP rail line near Kyune by following Wells Draw and Argyle Canyon, crossing Utah, Carbon, Duchesne, and Uintah Counties in Utah (Wells Draw Route). The other proposed alternative would extend eastward from the terminus points near Myton and Leland Bench to a connection with a UP rail line near Craig, Colorado, and would cross Uintah and Duchesne Counties in Utah as well as Moffat and Rio Blanco Counties in Colorado (Craig Route). More information is available on the project website at www.UintaBasinRailwayEIS.com.

The Board's Office of Environmental Analysis is conducting an environmental and historic preservation review of the proposed rail line construction project in compliance with the National Environmental Policy Act and related laws and regulations, including Section 106, and its implementing regulations at 36 Code of Federal Regulations Part 800.

This letter has two purposes:

- First, to learn whether your organization is interested in participating as a Consulting Party. We have enclosed a Consultation Options Form (Attachment B) that we hope makes it easier for you to select the level of involvement that you are interested in. If

June 19, 2019

Page 2

we do not hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- Second, to provide an opportunity for you to submit comments on either historic properties and/or potential effects on historic properties that may be located in the area and that should be afforded close attention in the environmental analysis.

For your reference, Attachment A to this letter includes a map of the potential alternatives currently being considered. Additional information on this project is available on the Board's website at www.UintaBasinRailwayEIS.com. Attachment B is the Consultations Options Form discussed above.

Joshua Wayland of my staff will be leading the Section 106 consultation for the project. You may contact him at 202-245-0330 or at Joshua.Wayland@stb.gov.

Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

Attachments:

A: Maps of Potential Alternatives

B: NHPA Section 106 Consultation Options Form

ATTACHMENT A: ALTERNATIVES ANALYSIS MAPS

ATTACHMENT B: NHPA SECTION 106 CONSULTATION OPTIONS FORM

U.S. Army Corps of Engineers, Sacramento District

Surface Transportation Board Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah

Project Name: Uinta Basin proposed rail line

Please check all the appropriate response(s) that apply from the list

- _____ We have no interests associated with the Coalition’s proposed rail line and further consultation with our organization is not required.
- _____ We want to continue to receive project information by mail and participate in the public involvement process.
- _____ We have an interest in the Coalition’s proposed rail line and want to participate as a “Consulting Party” in the Section 106 of the NHPA process.
- _____ We have included comments regarding potential historic properties in the project area and/or potential impacts to historic properties on the back of this form or on additional sheets.

Name of U.S. Army Corps of Engineers, Sacramento District designated contact for Section 106 Consultation for the Surface Transportation Board’s decision on whether to allow the Coalition to construct and operate a new rail line in Utah:

Please print

Name: _____

Phone: _____

E-mail: _____

Signed: _____

Date: _____

Please mail to: Joshua Wayland
Surface Transportation Board
Docket No. FD 36284
c/o 9300 Lee Highway
Fairfax, VA 22031



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Kristy Groves
District Ranger
U.S. Forest Service, Ashley National
Forest, Duchesne/Roosevelt Ranger District
85 West Main Street
Duchesne, UT 84021

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah; **Invitation to Section 106 Consultation**

Dear Ms. Kristy Groves:

The Surface Transportation Board (Board) hereby invites you to participate as a consulting party under Section 106 of the National Historic Preservation Act (NHPA) for the Board's review of the proposed Uinta Basin Railway project.

The Seven County Infrastructure Coalition (Coalition) plans to request Board authority to construct and operate an approximately 80-mile rail line between two terminus points in the Uinta Basin near Myton, Utah, and Leland Bench, Utah, and the interstate rail network. The Coalition's proposed rail line would extend generally southwest from terminus points near Myton and Leland Bench to a connection with an existing rail line owned by Union Pacific Railway Company (UP) near Kyune, Utah. It would generally parallel U.S. Route 191 through Indian Canyon and would be located within Utah, Carbon, Duchesne, and Uintah Counties in Utah (Indian Canyon Route). The Coalition has also identified two potential alternatives to the Indian Canyon Route that the Coalition believes would be economically and technically feasible. One of those proposed alternatives would connect the terminus points near Myton and Leland Bench to the UP rail line near Kyune by following Wells Draw and Argyle Canyon, crossing Utah, Carbon, Duchesne, and Uintah Counties in Utah (Wells Draw Route). The other proposed alternative would extend eastward from the terminus points near Myton and Leland Bench to a connection with a UP rail line near Craig, Colorado, and would cross Uintah and Duchesne Counties in Utah as well as Moffat and Rio Blanco Counties in Colorado (Craig Route). More information is available on the project website at www.UintaBasinRailwayEIS.com.

The Board's Office of Environmental Analysis is conducting an environmental and historic preservation review of the proposed rail line construction project in compliance with the National Environmental Policy Act and related laws and regulations, including Section 106, and its implementing regulations at 36 Code of Federal Regulations Part 800.

This letter has two purposes:

- First, to learn whether your organization is interested in participating as a Consulting Party. We have enclosed a Consultation Options Form (Attachment B) that we hope

makes it easier for you to select the level of involvement that you are interested in. If we do not hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- Second, to provide an opportunity for you to submit comments on either historic properties and/or potential effects on historic properties that may be located in the area and that should be afforded close attention in the environmental analysis.

For your reference, Attachment A to this letter includes a map of the potential alternatives currently being considered. Additional information on this project is available on the Board's website at www.UintaBasinRailwayEIS.com. Attachment B is the Consultations Options Form discussed above.

Joshua Wayland of my staff will be leading the Section 106 consultation for the project. You may contact him at 202-245-0330 or at Joshua.Wayland@stb.gov.

Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

Attachments:

A: Maps of Potential Alternatives

B: NHPA Section 106 Consultation Options Form

ATTACHMENT A: ALTERNATIVES ANALYSIS MAPS

ATTACHMENT B: NHPA SECTION 106 CONSULTATION OPTIONS FORM

U.S. Forest Service, Ashley National
Forest, Duchesne/Roosevelt Ranger District

Surface Transportation Board Docket No. FD 36284, Seven County Infrastructure Coalition—Construction &
Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah

Project Name: Uinta Basin proposed rail line

Please check all the appropriate response(s) that apply from the list

_____ We have no interests associated with the Coalition's proposed rail line and further consultation with our organization is not required.

_____ We want to continue to receive project information by mail and participate in the public involvement process.

_____ We have an interest in the Coalition's proposed rail line and want to participate as a "Consulting Party" in the Section 106 of the NHPA process.

_____ We have included comments regarding potential historic properties in the project area and/or potential impacts to historic properties on the back of this form or on additional sheets.

Name of U.S. Forest Service, Ashley National
Forest, Duchesne/Roosevelt Ranger District designated contact for Section 106 Consultation for the Surface
Transportation Board's decision on whether to allow the Coalition to construct and operate a new rail line
in Utah:

Please print

Name: _____

Phone: _____

E-mail: _____

Signed: _____

Date: _____

Please mail to: Joshua Wayland
Surface Transportation Board
Docket No. FD 36284
c/o 9300 Lee Highway
Fairfax, VA 22031



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Don Hartley
Director
Utah State Historic Preservation Office
300 South Rio Grande Street
Salt Lake City, UT 84101

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah; **Invitation to Section 106 Consultation**

Dear Mr. Don Hartley:

The Surface Transportation Board (Board) hereby invites you to participate as a consulting party under Section 106 of the National Historic Preservation Act (NHPA) for the Board's review of the proposed Uinta Basin Railway project.

The Seven County Infrastructure Coalition (Coalition) plans to request Board authority to construct and operate an approximately 80-mile rail line between two terminus points in the Uinta Basin near Myton, Utah, and Leland Bench, Utah, and the interstate rail network. The Coalition's proposed rail line would extend generally southwest from terminus points near Myton and Leland Bench to a connection with an existing rail line owned by Union Pacific Railway Company (UP) near Kyune, Utah. It would generally parallel U.S. Route 191 through Indian Canyon and would be located within Utah, Carbon, Duchesne, and Uintah Counties in Utah (Indian Canyon Route). The Coalition has also identified two potential alternatives to the Indian Canyon Route that the Coalition believes would be economically and technically feasible. One of those proposed alternatives would connect the terminus points near Myton and Leland Bench to the UP rail line near Kyune by following Wells Draw and Argyle Canyon, crossing Utah, Carbon, Duchesne, and Uintah Counties in Utah (Wells Draw Route). The other proposed alternative would extend eastward from the terminus points near Myton and Leland Bench to a connection with a UP rail line near Craig, Colorado, and would cross Uintah and Duchesne Counties in Utah as well as Moffat and Rio Blanco Counties in Colorado (Craig Route). More information is available on the project website at www.UintaBasinRailwayEIS.com.

The Board's Office of Environmental Analysis is conducting an environmental and historic preservation review of the proposed rail line construction project in compliance with the National Environmental Policy Act and related laws and regulations, including Section 106, and its implementing regulations at 36 Code of Federal Regulations Part 800.

This letter has two purposes:

- First, to learn whether your organization is interested in participating as a Consulting Party. We have enclosed a Consultation Options Form (Attachment B) that we hope makes it easier for you to select the level of involvement that you are interested in. If

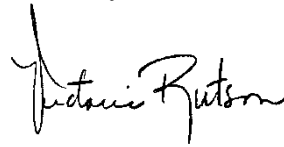
we do not hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- Second, to provide an opportunity for you to submit comments on either historic properties and/or potential effects on historic properties that may be located in the area and that should be afforded close attention in the environmental analysis.

For your reference, Attachment A to this letter includes a map of the potential alternatives currently being considered. Additional information on this project is available on the Board's website at www.UintaBasinRailwayEIS.com. Attachment B is the Consultations Options Form discussed above.

Joshua Wayland of my staff will be leading the Section 106 consultation for the project. You may contact him at 202-245-0330 or at Joshua.Wayland@stb.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Victoria Rutson". The signature is fluid and cursive, with the first name "Victoria" and last name "Rutson" clearly distinguishable.

Victoria Rutson
Director
Office of Environmental Analysis

Attachments:

A: Maps of Potential Alternatives

B: NHPA Section 106 Consultation Options Form

ATTACHMENT A: ALTERNATIVES ANALYSIS MAPS

ATTACHMENT B: NHPA SECTION 106 CONSULTATION OPTIONS FORM

Utah State Historic Preservation Office

Surface Transportation Board Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah

Project Name: Uinta Basin proposed rail line

Please check all the appropriate response(s) that apply from the list

_____ We have no interests associated with the Coalition’s proposed rail line and further consultation with our organization is not required.

_____ We want to continue to receive project information by mail and participate in the public involvement process.

_____ We have an interest in the Coalition’s proposed rail line and want to participate as a “Consulting Party” in the Section 106 of the NHPA process.

_____ We have included comments regarding potential historic properties in the project area and/or potential impacts to historic properties on the back of this form or on additional sheets.

Name of Utah State Historic Preservation Office designated contact for Section 106 Consultation for the Surface Transportation Board’s decision on whether to allow the Coalition to construct and operate a new rail line in Utah:

Please print

Name: _____

Phone: _____

E-mail: _____

Signed: _____

Date: _____

Please mail to: Joshua Wayland
Surface Transportation Board
Docket No. FD 36284
c/o 9300 Lee Highway
Fairfax, VA 22031



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Don Hartley
State Historic Preservation Officer
Utah State Historical Society
300 S Rio Grande St
Salt Lake City, UT 84101

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah; **Invitation to Section 106 Consultation**

Dear Mr. Don Hartley:

The Surface Transportation Board (Board) hereby invites you to participate as a consulting party under Section 106 of the National Historic Preservation Act (NHPA) for the Board's review of the proposed Uinta Basin Railway project.

The Seven County Infrastructure Coalition (Coalition) plans to request Board authority to construct and operate an approximately 80-mile rail line between two terminus points in the Uinta Basin near Myton, Utah, and Leland Bench, Utah, and the interstate rail network. The Coalition's proposed rail line would extend generally southwest from terminus points near Myton and Leland Bench to a connection with an existing rail line owned by Union Pacific Railway Company (UP) near Kyune, Utah. It would generally parallel U.S. Route 191 through Indian Canyon and would be located within Utah, Carbon, Duchesne, and Uintah Counties in Utah (Indian Canyon Route). The Coalition has also identified two potential alternatives to the Indian Canyon Route that the Coalition believes would be economically and technically feasible. One of those proposed alternatives would connect the terminus points near Myton and Leland Bench to the UP rail line near Kyune by following Wells Draw and Argyle Canyon, crossing Utah, Carbon, Duchesne, and Uintah Counties in Utah (Wells Draw Route). The other proposed alternative would extend eastward from the terminus points near Myton and Leland Bench to a connection with a UP rail line near Craig, Colorado, and would cross Uintah and Duchesne Counties in Utah as well as Moffat and Rio Blanco Counties in Colorado (Craig Route). More information is available on the project website at www.UintaBasinRailwayEIS.com.

The Board's Office of Environmental Analysis is conducting an environmental and historic preservation review of the proposed rail line construction project in compliance with the National Environmental Policy Act and related laws and regulations, including Section 106, and its implementing regulations at 36 Code of Federal Regulations Part 800.

This letter has two purposes:

- First, to learn whether your organization is interested in participating as a Consulting Party. We have enclosed a Consultation Options Form (Attachment B) that we hope makes it easier for you to select the level of involvement that you are interested in. If

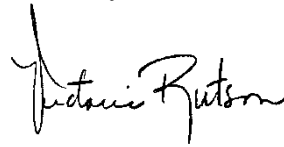
we do not hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- Second, to provide an opportunity for you to submit comments on either historic properties and/or potential effects on historic properties that may be located in the area and that should be afforded close attention in the environmental analysis.

For your reference, Attachment A to this letter includes a map of the potential alternatives currently being considered. Additional information on this project is available on the Board's website at www.UintaBasinRailwayEIS.com. Attachment B is the Consultations Options Form discussed above.

Joshua Wayland of my staff will be leading the Section 106 consultation for the project. You may contact him at 202-245-0330 or at Joshua.Wayland@stb.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Victoria Rutson". The signature is fluid and cursive, with the first name "Victoria" written in a larger, more prominent script than the last name "Rutson".

Victoria Rutson
Director
Office of Environmental Analysis

Attachments:

A: Maps of Potential Alternatives

B: NHPA Section 106 Consultation Options Form

ATTACHMENT A: ALTERNATIVES ANALYSIS MAPS

ATTACHMENT B: NHPA SECTION 106 CONSULTATION OPTIONS FORM

Utah State Historical Society

Surface Transportation Board Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah

Project Name: Uinta Basin proposed rail line

Please check all the appropriate response(s) that apply from the list

_____ We have no interests associated with the Coalition’s proposed rail line and further consultation with our organization is not required.

_____ We want to continue to receive project information by mail and participate in the public involvement process.

_____ We have an interest in the Coalition’s proposed rail line and want to participate as a “Consulting Party” in the Section 106 of the NHPA process.

_____ We have included comments regarding potential historic properties in the project area and/or potential impacts to historic properties on the back of this form or on additional sheets.

Name of Utah State Historical Society designated contact for Section 106 Consultation for the Surface Transportation Board’s decision on whether to allow the Coalition to construct and operate a new rail line in Utah:

Please print

Name: _____

Phone: _____

E-mail: _____

Signed: _____

Date: _____

Please mail to: Joshua Wayland
Surface Transportation Board
Docket No. FD 36284
c/o 9300 Lee Highway
Fairfax, VA 22031



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Casey Hopes
Commissioner
Carbon County
751 East 100 North, Suite 2700
Price, UT 84501

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah; **Invitation to Section 106 Consultation**

Dear Mr. Casey Hopes:

The Surface Transportation Board (Board) hereby invites you to participate as a consulting party under Section 106 of the National Historic Preservation Act (NHPA) for the Board's review of the proposed Uinta Basin Railway project.

The Seven County Infrastructure Coalition (Coalition) plans to request Board authority to construct and operate an approximately 80-mile rail line between two terminus points in the Uinta Basin near Myton, Utah, and Leland Bench, Utah, and the interstate rail network. The Coalition's proposed rail line would extend generally southwest from terminus points near Myton and Leland Bench to a connection with an existing rail line owned by Union Pacific Railway Company (UP) near Kyune, Utah. It would generally parallel U.S. Route 191 through Indian Canyon and would be located within Utah, Carbon, Duchesne, and Uintah Counties in Utah (Indian Canyon Route). The Coalition has also identified two potential alternatives to the Indian Canyon Route that the Coalition believes would be economically and technically feasible. One of those proposed alternatives would connect the terminus points near Myton and Leland Bench to the UP rail line near Kyune by following Wells Draw and Argyle Canyon, crossing Utah, Carbon, Duchesne, and Uintah Counties in Utah (Wells Draw Route). The other proposed alternative would extend eastward from the terminus points near Myton and Leland Bench to a connection with a UP rail line near Craig, Colorado, and would cross Uintah and Duchesne Counties in Utah as well as Moffat and Rio Blanco Counties in Colorado (Craig Route). More information is available on the project website at www.UintaBasinRailwayEIS.com.

The Board's Office of Environmental Analysis is conducting an environmental and historic preservation review of the proposed rail line construction project in compliance with the National Environmental Policy Act and related laws and regulations, including Section 106, and its implementing regulations at 36 Code of Federal Regulations Part 800.

This letter has two purposes:

- First, to learn whether your organization is interested in participating as a Consulting Party. We have enclosed a Consultation Options Form (Attachment B) that we hope makes it easier for you to select the level of involvement that you are interested in. If

we do not hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- Second, to provide an opportunity for you to submit comments on either historic properties and/or potential effects on historic properties that may be located in the area and that should be afforded close attention in the environmental analysis.

For your reference, Attachment A to this letter includes a map of the potential alternatives currently being considered. Additional information on this project is available on the Board's website at www.UintaBasinRailwayEIS.com. Attachment B is the Consultations Options Form discussed above.

Joshua Wayland of my staff will be leading the Section 106 consultation for the project. You may contact him at 202-245-0330 or at Joshua.Wayland@stb.gov.

Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

Attachments:

A: Maps of Potential Alternatives

B: NHPA Section 106 Consultation Options Form

ATTACHMENT A: ALTERNATIVES ANALYSIS MAPS

ATTACHMENT B: NHPA SECTION 106 CONSULTATION OPTIONS FORM

Carbon County

Surface Transportation Board Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah

Project Name: Uinta Basin proposed rail line

Please check all the appropriate response(s) that apply from the list

- _____ We have no interests associated with the Coalition’s proposed rail line and further consultation with our organization is not required.
- _____ We want to continue to receive project information by mail and participate in the public involvement process.
- _____ We have an interest in the Coalition’s proposed rail line and want to participate as a “Consulting Party” in the Section 106 of the NHPA process.
- _____ We have included comments regarding potential historic properties in the project area and/or potential impacts to historic properties on the back of this form or on additional sheets.

Name of Carbon County designated contact for Section 106 Consultation for the Surface Transportation Board’s decision on whether to allow the Coalition to construct and operate a new rail line in Utah:

Please print

Name: _____

Phone: _____

E-mail: _____

Signed: _____

Date: _____

Please mail to: Joshua Wayland
Surface Transportation Board
Docket No. FD 36284
c/o 9300 Lee Highway
Fairfax, VA 22031



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Brad Horrocks
Commissioner
Uintah County
152 East 100 North, 2nd Floor West Wing
Vernal, UT 84078

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah; **Invitation to Section 106 Consultation**

Dear Mr. Brad Horrocks:

The Surface Transportation Board (Board) hereby invites you to participate as a consulting party under Section 106 of the National Historic Preservation Act (NHPA) for the Board's review of the proposed Uinta Basin Railway project.

The Seven County Infrastructure Coalition (Coalition) plans to request Board authority to construct and operate an approximately 80-mile rail line between two terminus points in the Uinta Basin near Myton, Utah, and Leland Bench, Utah, and the interstate rail network. The Coalition's proposed rail line would extend generally southwest from terminus points near Myton and Leland Bench to a connection with an existing rail line owned by Union Pacific Railway Company (UP) near Kyune, Utah. It would generally parallel U.S. Route 191 through Indian Canyon and would be located within Utah, Carbon, Duchesne, and Uintah Counties in Utah (Indian Canyon Route). The Coalition has also identified two potential alternatives to the Indian Canyon Route that the Coalition believes would be economically and technically feasible. One of those proposed alternatives would connect the terminus points near Myton and Leland Bench to the UP rail line near Kyune by following Wells Draw and Argyle Canyon, crossing Utah, Carbon, Duchesne, and Uintah Counties in Utah (Wells Draw Route). The other proposed alternative would extend eastward from the terminus points near Myton and Leland Bench to a connection with a UP rail line near Craig, Colorado, and would cross Uintah and Duchesne Counties in Utah as well as Moffat and Rio Blanco Counties in Colorado (Craig Route). More information is available on the project website at www.UintaBasinRailwayEIS.com.

The Board's Office of Environmental Analysis is conducting an environmental and historic preservation review of the proposed rail line construction project in compliance with the National Environmental Policy Act and related laws and regulations, including Section 106, and its implementing regulations at 36 Code of Federal Regulations Part 800.

This letter has two purposes:

- First, to learn whether your organization is interested in participating as a Consulting Party. We have enclosed a Consultation Options Form (Attachment B) that we hope makes it easier for you to select the level of involvement that you are interested in. If

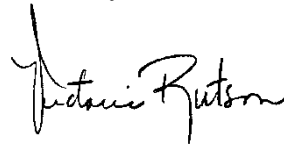
we do not hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- Second, to provide an opportunity for you to submit comments on either historic properties and/or potential effects on historic properties that may be located in the area and that should be afforded close attention in the environmental analysis.

For your reference, Attachment A to this letter includes a map of the potential alternatives currently being considered. Additional information on this project is available on the Board's website at www.UintaBasinRailwayEIS.com. Attachment B is the Consultations Options Form discussed above.

Joshua Wayland of my staff will be leading the Section 106 consultation for the project. You may contact him at 202-245-0330 or at Joshua.Wayland@stb.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Victoria Rutson". The signature is fluid and cursive, with the first name "Victoria" and last name "Rutson" clearly distinguishable.

Victoria Rutson
Director
Office of Environmental Analysis

Attachments:

A: Maps of Potential Alternatives

B: NHPA Section 106 Consultation Options Form

ATTACHMENT A: ALTERNATIVES ANALYSIS MAPS

ATTACHMENT B: NHPA SECTION 106 CONSULTATION OPTIONS FORM

Uintah County

Surface Transportation Board Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah

Project Name: Uinta Basin proposed rail line

Please check all the appropriate response(s) that apply from the list

- _____ We have no interests associated with the Coalition’s proposed rail line and further consultation with our organization is not required.
- _____ We want to continue to receive project information by mail and participate in the public involvement process.
- _____ We have an interest in the Coalition’s proposed rail line and want to participate as a “Consulting Party” in the Section 106 of the NHPA process.
- _____ We have included comments regarding potential historic properties in the project area and/or potential impacts to historic properties on the back of this form or on additional sheets.

Name of Uintah County designated contact for Section 106 Consultation for the Surface Transportation Board’s decision on whether to allow the Coalition to construct and operate a new rail line in Utah:

Please print

Name: _____

Phone: _____

E-mail: _____

Signed: _____

Date: _____

Please mail to: Joshua Wayland
Surface Transportation Board
Docket No. FD 36284
c/o 9300 Lee Highway
Fairfax, VA 22031



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Kirk Huffaker
Executive Director
Preservation Utah
375 N. Canyon Rd.
Salt Lake City, UT 84102

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah; **Invitation to Section 106 Consultation**

Dear Mr. Kirk Huffaker:

The Surface Transportation Board (Board) hereby invites you to participate as a consulting party under Section 106 of the National Historic Preservation Act (NHPA) for the Board's review of the proposed Uinta Basin Railway project.

The Seven County Infrastructure Coalition (Coalition) plans to request Board authority to construct and operate an approximately 80-mile rail line between two terminus points in the Uinta Basin near Myton, Utah, and Leland Bench, Utah, and the interstate rail network. The Coalition's proposed rail line would extend generally southwest from terminus points near Myton and Leland Bench to a connection with an existing rail line owned by Union Pacific Railway Company (UP) near Kyune, Utah. It would generally parallel U.S. Route 191 through Indian Canyon and would be located within Utah, Carbon, Duchesne, and Uintah Counties in Utah (Indian Canyon Route). The Coalition has also identified two potential alternatives to the Indian Canyon Route that the Coalition believes would be economically and technically feasible. One of those proposed alternatives would connect the terminus points near Myton and Leland Bench to the UP rail line near Kyune by following Wells Draw and Argyle Canyon, crossing Utah, Carbon, Duchesne, and Uintah Counties in Utah (Wells Draw Route). The other proposed alternative would extend eastward from the terminus points near Myton and Leland Bench to a connection with a UP rail line near Craig, Colorado, and would cross Uintah and Duchesne Counties in Utah as well as Moffat and Rio Blanco Counties in Colorado (Craig Route). More information is available on the project website at www.UintaBasinRailwayEIS.com.

The Board's Office of Environmental Analysis is conducting an environmental and historic preservation review of the proposed rail line construction project in compliance with the National Environmental Policy Act and related laws and regulations, including Section 106, and its implementing regulations at 36 Code of Federal Regulations Part 800.

This letter has two purposes:

- First, to learn whether your organization is interested in participating as a Consulting Party. We have enclosed a Consultation Options Form (Attachment B) that we hope makes it easier for you to select the level of involvement that you are interested in. If


we do not hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- Second, to provide an opportunity for you to submit comments on either historic properties and/or potential effects on historic properties that may be located in the area and that should be afforded close attention in the environmental analysis.

For your reference, Attachment A to this letter includes a map of the potential alternatives currently being considered. Additional information on this project is available on the Board's website at www.UintaBasinRailwayEIS.com. Attachment B is the Consultations Options Form discussed above.

Joshua Wayland of my staff will be leading the Section 106 consultation for the project. You may contact him at 202-245-0330 or at Joshua.Wayland@stb.gov.

Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

Attachments:

A: Maps of Potential Alternatives

B: NHPA Section 106 Consultation Options Form

ATTACHMENT A: ALTERNATIVES ANALYSIS MAPS

ATTACHMENT B: NHPA SECTION 106 CONSULTATION OPTIONS FORM

Preservation Utah

Surface Transportation Board Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah

Project Name: Uinta Basin proposed rail line

Please check all the appropriate response(s) that apply from the list

- _____ We have no interests associated with the Coalition’s proposed rail line and further consultation with our organization is not required.
- _____ We want to continue to receive project information by mail and participate in the public involvement process.
- _____ We have an interest in the Coalition’s proposed rail line and want to participate as a “Consulting Party” in the Section 106 of the NHPA process.
- _____ We have included comments regarding potential historic properties in the project area and/or potential impacts to historic properties on the back of this form or on additional sheets.

Name of Preservation Utah designated contact for Section 106 Consultation for the Surface Transportation Board’s decision on whether to allow the Coalition to construct and operate a new rail line in Utah:

Please print

Name: _____

Phone: _____

E-mail: _____

Signed: _____

Date: _____

Please mail to: Joshua Wayland
Surface Transportation Board
Docket No. FD 36284
c/o 9300 Lee Highway
Fairfax, VA 22031



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Jerry Kenczka
Assistant Field Manager for Lands and Minerals
BLM Vernal Field Office
170 South 500 East
Vernal, UT 84078

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah; **Invitation to Section 106 Consultation**

Dear Mr. Jerry Kenczka:

The Surface Transportation Board (Board) hereby invites you to participate as a consulting party under Section 106 of the National Historic Preservation Act (NHPA) for the Board's review of the proposed Uinta Basin Railway project.

The Seven County Infrastructure Coalition (Coalition) plans to request Board authority to construct and operate an approximately 80-mile rail line between two terminus points in the Uinta Basin near Myton, Utah, and Leland Bench, Utah, and the interstate rail network. The Coalition's proposed rail line would extend generally southwest from terminus points near Myton and Leland Bench to a connection with an existing rail line owned by Union Pacific Railway Company (UP) near Kyune, Utah. It would generally parallel U.S. Route 191 through Indian Canyon and would be located within Utah, Carbon, Duchesne, and Uintah Counties in Utah (Indian Canyon Route). The Coalition has also identified two potential alternatives to the Indian Canyon Route that the Coalition believes would be economically and technically feasible. One of those proposed alternatives would connect the terminus points near Myton and Leland Bench to the UP rail line near Kyune by following Wells Draw and Argyle Canyon, crossing Utah, Carbon, Duchesne, and Uintah Counties in Utah (Wells Draw Route). The other proposed alternative would extend eastward from the terminus points near Myton and Leland Bench to a connection with a UP rail line near Craig, Colorado, and would cross Uintah and Duchesne Counties in Utah as well as Moffat and Rio Blanco Counties in Colorado (Craig Route). More information is available on the project website at www.UintaBasinRailwayEIS.com.

The Board's Office of Environmental Analysis is conducting an environmental and historic preservation review of the proposed rail line construction project in compliance with the National Environmental Policy Act and related laws and regulations, including Section 106, and its implementing regulations at 36 Code of Federal Regulations Part 800.

This letter has two purposes:

- First, to learn whether your organization is interested in participating as a Consulting Party. We have enclosed a Consultation Options Form (Attachment B) that we hope makes it easier for you to select the level of involvement that you are interested in. If

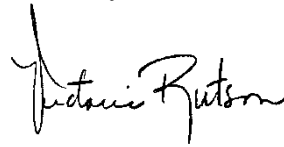
we do not hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- Second, to provide an opportunity for you to submit comments on either historic properties and/or potential effects on historic properties that may be located in the area and that should be afforded close attention in the environmental analysis.

For your reference, Attachment A to this letter includes a map of the potential alternatives currently being considered. Additional information on this project is available on the Board's website at www.UintaBasinRailwayEIS.com. Attachment B is the Consultations Options Form discussed above.

Joshua Wayland of my staff will be leading the Section 106 consultation for the project. You may contact him at 202-245-0330 or at Joshua.Wayland@stb.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Victoria Rutson". The signature is fluid and cursive, with the first name "Victoria" and last name "Rutson" clearly distinguishable.

Victoria Rutson
Director
Office of Environmental Analysis

Attachments:

A: Maps of Potential Alternatives

B: NHPA Section 106 Consultation Options Form

ATTACHMENT A: ALTERNATIVES ANALYSIS MAPS

ATTACHMENT B: NHPA SECTION 106 CONSULTATION OPTIONS FORM

BLM Vernal Field Office

Surface Transportation Board Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah

Project Name: Uinta Basin proposed rail line

Please check all the appropriate response(s) that apply from the list

_____ We have no interests associated with the Coalition's proposed rail line and further consultation with our organization is not required.

_____ We want to continue to receive project information by mail and participate in the public involvement process.

_____ We have an interest in the Coalition's proposed rail line and want to participate as a "Consulting Party" in the Section 106 of the NHPA process.

_____ We have included comments regarding potential historic properties in the project area and/or potential impacts to historic properties on the back of this form or on additional sheets.

Name of BLM Vernal Field Office designated contact for Section 106 Consultation for the Surface Transportation Board's decision on whether to allow the Coalition to construct and operate a new rail line in Utah:

Please print

Name: _____

Phone: _____

E-mail: _____

Signed: _____

Date: _____

Please mail to: Joshua Wayland
Surface Transportation Board
Docket No. FD 36284
c/o 9300 Lee Highway
Fairfax, VA 22031



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Tom Kenworthy
Chair
Southern Utah Wilderness Alliance
425 East 100 South
Salt Lake City, UT 84111

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah; **Invitation to Section 106 Consultation**

Dear Mr. Tom Kenworthy:

The Surface Transportation Board (Board) hereby invites you to participate as a consulting party under Section 106 of the National Historic Preservation Act (NHPA) for the Board's review of the proposed Uinta Basin Railway project.

The Seven County Infrastructure Coalition (Coalition) plans to request Board authority to construct and operate an approximately 80-mile rail line between two terminus points in the Uinta Basin near Myton, Utah, and Leland Bench, Utah, and the interstate rail network. The Coalition's proposed rail line would extend generally southwest from terminus points near Myton and Leland Bench to a connection with an existing rail line owned by Union Pacific Railway Company (UP) near Kyune, Utah. It would generally parallel U.S. Route 191 through Indian Canyon and would be located within Utah, Carbon, Duchesne, and Uintah Counties in Utah (Indian Canyon Route). The Coalition has also identified two potential alternatives to the Indian Canyon Route that the Coalition believes would be economically and technically feasible. One of those proposed alternatives would connect the terminus points near Myton and Leland Bench to the UP rail line near Kyune by following Wells Draw and Argyle Canyon, crossing Utah, Carbon, Duchesne, and Uintah Counties in Utah (Wells Draw Route). The other proposed alternative would extend eastward from the terminus points near Myton and Leland Bench to a connection with a UP rail line near Craig, Colorado, and would cross Uintah and Duchesne Counties in Utah as well as Moffat and Rio Blanco Counties in Colorado (Craig Route). More information is available on the project website at www.UintaBasinRailwayEIS.com.

The Board's Office of Environmental Analysis is conducting an environmental and historic preservation review of the proposed rail line construction project in compliance with the National Environmental Policy Act and related laws and regulations, including Section 106, and its implementing regulations at 36 Code of Federal Regulations Part 800.

This letter has two purposes:

- First, to learn whether your organization is interested in participating as a Consulting Party. We have enclosed a Consultation Options Form (Attachment B) that we hope makes it easier for you to select the level of involvement that you are interested in. If

we do not hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- Second, to provide an opportunity for you to submit comments on either historic properties and/or potential effects on historic properties that may be located in the area and that should be afforded close attention in the environmental analysis.

For your reference, Attachment A to this letter includes a map of the potential alternatives currently being considered. Additional information on this project is available on the Board's website at www.UintaBasinRailwayEIS.com. Attachment B is the Consultations Options Form discussed above.

Joshua Wayland of my staff will be leading the Section 106 consultation for the project. You may contact him at 202-245-0330 or at Joshua.Wayland@stb.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Victoria Rutson". The signature is fluid and cursive, with the first name "Victoria" and last name "Rutson" clearly distinguishable.

Victoria Rutson
Director
Office of Environmental Analysis

Attachments:

A: Maps of Potential Alternatives

B: NHPA Section 106 Consultation Options Form

ATTACHMENT A: ALTERNATIVES ANALYSIS MAPS

ATTACHMENT B: NHPA SECTION 106 CONSULTATION OPTIONS FORM

Southern Utah Wilderness Alliance

Surface Transportation Board Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah

Project Name: Uinta Basin proposed rail line

Please check all the appropriate response(s) that apply from the list

_____ We have no interests associated with the Coalition’s proposed rail line and further consultation with our organization is not required.

_____ We want to continue to receive project information by mail and participate in the public involvement process.

_____ We have an interest in the Coalition’s proposed rail line and want to participate as a “Consulting Party” in the Section 106 of the NHPA process.

_____ We have included comments regarding potential historic properties in the project area and/or potential impacts to historic properties on the back of this form or on additional sheets.

Name of Southern Utah Wilderness Alliance designated contact for Section 106 Consultation for the Surface Transportation Board’s decision on whether to allow the Coalition to construct and operate a new rail line in Utah:

Please print

Name: _____

Phone: _____

E-mail: _____

Signed: _____

Date: _____

Please mail to: Joshua Wayland
Surface Transportation Board
Docket No. FD 36284
c/o 9300 Lee Highway
Fairfax, VA 22031



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

William Lee
Commissioner
Utah County
100 East Center Street, Suite 2300
Provo, UT 84606

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah; **Invitation to Section 106 Consultation**

Dear Mr. William Lee:

The Surface Transportation Board (Board) hereby invites you to participate as a consulting party under Section 106 of the National Historic Preservation Act (NHPA) for the Board's review of the proposed Uinta Basin Railway project.

The Seven County Infrastructure Coalition (Coalition) plans to request Board authority to construct and operate an approximately 80-mile rail line between two terminus points in the Uinta Basin near Myton, Utah, and Leland Bench, Utah, and the interstate rail network. The Coalition's proposed rail line would extend generally southwest from terminus points near Myton and Leland Bench to a connection with an existing rail line owned by Union Pacific Railway Company (UP) near Kyune, Utah. It would generally parallel U.S. Route 191 through Indian Canyon and would be located within Utah, Carbon, Duchesne, and Uintah Counties in Utah (Indian Canyon Route). The Coalition has also identified two potential alternatives to the Indian Canyon Route that the Coalition believes would be economically and technically feasible. One of those proposed alternatives would connect the terminus points near Myton and Leland Bench to the UP rail line near Kyune by following Wells Draw and Argyle Canyon, crossing Utah, Carbon, Duchesne, and Uintah Counties in Utah (Wells Draw Route). The other proposed alternative would extend eastward from the terminus points near Myton and Leland Bench to a connection with a UP rail line near Craig, Colorado, and would cross Uintah and Duchesne Counties in Utah as well as Moffat and Rio Blanco Counties in Colorado (Craig Route). More information is available on the project website at www.UintaBasinRailwayEIS.com.

The Board's Office of Environmental Analysis is conducting an environmental and historic preservation review of the proposed rail line construction project in compliance with the National Environmental Policy Act and related laws and regulations, including Section 106, and its implementing regulations at 36 Code of Federal Regulations Part 800.

This letter has two purposes:

- First, to learn whether your county is interested in participating as a Consulting Party. We have enclosed a Consultation Options Form (Attachment B) that we hope makes it easier for you to select the level of involvement that you are interested in. If we do not

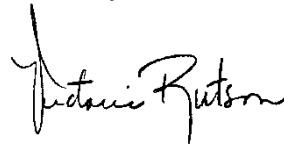
hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- Second, to provide an opportunity for you to submit comments on either historic properties and/or potential effects on historic properties that may be located in the area and that should be afforded close attention in the environmental analysis.

For your reference, Attachment A to this letter includes a map of the potential alternatives currently being considered. Additional information on this project is available on the Board's website at www.UintaBasinRailwayEIS.com. Attachment B is the Consultations Options Form discussed above.

Joshua Wayland of my staff will be leading the Section 106 consultation for the project. You may contact him at 202-245-0330 or at Joshua.Wayland@stb.gov.

Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

Attachments:

A: Maps of Potential Alternatives

B: NHPA Section 106 Consultation Options Form

ATTACHMENT A: ALTERNATIVES ANALYSIS MAPS

ATTACHMENT B: NHPA SECTION 106 CONSULTATION OPTIONS FORM

Utah County

Surface Transportation Board Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah

Project Name: Uinta Basin proposed rail line

Please check all the appropriate response(s) that apply from the list

_____ We have no interests associated with the Coalition’s proposed rail line and further consultation with our organization is not required.

_____ We want to continue to receive project information by mail and participate in the public involvement process.

_____ We have an interest in the Coalition’s proposed rail line and want to participate as a “Consulting Party” in the Section 106 of the NHPA process.

_____ We have included comments regarding potential historic properties in the project area and/or potential impacts to historic properties on the back of this form or on additional sheets.

Name of Utah County designated contact for Section 106 Consultation for the Surface Transportation Board’s decision on whether to allow the Coalition to construct and operate a new rail line in Utah:

Please print

Name: _____

Phone: _____

E-mail: _____

Signed: _____

Date: _____

Please mail to: Joshua Wayland
Surface Transportation Board
Docket No. FD 36284
c/o 9300 Lee Highway
Fairfax, VA 22031



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Betsy Merritt
Deputy General Counsel
National Trust for Historic Preservation
2600 Virginia Avenue NW, Suite 1100
Washington, D.C. 20037

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah; **Invitation to Section 106 Consultation**

Dear Ms. Betsy Merritt:

The Surface Transportation Board (Board) hereby invites you to participate as a consulting party under Section 106 of the National Historic Preservation Act (NHPA) for the Board's review of the proposed Uinta Basin Railway project.

The Seven County Infrastructure Coalition (Coalition) plans to request Board authority to construct and operate an approximately 80-mile rail line between two terminus points in the Uinta Basin near Myton, Utah, and Leland Bench, Utah, and the interstate rail network. The Coalition's proposed rail line would extend generally southwest from terminus points near Myton and Leland Bench to a connection with an existing rail line owned by Union Pacific Railway Company (UP) near Kyune, Utah. It would generally parallel U.S. Route 191 through Indian Canyon and would be located within Utah, Carbon, Duchesne, and Uintah Counties in Utah (Indian Canyon Route). The Coalition has also identified two potential alternatives to the Indian Canyon Route that the Coalition believes would be economically and technically feasible. One of those proposed alternatives would connect the terminus points near Myton and Leland Bench to the UP rail line near Kyune by following Wells Draw and Argyle Canyon, crossing Utah, Carbon, Duchesne, and Uintah Counties in Utah (Wells Draw Route). The other proposed alternative would extend eastward from the terminus points near Myton and Leland Bench to a connection with a UP rail line near Craig, Colorado, and would cross Uintah and Duchesne Counties in Utah as well as Moffat and Rio Blanco Counties in Colorado (Craig Route). More information is available on the project website at www.UintaBasinRailwayEIS.com.

The Board's Office of Environmental Analysis is conducting an environmental and historic preservation review of the proposed rail line construction project in compliance with the National Environmental Policy Act and related laws and regulations, including Section 106, and its implementing regulations at 36 Code of Federal Regulations Part 800.

This letter has two purposes:

- First, to learn whether your organization is interested in participating as a Consulting Party. We have enclosed a Consultation Options Form (Attachment B) that we hope makes it easier for you to select the level of involvement that you are interested in. If

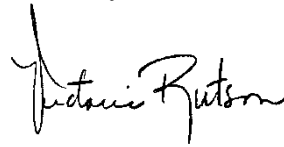
we do not hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- Second, to provide an opportunity for you to submit comments on either historic properties and/or potential effects on historic properties that may be located in the area and that should be afforded close attention in the environmental analysis.

For your reference, Attachment A to this letter includes a map of the potential alternatives currently being considered. Additional information on this project is available on the Board's website at www.UintaBasinRailwayEIS.com. Attachment B is the Consultations Options Form discussed above.

Joshua Wayland of my staff will be leading the Section 106 consultation for the project. You may contact him at 202-245-0330 or at Joshua.Wayland@stb.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Victoria Rutson". The signature is fluid and cursive, with the first name "Victoria" written in a larger, more prominent script than the last name "Rutson".

Victoria Rutson
Director
Office of Environmental Analysis

Attachments:

A: Maps of Potential Alternatives

B: NHPA Section 106 Consultation Options Form

ATTACHMENT A: ALTERNATIVES ANALYSIS MAPS

ATTACHMENT B: NHPA SECTION 106 CONSULTATION OPTIONS FORM

National Trust for Historic Preservation

Surface Transportation Board Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah

Project Name: Uinta Basin proposed rail line

Please check all the appropriate response(s) that apply from the list

- _____ We have no interests associated with the Coalition’s proposed rail line and further consultation with our organization is not required.
- _____ We want to continue to receive project information by mail and participate in the public involvement process.
- _____ We have an interest in the Coalition’s proposed rail line and want to participate as a “Consulting Party” in the Section 106 of the NHPA process.
- _____ We have included comments regarding potential historic properties in the project area and/or potential impacts to historic properties on the back of this form or on additional sheets.

Name of National Trust for Historic Preservation designated contact for Section 106 Consultation for the Surface Transportation Board’s decision on whether to allow the Coalition to construct and operate a new rail line in Utah:

Please print

Name: _____

Phone: _____

E-mail: _____

Signed: _____

Date: _____

Please mail to: Joshua Wayland
Surface Transportation Board
Docket No. FD 36284
c/o 9300 Lee Highway
Fairfax, VA 22031



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Margie Nash
Board Chair
Nine Mile Canyon Coalition
PO Box 402
Price, UT 84501

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah; **Invitation to Section 106 Consultation**

Dear Ms. Margie Nash:

The Surface Transportation Board (Board) hereby invites you to participate as a consulting party under Section 106 of the National Historic Preservation Act (NHPA) for the Board's review of the proposed Uinta Basin Railway project.

The Seven County Infrastructure Coalition (Coalition) plans to request Board authority to construct and operate an approximately 80-mile rail line between two terminus points in the Uinta Basin near Myton, Utah, and Leland Bench, Utah, and the interstate rail network. The Coalition's proposed rail line would extend generally southwest from terminus points near Myton and Leland Bench to a connection with an existing rail line owned by Union Pacific Railway Company (UP) near Kyune, Utah. It would generally parallel U.S. Route 191 through Indian Canyon and would be located within Utah, Carbon, Duchesne, and Uintah Counties in Utah (Indian Canyon Route). The Coalition has also identified two potential alternatives to the Indian Canyon Route that the Coalition believes would be economically and technically feasible. One of those proposed alternatives would connect the terminus points near Myton and Leland Bench to the UP rail line near Kyune by following Wells Draw and Argyle Canyon, crossing Utah, Carbon, Duchesne, and Uintah Counties in Utah (Wells Draw Route). The other proposed alternative would extend eastward from the terminus points near Myton and Leland Bench to a connection with a UP rail line near Craig, Colorado, and would cross Uintah and Duchesne Counties in Utah as well as Moffat and Rio Blanco Counties in Colorado (Craig Route). More information is available on the project website at www.UintaBasinRailwayEIS.com.

The Board's Office of Environmental Analysis is conducting an environmental and historic preservation review of the proposed rail line construction project in compliance with the National Environmental Policy Act and related laws and regulations, including Section 106, and its implementing regulations at 36 Code of Federal Regulations Part 800.

This letter has two purposes:

- First, to learn whether your organization is interested in participating as a Consulting Party. We have enclosed a Consultation Options Form (Attachment B) that we hope makes it easier for you to select the level of involvement that you are interested in. If

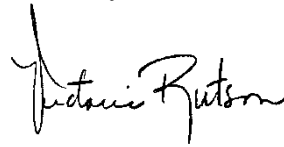
we do not hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- Second, to provide an opportunity for you to submit comments on either historic properties and/or potential effects on historic properties that may be located in the area and that should be afforded close attention in the environmental analysis.

For your reference, Attachment A to this letter includes a map of the potential alternatives currently being considered. Additional information on this project is available on the Board's website at www.UintaBasinRailwayEIS.com. Attachment B is the Consultations Options Form discussed above.

Joshua Wayland of my staff will be leading the Section 106 consultation for the project. You may contact him at 202-245-0330 or at Joshua.Wayland@stb.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Victoria Rutson". The signature is fluid and cursive, with the first name "Victoria" and last name "Rutson" clearly distinguishable.

Victoria Rutson
Director
Office of Environmental Analysis

Attachments:

A: Maps of Potential Alternatives

B: NHPA Section 106 Consultation Options Form

ATTACHMENT A: ALTERNATIVES ANALYSIS MAPS

ATTACHMENT B: NHPA SECTION 106 CONSULTATION OPTIONS FORM

Nine Mile Canyon Coalition

Surface Transportation Board Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah

Project Name: Uinta Basin proposed rail line

Please check all the appropriate response(s) that apply from the list

- _____ We have no interests associated with the Coalition’s proposed rail line and further consultation with our organization is not required.
- _____ We want to continue to receive project information by mail and participate in the public involvement process.
- _____ We have an interest in the Coalition’s proposed rail line and want to participate as a “Consulting Party” in the Section 106 of the NHPA process.
- _____ We have included comments regarding potential historic properties in the project area and/or potential impacts to historic properties on the back of this form or on additional sheets.

Name of Nine Mile Canyon Coalition designated contact for Section 106 Consultation for the Surface Transportation Board’s decision on whether to allow the Coalition to construct and operate a new rail line in Utah:

Please print

Name: _____

Phone: _____

E-mail: _____

Signed: _____

Date: _____

Please mail to: Joshua Wayland
Surface Transportation Board
Docket No. FD 36284
c/o 9300 Lee Highway
Fairfax, VA 22031



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Jennifer Orrigo Charles
Executive Director
Colorado Preservation, Inc.
1420 Ogden Street, Suite 104
Denver, CO 80218

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah; **Invitation to Section 106 Consultation**

Dear Ms. Jennifer Orrigo Charles:

The Surface Transportation Board (Board) hereby invites you to participate as a consulting party under Section 106 of the National Historic Preservation Act (NHPA) for the Board's review of the proposed Uinta Basin Railway project.

The Seven County Infrastructure Coalition (Coalition) plans to request Board authority to construct and operate an approximately 80-mile rail line between two terminus points in the Uinta Basin near Myton, Utah, and Leland Bench, Utah, and the interstate rail network. The Coalition's proposed rail line would extend generally southwest from terminus points near Myton and Leland Bench to a connection with an existing rail line owned by Union Pacific Railway Company (UP) near Kyune, Utah. It would generally parallel U.S. Route 191 through Indian Canyon and would be located within Utah, Carbon, Duchesne, and Uintah Counties in Utah (Indian Canyon Route). The Coalition has also identified two potential alternatives to the Indian Canyon Route that the Coalition believes would be economically and technically feasible. One of those proposed alternatives would connect the terminus points near Myton and Leland Bench to the UP rail line near Kyune by following Wells Draw and Argyle Canyon, crossing Utah, Carbon, Duchesne, and Uintah Counties in Utah (Wells Draw Route). The other proposed alternative would extend eastward from the terminus points near Myton and Leland Bench to a connection with a UP rail line near Craig, Colorado, and would cross Uintah and Duchesne Counties in Utah as well as Moffat and Rio Blanco Counties in Colorado (Craig Route). More information is available on the project website at www.UintaBasinRailwayEIS.com.

The Board's Office of Environmental Analysis is conducting an environmental and historic preservation review of the proposed rail line construction project in compliance with the National Environmental Policy Act and related laws and regulations, including Section 106, and its implementing regulations at 36 Code of Federal Regulations Part 800.

This letter has two purposes:

- First, to learn whether your organization is interested in participating as a Consulting Party. We have enclosed a Consultation Options Form (Attachment B) that we hope makes it easier for you to select the level of involvement that you are interested in. If

we do not hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- Second, to provide an opportunity for you to submit comments on either historic properties and/or potential effects on historic properties that may be located in the area and that should be afforded close attention in the environmental analysis.

For your reference, Attachment A to this letter includes a map of the potential alternatives currently being considered. Additional information on this project is available on the Board's website at www.UintaBasinRailwayEIS.com. Attachment B is the Consultations Options Form discussed above.

Joshua Wayland of my staff will be leading the Section 106 consultation for the project. You may contact him at 202-245-0330 or at Joshua.Wayland@stb.gov.

Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

Attachments:

A: Maps of Potential Alternatives

B: NHPA Section 106 Consultation Options Form

ATTACHMENT A: ALTERNATIVES ANALYSIS MAPS

ATTACHMENT B: NHPA SECTION 106 CONSULTATION OPTIONS FORM

Colorado Preservation, Inc.

Surface Transportation Board Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah

Project Name: Uinta Basin proposed rail line

Please check all the appropriate response(s) that apply from the list

- _____ We have no interests associated with the Coalition’s proposed rail line and further consultation with our organization is not required.
- _____ We want to continue to receive project information by mail and participate in the public involvement process.
- _____ We have an interest in the Coalition’s proposed rail line and want to participate as a “Consulting Party” in the Section 106 of the NHPA process.
- _____ We have included comments regarding potential historic properties in the project area and/or potential impacts to historic properties on the back of this form or on additional sheets.

Name of Colorado Preservation, Inc. designated contact for Section 106 Consultation for the Surface Transportation Board’s decision on whether to allow the Coalition to construct and operate a new rail line in Utah:

Please print

Name: _____

Phone: _____

E-mail: _____

Signed: _____

Date: _____

Please mail to: Joshua Wayland
Surface Transportation Board
Docket No. FD 36284
c/o 9300 Lee Highway
Fairfax, VA 22031



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Marlys Osterhues
Chief of Environmental and Corridor Planning
FRA Office of Program Delivery
1200 New Jersey Ave SE, W36-317
Washington, D.C. 20590

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah; **Invitation to Section 106 Consultation**

Dear Ms. Marlys Osterhues:

The Surface Transportation Board (Board) hereby invites you to participate as a consulting party under Section 106 of the National Historic Preservation Act (NHPA) for the Board's review of the proposed Uinta Basin Railway project.

The Seven County Infrastructure Coalition (Coalition) plans to request Board authority to construct and operate an approximately 80-mile rail line between two terminus points in the Uinta Basin near Myton, Utah, and Leland Bench, Utah, and the interstate rail network. The Coalition's proposed rail line would extend generally southwest from terminus points near Myton and Leland Bench to a connection with an existing rail line owned by Union Pacific Railway Company (UP) near Kyune, Utah. It would generally parallel U.S. Route 191 through Indian Canyon and would be located within Utah, Carbon, Duchesne, and Uintah Counties in Utah (Indian Canyon Route). The Coalition has also identified two potential alternatives to the Indian Canyon Route that the Coalition believes would be economically and technically feasible. One of those proposed alternatives would connect the terminus points near Myton and Leland Bench to the UP rail line near Kyune by following Wells Draw and Argyle Canyon, crossing Utah, Carbon, Duchesne, and Uintah Counties in Utah (Wells Draw Route). The other proposed alternative would extend eastward from the terminus points near Myton and Leland Bench to a connection with a UP rail line near Craig, Colorado, and would cross Uintah and Duchesne Counties in Utah as well as Moffat and Rio Blanco Counties in Colorado (Craig Route). More information is available on the project website at www.UintaBasinRailwayEIS.com.

The Board's Office of Environmental Analysis is conducting an environmental and historic preservation review of the proposed rail line construction project in compliance with the National Environmental Policy Act and related laws and regulations, including Section 106, and its implementing regulations at 36 Code of Federal Regulations Part 800.

This letter has two purposes:

- First, to learn whether your organization is interested in participating as a Consulting Party. We have enclosed a Consultation Options Form (Attachment B) that we hope makes it easier for you to select the level of involvement that you are interested in. If

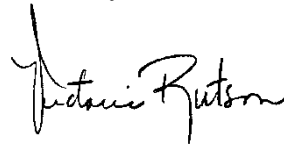
we do not hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- Second, to provide an opportunity for you to submit comments on either historic properties and/or potential effects on historic properties that may be located in the area and that should be afforded close attention in the environmental analysis.

For your reference, Attachment A to this letter includes a map of the potential alternatives currently being considered. Additional information on this project is available on the Board's website at www.UintaBasinRailwayEIS.com. Attachment B is the Consultations Options Form discussed above.

Joshua Wayland of my staff will be leading the Section 106 consultation for the project. You may contact him at 202-245-0330 or at Joshua.Wayland@stb.gov.

Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

Attachments:

A: Maps of Potential Alternatives

B: NHPA Section 106 Consultation Options Form

ATTACHMENT A: ALTERNATIVES ANALYSIS MAPS

ATTACHMENT B: NHPA SECTION 106 CONSULTATION OPTIONS FORM

FRA Office of Program Delivery

Surface Transportation Board Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah

Project Name: Uinta Basin proposed rail line

Please check all the appropriate response(s) that apply from the list

_____ We have no interests associated with the Coalition’s proposed rail line and further consultation with our organization is not required.

_____ We want to continue to receive project information by mail and participate in the public involvement process.

_____ We have an interest in the Coalition’s proposed rail line and want to participate as a “Consulting Party” in the Section 106 of the NHPA process.

_____ We have included comments regarding potential historic properties in the project area and/or potential impacts to historic properties on the back of this form or on additional sheets.

Name of FRA Office of Program Delivery designated contact for Section 106 Consultation for the Surface Transportation Board’s decision on whether to allow the Coalition to construct and operate a new rail line in Utah:

Please print

Name: _____

Phone: _____

E-mail: _____

Signed: _____

Date: _____

Please mail to: Joshua Wayland
Surface Transportation Board
Docket No. FD 36284
c/o 9300 Lee Highway
Fairfax, VA 22031



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Jeff Rector
Chairman
Rio Blanco County
PO Box 1
Meeker, CO 81641

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah; **Invitation to Section 106 Consultation**

Dear Mr. Jeff Rector:

The Surface Transportation Board (Board) hereby invites you to participate as a consulting party under Section 106 of the National Historic Preservation Act (NHPA) for the Board's review of the proposed Uinta Basin Railway project.

The Seven County Infrastructure Coalition (Coalition) plans to request Board authority to construct and operate an approximately 80-mile rail line between two terminus points in the Uinta Basin near Myton, Utah, and Leland Bench, Utah, and the interstate rail network. The Coalition's proposed rail line would extend generally southwest from terminus points near Myton and Leland Bench to a connection with an existing rail line owned by Union Pacific Railway Company (UP) near Kyune, Utah. It would generally parallel U.S. Route 191 through Indian Canyon and would be located within Utah, Carbon, Duchesne, and Uintah Counties in Utah (Indian Canyon Route). The Coalition has also identified two potential alternatives to the Indian Canyon Route that the Coalition believes would be economically and technically feasible. One of those proposed alternatives would connect the terminus points near Myton and Leland Bench to the UP rail line near Kyune by following Wells Draw and Argyle Canyon, crossing Utah, Carbon, Duchesne, and Uintah Counties in Utah (Wells Draw Route). The other proposed alternative would extend eastward from the terminus points near Myton and Leland Bench to a connection with a UP rail line near Craig, Colorado, and would cross Uintah and Duchesne Counties in Utah as well as Moffat and Rio Blanco Counties in Colorado (Craig Route). More information is available on the project website at www.UintaBasinRailwayEIS.com.

The Board's Office of Environmental Analysis is conducting an environmental and historic preservation review of the proposed rail line construction project in compliance with the National Environmental Policy Act and related laws and regulations, including Section 106, and its implementing regulations at 36 Code of Federal Regulations Part 800.

This letter has two purposes:

- First, to learn whether your county is interested in participating as a Consulting Party. We have enclosed a Consultation Options Form (Attachment B) that we hope makes it easier for you to select the level of involvement that you are interested in. If we do not

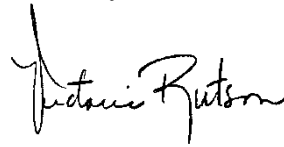
hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- Second, to provide an opportunity for you to submit comments on either historic properties and/or potential effects on historic properties that may be located in the area and that should be afforded close attention in the environmental analysis.

For your reference, Attachment A to this letter includes a map of the potential alternatives currently being considered. Additional information on this project is available on the Board's website at www.UintaBasinRailwayEIS.com. Attachment B is the Consultations Options Form discussed above.

Joshua Wayland of my staff will be leading the Section 106 consultation for the project. You may contact him at 202-245-0330 or at Joshua.Wayland@stb.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Victoria Rutson". The signature is fluid and cursive, with the first name "Victoria" and last name "Rutson" clearly distinguishable.

Victoria Rutson
Director
Office of Environmental Analysis

Attachments:

A: Maps of Potential Alternatives

B: NHPA Section 106 Consultation Options Form

ATTACHMENT A: ALTERNATIVES ANALYSIS MAPS

ATTACHMENT B: NHPA SECTION 106 CONSULTATION OPTIONS FORM

Rio Blanco County

Surface Transportation Board Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah

Project Name: Uinta Basin proposed rail line

Please check all the appropriate response(s) that apply from the list

_____ We have no interests associated with the Coalition’s proposed rail line and further consultation with our organization is not required.

_____ We want to continue to receive project information by mail and participate in the public involvement process.

_____ We have an interest in the Coalition’s proposed rail line and want to participate as a “Consulting Party” in the Section 106 of the NHPA process.

_____ We have included comments regarding potential historic properties in the project area and/or potential impacts to historic properties on the back of this form or on additional sheets.

Name of Rio Blanco County designated contact for Section 106 Consultation for the Surface Transportation Board’s decision on whether to allow the Coalition to construct and operate a new rail line in Utah:

Please print

Name: _____

Phone: _____

E-mail: _____

Signed: _____

Date: _____

Please mail to: Joshua Wayland
Surface Transportation Board
Docket No. FD 36284
c/o 9300 Lee Highway
Fairfax, VA 22031



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Jerry D. Spangler
Director
Colorado Plateau Archaeological Alliance
2529 Jackson Ave.
Ogden, UT 84401

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah; **Invitation to Section 106 Consultation**

Dear Mr. Jerry D. Spangler:

The Surface Transportation Board (Board) hereby invites you to participate as a consulting party under Section 106 of the National Historic Preservation Act (NHPA) for the Board's review of the proposed Uinta Basin Railway project.

The Seven County Infrastructure Coalition (Coalition) plans to request Board authority to construct and operate an approximately 80-mile rail line between two terminus points in the Uinta Basin near Myton, Utah, and Leland Bench, Utah, and the interstate rail network. The Coalition's proposed rail line would extend generally southwest from terminus points near Myton and Leland Bench to a connection with an existing rail line owned by Union Pacific Railway Company (UP) near Kyune, Utah. It would generally parallel U.S. Route 191 through Indian Canyon and would be located within Utah, Carbon, Duchesne, and Uintah Counties in Utah (Indian Canyon Route). The Coalition has also identified two potential alternatives to the Indian Canyon Route that the Coalition believes would be economically and technically feasible. One of those proposed alternatives would connect the terminus points near Myton and Leland Bench to the UP rail line near Kyune by following Wells Draw and Argyle Canyon, crossing Utah, Carbon, Duchesne, and Uintah Counties in Utah (Wells Draw Route). The other proposed alternative would extend eastward from the terminus points near Myton and Leland Bench to a connection with a UP rail line near Craig, Colorado, and would cross Uintah and Duchesne Counties in Utah as well as Moffat and Rio Blanco Counties in Colorado (Craig Route). More information is available on the project website at www.UintaBasinRailwayEIS.com.

The Board's Office of Environmental Analysis is conducting an environmental and historic preservation review of the proposed rail line construction project in compliance with the National Environmental Policy Act and related laws and regulations, including Section 106, and its implementing regulations at 36 Code of Federal Regulations Part 800.

This letter has two purposes:

- First, to learn whether your organization is interested in participating as a Consulting Party. We have enclosed a Consultation Options Form (Attachment B) that we hope makes it easier for you to select the level of involvement that you are interested in. If

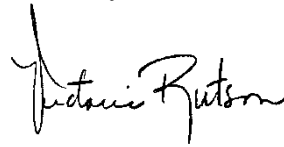
we do not hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- Second, to provide an opportunity for you to submit comments on either historic properties and/or potential effects on historic properties that may be located in the area and that should be afforded close attention in the environmental analysis.

For your reference, Attachment A to this letter includes a map of the potential alternatives currently being considered. Additional information on this project is available on the Board's website at www.UintaBasinRailwayEIS.com. Attachment B is the Consultations Options Form discussed above.

Joshua Wayland of my staff will be leading the Section 106 consultation for the project. You may contact him at 202-245-0330 or at Joshua.Wayland@stb.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Victoria Rutson". The signature is fluid and cursive, with the first name "Victoria" and last name "Rutson" clearly distinguishable.

Victoria Rutson
Director
Office of Environmental Analysis

Attachments:

A: Maps of Potential Alternatives

B: NHPA Section 106 Consultation Options Form

ATTACHMENT A: ALTERNATIVES ANALYSIS MAPS

ATTACHMENT B: NHPA SECTION 106 CONSULTATION OPTIONS FORM

Colorado Plateau Archaeological Alliance

Surface Transportation Board Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah

Project Name: Uinta Basin proposed rail line

Please check all the appropriate response(s) that apply from the list

_____ We have no interests associated with the Coalition’s proposed rail line and further consultation with our organization is not required.

_____ We want to continue to receive project information by mail and participate in the public involvement process.

_____ We have an interest in the Coalition’s proposed rail line and want to participate as a “Consulting Party” in the Section 106 of the NHPA process.

_____ We have included comments regarding potential historic properties in the project area and/or potential impacts to historic properties on the back of this form or on additional sheets.

Name of Colorado Plateau Archaeological Alliance designated contact for Section 106 Consultation for the Surface Transportation Board’s decision on whether to allow the Coalition to construct and operate a new rail line in Utah:

Please print

Name: _____

Phone: _____

E-mail: _____

Signed: _____

Date: _____

Please mail to: Joshua Wayland
Surface Transportation Board
Docket No. FD 36284
c/o 9300 Lee Highway
Fairfax, VA 22031



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Greg Todd
Commissioner
Duchesne County
734 North Center Street, P.O. Box 910
Duchesne, UT 84021

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah; **Invitation to Section 106 Consultation**

Dear Mr. Greg Todd:

The Surface Transportation Board (Board) hereby invites you to participate as a consulting party under Section 106 of the National Historic Preservation Act (NHPA) for the Board's review of the proposed Uinta Basin Railway project.

The Seven County Infrastructure Coalition (Coalition) plans to request Board authority to construct and operate an approximately 80-mile rail line between two terminus points in the Uinta Basin near Myton, Utah, and Leland Bench, Utah, and the interstate rail network. The Coalition's proposed rail line would extend generally southwest from terminus points near Myton and Leland Bench to a connection with an existing rail line owned by Union Pacific Railway Company (UP) near Kyune, Utah. It would generally parallel U.S. Route 191 through Indian Canyon and would be located within Utah, Carbon, Duchesne, and Uintah Counties in Utah (Indian Canyon Route). The Coalition has also identified two potential alternatives to the Indian Canyon Route that the Coalition believes would be economically and technically feasible. One of those proposed alternatives would connect the terminus points near Myton and Leland Bench to the UP rail line near Kyune by following Wells Draw and Argyle Canyon, crossing Utah, Carbon, Duchesne, and Uintah Counties in Utah (Wells Draw Route). The other proposed alternative would extend eastward from the terminus points near Myton and Leland Bench to a connection with a UP rail line near Craig, Colorado, and would cross Uintah and Duchesne Counties in Utah as well as Moffat and Rio Blanco Counties in Colorado (Craig Route). More information is available on the project website at www.UintaBasinRailwayEIS.com.

The Board's Office of Environmental Analysis is conducting an environmental and historic preservation review of the proposed rail line construction project in compliance with the National Environmental Policy Act and related laws and regulations, including Section 106, and its implementing regulations at 36 Code of Federal Regulations Part 800.

This letter has two purposes:

- First, to learn whether your county is interested in participating as a Consulting Party. We have enclosed a Consultation Options Form (Attachment B) that we hope makes it easier for you to select the level of involvement that you are interested in. If we do not

hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- Second, to provide an opportunity for you to submit comments on either historic properties and/or potential effects on historic properties that may be located in the area and that should be afforded close attention in the environmental analysis.

For your reference, Attachment A to this letter includes a map of the potential alternatives currently being considered. Additional information on this project is available on the Board's website at www.UintaBasinRailwayEIS.com. Attachment B is the Consultations Options Form discussed above.

Joshua Wayland of my staff will be leading the Section 106 consultation for the project. You may contact him at 202-245-0330 or at Joshua.Wayland@stb.gov.

Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

Attachments:

A: Maps of Potential Alternatives

B: NHPA Section 106 Consultation Options Form

ATTACHMENT A: ALTERNATIVES ANALYSIS MAPS

ATTACHMENT B: NHPA SECTION 106 CONSULTATION OPTIONS FORM

Duchesne County

Surface Transportation Board Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah

Project Name: Uinta Basin proposed rail line

Please check all the appropriate response(s) that apply from the list

- _____ We have no interests associated with the Coalition’s proposed rail line and further consultation with our organization is not required.
- _____ We want to continue to receive project information by mail and participate in the public involvement process.
- _____ We have an interest in the Coalition’s proposed rail line and want to participate as a “Consulting Party” in the Section 106 of the NHPA process.
- _____ We have included comments regarding potential historic properties in the project area and/or potential impacts to historic properties on the back of this form or on additional sheets.

Name of Duchesne County designated contact for Section 106 Consultation for the Surface Transportation Board’s decision on whether to allow the Coalition to construct and operate a new rail line in Utah:

Please print

Name: _____

Phone: _____

E-mail: _____

Signed: _____

Date: _____

Please mail to: Joshua Wayland
Surface Transportation Board
Docket No. FD 36284
c/o 9300 Lee Highway
Fairfax, VA 22031



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Steve Turner
State Historic Preservation Officer
Colorado State Historic Preservation Office
1200 Broadway
Denver, CO 80203

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah; **Invitation to Section 106 Consultation**

Dear Mr. Steve Turner:

The Surface Transportation Board (Board) hereby invites you to participate as a consulting party under Section 106 of the National Historic Preservation Act (NHPA) for the Board's review of the proposed Uinta Basin Railway project.

The Seven County Infrastructure Coalition (Coalition) plans to request Board authority to construct and operate an approximately 80-mile rail line between two terminus points in the Uinta Basin near Myton, Utah, and Leland Bench, Utah, and the interstate rail network. The Coalition's proposed rail line would extend generally southwest from terminus points near Myton and Leland Bench to a connection with an existing rail line owned by Union Pacific Railway Company (UP) near Kyune, Utah. It would generally parallel U.S. Route 191 through Indian Canyon and would be located within Utah, Carbon, Duchesne, and Uintah Counties in Utah (Indian Canyon Route). The Coalition has also identified two potential alternatives to the Indian Canyon Route that the Coalition believes would be economically and technically feasible. One of those proposed alternatives would connect the terminus points near Myton and Leland Bench to the UP rail line near Kyune by following Wells Draw and Argyle Canyon, crossing Utah, Carbon, Duchesne, and Uintah Counties in Utah (Wells Draw Route). The other proposed alternative would extend eastward from the terminus points near Myton and Leland Bench to a connection with a UP rail line near Craig, Colorado, and would cross Uintah and Duchesne Counties in Utah as well as Moffat and Rio Blanco Counties in Colorado (Craig Route). More information is available on the project website at www.UintaBasinRailwayEIS.com.

The Board's Office of Environmental Analysis is conducting an environmental and historic preservation review of the proposed rail line construction project in compliance with the National Environmental Policy Act and related laws and regulations, including Section 106, and its implementing regulations at 36 Code of Federal Regulations Part 800.

This letter has two purposes:

- First, to learn whether your organization is interested in participating as a Consulting Party. We have enclosed a Consultation Options Form (Attachment B) that we hope makes it easier for you to select the level of involvement that you are interested in. If

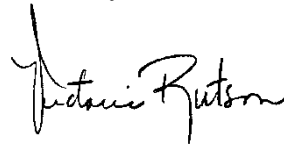
we do not hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- Second, to provide an opportunity for you to submit comments on either historic properties and/or potential effects on historic properties that may be located in the area and that should be afforded close attention in the environmental analysis.

For your reference, Attachment A to this letter includes a map of the potential alternatives currently being considered. Additional information on this project is available on the Board's website at www.UintaBasinRailwayEIS.com. Attachment B is the Consultations Options Form discussed above.

Joshua Wayland of my staff will be leading the Section 106 consultation for the project. You may contact him at 202-245-0330 or at Joshua.Wayland@stb.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Victoria Rutson". The signature is fluid and cursive, with the first name "Victoria" and last name "Rutson" clearly distinguishable.

Victoria Rutson
Director
Office of Environmental Analysis

Attachments:

A: Maps of Potential Alternatives

B: NHPA Section 106 Consultation Options Form

ATTACHMENT A: ALTERNATIVES ANALYSIS MAPS

ATTACHMENT B: NHPA SECTION 106 CONSULTATION OPTIONS FORM

Colorado State Historic Preservation Office

Surface Transportation Board Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah

Project Name: Uinta Basin proposed rail line

Please check all the appropriate response(s) that apply from the list

_____ We have no interests associated with the Coalition’s proposed rail line and further consultation with our organization is not required.

_____ We want to continue to receive project information by mail and participate in the public involvement process.

_____ We have an interest in the Coalition’s proposed rail line and want to participate as a “Consulting Party” in the Section 106 of the NHPA process.

_____ We have included comments regarding potential historic properties in the project area and/or potential impacts to historic properties on the back of this form or on additional sheets.

Name of Colorado State Historic Preservation Office designated contact for Section 106 Consultation for the Surface Transportation Board’s decision on whether to allow the Coalition to construct and operate a new rail line in Utah:

Please print

Name: _____

Phone: _____

E-mail: _____

Signed: _____

Date: _____

Please mail to: Joshua Wayland
Surface Transportation Board
Docket No. FD 36284
c/o 9300 Lee Highway
Fairfax, VA 22031



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Dave Ure
Director
State Institutional Trust Lands Administration
675 East 500 South, Suite 500
Salt Lake City, UT 84102

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah; **Invitation to Section 106 Consultation**

Dear Mr. Dave Ure:

The Surface Transportation Board (Board) hereby invites you to participate as a consulting party under Section 106 of the National Historic Preservation Act (NHPA) for the Board's review of the proposed Uinta Basin Railway project.

The Seven County Infrastructure Coalition (Coalition) plans to request Board authority to construct and operate an approximately 80-mile rail line between two terminus points in the Uinta Basin near Myton, Utah, and Leland Bench, Utah, and the interstate rail network. The Coalition's proposed rail line would extend generally southwest from terminus points near Myton and Leland Bench to a connection with an existing rail line owned by Union Pacific Railway Company (UP) near Kyune, Utah. It would generally parallel U.S. Route 191 through Indian Canyon and would be located within Utah, Carbon, Duchesne, and Uintah Counties in Utah (Indian Canyon Route). The Coalition has also identified two potential alternatives to the Indian Canyon Route that the Coalition believes would be economically and technically feasible. One of those proposed alternatives would connect the terminus points near Myton and Leland Bench to the UP rail line near Kyune by following Wells Draw and Argyle Canyon, crossing Utah, Carbon, Duchesne, and Uintah Counties in Utah (Wells Draw Route). The other proposed alternative would extend eastward from the terminus points near Myton and Leland Bench to a connection with a UP rail line near Craig, Colorado, and would cross Uintah and Duchesne Counties in Utah as well as Moffat and Rio Blanco Counties in Colorado (Craig Route). More information is available on the project website at www.UintaBasinRailwayEIS.com.

The Board's Office of Environmental Analysis is conducting an environmental and historic preservation review of the proposed rail line construction project in compliance with the National Environmental Policy Act and related laws and regulations, including Section 106, and its implementing regulations at 36 Code of Federal Regulations Part 800.

This letter has two purposes:

- First, to learn whether your organization is interested in participating as a Consulting Party. We have enclosed a Consultation Options Form (Attachment B) that we hope makes it easier for you to select the level of involvement that you are interested in. If

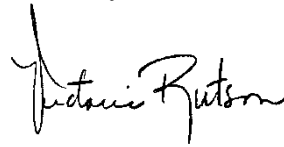
we do not hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- Second, to provide an opportunity for you to submit comments on either historic properties and/or potential effects on historic properties that may be located in the area and that should be afforded close attention in the environmental analysis.

For your reference, Attachment A to this letter includes a map of the potential alternatives currently being considered. Additional information on this project is available on the Board's website at www.UintaBasinRailwayEIS.com. Attachment B is the Consultations Options Form discussed above.

Joshua Wayland of my staff will be leading the Section 106 consultation for the project. You may contact him at 202-245-0330 or at Joshua.Wayland@stb.gov.

Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

Attachments:

A: Maps of Potential Alternatives

B: NHPA Section 106 Consultation Options Form

ATTACHMENT A: ALTERNATIVES ANALYSIS MAPS

ATTACHMENT B: NHPA SECTION 106 CONSULTATION OPTIONS FORM

State Institutional Trust Lands Administration

Surface Transportation Board Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah

Project Name: Uinta Basin proposed rail line

Please check all the appropriate response(s) that apply from the list

_____ We have no interests associated with the Coalition’s proposed rail line and further consultation with our organization is not required.

_____ We want to continue to receive project information by mail and participate in the public involvement process.

_____ We have an interest in the Coalition’s proposed rail line and want to participate as a “Consulting Party” in the Section 106 of the NHPA process.

_____ We have included comments regarding potential historic properties in the project area and/or potential impacts to historic properties on the back of this form or on additional sheets.

Name of State Institutional Trust Lands Administration designated contact for Section 106 Consultation for the Surface Transportation Board’s decision on whether to allow the Coalition to construct and operate a new rail line in Utah:

Please print

Name: _____

Phone: _____

E-mail: _____

Signed: _____

Date: _____

Please mail to: Joshua Wayland
Surface Transportation Board
Docket No. FD 36284
c/o 9300 Lee Highway
Fairfax, VA 22031



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah; **Invitation to Section 106 Consultation**

Dear :

The Surface Transportation Board (Board) hereby invites you to participate as a consulting party under Section 106 of the National Historic Preservation Act (NHPA) for the Board's review of the proposed Uinta Basin Railway project.

The Seven County Infrastructure Coalition (Coalition) plans to request Board authority to construct and operate an approximately 80-mile rail line between two terminus points in the Uinta Basin near Myton, Utah, and Leland Bench, Utah, and the interstate rail network. The Coalition's proposed rail line would extend generally southwest from terminus points near Myton and Leland Bench to a connection with an existing rail line owned by Union Pacific Railway Company (UP) near Kyune, Utah. It would generally parallel U.S. Route 191 through Indian Canyon and would be located within Utah, Carbon, Duchesne, and Uintah Counties in Utah (Indian Canyon Route). The Coalition has also identified two potential alternatives to the Indian Canyon Route that the Coalition believes would be economically and technically feasible. One of those proposed alternatives would connect the terminus points near Myton and Leland Bench to the UP rail line near Kyune by following Wells Draw and Argyle Canyon, crossing Utah, Carbon, Duchesne, and Uintah Counties in Utah (Wells Draw Route). The other proposed alternative would extend eastward from the terminus points near Myton and Leland Bench to a connection with a UP rail line near Craig, Colorado, and would cross Uintah and Duchesne Counties in Utah as well as Moffat and Rio Blanco Counties in Colorado (Craig Route). More information is available on the project website at www.UintaBasinRailwayEIS.com.

The Board's Office of Environmental Analysis is conducting an environmental and historic preservation review of the proposed rail line construction project in compliance with the National Environmental Policy Act and related laws and regulations, including Section 106, and its implementing regulations at 36 Code of Federal Regulations Part 800.

This letter has two purposes:

- First, to learn whether your is interested in participating as a Consulting Party. We have enclosed a Consultation Options Form (Attachment B) that we hope makes it easier for you to select the level of involvement that you are interested in. If we do not hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.
- Second, to provide an opportunity for you to submit comments on either historic properties and/or potential effects on historic properties that may be located in the area and that should be afforded close attention in the environmental analysis.

For your reference, Attachment A to this letter includes a map of the potential alternatives currently being considered. Additional information on this project is available on the Board's website at www.UintaBasinRailwayEIS.com. Attachment B is the Consultations Options Form discussed above.

Joshua Wayland of my staff will be leading the Section 106 consultation for the project. You may contact him at 202-245-0330 or at Joshua.Wayland@stb.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Victoria Rutson". The signature is fluid and cursive, with a large initial "V" and "R".

Victoria Rutson
Director
Office of Environmental Analysis

Attachments:

A: Maps of Potential Alternatives

B: NHPA Section 106 Consultation Options Form

ATTACHMENT A: ALTERNATIVES ANALYSIS MAPS

ATTACHMENT B: NHPA SECTION 106 CONSULTATION OPTIONS FORM

Surface Transportation Board Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah

Project Name: Uinta Basin proposed rail line

Please check all the appropriate response(s) that apply from the list

- _____ We have no interests associated with the Coalition’s proposed rail line and further consultation with our organization is not required.
- _____ We want to continue to receive project information by mail and participate in the public involvement process.
- _____ We have an interest in the Coalition’s proposed rail line and want to participate as a “Consulting Party” in the Section 106 of the NHPA process.
- _____ We have included comments regarding potential historic properties in the project area and/or potential impacts to historic properties on the back of this form or on additional sheets.

Name of designated contact for Section 106 Consultation for the Surface Transportation Board’s decision on whether to allow the Coalition to construct and operate a new rail line in Utah:

Please print

Name: _____

Phone: _____

E-mail: _____

Signed: _____

Date: _____

Please mail to: Joshua Wayland
Surface Transportation Board
Docket No. FD 36284
c/o 9300 Lee Highway
Fairfax, VA 22031



25 June 2019

HC #75856

Victoria Rutson, Director
Office of Environmental Analysis
Surface Transportation Board
395 E St., SW
Washington, DC 20423

RE: Docket No. FD 36284, Seven County Infrastructure Coalition, Uintah Basin Rail Line,
Multiple Counties, Utah and Colorado

Dear Ms. Rutson:

Thank you for your recent correspondence received 24 June 2019, concerning the proposed construction of a new rail line between Myton and Leland Bench, Utah, with possible connections to existing freight lines in Utah and/or Colorado. Our office has reviewed the submitted materials. Per 36.CFR.800.2(c)(1), the Colorado State Historic Preservation Office is an automatic consulting party in accordance with Section 101(b)(3) of the National Historic Preservation Act. We request that, if the proposed undertaking should involve construction or related activity within the state of Colorado, that we be given an opportunity to provide comment as outlined in 36.CFR.800.

If you have any questions, please contact Joseph Saldibar, Architectural Services Manager, at (303) 866-3741.

Sincerely,


Steve Turner, AIA
State Historic Preservation Officer

JUN 26 2019



OFFICE OF ARCHAEOLOGY AND HISTORIC PRESERVATION
303-866-3392 * Fax 303-866-2711 * E-mail: oahp@state.co.us * Internet: www.historycolorado.org

- 1 -

The SHOSHONE-BANNOCK TRIBES

Cultural Resources/Heritage Tribal Office (HeTO)

Language & Cultural Preservation Department
P. O. Box 306
Fort Hall, ID 83203



Phone: (208)236-1086
(208)236-1081
(208)236-1084

Email: csmith@sbtribes.com
lbill@sbtribes.com
romartinez@sbtribes.com

July 2, 2019

Joshua Wayland, PhD
OEA Program Manager
Surface Transportation Board
Docket No. FD 36284
c/o 9300 Lee Highway
Fairfax, VA 22031

Dear Mr. Wayland:

The Shoshone-Bannock Tribes' Cultural Resources/ Heritage Tribal Office (HeTO) appreciates the opportunity to provide technical comments to the Seven County Infrastructure Coalition-Construction and Operation project in Carbon, Duchesne, and Uinta Counties, Utah.

Thank you for including the information and letter for the Seven County Infrastructure Coalition-Construction and Operation project in Utah. This proposed railroad project is within the Shoshone and Bannock tribe's historical use area. The Shoshone-Bannock Tribes historical use area extends throughout the Western United States. However, this office is deferring project comments to the Ute Tribe of the Uinta and Ouray Reservation, Fort Duchene, Utah.

Should ground disturbing activity unearth subsurface cultural material, a stop work procedure must be implemented and notification to the proper authorities and the Ute Tribe. Work shall not continue until a qualified archaeologist authorizes, and in consultation with the Ute Tribe, a clearance for the project.

The purpose of this letter is to provide technical input and is not intended as formal government-to-government consultation. Should there be any questions or concerns, feel free to contact our office at (208)236-1086 or e-mail me at csmith@sbtribes.com.

Sincerely,

Carolyn Smith
Cultural Resources Coordinator

cc: File: Seven County Infrastructure Project, Surface Transportation Board-UT



UINTAH COUNTY
STATE OF UTAH
152 EAST 100 NORTH
VERNAL, UTAH 84078
435-781-0770

COMMISSIONERS:
William C. Stringer
Brad G. Horrocks
Bart N. Haslem
ASSESSOR – Barbara Simper
ATTORNEY – Greg Lamb
CLERK-AUDITOR – Mike Wilkins
RECORDER – Brenda McDonald
TREASURER – Wendi Long
SHERIFF – Steve Labrum
SURVEYOR – John Slaugh

Joshua Wayland
Surface Transportation Board
Docket No. FD 36284
c/o 9300 Lee Highway
Fairfax, VA 22031

July 2, 2019

Re: Docket No. FD 36284, Section 106 of the NHPA Process for the Seven County Infrastructure Coalition's Proposed Railroad Project

Mr. Wayland,
Uintah County would like to thank you for the opportunity to participate as a "Consulting Party" in Section 106 of the NHPA process for the Seven County Infrastructure Coalition's proposed railroad project. Uintah County recognizes the importance of this project for our citizens and businesses. The three proposed routes will pass through portions of Uintah County making our county and residents major stakeholders in this project. Please find attached the NHPA Section 106 Consultation Option Form. Uintah County would like to participate as a "Consulting Party" for this project.

Historic Properties

Uintah County is not aware of any historic properties that would be crossed or affected by the preferred route or by either of the alternative routes.

Resources

Uintah County Resource Management Plan- This can be found online at:

http://co.uitah.ut.us/document_center/CommunityDevelopment/Uintah_Resource_Management_Plan_FINAL_Web_File.pdf


Conclusion

We appreciate the opportunity that we have to comment on this project and look forward to continued participation. Please contact Uintah County Community Development Department at 435-781-5336 for any assistance. You can also email Matt Cazier, Community Development Director at mcazier@uintah.utah.gov.

Sincerely,


William Stringer, Chairman


Brad Horrocks


Bart Haslem

Uintah County Commissioners

Matt Cazier, AICP
Community Development Director

ATTACHMENT B: NHPA SECTION 106 CONSULTATION OPTIONS FORM

Uintah County

Surface Transportation Board Docket No. FD 36284, Seven County Infrastructure Coalition—
Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah

Project Name: Uinta Basin proposed rail line

Please check all the appropriate response(s) that apply from the list

☐ We have no interests associated with the Coalition's proposed rail line and further consultation with our organization is not required.

☐ We want to continue to receive project information by mail and participate in the public involvement process.

☒ We have an interest in the Coalition's proposed rail line and want to participate as a "Consulting Party" in the Section 106 of the NHPA process.

☒ We have included comments regarding potential historic properties in the project area and/or potential impacts to historic properties on the back of this form or on additional sheets.

Name of Uintah County designated contact for Section 106 Consultation for the Surface Transportation Board's decision on whether to allow the Coalition to construct and operate a new rail line in Utah:

Please print

Name: MATT CAZIER

Phone: 435-781-5336

E-mail: mcazier@uintah.utah.gov

Signed: 

Date: 7-1-19

Please mail to: Joshua Wayland
Surface Transportation Board
Docket No. FD 36284
c/o 9300 Lee Highway
Fairfax, VA 22031



Preserving America's Heritage

**Advisory Council on Historic Preservation
Electronic Section 106 Documentation Submittal System (e106) Form
MS Word format**

Send to: *e106@achp.gov*

I. Basic information

- 1. Name of federal agency** (If multiple agencies, state them all and indicate whether one is the lead agency):

Surface Transportation Board (Board) is the lead agency.

U.S. Department of the Interior, Bureau of Indian Affairs; Department of the Army, U.S. Army Corps of Engineers; U.S. Department of the Interior, Bureau of Land Management (BLM); and U.S. Department of Agriculture, Forest Service (U.S. Forest Service) are cooperating agencies. U.S. Environmental Protection Agency is a Section 106 consulting party but not a cooperating agency.

- 2. Name of undertaking/project** (Include project/permit/application number if applicable):

Surface Transportation Board Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption

- 3. Location of undertaking** (Indicate city(s), county(s), state(s), land ownership, and whether it would occur on or affect historic properties located on tribal lands):

Carbon, Duchesne, Uintah, and Utah Counties, Utah

Land ownership includes private, state, tribal (Ute Indian Tribe of the Uintah and Ouray Reservation), and federal (BLM and U.S. Forest Service).

- 3. Name and title of federal agency official and contact person for this undertaking**, including email address and phone number:

Alan Tabachnick
Historic Preservation Specialist
Office of Environmental Analysis
Surface Transportation Board
395 E Street SW
Washington, DC 20423

ADVISORY COUNCIL ON HISTORIC PRESERVATION

401 F Street NW, Suite 308 □ Washington, DC 20001-2637
Phone: 202-517-0200 □ Fax: 202-517-6381 □ achp@achp.gov □ www.achp.gov

Office: 202-245-0367

Cell: 215-370-3579

5. Purpose of notification. Indicate whether this documentation is to:

- 1) invite the ACHP to participate in a Section 106 consultation, and
- 2) propose to develop a project Programmatic Agreement (project PA) for complex or multiple undertakings in accordance with 36 C.F.R. 800.14(b)(3).

Please note: the Board has not yet reached the assessment of effects phase of the Section 106 compliance process.

II. Information on the Undertaking*

6. Describe the undertaking and nature of federal involvement (if multiple federal agencies are involved, specify involvement of each):

The Seven County Infrastructure Coalition (Coalition) requested Board authority to construct and operate an approximately 85-mile rail line between two terminus points in the Uinta Basin near Myton, Utah, and Leland Bench, Utah, and the interstate rail network. The Coalition is proposing to construct a route that would extend generally southwest from terminus points in the Uinta Basin to a connection with an existing rail line owned by Union Pacific Railroad Company (UP) near Kyune, Utah (the Whitmore Park Alternative). That route would generally parallel U.S. Route 191 through Indian Canyon and would be located within Utah, Carbon, Duchesne, and Uintah Counties in Utah. In addition to the Whitmore Park Alternative, the EIS will also consider two additional alternatives that OEA believes would be reasonable and feasible to construct and operate that would meet the purpose and need of the proposed project. Those alternatives are the Indian Canyon Alternative and the Wells Draw Alternative, both of which would have the same terminus points as the Whitmore Park Alternative but would follow different alignments.

7. Describe the Area of Potential Effects:

The Board is currently developing an APE.

8. Describe steps taken to identify historic properties:

The Coalition's consultant performed a cultural resources survey in the Project area. The Board is currently reviewing the information provided by the Coalition.

9. Describe the historic property (or properties) and any National Historic Landmarks within the APE (or attach documentation or provide specific link to this information):

At future dates, reports provided by the Coalition's consultant will be provided on the Board's website for this project (<http://uintabasinrailwayeis.com/>) and on the Board's electronic document repository. The Board will provide specific links to the report locations when the reports are available.

10. Describe the undertaking's effects on historic properties:

The Board has not yet reached the assessment of effects phase of the Section 106 compliance process.

11. Explain how this undertaking would adversely affect historic properties (include information on

any conditions or future actions known to date to avoid, minimize, or mitigate adverse effects):

The Board has not yet reached the assessment of effects phase of the Section 106 compliance process.

12. Provide copies or summaries of the views provided to date by any consulting parties, Indian tribes or Native Hawai’ian organizations, or the public, including any correspondence from the SHPO and/or THPO.

During scoping, commenters expressed concern regarding potential adverse impacts on historic sites and buildings, historic rock art, and petroglyphs. Scoping comments related to cultural and historic resources and tribal concerns are included in Appendix 1.

* see *Instructions for Completing the ACHP e106 Form*

III. Optional Information

13. Please indicate the status of any consultation that has occurred to date. Are there any consulting parties involved other than the SHPO/THPO? Are there any outstanding or unresolved concerns or issues that the ACHP should know about in deciding whether to participate in consultation?

Please see Attachment 3 for a list of consulting parties and status of consultation.

14. Does your agency have a website or website link where the interested public can find out about this project and/or provide comments? Please provide relevant links:

<http://uintabasinrailwayeis.com/>

15. Is this undertaking considered a “major” or “covered” project listed on the Federal Infrastructure Projects Permitting Dashboard or other federal interagency project tracking system? If so, please provide the link or reference number:

Not applicable.

The following are attached to this form (check all that apply):

☐ Section 106 consultation correspondence

☒ Maps, photographs, drawings, and/or plans

☐ Additional historic property information

☒ Summary of consulting parties and consultation status



Preserving America's Heritage

Appendix 1. Scoping Comments Provided to Date

Commenter Affiliation	Date Received	Comment Text
Ute Indian Tribe of the Uintah and Ouray Reservation	July 15th, 2019	So in my understanding, this is futile to be trying to run a railroad, a railway, without everyone's clear understanding from my concerns as a tribal member. We already have a huge impact dealing with unanswered water issues. We already have questions with the state of Utah. Many of these people are concerned about fire -- well, we have water that comes from tribal lands. We don't even get the benefits from that, who is going to pay us back our fair share, if our tribal fires go out there and we have to deal with the issues that you are talking about? There's a concern that's going on dealing with lands, not just tribal lands, but lands that the United States gave to individual families, our ancestors and that was called allotted lands. Are these lands going to be affected? And how is it going to affect it, and how are we going to benefit from that? The tribal people have a lot to lose here, especially when you carry hazardous materials that you labeled on this PowerPoint as "other" -- you will be carrying "other" whatever. You didn't even clarify that. So if it has a huge spill, what kind of hazardous material are you bringing across this? You need to state that clearly.
Ute Indian Tribe of the Uintah and Ouray Reservation	July 15th, 2019	I'm a member of the Ute tribe and also I'm a lot-ee, a landowner. And also, I'm -- I have been on a tribal council several times, former chair of the Ute Tribe, from years 2007 to 2013...so I know the tribe owns almost 2 million acres of land and some of this -- there's a possibility that maybe here in the tribal lands are -- our reservation is checkerboard. It's a possibility it can cross tribal lands. So the tribe needs to be involved. .. But I'm remembering my experience on the tribal council, and I know it's needed, but we need to find a way of how we can utilize as a railroad system, going -- transporting things from here across the railroad. So make sure that if that is done, that we are involved and that the tribe is involved.

ADVISORY COUNCIL ON HISTORIC PRESERVATION

401 F Street NW, Suite 308 □ Washington, DC 20001-2637
 Phone: 202-517-0200 □ Fax: 202-517-6381 □ achp@achp.gov □ www.achp.gov

		So I would like to hear from our tribal leaders and council, their position is on this... The tribe has to be protected for the children, and if it is environmental, that has to be looked at because of the artifacts and so on. And definitely, we have to have more involvement in that. I think the tribal council should be contacted because based on our government-to-government relationship, the tribal council should have some involvement or some say. I think it would be beneficial to the tribe, but it has to be done where it's done right.
Public	July 18th, 2019	Rock art and cultural protection 9 mile especially if particulate matter increases in the Canyon.
Public	July 20th, 2019	It should avoid all stream crossings to the extent possible, avoid effects to wildlife, air quality, rare and endangered species, and cultural resources
Public	July 23rd, 2019	After attending the hearing on the Uinta Basin Railroad, I want to address History and Culture issues. The old cabins, cellars and buildings are scenery for all to enjoy some of the past.
Henderson Ranches LLC	August 1st, 2019	5. It looks like that some place on all 3 routes will be crossing the Ute Tribes land. That there is a route that would go south of the farm lands. Craig being the best.
Public	August 2nd, 2019	I am very concerned about the Indian Canyon route. The unique landscape of the canyon makes a rail right of way quite a sacrifice, considering it will go right through my families hay field and right through the cabin and barn my grandpa built with his own two hands. We are so emotionally attached to this place, it is not just a piece of land to us. It is our heritage, one that we hoped to pass down to our kids and their kids. This will also take 7.28 acres of grazing land from our forest permit. That is if they only take a 20 foot piece for three miles. That is enough to feed one cow for a season.
Uinta Valley Shoshone Tribe of the Uinta & Ouray Reservation, Utah	August 2nd, 2019	ANTHROPOLOGICAL CONSIDERATIONS The current lack of specific Tribal/ Federal management control furthers another major concern that involves the preservation of, and protection for the culturally historic value of the Fremont Indian Culture engrained in our tribal lands. The ancient Tribe of Fremont Indians inhabited the lands of the Uinta Valley Reservation from 650 AD. to 1350 AD 2. And, I fear that more evidence of this ancient culture will be destroyed if the spoilers

		<p>throughout the State are allowed to actually develop the railway system through "Indian Country" in the Uinta Basin so they can more easily export the Uinta Shoshone Tribe's gas and oil assets off the reservation.</p> <p>We reject the current proposal for one last reason: That it is being proposed without regard for Indian and non-Indian land ownership and the United States' archaeological and antiquities laws, that presumably protects our ancient tribal artifacts and village sites of the Fremont Indians with whom the Shoshone tribes of Utahs' merged around 1200 AD., and ultimately became known as the Uinta Valley Shoshone Indians who are descended from these ancient people. Evidence of this ancient Indian culture is on the brink of complete destruction, in the name of "management" , as it is being systematically destroyed by the reckless and haphazard road building and uncontrolled oil and gas well drilling that the State, Counties, Ute Tribe, UDC and other have initiated and engaged in since 1954.</p>
TransWest Express LLC	August 2nd, 2019	<p>Cultural</p> <p>TransWest recognizes the challenges in siting major linear projects in the Uintah Basin and within the exterior boundaries of the Uintah and Ouray Indian Reservation. In particular, compliance with the National Historic Preservation Act (NHPA), and STB's and BLM's obligation to conduct government-to-government consultation with federally recognized Indian tribes, can be complicated. TransWest stands ready to work with the STB, BLM and the Coalition in siting of the proposed Railway and resolving any potential conflicts between the proposed action alternatives and TransWest's approved ROW grant for the TWE Project. With regard to the Section 106 process under the NHPA, TransWest requests status as an invited consulting party; TransWest has a demonstrated legal, economic, or historic preservation interest in the federal undertaking or affected properties. [see 36 CFR § 800.2(c)(5)]</p>
Uinta Valley Shoshone Tribe of the Uinta & Ouray Reservation, Utah	August 2nd, 2019	<p>As Tribal Chairwoman, I am responding in opposition to the proposed Uinta Basin Railway Project in Utah as it has currently been proposed on behalf of the Uinta Valley Shoshone Tribe of Utahs' who are the historic and allodial landowners of the Uinta River Valley Basin Reservation (a.k.a., Uinta & Ouray Reservation) over which this proposed railway will travel if it is approved.</p> <p>Since 1954, our lands and resources have been mismanaged by the so-called "Ute Indian Tribe", the State of Utah, the Counties, and Ute Distribution Corporation under the pretense</p>

		<p>and pretext of an Act referred to as the UPTA, (Ute Partition and Termination Act of 1954) causing great harm and damage to said lands and resources, including, unbalancing the eco-system, natural water flow, and the air quality in the Uinta Valley Basin by illegally installing a coal powered Electric Power Plant on our lands 1, and over-drilling in the oil and gas industry due to this uncontrolled and failed management. This issue is currently in the Appeals Court waiting for hearing on said "management" to pass it back to the proper and legal hands, in the best interests of the Uinta Shoshone Tribe and the United States Government who is Trustee.</p> <p>The aforesaid is one objection to the project. Until these issues are settled in the Courts, there should not be "a business as usual" approach to any project proposal, especially this one.</p>
Nine Mile Canyon Coalition	August 3rd, 2019	<p>Concerns for the Wells Draw Route Alternative</p> <p>9. Potential impacts to cultural resources are a major concern. The West Tavaputs in general and Argyle Canyon and Wells Draw specifically are known to have a variety of prehistoric and historic remains. Surface disturbance activities in Nine Mile Canyon proper have demonstrated that many times there are no surface manifestations of buried cultural materials. A discovery and mitigation plan needs to be developed and implemented to recognize and protect/mitigate the cultural resources.</p>
Nine Mile Canyon Coalition	August 3rd, 2019	<p>Concerns for the Wells Draw Route Alternative</p> <p>9. Potential impacts to cultural resources are a major concern. The West Tavaputs in general and Argyle Canyon and Wells Draw specifically are known to have a variety of prehistoric and historic remains. Surface disturbance activities in Nine Mile Canyon proper have demonstrated that many times there are no surface manifestations of buried cultural materials. A discovery and mitigation plan needs to be developed and implemented to recognize and protect/mitigate the cultural resources.</p>
Public	August 5th, 2019	<p>6. Cultural and Historical Resources: Many of the structures on the property have been there for decades. Especially the small cabin that was used to homestead the property could be considered an historic resource. American Indian rock art in the area, especially further down in the 9-mile canyon area indicates that this land was frequented and hunted by American Indian ancestors. The railroad should not destroy the cultural heritage of many thousands of years. A full archeological study of the proposed corridors should be completed prior to any work being done.</p>

Public	August 8th, 2019	First let me state that I am in absolute opposition to the construction of a rail road in Argyle Canyon. Indian Canyon, Argyle Canyon, Avitaquin + Emma Park are all areas that contain many cabins and homes on 10 acre parcels. Larger parcels have been homesteaded here by families for nearly 100 years and hold a unique place in the history of this area.
Public	August 23rd, 2019	In addition, this project may violate the rights of indigenous peoples and disregard their claims on the land.
BLM Colorado State Office	August 26th, 2019	<p>Cultural Resources</p> <p>Construction of the proposed railroad will likely have an adverse effect on cultural resources, especially on buried prehistoric sites in the area south and southwest of Maybell, Colorado. This area is a stabilized sand dune field known to have a high density of buried sites. When several gas pipelines were constructed in a north-south utility corridor extending through this area, a large number of buried prehistoric sites were discovered. Under Section 106 of the National Historic Preservation Act, such sites were determined to be eligible to the National Register of Historic Places for their potential to yield information important to prehistory. The adverse effect of pipeline construction on the sites was mitigated through salvage excavation by the proponent companies.</p> <p>The likelihood that the proposed railroad will encounter many buried eligible prehistoric sites, particularly in the vicinity of Maybell, is a factor that should be considered when deciding between alternatives. The gas transportation companies had little ability to avoid the dune field and had to fund salvage excavations intended to mitigate the adverse effect of pipeline construction on eligible sites. As with the pipeline projects, any buried sites encountered during railway construction would need to be mitigated through salvage excavation. Such excavations are costly and the federal government would need to ensure that the multi-county association promoting the Craig Alignment Alternative would have the financial resources necessary to mitigate impacts to eligible sites via salvage excavation.</p>
Public	August 29th, 2019	I do not support the proposed project as presented for the following reasons. 5- Historical petroglyphs are located in the proposed route and can be damaged.
Public	N/A	As a business owner that works in the oilfield I think the best rout for the railroad is as far away from tribal land as possible.

		<p>The tribe requires access permits business licenses and utero fees for anyone working on their land not to mention tribal preference for native owned companies. Save everyone a headache and keep it off of tribal land. Remember their a sovereign nation with their own laws and rules that we have to follow when we conduct business on their land. Im not sure if its true but I heard that the state of Utah pays the tribe 5 million dollars a year to have highway 40 cross the reservation. How much will they charge the railroad</p>
--	--	---

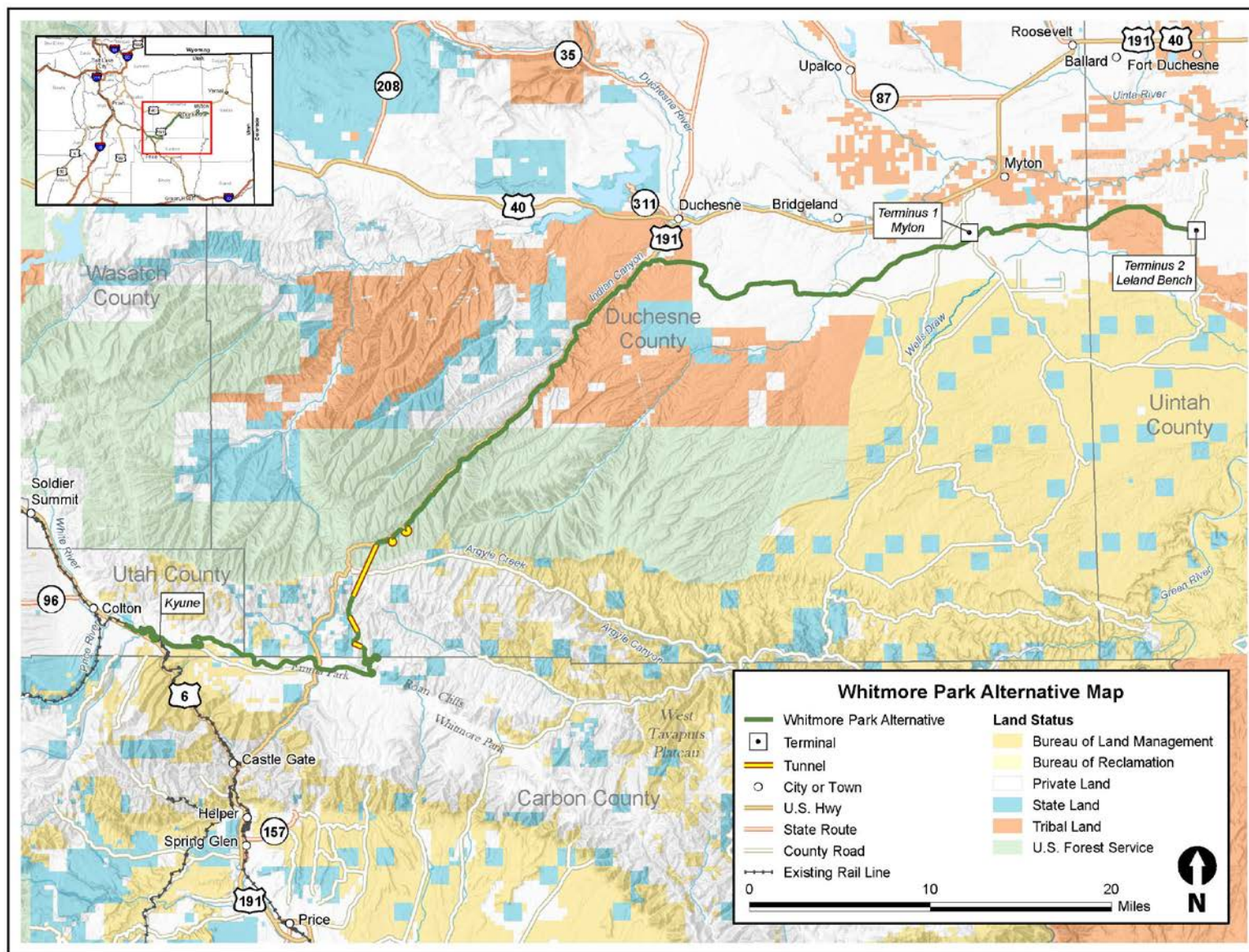


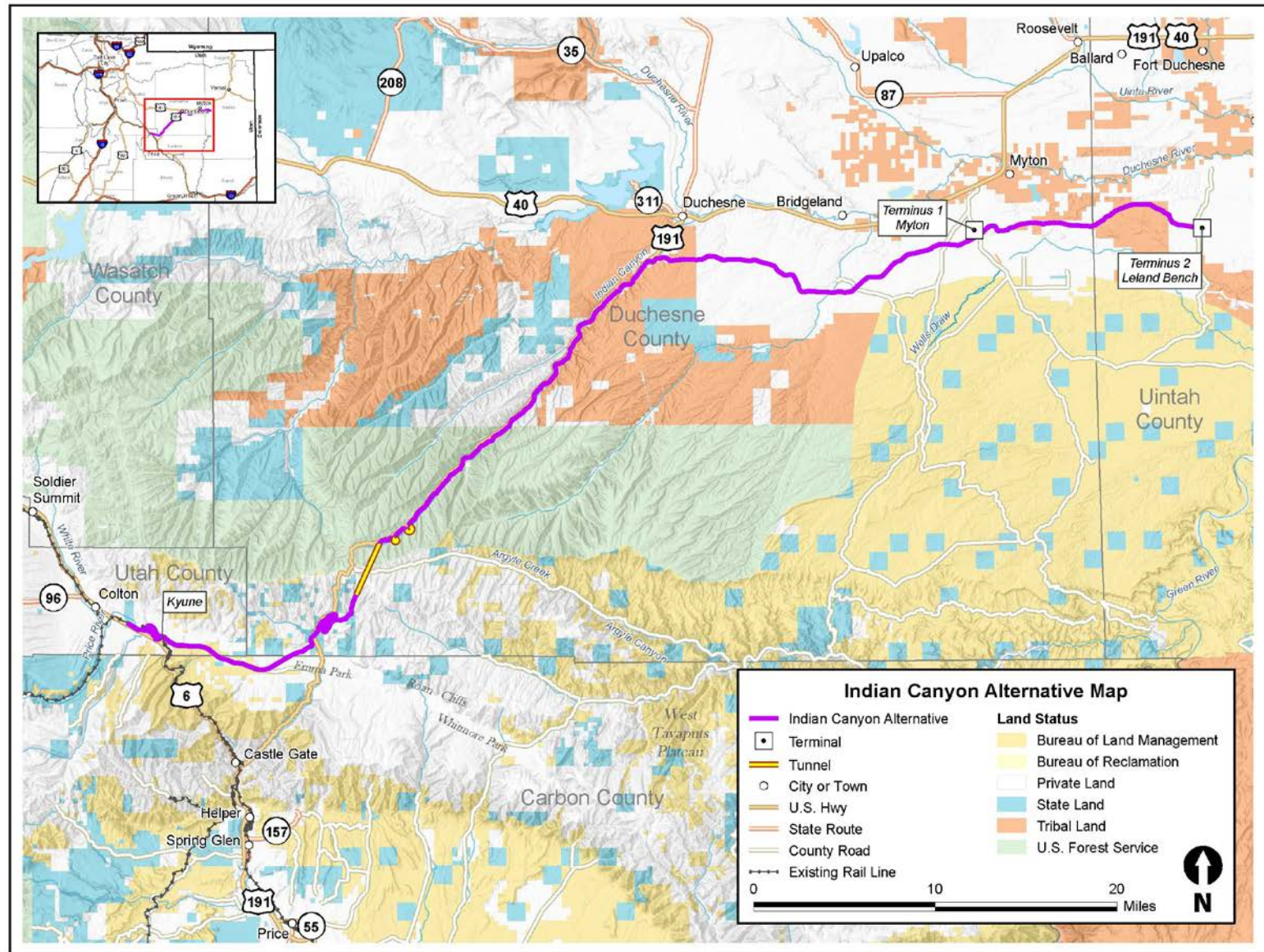
Preserving America's Heritage

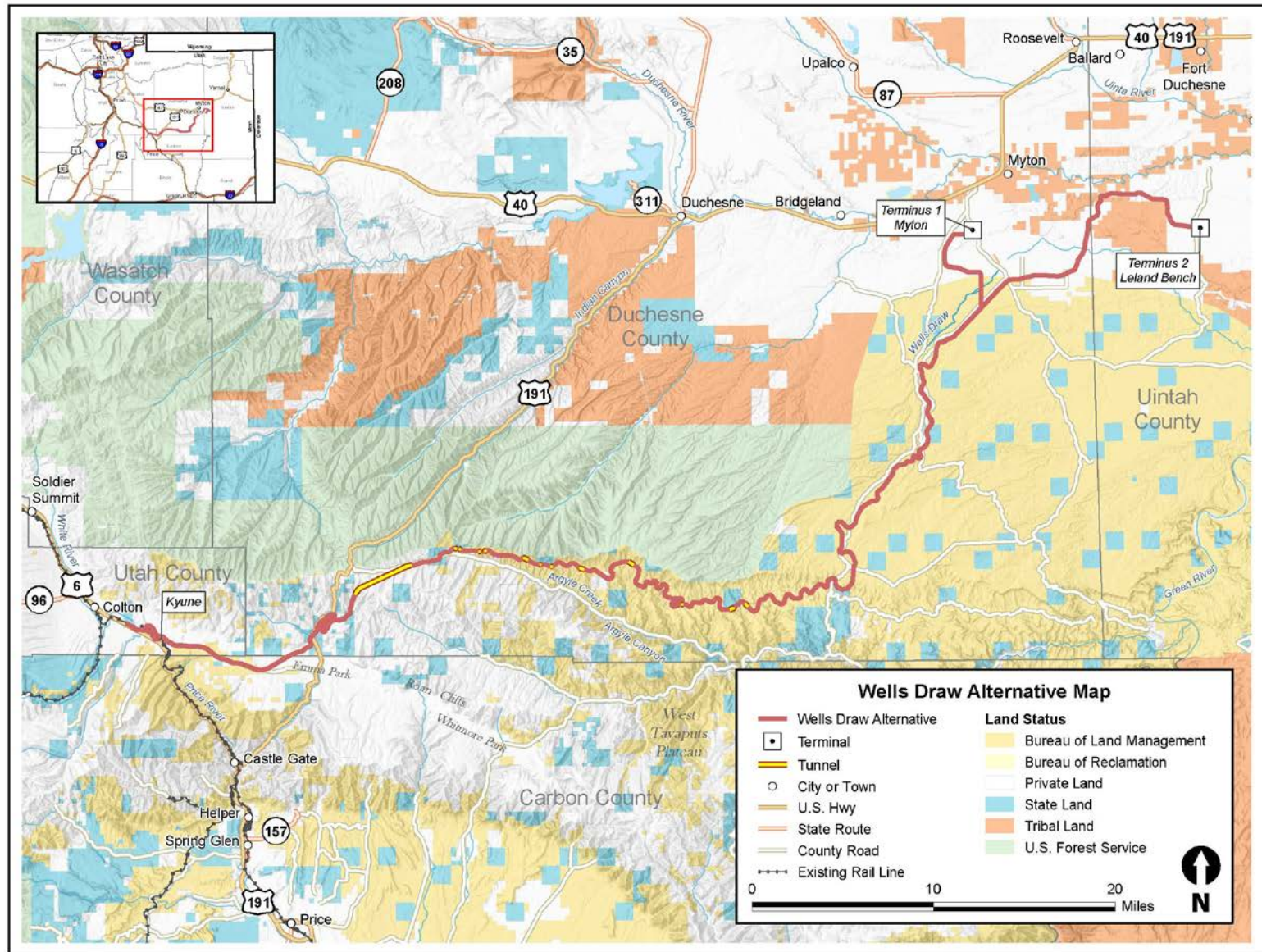
Appendix 2. Uinta Basin Railway EIS Project Alternatives Maps

ADVISORY COUNCIL ON HISTORIC PRESERVATION

401 F Street NW, Suite 308 □ Washington, DC 20001-2637
Phone: 202-517-0200 □ Fax: 202-517-6381 □ achp@achp.gov □ www.achp.gov









Preserving America's Heritage

Appendix 3. Summary of consulting parties and consultation status

Agency/Tribe/Party/Entity	Consulting Party Status	Consultation to Date
Advisory Council on Historic Preservation	Response Pending	Invited to Consulting Party call in January 2020. Participated in Consulting Party call in January 2020.
Apache Tribe of Oklahoma	Requested Information	Invited to consult in June 2019. Requested a copy of the Consulting Party invitation in December 2019. Invited to Consulting Party call in January 2020.
BLM Price Field Office	Accepted Invitation	Invited to consult in June 2019. Invited to Consulting Party call in January 2020. Participated in Consulting Party call in January 2020.
BLM Vernal Field Office	Accepted Invitation	Invited to consult in June 2019. Invited to Consulting Party call in January 2020. Participated in Consulting Party call in January 2020.
Bureau of Indian Affairs, Uintah and Ouray Agency	Accepted Invitation	Invited to consult in June 2019.

ADVISORY COUNCIL ON HISTORIC PRESERVATION

401 F Street NW, Suite 308 □ Washington, DC 20001-2637
Phone: 202-517-0200 □ Fax: 202-517-6381 □ achp@achp.gov □ www.achp.gov

		<p>Invited to Consulting Party call in January 2020.</p> <p>Participated in Consulting Party call in January 2020.</p>
Bureau of Indian Affairs, Western Region	Accepted Invitation	<p>Invited to consult in June 2019.</p> <p>Accepted Consulting Party status in November 2019.</p> <p>Invited to Consulting Party call in January 2020.</p>
Carbon County	Accepted Invitation	<p>Invited to consult in June 2019.</p> <p>Accepted Consulting Party status in October 2019.</p> <p>Invited to Consulting Party call in January 2020.</p> <p>Participated in Consulting Party call in January 2020.</p>
Colorado Office of Archaeology and Historic Preservation	Declined Invitation	<p>Invited to consult in April 2019.</p> <p>Provided written comments and accepted Consulting Party status in June 2019.</p> <p>No further interest in Consulting Party status after the removal of Colorado routes.</p>
Colorado Plateau Archaeological Alliance	Accepted Invitation	<p>Invited to consult in June 2019.</p> <p>Accepted Consulting Party status in November 2019.</p> <p>Invited to Consulting Party call in January 2020.</p> <p>Participated in Consulting Party call in January 2020.</p>

Colorado Preservation, Inc.	Declined Invitation	<p>Invited to consult in June 2019.</p> <p>Invited to Consulting Party call in January 2020.</p> <p>No further interest in Consulting Party status after the removal of Colorado routes.</p>
Confederated Tribes of the Goshute Reservation, Nevada and Utah	Requested Information	<p>Invited to consult in June 2019.</p> <p>Requested a copy of the Consulting Party invitation in November 2019.</p> <p>Invited to Consulting Party call in January 2020.</p>
Duchesne County	Accepted Invitation	<p>Invited to consult in June 2019.</p> <p>Accepted Consulting Party status in June 2019.</p> <p>Invited to Consulting Party call in January 2020.</p>
Eastern Shoshone Tribe of the Wind River Reservation, Wyoming	Requested Information	<p>Invited to consult in June 2019.</p> <p>Requested a copy of the Consulting Party invitation in October 2019.</p> <p>Invited to Consulting Party call in January 2020.</p>
Federal Highway Administration	Declined Invitation	<p>Invited to consult in June 2019.</p> <p>Declined Consulting Party status in October 2019.</p>
Fort Belknap Indian Community of the Fort Belknap Reservation of Montana	Requested Information	<p>Invited to consult in June 2019.</p> <p>Requested a copy of the</p>

		Consulting Party invitation in October 2019. Invited to Consulting Party call in January 2020.
FRA Office of Program Delivery	Requested Information	Invited to consult in June 2019. Requested a copy of the Consulting Party invitation in October 2019. Invited to Consulting Party call in January 2020.
Moffat County	Declined Invitation	Invited to consult in June 2019. No further interest in Consulting Party status after the removal of Colorado routes.
National Park Service, Cultural Resources, Intermountain Region	Declined Invitation	Invited to consult in June 2019. No further interest in Consulting Party status after the removal of Colorado routes.
National Trust for Historic Preservation	Declined Invitation	Invited to consult in June 2019. Declined Consulting Party status in October 2019.
Navajo Nation, Arizona, New Mexico, and Utah	Declined Invitation	Invited to consult in June 2019. Declined Consulting Party status in December 2019.
Nine Mile Canyon Coalition	Accepted Invitation	Invited to consult in June 2019. Invited to Consulting Party call in January 2020. Accepted Consulting Party

		status in January 2020. Participated in Consulting Party call in January 2020.
Paiute Indian Tribe of Utah	Declined Invitation	Invited to consult in June 2019. Declined Consulting Party status in December 2019.
Preservation Utah	Requested Information	Invited to consult in June 2019. Requested a copy of the Consulting Party invitation in October 2019. Invited to Consulting Party call in January 2020.
Public Lands Policy Coordinating Office	Accepted Invitation	Invited to Consulting Party call in January 2020. Participated in Consulting Party call in January 2020.
Rio Blanco County	Declined Invitation	Invited to consult in June 2019. Invited to Consulting Party call in January 2020. No further interest in Consulting Party status after the removal of Colorado routes.
Seven County Infrastructure Coalition	Accepted Invitation	Invited to Consulting Party call in January 2020. Participated in Consulting Party call in January 2020.
Shoshone-Bannock Tribes of the Fort Hall Reservation, Idaho	Declined Invitation	Invited to consult in June 2019. Declined Consulting Party status in July 2019.
Skull Valley Band of the	Response Pending	Invited to consult in June

Goshute Indians		2019.
Southern Utah Wilderness Alliance	Response Pending	Invited to consult in June 2019. Invited to Consulting Party call in January 2020.
State Institutional Trust Lands Administration	Accepted Invitation	Invited to consult in June 2019. Accepted Consulting Party status in July 2019. Invited to Consulting Party call in January 2020. Participated in Consulting Party call in January 2020.
The Hopi Tribe of Arizona	Accepted Invitation	Invited to consult in June 2019. Accepted Consulting Party status in July 2019. Invited to Consulting Party call in January 2020.
The Northwestern Band of the Shoshone Nation, Utah	Requested Information	Invited to consult in June 2019. Requested a copy of the Consulting Party invitation in December 2019. Invited to Consulting Party call in January 2020.
U.S. Army Corps of Engineers, Sacramento District	Accepted Invitation	Invited to consult in June 2019. Accepted Consulting Party status in August 2019. Invited to Consulting Party call in January 2020.
U.S. Environmental Protection Agency	Accepted Invitation	Invited to Consulting Party call in January 2020.

U.S. Forest Service, Ashley National Forest, Duchesne/Roosevelt Ranger District	Accepted Invitation	<p>Invited to consult in June 2019.</p> <p>Accepted Consulting Party status in June 2019.</p> <p>Invited to Consulting Party call in January 2020.</p> <p>Participated in Consulting Party call in January 2020.</p>
Uintah County	Accepted Invitation	<p>Invited to consult in June 2019.</p> <p>Accepted Consulting Party status in July 2019.</p> <p>Invited to Consulting Party call in January 2020.</p> <p>Participated in Consulting Party call in January 2020.</p>
Utah County	Response Pending	<p>Invited to consult in June 2019.</p> <p>Invited to Consulting Party call in January 2020.</p>
Utah Division of State History	Accepted Invitation	<p>Invited to consult in April 2019.</p> <p>OEA sent project updates in June 2019.</p> <p>Invited to Consulting Party call in January 2020.</p> <p>Participated in Consulting Party call in January 2020.</p>
Ute Indian Tribe of the Uintah and Ouray Reservation	Accepted Invitation	<p>Invited to consult in June 2019.</p> <p>Invited to Consulting Party call in January 2020.</p> <p>Participated in Consulting Party call in January 2020.</p>

White Mesa/Ute Mountain Ute Tribe, Utah and Colorado	Requested Information	Invited to consult in June 2019. Requested a copy of the Consulting Party invitation in December 2019.
---	-----------------------	--



State of Utah

GARY R. HERBERT
Governor

SPENCER J. COX
Lieutenant Governor

Office of the Governor
PUBLIC LANDS POLICY COORDINATING OFFICE

KATHLEEN CLARKE
Director

April 16, 2020

Sent via email: alan.tabachnick@stb.gov

Alan Tabachnick
Historic Preservation Specialist
Office of Environmental Analysis
Surface Transportation Board
395 E Street SW
Washington, DC 20423

Subject: Area of Potential Effects for the Proposed Uinta Basin Railway EIS

Dear Mr. Tabachnick:

Thank you for the opportunity to comment on the Area of Potential Effects (APE) for the proposed Uinta Basin Railway project's EIS. The Public Lands Policy Coordinating Office (PLPCO) is grateful to be included as a consulting party and appreciates the thoughtful, well-organized Section 106 consultation meetings that you are leading.

PLPCO understands that the APE means:

[T]he geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking.¹

¹ 36 C.F.R. § 800.16(d).

Currently a proposed APE for archaeological resources that corresponds to the construction easement exists, which is also referred to as the limits of disturbance (LOD); another much larger APE (1,740 ft. on each side of the centerline) for historic architecture also exists. The latter, likewise, comprises an overall APE. PLPCO respectfully requests clarification about why these APEs were defined by resource type (archaeological vs. historic architecture) and how identification efforts may vary between the two APEs.

From PLPCO's perspective, the smaller APE seems appropriate for historic properties, which would be directly affected by the undertaking, regardless of resource type, because it corresponds to the LOD. It is probably not feasible, technically or economically, to avoid historic properties found within this APE through engineering design. Consequently, adverse effects will need to be mitigated in some manner. The larger APE, specifically the portion outside of the LOD, is more suitable for identifying historic properties that may be indirectly affected by the undertaking (e.g., introduction of visual, atmospheric, or audible elements that diminish integrity). Historic properties within this APE could also include historic architecture and archaeological resources.

The Uinta Basin Railway project is currently considering three Action Alternatives that consist of lengthy corridors covering large land areas, some of which are private. This makes the project a good candidate for phased identification and evaluation efforts through a programmatic agreement (PA). At this juncture, the Surface Transportation Board (STB) should work to establish the *likely presence* of historic properties within the overall APE;² it need not identify all of them. PLPCO encourages STB to meet the level of effort requirement³ by leveraging existing information through background research, consultation with tribes and other interested parties, and an appropriate level of field investigations. The recent reconnaissance-level surveys^{4,5} seem sufficient to satisfy the latter. More extensive and intensive field investigations may be appropriate once an Action Alternative is selected and it becomes necessary to know precisely what historic properties exist within that Alternative's APE.⁶

² *Id* § 800.4(b)(2), emphasis added.

³ *Id* § 800.4(b)(1).

⁴ Fisher, Rachael, David Schmitt, and Amanda Carroll, 2020, *Selective Reconnaissance-Level Survey of Archaeological Resources Along Potential Route Alternative for the Uinta Basin Railway Project in Utah, Carbon, Duchesne, and Uintah Counties*. Prepared by SWCA Environmental Consultants, Salt Lake City. Available at http://www.uintabasinrailwayeis.com/documents/UBRY_Archaeology_U19ST0249_01032020.pdf.

⁵ Hovanes, Kate and Megan Daniels, 2020, *Selective Reconnaissance-Level Survey of Historic Architectural Resources Along Propoent-Proposed Routes for the Uinta Basin Railway Project in Utah, Carbon, Duchesne, and Uintah Counties, Utah*. Prepared by SWCA Environmental Consultants, Salt Lake City. Available at http://www.uintabasinrailwayeis.com/documents/Historic_Architecture_Baseline_Report_Revised_021320.pdf.

⁶ *see* Secretary of Interior's Guidelines for Identification, specifically the discussion on intensive survey, *Federal Register* 48(190):44722. Available at <http://cdn.loc.gov/service/ll/fedreg/fr048/fr048190/fr048190.pdf>.

Uinta Basin Railway Project APE
Surface Transportation Board
April 16, 2020
Page 3

If you have further questions, please contact Kristopher R. Carambelas, M.A., RPA, Archaeologist, at 801-231-2896 or kcarambelas@utah.gov.

Thank you for your careful consideration of this project and including PLPCO in the consultation process.

Sincerely,

A handwritten signature in black ink, appearing to read 'K. Clarke', with a long horizontal flourish extending to the right.

Kathleen Clarke
Director

From: [Wolff, Mikenna](#)
To: ["brandonweston@utah.gov"](#); ["lizrobinson@utah.gov"](#); ["robertclayton@utah.gov"](#)
Cc: ["Tabachnick, Alan"](#); [Rogers, Debra](#); [Davis, Colleen](#)
Subject: Uinta Basin Railway - Invitation to Section 106 Consultation
Date: Tuesday, April 21, 2020 4:03:00 PM
Attachments: [2020_0421_UBR_106consultationinvite_UDOT.pdf](#)

Mr. Weston, Ms. Robinson, and Mr. Clayton,

Attached please find a letter of invitation from the Surface Transportation Board's Office of Environmental Analysis to Section 106 consultation on the proposed Uinta Basin Railway project. The Board is hosting a teleconference for consulting parties tomorrow, April 22nd at 1 pm Mountain Time / 3 pm Eastern Time. I will send you a calendar invitation in case you would like to participate in this teleconference.

Thank you,

MIKENNA WOLFF | Environmental Planner |
+1.303.792.7809 direct | mikenna.wolff@icf.com | icf.com
ICF | 14123 Denver West Parkway, Ste. 100 | Golden, CO 80401 USA |



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

April 21, 2020

SENT VIA E-MAIL

Brandon Weston, Environmental Services Director

brandonweston@utah.gov

Liz Robinson, Cultural Resources Program Manager

lizrobinson@utah.gov

Rob Clayton, Region 3 Director

robertclayton@utah.gov

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah; **Invitation to Section 106 Consultation**

Dear Mr. Weston, Ms. Robinson, and Mr. Clayton:

The Surface Transportation Board (Board) hereby invites you to participate as a consulting party under Section 106 of the National Historic Preservation Act (NHPA) for the Board's review of the proposed Uinta Basin Railway project.

The Seven County Infrastructure Coalition (Coalition) plans to request Board authority to construct and operate a rail line between two terminus points in the Uinta Basin near Myton, Utah, and Leland Bench, Utah, and the interstate rail network. The Coalition's proposed rail line would extend generally southwest from terminus points near Myton and Leland Bench to a connection with an existing rail line owned by Union Pacific Railway Company (UP) near Kyune, Utah. More information about the proposed project is available on the project website at www.UintaBasinRailwayEIS.com.


The Board's Office of Environmental Analysis is conducting an environmental and historic preservation review of the proposed rail line construction project in compliance with the National Environmental Policy Act and related laws and regulations, including Section 106, and its implementing regulations at 36 Code of Federal Regulations Part 800. The Board hosts regular NHPA teleconferences and encourages regular consultation with interested parties.

This letter has two purposes:

- First, to learn whether your agency is interested in participating as a Consulting Party. We have enclosed a Consultation Options Form (Attachment A) that we hope makes it easier for you to select the level of involvement that you are interested in. If we do not hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.
- Second, to provide an opportunity for you to submit comments on either historic properties and/or potential effects on historic properties that may be located in the area and that should be afforded close attention in the environmental analysis.

Attachment A is the Consultations Options Form discussed above. Alan Tabachnick of my staff will be leading the Section 106 consultation for the project. You may contact him at 202-245-0367 or at Alan.Tabachnick@stb.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Victoria Rutson". The signature is fluid and cursive, with the first name "Victoria" and last name "Rutson" clearly distinguishable.

Victoria Rutson

Director

Office of Environmental Analysis

Attachments:

A: NHPA Section 106 Consultation Options Form

ATTACHMENT A: NHPA SECTION 106 CONSULTATION OPTIONS FORM

Utah Department of Transportation

Surface Transportation Board Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah

Project Name: Uinta Basin proposed rail line

Please check all the appropriate response(s) that apply from the list

_____ We have no interests associated with the Coalition’s proposed rail line and further consultation with our organization is not required.

_____ We want to continue to receive project information by mail and participate in the public involvement process.

_____ We have an interest in the Coalition’s proposed rail line and want to participate as a “Consulting Party” in the Section 106 of the NHPA process.

_____ We have included comments regarding potential historic properties in the project area and/or potential impacts to historic properties on the back of this form or on additional sheets.

Name of Utah Department of Transportation designated contact for Section 106 Consultation for the Surface Transportation Board’s decision on whether to allow the Coalition to construct and operate a new rail line in Utah:

Please print

Name: _____

Phone: _____

E-mail: _____

Signed: _____

Date: _____

Please email to: Alan Tabachnick
 Alan.Tabachnick@stb.gov

From: [Wolff, Mikenna](#)
To: ["utahrockartresearchassoc@gmail.com"](mailto:utahrockartresearchassoc@gmail.com)
Cc: ["Tabachnick, Alan"](#); [Rogers, Debra](#); [Davis, Colleen](#)
Subject: Uinta Basin Railway - Invitation to Section 106 Consultation
Date: Tuesday, April 21, 2020 4:03:00 PM
Attachments: [2020_0421_UBR_106consultationinvite_URARA.pdf](#)

Mr. Duecker,

Attached please find a letter of invitation from the Surface Transportation Board's Office of Environmental Analysis to Section 106 consultation on the proposed Uinta Basin Railway project. The Board is hosting a teleconference for consulting parties tomorrow, April 22nd at 1 pm Mountain Time / 3 pm Eastern Time. I will send you a calendar invitation in case you would like to participate in this teleconference.

Thank you,

MIKENNA WOLFF | Environmental Planner |
+1.303.792.7809 direct | mikenna.wolff@icf.com | icf.com
ICF | 14123 Denver West Parkway, Ste. 100 | Golden, CO 80401 USA |



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

April 21, 2020

SENT VIA E-MAIL

Werner Duecker, President
Utah Rock Art Research Association
utahrockartresearchassoc@gmail.com

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah; **Invitation to Section 106 Consultation**

Dear Mr. Duecker:

The Surface Transportation Board (Board) hereby invites you to participate as a consulting party under Section 106 of the National Historic Preservation Act (NHPA) for the Board's review of the proposed Uinta Basin Railway project.

The Seven County Infrastructure Coalition (Coalition) plans to request Board authority to construct and operate a rail line between two terminus points in the Uinta Basin near Myton, Utah, and Leland Bench, Utah, and the interstate rail network. The Coalition's proposed rail line would extend generally southwest from terminus points near Myton and Leland Bench to a connection with an existing rail line owned by Union Pacific Railway Company (UP) near Kyune, Utah. More information about the proposed project is available on the project website at www.UintaBasinRailwayEIS.com.

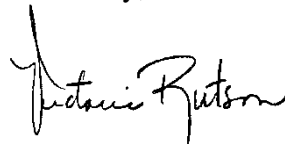
The Board's Office of Environmental Analysis is conducting an environmental and historic preservation review of the proposed rail line construction project in compliance with the National Environmental Policy Act and related laws and regulations, including Section 106, and its implementing regulations at 36 Code of Federal Regulations Part 800. The Board hosts regular NHPA teleconferences and encourages regular consultation with interested parties.

This letter has two purposes:

- First, to learn whether your agency is interested in participating as a Consulting Party. We have enclosed a Consultation Options Form (Attachment A) that we hope makes it easier for you to select the level of involvement that you are interested in. If we do not hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.
- Second, to provide an opportunity for you to submit comments on either historic properties and/or potential effects on historic properties that may be located in the area and that should be afforded close attention in the environmental analysis.

Attachment A is the Consultations Options Form discussed above. Alan Tabachnick of my staff will be leading the Section 106 consultation for the project. You may contact him at 202-245-0367 or at Alan.Tabachnick@stb.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Victoria Rutson". The signature is fluid and cursive, with the first name "Victoria" and last name "Rutson" clearly distinguishable.

Victoria Rutson

Director

Office of Environmental Analysis

Attachments:

A: NHPA Section 106 Consultation Options Form

ATTACHMENT A: NHPA SECTION 106 CONSULTATION OPTIONS FORM

Utah Rock Art Research Association

Surface Transportation Board Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah

Project Name: Uinta Basin proposed rail line

Please check all the appropriate response(s) that apply from the list

_____ We have no interests associated with the Coalition’s proposed rail line and further consultation with our organization is not required.

_____ We want to continue to receive project information by mail and participate in the public involvement process.

_____ We have an interest in the Coalition’s proposed rail line and want to participate as a “Consulting Party” in the Section 106 of the NHPA process.

_____ We have included comments regarding potential historic properties in the project area and/or potential impacts to historic properties on the back of this form or on additional sheets.

Name of Utah Rock Art Research Association designated contact for Section 106 Consultation for the Surface Transportation Board’s decision on whether to allow the Coalition to construct and operate a new rail line in Utah:

Please print

Name: _____

Phone: _____

E-mail: _____

Signed: _____

Date: _____

Please email to: Alan Tabachnick
Alan.Tabachnick@stb.gov

From: [Wolff, Mikenna](#)
To: ["upacvpgovaffairs@gmail.com"](mailto:upacvpgovaffairs@gmail.com)
Cc: ["Tabachnick, Alan"](#); [Rogers, Debra](#); [Davis, Colleen](#)
Subject: Uinta Basin Railway - Invitation to Section 106 Consultation
Date: Thursday, July 2, 2020 4:17:00 PM
Attachments: [2020_0702_UBR_106consultationinvite_UPAC.pdf](#)

Dr. Cannon,

Attached please find a letter of invitation from the Surface Transportation Board's Office of Environmental Analysis to Section 106 consultation on the proposed Uinta Basin Railway project. The Board hosts a teleconference for consulting parties on the fourth Wednesday of each month, the next meeting being on July 22nd at 1pm Mountain Time / 3 pm Eastern Time. I will send you a calendar invitation for these meetings. If you have any questions, please reach out to Alan Tabachnick at alan.tabachnick@stb.gov.

Thank you,

MIKENNA WOLFF | Environmental Planner |
+1.303.792.7809 direct | mikenna.wolff@icf.com | icf.com
ICF | 14123 Denver West Parkway, Ste. 100 | Golden, CO 80401 USA |



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

July 2, 2020

SENT VIA E-MAIL

Dr. Mike Cannon, Vice President of Government Affairs and Research
Utah Professional Archaeological Council
upacvpgovaffairs@gmail.com

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah; **Invitation to Section 106 Consultation**

Dear Dr. Cannon:

The Surface Transportation Board (Board) hereby invites you to participate as a consulting party under Section 106 of the National Historic Preservation Act (NHPA) for the Board's review of the proposed Uinta Basin Railway project.

The Seven County Infrastructure Coalition (Coalition) has requested Board authority to construct and operate a rail line between two terminus points in the Uinta Basin near Myton, Utah, and Leland Bench, Utah, and the interstate rail network. The Coalition's proposed rail line would extend generally southwest from terminus points near Myton and Leland Bench to a connection with an existing rail line owned by Union Pacific Railway Company (UP) near Kyune, Utah. More information about the proposed project is available on the project website at www.UintaBasinRailwayEIS.com.

The Board's Office of Environmental Analysis is conducting an environmental and historic preservation review of the proposed rail line construction project in compliance with the National Environmental Policy Act and related laws and regulations, including Section 106, and its implementing regulations at 36 Code of Federal Regulations Part 800. The Board hosts regular NHPA teleconferences and encourages regular consultation with interested parties.

This letter has two purposes:

- First, to learn whether your organization is interested in participating as a Consulting Party. We have enclosed a Consultation Options Form (Attachment A) that we hope makes it easier for you to select the level of involvement that you are interested in. If we do not hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.
- Second, to provide an opportunity for you to submit comments on either historic properties and/or potential effects on historic properties that may be located in the area and that should be afforded close attention in the environmental analysis.

Attachment A is the Consultations Options Form discussed above. Alan Tabachnick of my staff will be leading the Section 106 consultation for the project. You may contact him at 202-245-0367 or at Alan.Tabachnick@stb.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Victoria Rutson". The signature is fluid and cursive, with the first name "Victoria" and last name "Rutson" clearly distinguishable.

Victoria Rutson

Director

Office of Environmental Analysis

Attachments:

A: NHPA Section 106 Consultation Options Form

ATTACHMENT A: NHPA SECTION 106 CONSULTATION OPTIONS FORM

Utah Professional Archaeological Council

Surface Transportation Board Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah

Project Name: Uinta Basin proposed rail line

Please check all the appropriate response(s) that apply from the list

_____ We have no interests associated with the Coalition's proposed rail line and further consultation with our organization is not required.

_____ We want to continue to receive project information by mail and participate in the public involvement process.

_____ We have an interest in the Coalition's proposed rail line and want to participate as a "Consulting Party" in the Section 106 of the NHPA process.

_____ We have included comments regarding potential historic properties in the project area and/or potential impacts to historic properties on the back of this form or on additional sheets.

Name of Utah Professional Archaeological Council designated contact for Section 106 Consultation for the Surface Transportation Board's decision on whether to allow the Coalition to construct and operate a new rail line in Utah:

Please print

Name: _____

Phone: _____

E-mail: _____

Signed: _____

Date: _____

Please email to: Alan Tabachnick
Alan.Tabachnick@stb.gov



September 9, 2020

Mr. Alan Tabachnick
Historic Preservation Specialist
Office of Environmental Analysis
Surface Transportation Board
395 E Street SW
Washington, DC 20423

Ref: *Seven County Infrastructure Coalition—Construction & Operation Exemption*
Uinta Basin Railway Project
Surface Transportation Board Docket No. FD 36284
Carbon, Duchesne, Uintah, and Utah Counties, Utah
ACHP Project Number: 15089

Dear Mr. Tabachnick:

The Advisory Council on Historic Preservation (ACHP) has received your notification and supporting documentation regarding the adverse effects of the referenced undertaking on a property or properties listed or eligible for listing in the National Register of Historic Places. Based upon the information you provided, we have concluded that Appendix A, *Criteria for Council Involvement in Reviewing Individual Section 106 Cases*, of our regulations, “Protection of Historic Properties” (36 CFR Part 800), does not apply to this undertaking. Accordingly, we do not believe that our participation in the consultation to resolve adverse effects is needed. However, if we receive a request for participation from the State Historic Preservation Officer (SHPO), Tribal Historic Preservation Officer, affected Indian tribe, a consulting party, or other party, we may reconsider this decision. Additionally, should circumstances change, and you determine that our participation is needed to conclude the consultation process, please notify us.

Pursuant to 36 CFR §800.6(b)(1)(iv), you will need to file the final Programmatic Agreement (PA), developed in consultation with the Utah State Historic Preservation Officer (SHPO) and any other consulting parties, and related documentation with the ACHP at the conclusion of the consultation process. The filing of the PA and supporting documentation with the ACHP is required in order to complete the requirements of Section 106 of the National Historic Preservation Act.

Thank you for providing us with your notification of adverse effect. If you have any questions or require further assistance, please contact Dr. John Eddins at (202) 517-0211 or by email at jeddins@achp.gov.

Sincerely,

LaShavio Johnson
Historic Preservation Technician
Office of Federal Agency Programs

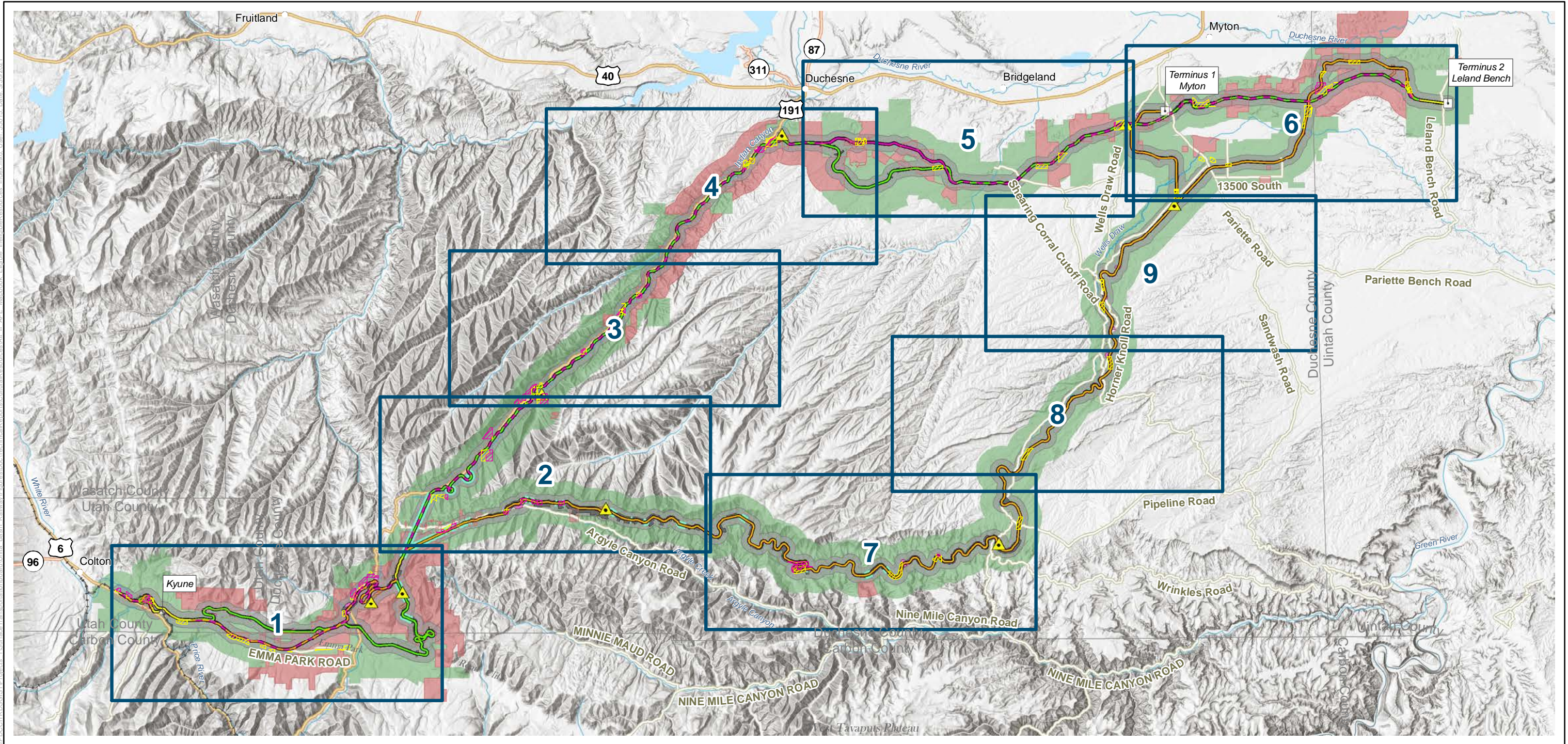
ADVISORY COUNCIL ON HISTORIC PRESERVATION

401 F Street NW, Suite 308 • Washington, DC 20001-2637
Phone: 202-517-0200 • Fax: 202-517-6381 • achp@achp.gov • www.achp.gov

Attachment II

Area of Potential Effects Mapbook

\\PDC\OTR\GIS\1\Projects_1\Surface\Transportation\Board\Unita Basin_Railway\Figures\Doc\Technical\Reports\CulturalResources\Alt II APE Mapbook_Eligible_IntellibaeResources_Index.mxd User: 35015 Date: 3/30/2021



Alternatives

- All Alternatives
- Indian Canyon Alternative
- Wells Draw Alternative
- Whitmore Park Alternative
- Indian Canyon and Wells Draw
- Indian Canyon and Whitmore Park

Project Elements

- Communication Tower
- Terminal
- Road Realignment
- Access Road
- Tunnel

Existing Linear Features

- Interstate Hwy
- U.S. Hwy
- State Route
- County Road
- Existing Rail Line

Area of Potential Effects

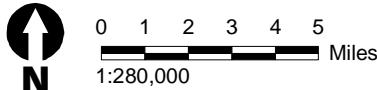
- Project Footprint + 50 ft buffer
- 1,500' Buffer of Average Project Footprint

Archaeology Inventory

- Intensive-level Survey
- Reconnaissance-level Survey

Architecture Survey Status

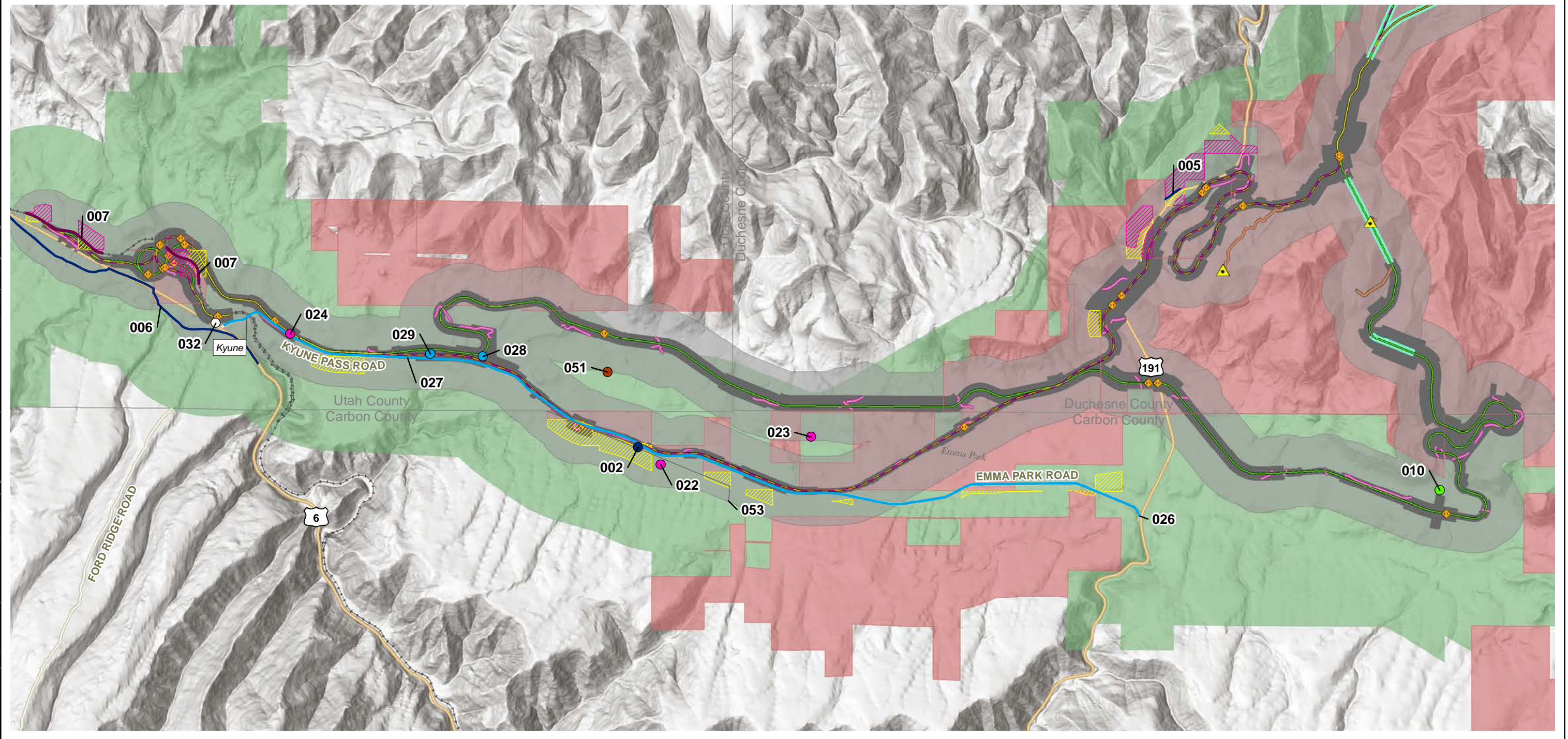
- Surveyed
- Not Surveyed



Date: 3/30/2021

Uinta Basin Railway - Cultural Resource Surveys, Area of Potential Effects, and Resources Map Index

\\PDC\ITRDS\GIS\Projects_1\SurfaceTransportation\Board\Uinta_Basin_Railway\Figures\Doc\TechnicalReports\CulturalResources\Att II APE Mapbook_Eligible_IntelligibleResources.mxd; User: 35015; Date: 10/16/2020



- Previously Determined Eligible with SHPO Concurrence
- Newly Determined Eligible; Requesting SHPO Concurrence
- Eligible as Contributor to Potential Emma Park Road Linear Historic District
- Eligible as Contributor to Potential Uinta Basin Rural Historic District
- Ineligible; Requesting SHPO Concurrence
- Undetermined; Need Additional Analysis

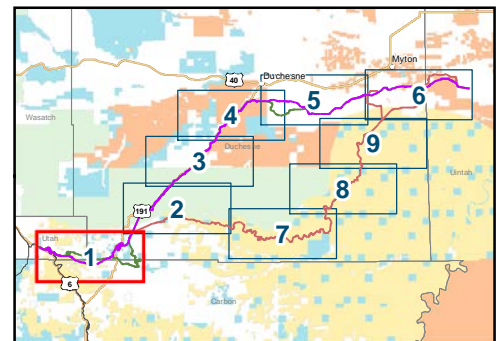
- Previously Determined Eligible with SHPO Concurrence
- Previously Determined Eligible with SHPO Concurrence; New Segment
- Eligible as Contributor to Potential Emma Park Road Linear Historic District
- Ineligible; Requesting SHPO Concurrence

- Alternatives
- All Alternatives
 - Indian Canyon Alternative
 - Wells Draw Alternative
 - Whitmore Park Alternative
 - Indian Canyon and Wells Draw
 - Indian Canyon and Whitmore Park

- Project Elements
- ▲ Communication Tower
 - Terminal
 - ◆ Bridge
 - Road Relocation
 - Access Road
 - Tunnel

- Area of Potential Effects
- Project Footprint + 50 ft buffer
 - 1,500' Buffer of Average Project Footprint
- Archaeological Survey Type
- ▨ Intensive-level Survey
 - ▨ Reconnaissance-level Survey

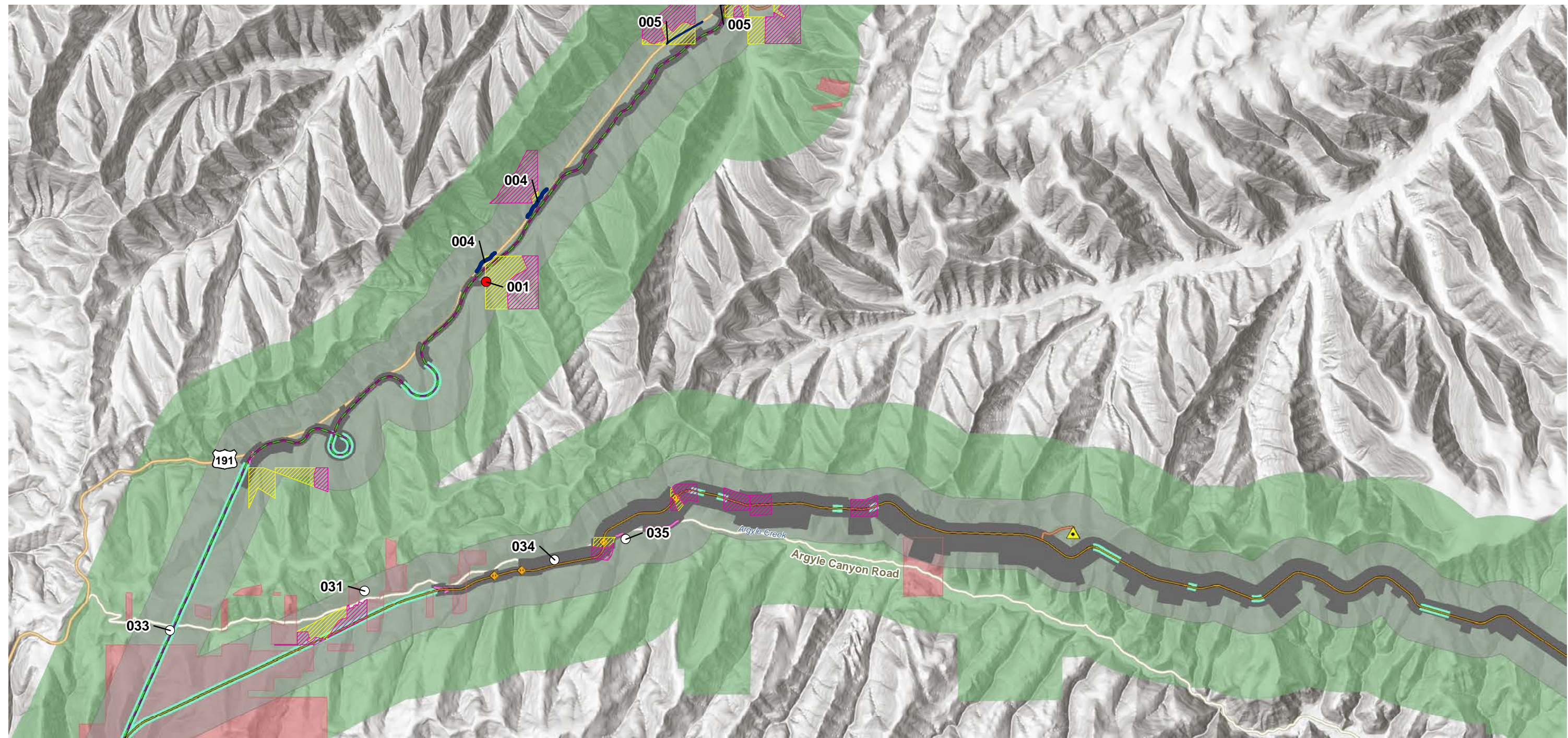
- Historic Architectural Survey Status
- Surveyed
 - Not Surveyed



0 1 2 Miles
1:60,000

Date: 3/30/2021

\\PDC\IT\GIS\1\Projects_1\SurfaceTransportation\Board\Units_Basin_Railway\Egures\Doc\TechnicalReports\CulturalResources\Att_II_APE_Mapbook_Eligible_IntellibleResources.mxd; User: 35015; Date: 10/16/2020



- Listed in the National Register
- Newly Determined Eligible; Requesting SHPO Concurrence
- Ineligible; Requesting SHPO Concurrence

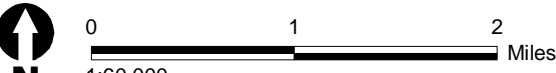
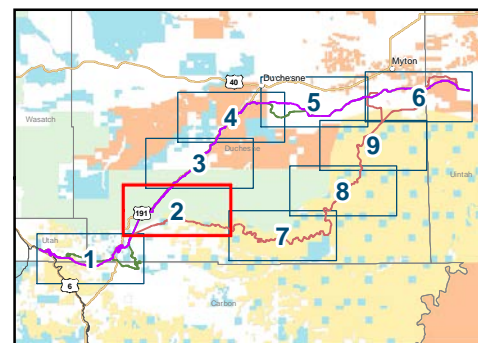
Previously Determined Eligible with SHPO Concurrence

- Alternatives
- All Alternatives
 - Indian Canyon Alternative
 - Wells Draw Alternative
 - Whitmore Park Alternative
 - Indian Canyon and Wells Draw
 - Indian Canyon and Whitmore Park

- Project Elements
- ▲ Communication Tower
 - Terminal
 - ◆ Bridge
 - Road Relocation
 - Access Road
 - Tunnel

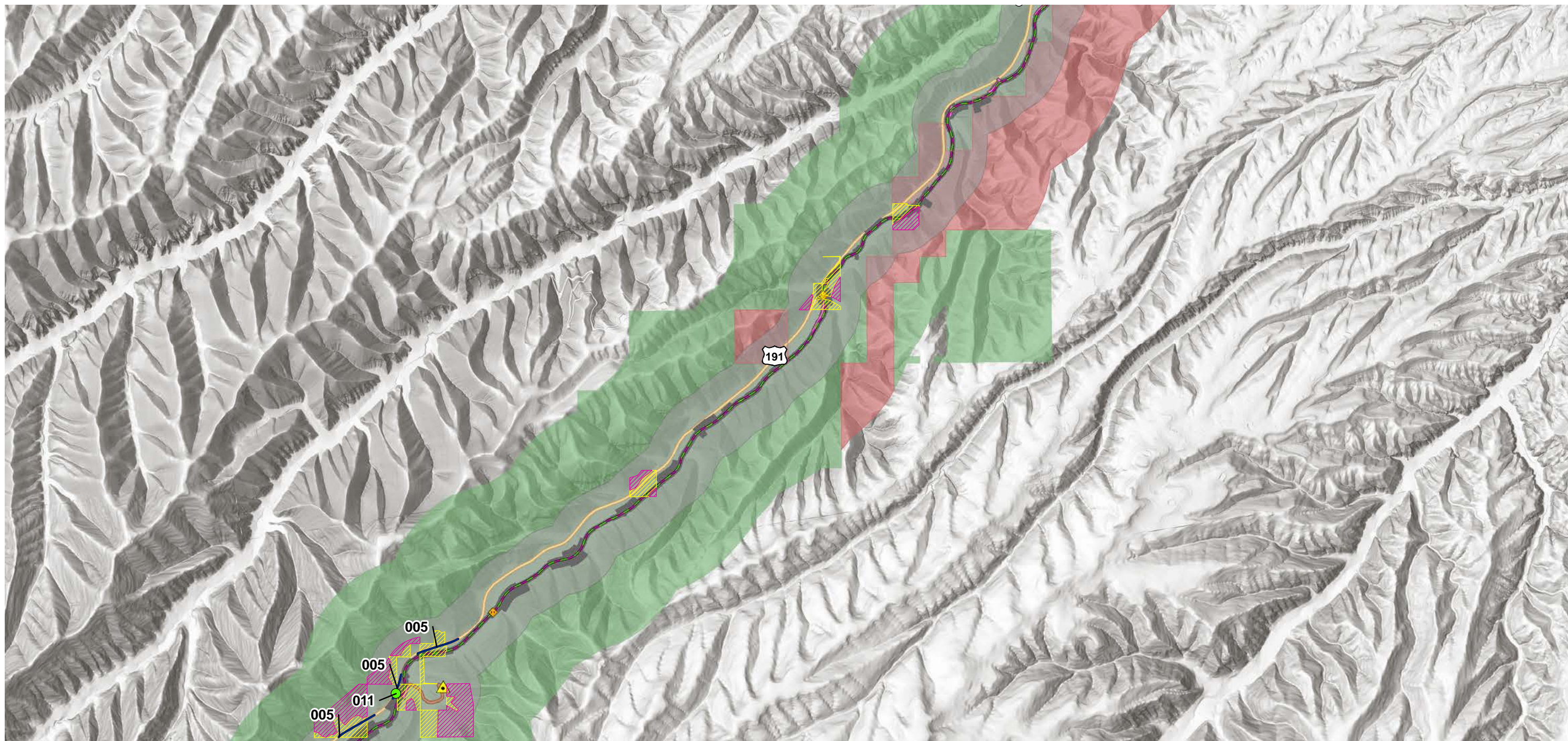
- Area of Potential Effects
- Project Footprint + 50 ft buffer
 - 1,500' Buffer of Average Project Footprint
- Archaeological Survey Type
- ▨ Intensive-level Survey
 - ▨ Reconnaissance-level Survey

- Historic Architectural Survey Status
- Surveyed
 - Not Surveyed



Date: 3/30/2021

\\PDC\ITRDS\GIS\Projects_1\SurfaceTransportation\Board\Units_Basin_Railway\Figures\Doc\TechnicalReports\CulturalResources\Att II APE Mapbook_Eligible_IntellibleResources.mxd; User: 35015; Date: 10/16/2020



- Newly Determined Eligible; Requesting SHPO Concurrence
- Ineligible; Requesting SHPO Concurrence

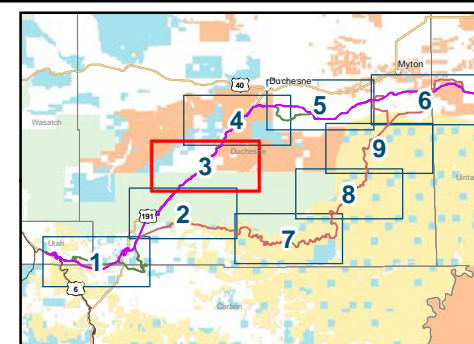
- Previously Determined Eligible with SHPO Concurrence

- Alternatives**
- All Alternatives
 - Indian Canyon Alternative
 - Wells Draw Alternative
 - Whitmore Park Alternative
 - Indian Canyon and Wells Draw
 - Indian Canyon and Whitmore Park

- Project Elements**
- ▲ Communication Tower
 - Terminal
 - ◆ Bridge
 - Road Relocation
 - Access Road
 - Tunnel

- Area of Potential Effects**
- Project Footprint + 50 ft buffer
 - 1,500' Buffer of Average Project Footprint
- Archaeological Survey Type**
- ▨ Intensive-level Survey
 - ▨ Reconnaissance-level Survey

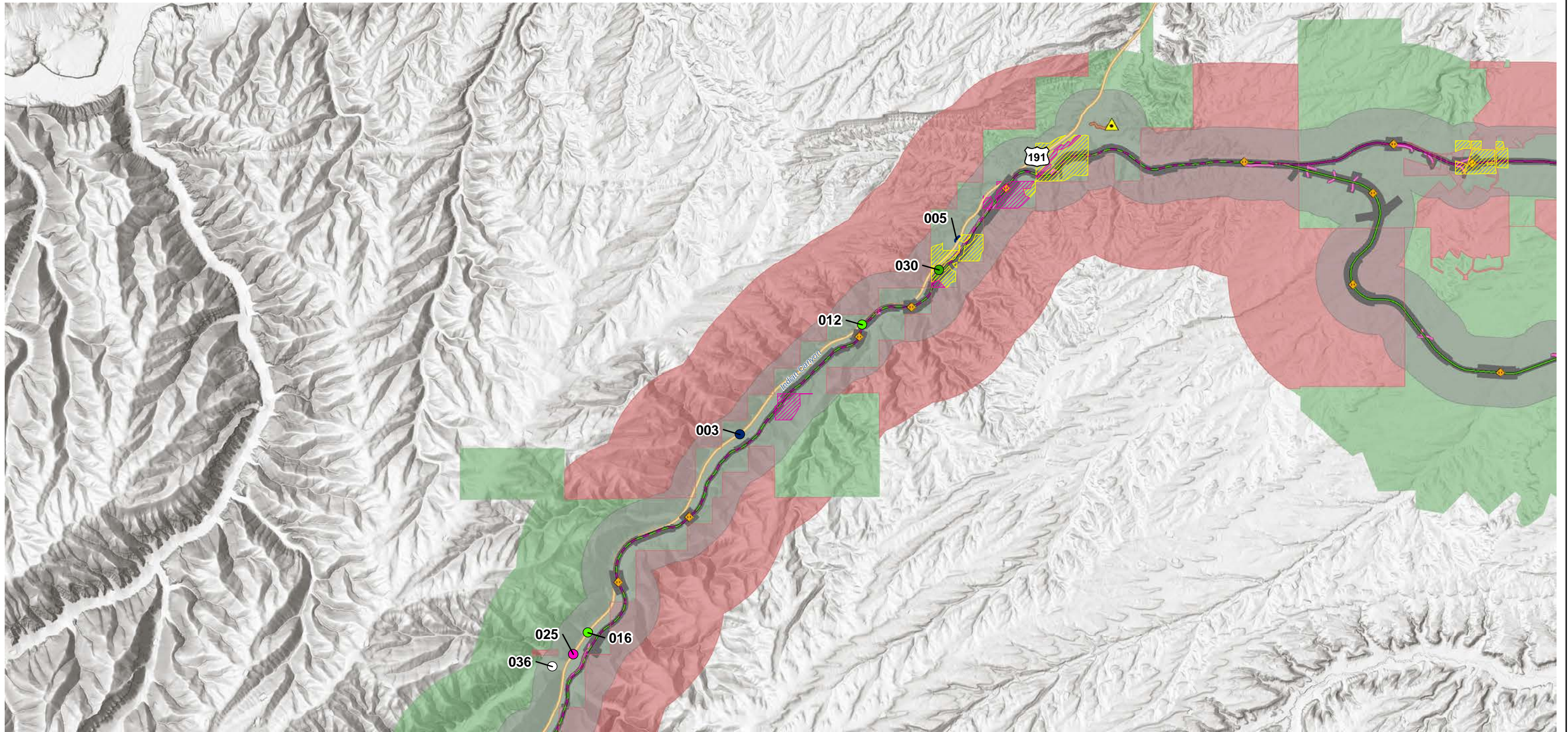
- Historic Architectural Survey Status**
- Surveyed
 - Not Surveyed



0 1 2 Miles
1:60,000

Date: 3/30/2021

\\PDC\IT\GIS\Projects_1\SurfaceTransportation\Board\Unita_Basin_Railway\Figures\Doc\TechnicalReports\CulturalResources\Att II APE Mapbook_Eligible_IntelligibleResources.mxd; User: 35015; Date: 10/16/2020



- Previously Determined Eligible with SHPO Concurrence
- Newly Determined Eligible; Requesting SHPO Concurrence
- Eligible as Contributor to Potential Indian Canyon Road Linear Historic District
- Eligible as Contributor to Potential Uinta Basin Rural Historic District
- Ineligible; Requesting SHPO Concurrence

Previously Determined Eligible with SHPO Concurrence

Alternatives

- All Alternatives
- Indian Canyon Alternative
- Wells Draw Alternative
- Whitmore Park Alternative
- Indian Canyon and Wells Draw
- Indian Canyon and Whitmore Park

Project Elements

- ▲ Communication Tower
- Terminal
- ◆ Bridge
- Road Relocation
- Access Road
- Tunnel

Area of Potential Effects

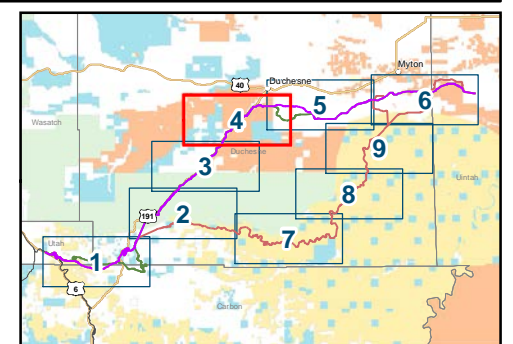
- Project Footprint + 50 ft buffer
- 1,500' Buffer of Average Project Footprint

Archaeological Survey Type

- ▨ Intensive-level Survey
- ▨ Reconnaissance-level Survey

Historic Architectural Survey Status

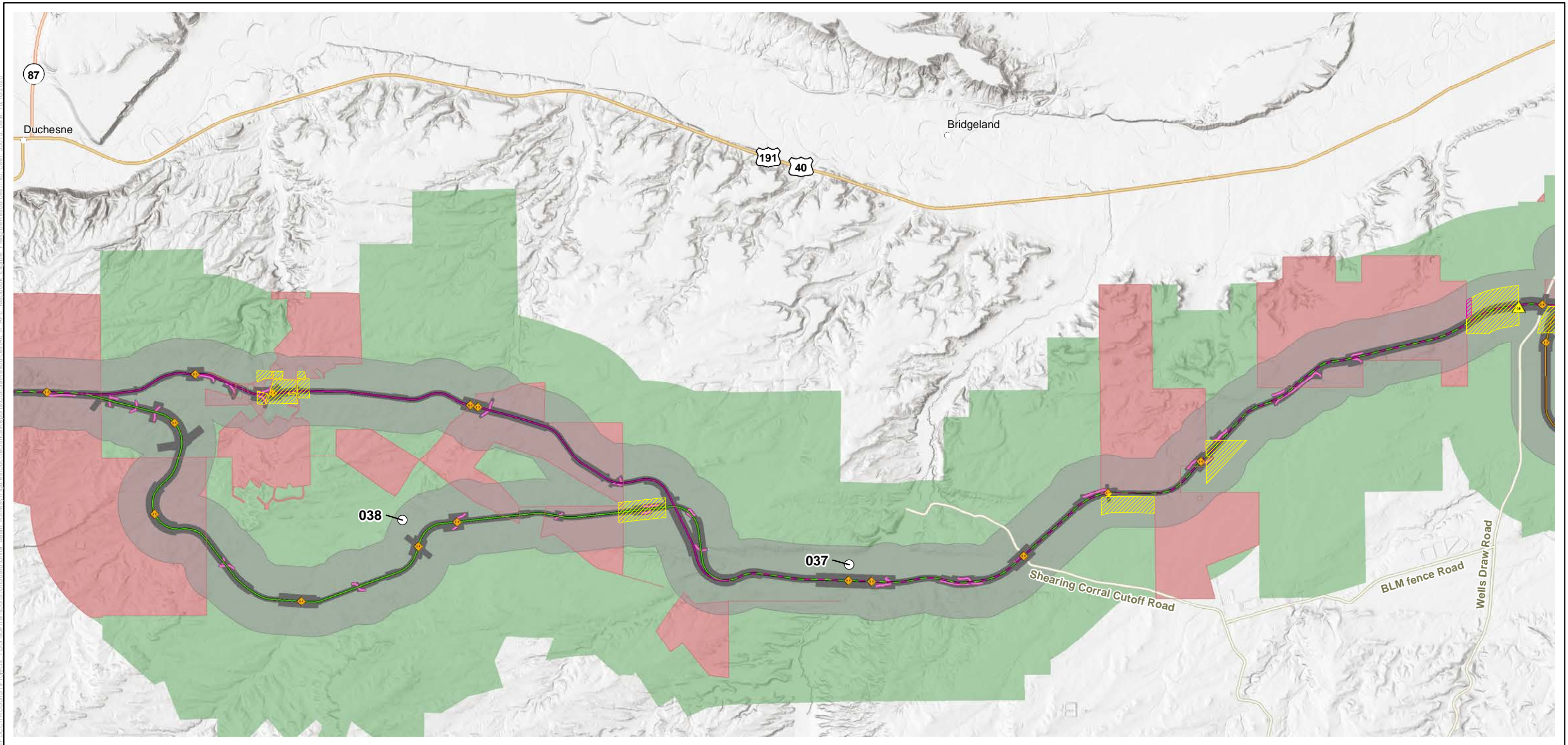
- Surveyed
- Not Surveyed



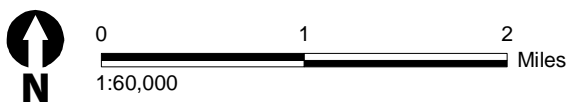
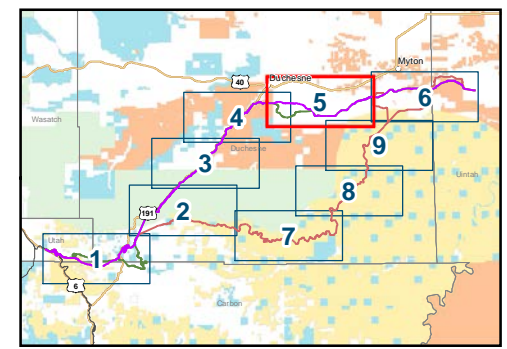
0 1 2 Miles
1:60,000

Date: 3/30/2021

\\POC\ITRDS\GIS\Projects_1\SurfaceTransportation\Board\Units_Basin_Railway\Egures\Doc\TechnicalReports\CulturalResources\Att II APE Mapbook_Eligible_IneligibleResources.mxd User: 35015 Date: 10/16/2020

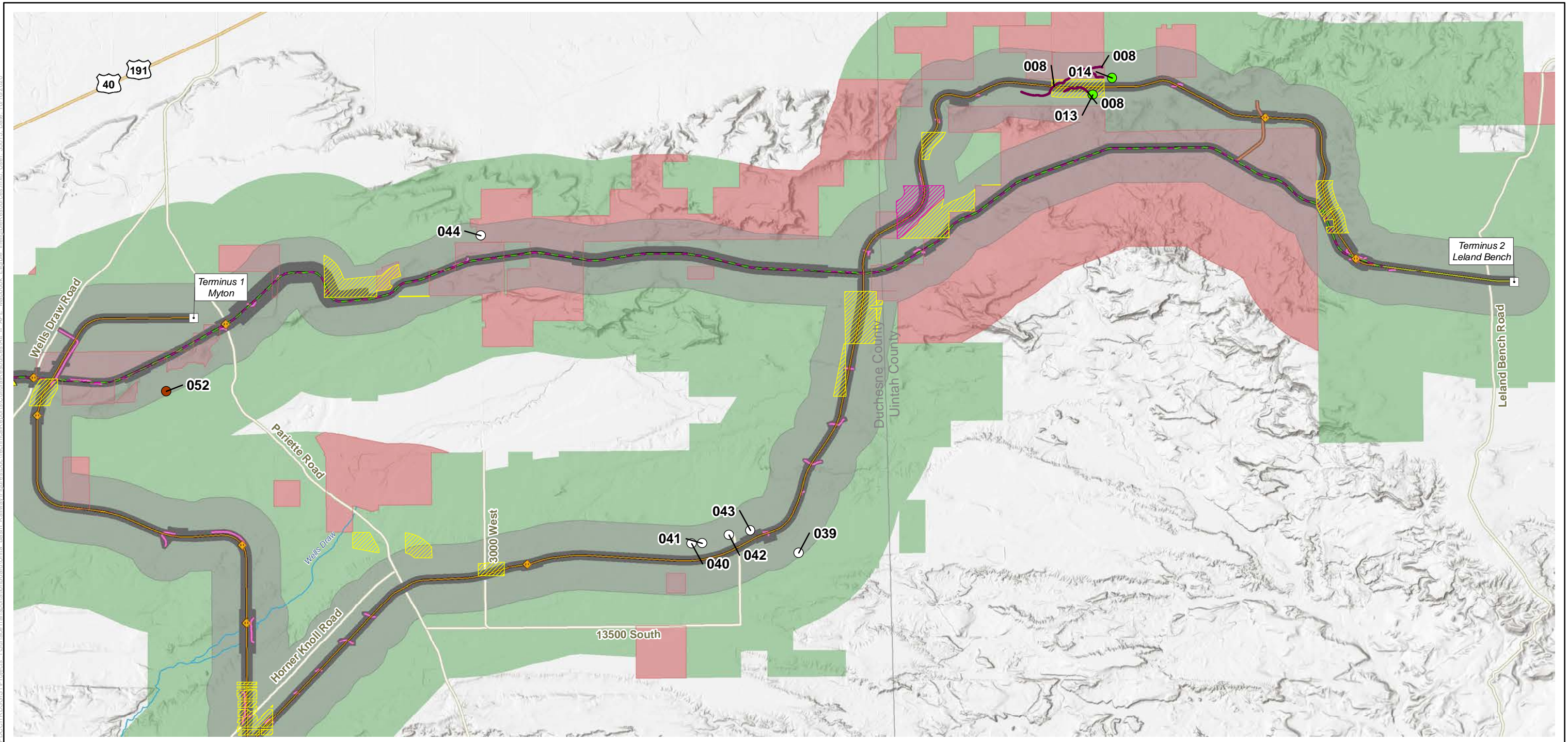


- | | | | | |
|---|-----------------------------------|-------------------------|--|---|
| ○ Ineligible; Requesting SHPO Concurrence | Alternatives | Project Elements | Area of Potential Effects | Historic Architectural Survey Status |
| | — All Alternatives | ▲ Communication Tower | ■ Project Footprint + 50 ft buffer | ■ Surveyed |
| | — Indian Canyon Alternative | □ Terminal | ■ 1,500' Buffer of Average Project Footprint | ■ Not Surveyed |
| | — Wells Draw Alternative | ◆ Bridge | Archaeological Survey Type | |
| | — Whitmore Park Alternative | — Road Relocation | ▨ Intensive-level Survey | |
| | — Indian Canyon and Wells Draw | — Access Road | ▨ Reconnaissance-level Survey | |
| | — Indian Canyon and Whitmore Park | ■ Tunnel | | |

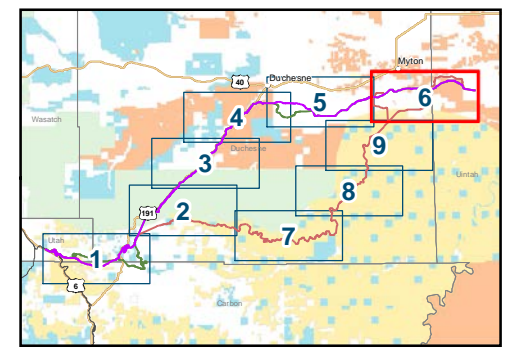


Date: 3/30/2021

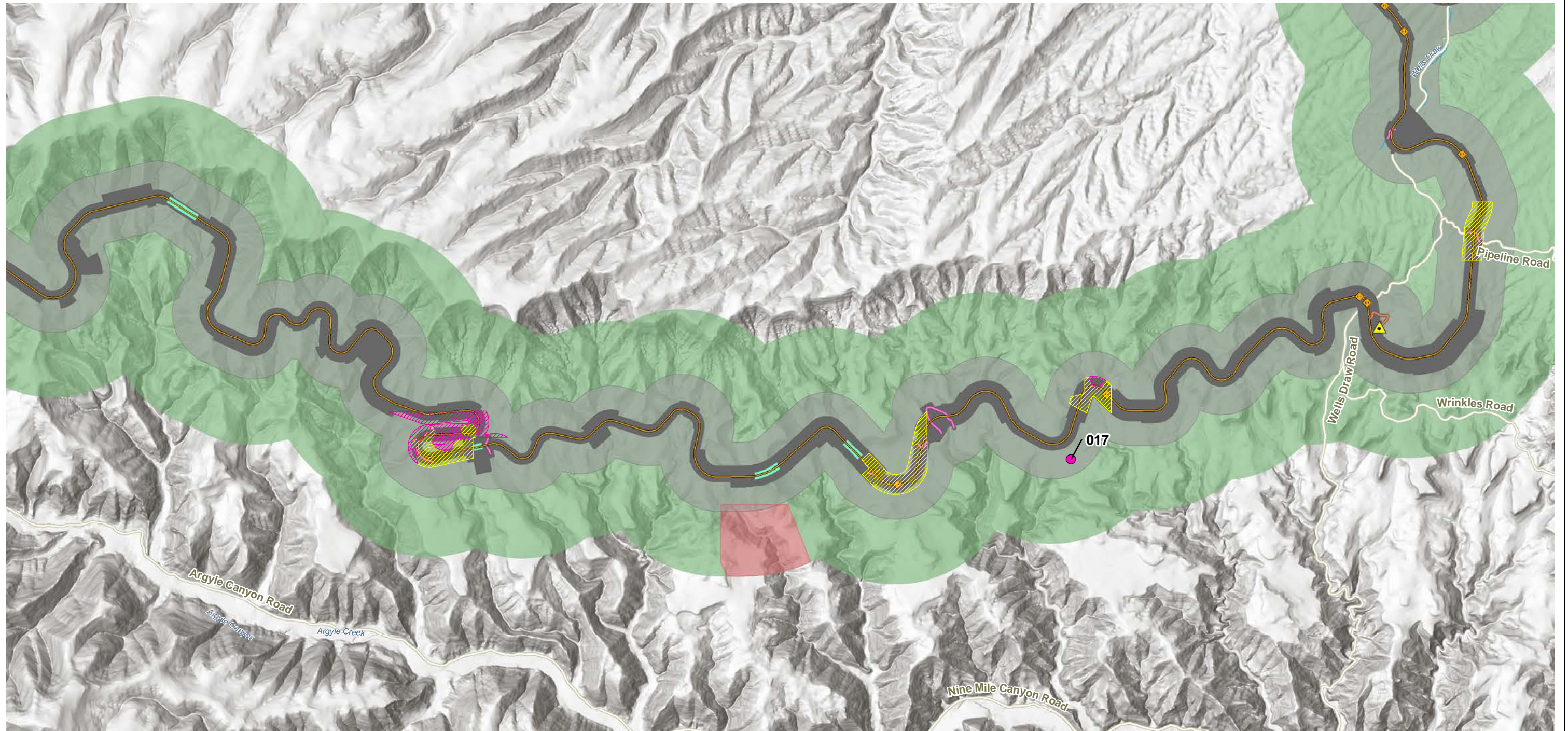
\\PDC\IT\GIS\1\Projects_1\SurfaceTransportation\Board\Units_Basin_Railway\Figures\Doc\TechnicalReports\CulturalResources\Att II APE Mapbook_Eligible_IntellibleResources.mxd; User: 35015; Date: 10/16/2020



<ul style="list-style-type: none">● Newly Determined Eligible; Requesting SHPO Concurrence○ Ineligible; Requesting SHPO Concurrence● Undetermined; Need Additional Analysis	<ul style="list-style-type: none">■ Previously Determined Eligible with SHPO Concurrence; New Segment	Alternatives <ul style="list-style-type: none">— All Alternatives— Indian Canyon Alternative— Wells Draw Alternative— Whitmore Park Alternative— Indian Canyon and Wells Draw— Indian Canyon and Whitmore Park	Project Elements <ul style="list-style-type: none">▲ Communication Tower□ Terminal◆ Bridge— Road Relocation— Access Road— Tunnel	Area of Potential Effects <ul style="list-style-type: none">■ Project Footprint + 50 ft buffer■ 1,500' Buffer of Average Project Footprint Archaeological Survey Type <ul style="list-style-type: none">▨ Intensive-level Survey▨ Reconnaissance-level Survey	Historic Architectural Survey Status <ul style="list-style-type: none">■ Surveyed■ Not Surveyed
---	---	--	--	---	---



\\PDC\IT\ROSGIS\Projects_1\SurfaceTransportation\Board\Uinta_Basin_Railway\Figures\Doc\TechnicalReports\CulturalResources\Att II APE Mapbook_Eligible_IntellibleResources.mxd; User: 35015; Date: 10/16/2020



● Eligible as Contributor to Potential Uinta Basin Rural Historic District

Alternatives

- All Alternatives
- Indian Canyon Alternative
- Wells Draw Alternative
- Whitmore Park Alternative
- Indian Canyon and Wells Draw
- Indian Canyon and Whitmore Park

Project Elements

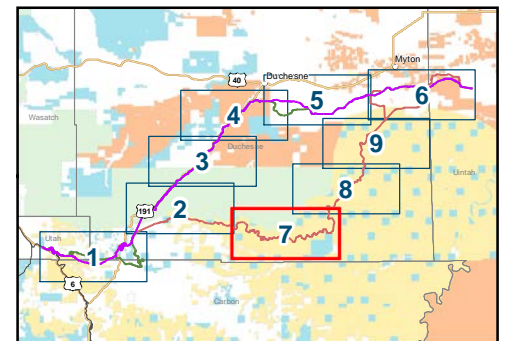
- ▲ Communication Tower
- Terminal
- ◆ Bridge
- Road Relocation
- Access Road
- Tunnel

Area of Potential Effects

- Project Footprint + 50 ft buffer
- 1,500' Buffer of Average Project Footprint
- ▨ Archaeological Survey Type
 - ▨ Intensive-level Survey
 - ▨ Reconnaissance-level Survey

Historic Architectural Survey Status

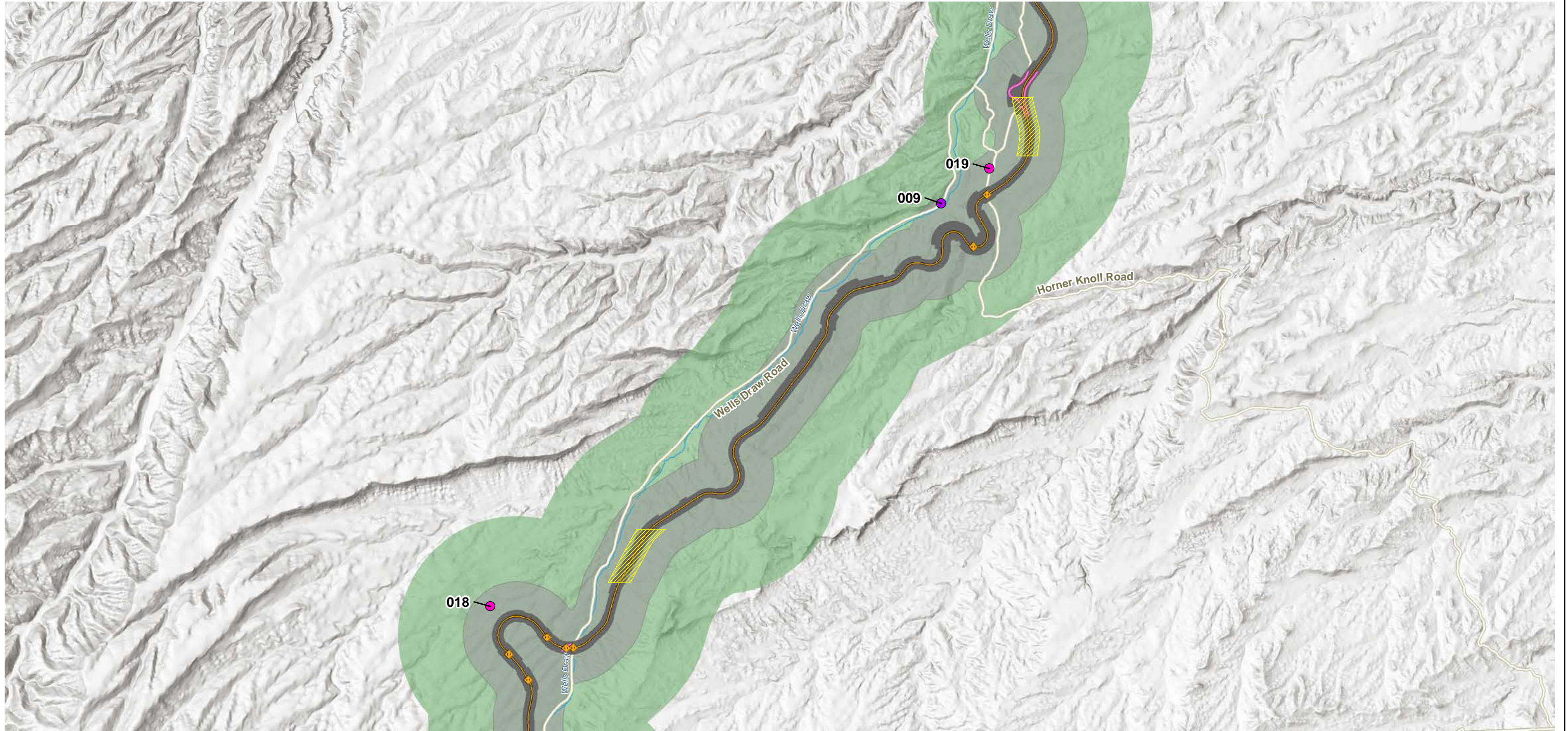
- Surveyed
- Not Surveyed



0 1 2 Miles
1:60,000

Date: 3/30/2021

\\PDC\IT\RD\GIS\1\Projects_1\SurfaceTransportation\Board\Unita_Basin_Railway\Figures\Doc\TechnicalReports\CulturalResources\Att II APE Mapbook_Eligible_IneligibleResources.mxd; User: 35015; Date: 10/16/2020



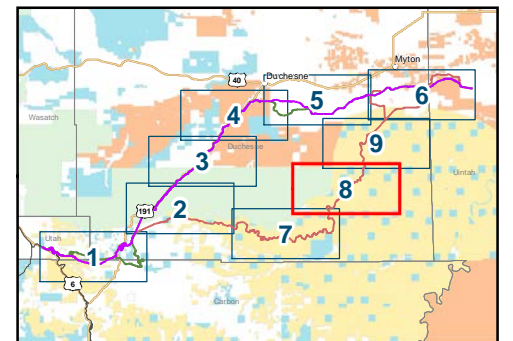
- Previously Documented; Newly Determined Eligible, Requesting Concurrence
- Eligible as Contributor to Potential Uinta Basin Rural Historic District

- Alternatives**
- All Alternatives
 - Indian Canyon Alternative
 - Wells Draw Alternative
 - Whitmore Park Alternative
 - Indian Canyon and Wells Draw
 - Indian Canyon and Whitmore Park

- Project Elements**
- Communication Tower
 - Terminal
 - Bridge
 - Road Relocation
 - Access Road
 - Tunnel

- Area of Potential Effects**
- Project Footprint + 50 ft buffer
 - 1,500' Buffer of Average Project Footprint
- Archaeological Survey Type**
- Intensive-level Survey
 - Reconnaissance-level Survey

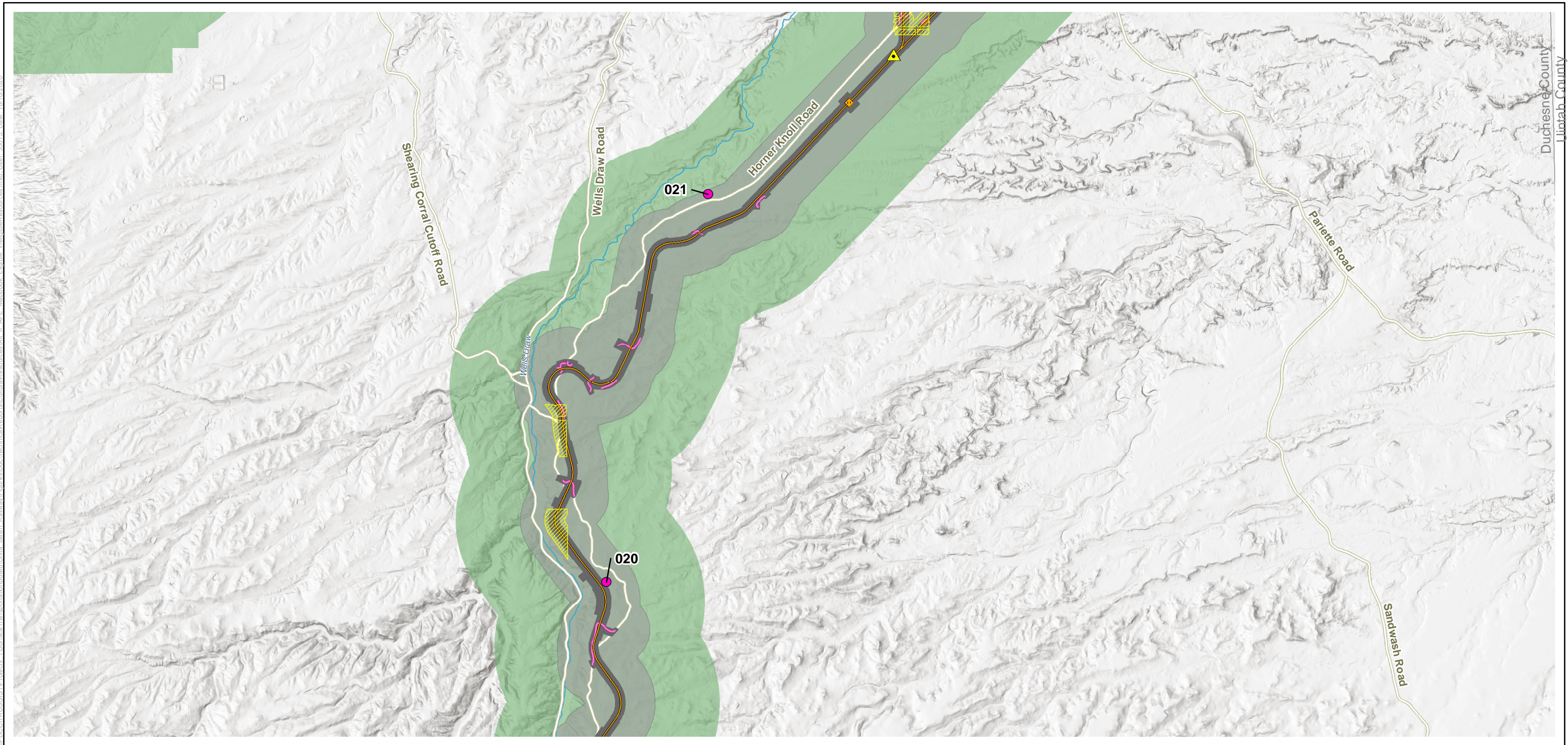
- Historic Architectural Survey Status**
- Surveyed
 - Not Surveyed



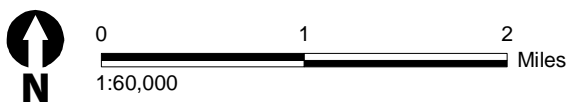
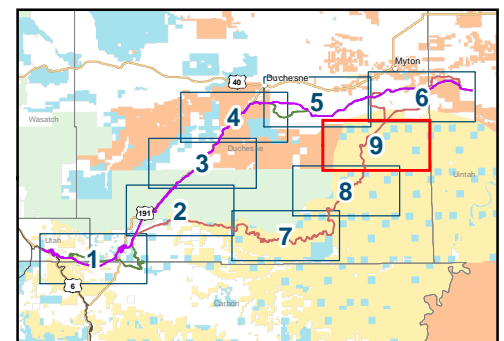
0 1 2
1:60,000 Miles

Date: 3/30/2021

\\PDC\IT\RD\GIS\1\Projects_1\SurfaceTransportation\Board\Uinta_Basin_Railway\Figures\Doc\TechnicalReports\CulturalResources\Att II APE Mapbook_Eligible_IntelligibleResources.mxd; User: 35015; Date: 10/16/2020



- | | | | | |
|--|--|--|---|---|
| Eligible as Contributor to Potential Uinta Basin Rural Historic District | Alternatives <ul style="list-style-type: none"> All Alternatives Indian Canyon Alternative Wells Draw Alternative Whitmore Park Alternative Indian Canyon and Wells Draw Indian Canyon and Whitmore Park | Project Elements <ul style="list-style-type: none"> Communication Tower Terminal Bridge Road Relocation Access Road Tunnel | Area of Potential Effects <ul style="list-style-type: none"> Project Footprint + 50 ft buffer 1,500' Buffer of Average Project Footprint Archaeological Survey Type <ul style="list-style-type: none"> Intensive-level Survey Reconnaissance-level Survey | Historic Architectural Survey Status <ul style="list-style-type: none"> Surveyed Not Surveyed |
|--|--|--|---|---|



Date: 3/30/2021

Attachment III
Ethnography

Introduction

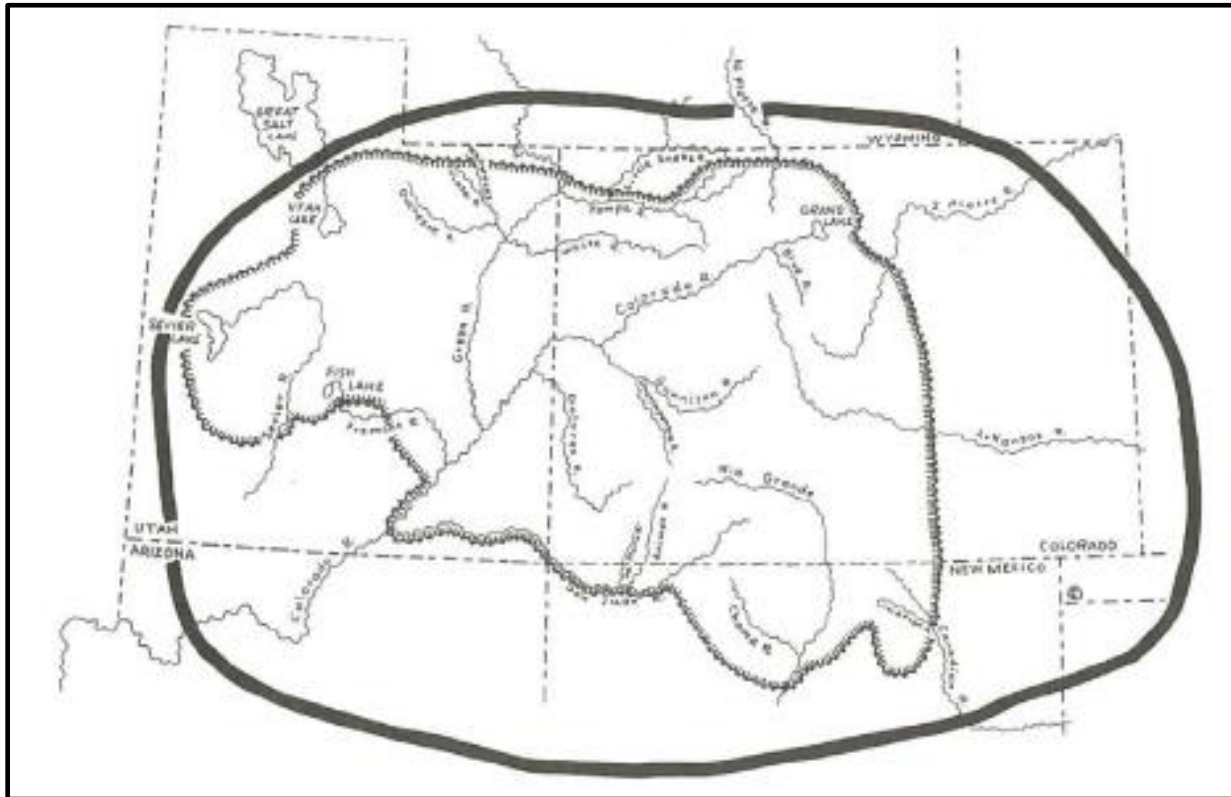
This attachment provides an overview of the history and holistic environmental and cultural resource worldview held by the Ute Indian Tribe of the Uintah and Ouray Reservation, and through that examination, a better understanding of important natural, cultural, and spiritual elements that may be present in the project area. As detailed studies have not been undertaken related to Section 106 on Tribal trust lands within the Uintah and Ouray Reservation (at the request of the Ute Indian Tribe), and multiple proposed project alternatives cross these lands, it is critical to provide information so that project planners can understand how alternatives could affect resources important to the Ute, and also to lay out a framework for future, more detailed investigations, once a preferred alternative has been identified.

OEA has undertaken extensive consultation with the Ute Indian Tribe for the Project to obtain input from the tribe, specifically, cultural resources, archaeological sites, sacred sites, cultural landscapes, traditional cultural properties, and other resource types of interest and concern to the Ute Indian Tribe such as plants, animals, water resources, important viewsheds, spiritual locations. Through the extensive consultation efforts, and with the approval of the Ute, OEA determined that the preparation of this ethnographic overview would provide background and context in support of the Section 106 process.

To develop this section, OEA used recent source material that incorporates substantial information provided directly by the Ute Indian Tribe. This is critically important to provide the perspective and worldview of the Ute themselves, and not overlay external interpretations or valuations.

General Historical Overview

According to numerous sources, the Ute Indians formerly occupied the entire central and western portions of Colorado and all of eastern Utah, extending into the drainage of the San Juan River in New Mexico (Figure 1). From roughly 1650 to 1850 Ute groups were organized into large summer hunting bands, usually named after a geographical feature of the territory they occupied or for a subsistence resource that they exploited. Before the Indians obtained horses, gathering was a more important subsistence activity than hunting (VanStone 1997:1). With the acquisition of horses, communal hunting became much more efficient, allowing the Ute to “surround and kill large game animals and transport their carcasses to a central location” (Ibid). However, as development and settlement increased in the region, the freedom and flexibility became more restricted. The creation of the Ute reservations (Southern Ute Indian Reservation in southwest Colorado, the Ute Mountain Ute Indian Reservation in southwestern Colorado and northwestern New Mexico, and the Ute Indian Tribe of the Uintah and Ouray Reservation in northeastern Utah) in the 1860s forced the Utes into smaller limited areas. “The original Uintah Valley Reservation was established in 1861 for the Uintah band, which was displaced from its traditional lands, which extended from Utah Lake east through the Basin to the region of the Upper Green River. After 1864, most Ute living in central Utah were also forced onto this reservation” (VanStone 1997:2). Figure 1 provides a map of the extent of Ute Indian territory, prior to the creation of reservations, with surrounding area (in heavy black line) used in hunting, trading, and warfare.

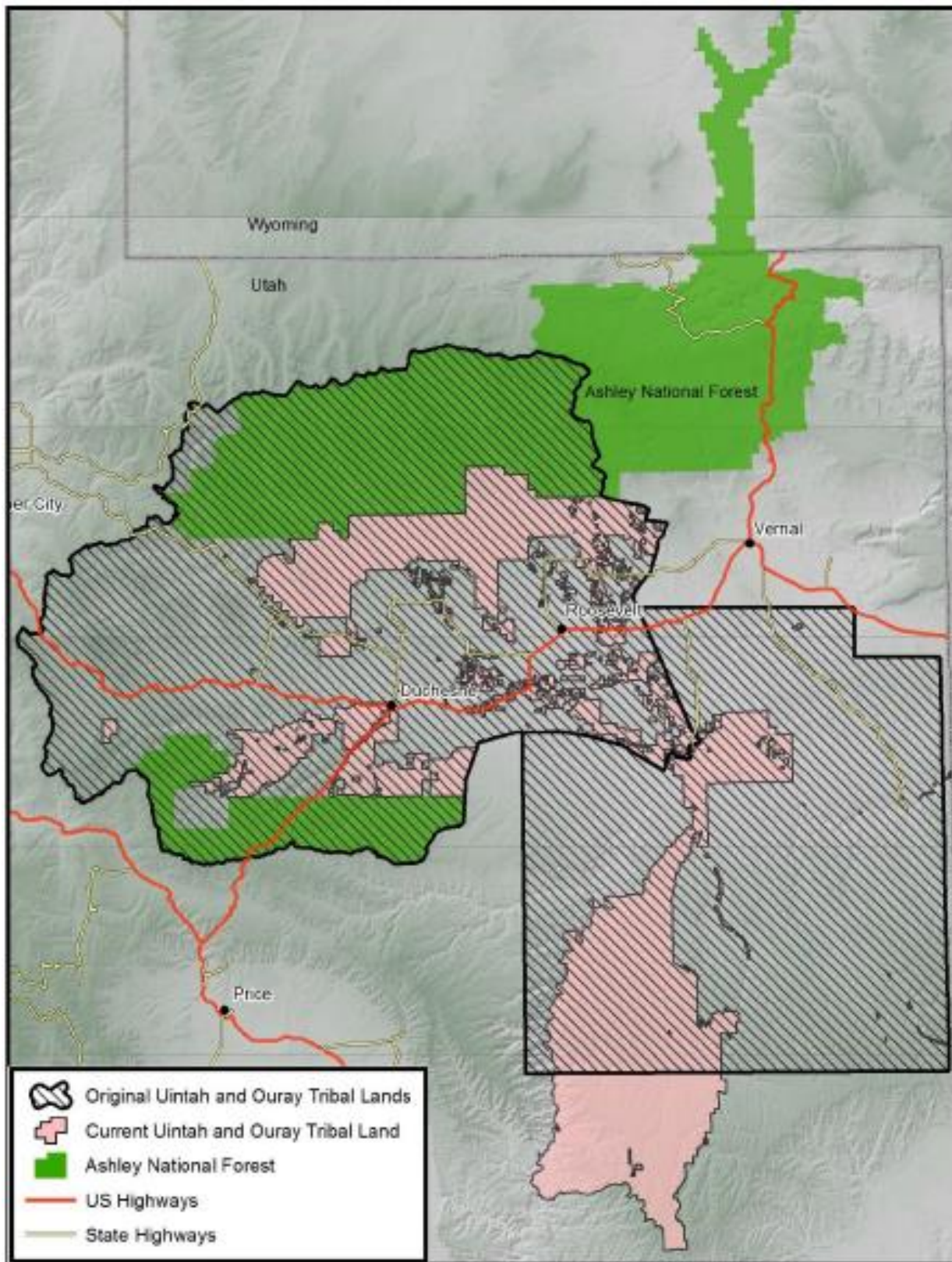
Figure 1. Extent of Ute Indian Territory

Source: Rust 2017; modified from Simmons 2000

In 1881, “the U.S. government forced the White River Utes from Colorado to the Uintah Reservation, and the following year they created the Ouray Reservation next to it, later consolidating them” (Utah Division of Indian Affairs 2020). By 1881, nearly all of the Ute were living on the present Uintah and Ouray Reservation (Duncan 2000:195) (Figure 2). Three bands of Utes make up the Northern Ute tribe: the Whiteriver, Uncompahgre, and the Uintah. All three bands are represented on the Tribal Business Committee.

As noted by Duncan, life on the reservations was difficult for the Utes. Many continued to hunt in Colorado as they had for generations, but their travels off the reservations created issues with the surrounding settlers. “Despite efforts by the [agency] personnel to turn the Utes into farmers, most were not interested. Efforts to turn them into cattle ranchers failed for the most part also. The three groups [Uintah, White River, and Uncompahgre Utes] all owned large herds of horses. These were the animals they treasured” (Duncan 2000:197).

Figure 2. Current Ute Tribal lands in the Uinta Basin



Source: Rust 2017

Spirituality

Many elements are interconnected into the Ute's worldview: people, animals, plants, water, sky, and the landscape. There is a spirit that flows throughout this network, not limited to just the human "spirit" as is commonly referenced. This symbiotic relationship is key to understanding how the Ute view their culture and their "cultural and natural resources." Clifford Duncan summarized the Ute spirituality, ceremonies, rituals, and how the landscape, geography, natural and cultural resources all factor in to helping to understand the Ute.

Traditionally, the Utes believe that each person is connected to the spirit of all living things. This connection makes humans responsible to the earth and all of its creations. Hundreds of years ago, tribes were basically separated not by tribal names but by the language they spoke. At times, neighboring tribes exchanged rituals and ceremonies. Thus, tribal traditions and cultures were products to some extent of local geography. (Duncan 2000:218)

Today, ceremonies and rituals continue to play an important role in the Utes' daily lives. Certain Utes still practice individual blessings in their home. Others collect herbs and edible plants from the mountains and river banks. Collecting herbs is done with prayers, and ritual offerings are left where the herb is collected. All is done in reverence because the mountains and rivers are considered sacred. Ceremonies practiced today help maintain the Ute culture and the people's connection to the natural and spirit world, a connection essential to their well-being. (Duncan 2000:221)

Knowledge of the spiritual nature of the Ute and their relationship with their environment is critically important in being able to examine the elements that contribute to their worldview, those natural and cultural resources that all coexist to support their traditional way of life. Only by understanding the complexity of these systems can one start to assess the presence or absence of elements in relation to proposed project activities, and then to evaluate potential effects to those important elements. A number of recent studies provide excellent documentation and context that can be applied to the Project as the Action Alternatives cross portions of Ute Tribal trust land.

Documents and Studies Providing Context

The *Ethnographic Overview of Colorado National Monument* (McBeth 2010:i) was a detailed study undertaken by the National Park Service and executed under a contract led by consultant Sally McBeth (University of Northern Colorado), a cultural anthropologist with over 30 years of experience in the region. This extremely thorough study included input from a wide variety of experts, but most importantly, contributions from the Ute. As McBeth noted, "The generosity of many Ute friends, whose willingness to share their stories, remembrances, and recollections with me cannot go unacknowledged. I treasure their rich and profound understandings of ancestral landscape shared with me over the past three years" (McBeth 2010:i).

One of the interesting results presented in McBeth's study was the limited amount of site-specific information in the literature. Although her efforts focused on the Colorado National Monument area, since she was focusing on the Northern Ute and their history and activities within this general region, she noted that she did not find any "site-specific statements or information in the archival, historical, or ethnographic literature that (she) examined... No early diaries and/or letters were discovered; published and unpublished memoirs, recollections, and correspondence of settlers, agents, and the like that (she) examined contained no specific references to the area...." (McBeth

2010:xii). The report does present a thorough examination of the Ute band structure and culture, and through her consultation with the Ute during this study, she obtained a good overview of the perspectives of the Northern Ute regarding the history and significance of the region (focusing on the Colorado National Monument, but also applicable to the larger Ute tribal areas in the Grand Valley and eastern Utah).

McBeth also provides an excellent overview of “Ute subsistence strategies (hunting and gathering) and includes twenty-first century Ute perspectives on subsistence, medicinal, and utilitarian plans based on three ethnobotany field trips” to the area in 2006, 2007, and 2008 (McBeth 2010:xiii). That section of the report provides important information on the usage of plants by the Ute and the significance within their culture. That information is also applicable to the current project area, where similar traditional lifeways are present, and similar resources incorporated into the daily and ritual activities of the Ute Tribe. The information helps to understand the cultural landscape within the APE, what elements are significant to the Ute Tribe, and how the project could potentially affect those resources.

Traditionally, according to McBeth, the “Utes practiced a flexible subsistence system sometimes called the seasonal round. Extended family groups (from 20–100 people) moved through known hunting and gathering grounds (several hundred square miles) on a seasonal basis, taking advantage of the plant and animal species available” (McBeth 2010:23). The seasonal round is a well-established cultural practice of the Ute, and other Native American Tribes, where groups move from zone to zone, depending upon the terrain, geographic constraints, and the seasons, to hunt and gather necessary animals and plants. The Utes utilized their environment in a thoughtful and respectful manner, and “moving across the landscape kept the Ute in touch with their land base both materially and spiritually” (McBeth 2010:24).

The seasonal round, and the historical material culture and natural resource usage of the Ute across the region, was presented by David Rich Lewis, former Utah State University professor, noting the following.

Men hunted deer, antelope, buffalo, rabbits, and other small mammals and birds with bows and arrows, spears, and nets. Women gathered seed grasses, pinon nuts, berries, roots, and greens in woven baskets, and processed and stored meat and vegetal materials for winter use. Ute took advantage of fish in Utah Lake and other fresh water sources, drying and storing them for trade and winter use. (Lewis 1994, in Utah History Encyclopedia 2020).

Many sources have noted that a wide variety of plants and animals were available in the Great Basin and surrounding region, and the Ute understood, and still understand, the need for, and values associated with, those plants and animals. The relationship of these important plants, animals, and geographic features will be very helpful when the project moves forward with detailed studies once a preferred alternative has been selected. These data are also very useful in understanding what resources are of note and importance to the Ute are present and could potentially be impacted by the Action Alternatives. Table 1 presents the plant and animal species traditionally used by the Ute, and if the species have been located in the APE.

Table 1. Plant and Animal Species Traditionally Used by the Ute

Plant/Animal Species	Common Name	Purpose	Zone Utilized^a	Documented as Present in the APE^b
--	Sedges	--	Lower Desert Scrub and River/Riparian Elevations (<4,000 feet)	Yes
--	Forbs (herbaceous flowering plants); <i>Rubus parviflorus</i> , for example.	--	--	Yes
--	Roots	Food; Bear root (medicinal)	--	--
--	Fish (Trout)	Eaten fresh, dried, or smoked for winter use	--	Yes
--	Fish (Sucker)	Eaten fresh, dried, or smoked for winter use	--	Yes
<i>Ptychocheilus Lucius</i>	Fish (white salmon/pike minnow)	Eaten fresh, dried, or smoked for winter use	--	Yes
--	Geese	--	--	Yes
--	Ducks	---	--	Yes
--	Bird Eggs	--	--	Yes
--	Beaver	--	--	Yes
--	Muskrat	--	--	--
--	Badgers	--	--	Yes
--	Skunks	--	--	Yes
<i>Odocoileus hemionus</i>	Mule Deer	--	--	Yes
--	Rabbit	--	--	Yes
--	--	--	Between Riparian Zone and Pinon-juniper Zone (4,000–5,000 feet) (where there was adequate water)	
<i>Salix spp.</i>	Willows	--	--	Yes
<i>Alnus Spp.</i>	Alders	--	--	Yes
<i>Populus spp.</i>	Cottonwoods	--	--	Yes
<i>Prunus spp./Padus spp.</i>	Chokecherries	--	--	Yes
<i>Amelanchier spp.</i>	Serviceberries	--	--	Yes
--	Bison	--	--	--

Plant/Animal Species	Common Name	Purpose	Zone Utilized^a	Documented as Present in the APE^b
<i>Antilocapra Americana</i>	Pronghorn antelope	--	--	Yes
<i>Odocoileus hemionus</i>	Mule Deer	--	--	Yes
<i>Centrocercus urophasianus</i>	Sage grouse	--	--	Yes
<i>Canis latrans</i>	Coyotes	--	--	Yes
--	--	--	Mountain Slopes	
<i>Pinus edulis</i>	Pinon Pine/two-needle pinyon	Supplied firewood, pine nuts, lodge poles, and wood for a variety of utilitarian items	--	Yes
<i>Juniperus Osteosperma, J. scopulorum, Sabina osteosperma</i>	Juniper	Supplied firewood, lodge poles, and wood for a variety of utilitarian items.	--	Yes
<i>Pinus ponderosa</i>	Ponderosa Pine	Supplied firewood, lodge poles, and wood for a variety of utilitarian items.	--	Yes
<i>Populus tremuloides</i>	Aspen	Supplied firewood, lodge poles, and wood for a variety of utilitarian items.	--	Yes
<i>Abies spp.</i>	Fir	Supplied firewood, lodge poles, and wood for a variety of utilitarian items.	--	Yes
<i>Pseudotsuga menzieslii</i>	Douglas Fir	Supplied firewood, lodge poles, and wood for a variety of utilitarian items.	--	Yes
<i>Picea spp.</i>	Spruce	--	--	Yes
--	--	--	Pinon-Juniper Zone (5,000–7,000 feet)	
<i>Chenopodium spp.</i>	Goosefoot/Lamb's quarters or wild spinach	Edible Plant/Food	--	Yes
<i>Opuntia spp</i>	Prickly pear cactus	Edible Plant/Food	--	Yes

Plant/Animal Species	Common Name	Purpose	Zone Utilized^a	Documented as Present in the APE^b
<i>Allium spp.</i>	Wild Onion	Edible Plant/Food	--	Yes
<i>Claytonia spp.</i>	Fleshy taproots such as spring beauty (or Indian potato)	Edible Plant/Food	--	Not in report
<i>Perideridia gairdneri</i>	Yampah (wild carrot)	Edible Plant/Food	--	Not in report
<i>Solanum jamesii</i>	Indian potatoes	Edible Plant/Food	--	Not in report
<i>Orogenia linearifolia</i>	Indian potatoes	Edible Plant/Food	--	Not in report
--	--	--	Pine-Oak Zone (6,500–8,000 feet)	
--	Grass Seeds	Food	--	Yes
--	Berries	Food	--	Yes
--	Roots	Edible Plant/Food	--	--
<i>Pinus ponderosa</i>	Pondarosa Pine	Cambium layer underneath the bark was edible; bark from peeled trees used for healing, and tea made from inner layer (Taveapont 2004)	--	Yes
<i>Quercus gambelii</i>	Oak	Acorns edible	--	Yes
--	--	--	Fir-Aspen Zone (8,000–9,500 feet)	
<i>Populus tremuloides</i>	Aspen sap	Used to waterproof baskets	--	Yes
--	Gooseberries	Food	--	Yes
<i>Ribes spp.</i>	Currants	Food	--	Yes
<i>Amelanchier spp.</i>	Serviceberry	Food	--	Yes
<i>Rubus idaeus</i> (<i>Rubus parviflorus</i>)	Wild Raspberry	Food	--	Not in report; R.P. in report
<i>Rosa woodsii</i>	Wild rose (berries/rose hips)	Food	--	Yes
<i>Rhus trilobata</i>	Squawbush	--	--	Yes
<i>Prunus virginiana</i> ssp., <i>melanocarpa</i> syn. <i>Padus virginiana</i>	Chokecherry	--	--	Yes

Plant/Animal Species	Common Name	Purpose	Zone Utilized^a	Documented as Present in the APE^b
<i>Mahonia repens</i>	Oregon (or mountain holly) grape	--	--	Yes
<i>Balsamorhiza spp.</i>	Balsam Root	Food	--	Not in report
<i>Lomatium dissectum</i>	Biscuit Root	Food	--	Not in report
<i>Calochortus spp.</i>	Sego Lily or Mariposa	--	--	Yes
<i>Leymus spp.</i>	Wild rye	--	--	Yes
<i>Amaranthus spp.</i>	Amaranth/Pigweed	Food	--	Yes
<i>Cleome spp.</i>	Bee plant.	--	--	Not in report
<i>Odocoileus hemionus</i>	Mule Deer	--	--	Yes
--	Rabbit	--	--	Yes
--	Antelope	--	--	Yes
<i>Ovis canadensis</i>	Mountain/Bighorn Sheep	--	--	Yes
--	--	--	Sub-Alpine Spruce-Fir Zone (8,000–10,000 feet)	
<i>Vaccinium spp.</i>	Blueberry, Bilberry, or Huckleberry	--	--	Yes
<i>Fragaria virginiana</i>	Strawberry	--	--	Not in report
<i>Ribes spp.</i>	Currant	--	--	Yes
<i>Erythronium grandiflorum</i>	Glacier or avalanche lily	Food	--	--
--	Deer	--	--	Yes
<i>Cervus canadensis</i>	Elk	--	--	Yes
<i>Felis concolor</i>	Mountain Lion/Cougar	--	--	Yes
<i>Ursus americanus</i>	Black bear	--	--	Yes
<i>Ovis canadensis</i>	Mountain/Bighorn sheep	--	--	Yes
<i>Vulpes macrotis</i>	Fox	--	--	Yes
--	Martens	--	--	--
--	Squirrel	--	--	Yes

Notes:

^a As defined in McBeth 2010.^b Seven County Infrastructure Coalition Final Biological Resources Baseline Environment Technical Memorandum (Coalition 2020c: Appendix E – List of Plant Species Observed).

Source: McBeth 2010

The seasonal round, as previously discussed, incorporates many aspects of Ute traditional and current cultural activities, and links plants, animals, ritual, and spiritual elements of their community. McBeth cites an interview with Ute Culture and Language Program Director Venita Taveapont (2007) to help explain the seasonal round and the usage of the environmental offerings:

In June we came up to pick the wild potatoes and carrots, and in the fall we came to pick berries, pine nuts, willows for the baskets, and to collect the pine sap at the same time for our baskets. We use the pine nuts in soup as well as other foods.

In the fall we collected the willow and then dried it throughout the winter in order to start weaving around December or January. The willow would be dried out through a good part of the winter; when we wanted to use them, we would soak them in the water, and use them for baskets. We gathered the pine tree sap at the same time that we picked the pine nuts so that when we waterproofed our baskets we could use the pine sap by melting it and pouring it inside the basket; the women put a little rock ball to spread the sap around inside the basket to make it water-proof. In addition to the red willow, we also used the squaw bush as a basket making material; it's called eesh in Ute; we didn't make any baskets out of grass (McBeth 2010:27).

Taveapont also presented information on what plants were gathered in the present day (2009):

Plants that are still gathered today are the spring beauty, currants, garlic, onions, carrots, water cress, chokecherries, raspberries, buffaloberries, and strawberries. Squawbush and red willow for baskets and your cotton wood saplings for shade houses are still collected. Pine pitch for baskets and pine nuts, and of course bear root and other medicinal plants are still used.

The ethnobotany of the region and its links to the Northern Ute has also been well-documented in a collaborative study entitled *Planting a Seed: Ute Ethnobotany, A Collaborative Approach in Applied Anthropology* (Chapoose et. al. 2012). That study focused on how anthropologists and tribal members could collaborate on issues relating to traditional ecological knowledge (TEK) and cultural property rights (Chapoose et. al. 2012:1). Through collaborative work between anthropologists, archaeologists, and tribal members, the Ute Ethnobotany Project was planned to “document and transmit plant identification skills between living Ute generations (Chapoose et. al. 2012:2). This article laid out an approach and long range plans for a number of research projects to be undertaken, related to plant collecting and plant use. It also conveyed important themes that illustrate and support the Ute holistic worldview. Although focused on the significance of ethnobotanical research and the Ute, Chapoose wrote eloquently about how these studies could support larger themes critical to the Ute. She noted:

The main concern was the use of the ethnobotanical data as a management tool for the many requests that her office handles for input on managing archaeological sites on federal lands. Chapoose takes issue with the compartmentalized approach utilized by federal agencies. Native Americans view the world holistically; but a comprehensive approach is not currently employed by federal agencies when administering lands under their tenure. Their approach is to identify the archaeology as Native American and consult with tribes who were believed to have inhabited the area; this results in limited and partial data pertaining to both the boundaries of the archaeological site as well as the cultural landscape that the archaeological site is part of (Ibid).

The comprehensive approach to understanding the interrelationships between all of the natural resources, cultural resources, landscapes, and religious and sacred areas as emphasized in this article is an approach being applied to the Project. As noted, “Landscapes are a complex of interrelated and essential places of religious and cultural significance to the Ute. All the lands and elements of the environment within the landscape are related..... Through a Ute lens, the continuum between the natural and the cultural worlds is seamless” (Chapoose et al. 2012:7). Understanding this provides an excellent foundation and context for this project, and for future detailed studies to be undertaken within the APE.

One of the most recent assessments of areas of tribal importance in the general area was *Ashley National Forest Assessment Tribal Uses Report* (Rust 2017). This detailed report, prepared by the Ashley National Forest, presents information on Ute Tribe traditional use areas, including the Uinta Mountains and the Basin. The intent of this study was to “help us [USFS] look for new ways to make the lands and programs we manage relevant to the tribes now living adjacent to the Ashley National Forest and far away. Native American tribes have always shown an interest in maintaining their access to the Uinta Mountains for cultural and informational practices” (Rust 2017: 1). The preparation of this Assessment involved outreach to the Ute Tribe in 2016 with a meeting with the Ute Indian Cultural Rights and Protection Office in Fort Duchesne, Utah. In December 2016, a meeting was also held with the Tribal Business Committee to continue consultation. Additionally, the assessment notes that it incorporated information on areas of tribal importance from “previous consultation with Clifford Duncan and Betsy Chapoose of the Ute Tribe Cultural Rights and Protection Office” (Rust 2017:1).

Although the analysis included in the report was focused on lands within Ashley National Forest, it also included “adjacent lands traditionally used by the Ute and Eastern Shoshone Tribes” (Rust 2017:4). The document thus provides helpful information for the Project on locations of importance identified by the Ute Indian Tribe themselves.

As noted in the report, the original Uintah Valley Indian Reservation was substantially larger than it is today, but the Ute Indian Tribe maintains a strong cultural connection to, as well as legal interests in, these lands. These original reservation lands, frequently referred to as “Indian Country,” are “an area of tribal importance to the Ute Tribe” (Rust 2017:16). Within this larger area, Rust noted the significance of ponderosa pine trees to the Ute, confirming many other sources when he wrote that: “Ute groups peeled ponderosa pine trees for food and other implements such as Ute cradle-boards and saddle parts. Culturally modified trees still exist in groves and as single trees in the planning area” (Rust 2017:17). These culturally important trees have also gained archaeological value as “markers of land use and seasonal migration.” The report continues that wickiups (conical pole structures), medicine trees, and brush fences are all areas of tribal importance, and notes that the “Ute and Eastern Shoshone tribes consider prehistoric archaeological sites as significant ancestral sites that are ‘footprints’ of those who came before” (Rust 2017:17). The report from Ashley National Forest includes these broad statements of areas of importance to the Ute Indian Tribe (as well as the Eastern Shoshone), and these broad findings are applicable to the Project.

Additionally, the *Ashley National Forest Assessment Tribal Uses Report* provides detailed, specific, information on places of tribal importance (Table 2), based on extensive consultation with Clifford Duncan, Ute Tribal Elder with the Cultural Rights and Protection Office. Although Mr. Duncan passed away in 2014, his lasting and important tribal knowledge and experience and his willingness to share this heritage, was prominent in the Ashley report from 2017, and is also extremely helpful in preparing this ethnographic overview of the places, plants (Table 3) and other objects or concepts (Table 4) important to the Ute people. The detailed information provided by Mr. Duncan follows.

Table 2. Places Important to the Ute People

Location	Reason for Importance	Location Related to Project
Paint Mine-Moon Lake	Minerals for ceremonial use	Well north of Duchesne
Confluence of Rock Creek and Duchesne River	Former Ute Reservation Agency location; 1860s Ute horse racetrack	11+ miles north of the APE
Rock Creek area	Forested area used for hunting and gathering	11+ miles north of the APE
McAfee Basin	Areas for plant collection (sweet grass near Lower Stillwater)	24+ miles north of the APE
Mouth of Whiterocks Canyon	Former battle area	28+ miles north of the APE
Uinta Canyon	Major trail to higher elevations	25+ miles north of the APE
Willow Creek GS	Ute horse racetrack nearby	13+ miles northwest of the APE
Pine Springs site in southwest Wyoming	Lithic material source	
Red Cloud loop above Brownie Canyon	Lodgepole pine procurement area	30+ miles northeast of the APE
Near Elkhorn Ranger Station	Ceremonial area	29+ miles northeast of the APE

Notes:

Source: Duncan in Rust 2017

Table 3. Plants Important to the Ute People

Plant (<i>Scientific Name</i>)	Traditional Use
Aspen	Medicinal
Bear root (<i>Ligusticum porteri</i>)	Medicinal, ceremonial
Bitterroot	Medicinal
Camas (<i>Camassia quamash</i>)	Food
Cedar	Medicinal, ceremonial
Chokecherries	Ceremonial
Dandelion	Medicinal
Death camas	Unknown
Elder berry	Food
Gooseberries	Food
Gum weed (<i>Grindellia squarrosa</i>)	Medicinal
Horse mint (<i>Agastache urticifolia</i>)	Utilitarian, seasoning
Indian potatoes/spring beauty (<i>Claytonia lanceolata</i>)	Food
Mahogany	Ceremonial
Pinyon pine (<i>Pinus edulis</i>)	Utilitarian
Ponderosa pine	Food, seasoning
Red willow	Ceremonial, utilitarian
Sagebrush	Medicinal, ceremonial
Sand bar willow (<i>Salix exigua</i>)	Utilitarian
Sap	Utilitarian
Sweetgrass	Utilitarian
Sweet anise/western sweet cicely (<i>Osmorhiza occidentalis</i>)	Ceremonial, utilitarian
Tar weed (<i>Madia glomerata</i>)	Medicinal
Tobacco	Ceremonial, utilitarian
Wild garlic	Food, seasoning
Wild onions: tapertip onion (<i>Allum acuminatum</i>); shortstyle onion (<i>Allum brevistylum</i>); textile onion (<i>Allum textile</i>)	Food, seasoning
Wild peppermint	Ceremonial, utilitarian
Wild strawberries	Medicinal
Yampa (<i>Perideridia gairdneri</i>)	Food
Yarrow (<i>Achillea millefolium</i>)	Medicinal
Yucca	Utilitarian

Notes:

Source: Duncan in Rust 2017

Table 4. Other Objects or Concepts Important to the Ute People

Object or Concept	Reason for Importance
Crystals	Healing
Feathers	Healing
Rock Shelters	Healing
Paint	Ceremonial use
Bison	Food source that has disappeared because of Euro-American occupation
Family	Before the 1930s, the Utes lived as families not as communities; each family had slightly different ways
Sundance	Important ceremony held each year
Sweat Lodges	Built of birch branches and heated with hot rocks. Lodges usually left to collapse naturally
Wild Horse Trap	Built along animal trails with wings starting wide and then narrowing into a corral
Ute burials	Considered sacred
Trails	Travel routes used by people and game (that is, Sheep Creek Canyon)
Site types of concern	Eagle hunting blinds, vision quest sites

Notes:

Source: Duncan in Rust 2017

Summary and Implications for the Project

All of the Action Alternatives for the Project cross Tribal trust lands within the Uintah and Ouray Reservation, an area containing important historical, cultural, natural, and spiritual resources that must be considered as part of the Section 106 process. The Ute people do not have a database of sensitive locations of archaeological sites, plant and animal species, cultural landscapes, traditional cultural properties, or sacred and/or spiritual places that can be plotted and defined like wetland systems, or greater sage-grouse habitat. There is institutional knowledge within the tribe, shared from generation to generation, and it will be critically important as this project moves forward to work closely with the Ute to incorporate this knowledge to ensure that the chosen alternative is designed as sensitively as possible.

This ethnographic overview presents overarching themes, illustrating the holistic worldview of the Ute, and how the elements on the ground (plants, animals, waterways, sacred areas, archaeological sites, landscape features, rock art) all combine to create an important synthetic picture of relationships, that all contribute to the heritage, and future, of the Ute people. Future collaboration with the Ute will be necessary as the project moves forward, to ensure that these resource types are accounted for in the planning for the project, and detailed studies undertaken to document, as appropriate, these resources. And if there are effects on these resources, avoidance, minimization, and mitigation efforts must be developed in consultation with the Ute. The Programmatic Agreement being developed for the Project provides a framework and roadmap for concluding the Section 106 process and ensuring that the Ute are involved in future cultural resource efforts within the exterior reservation boundary.

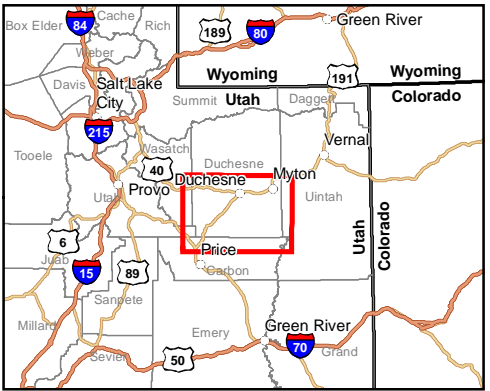
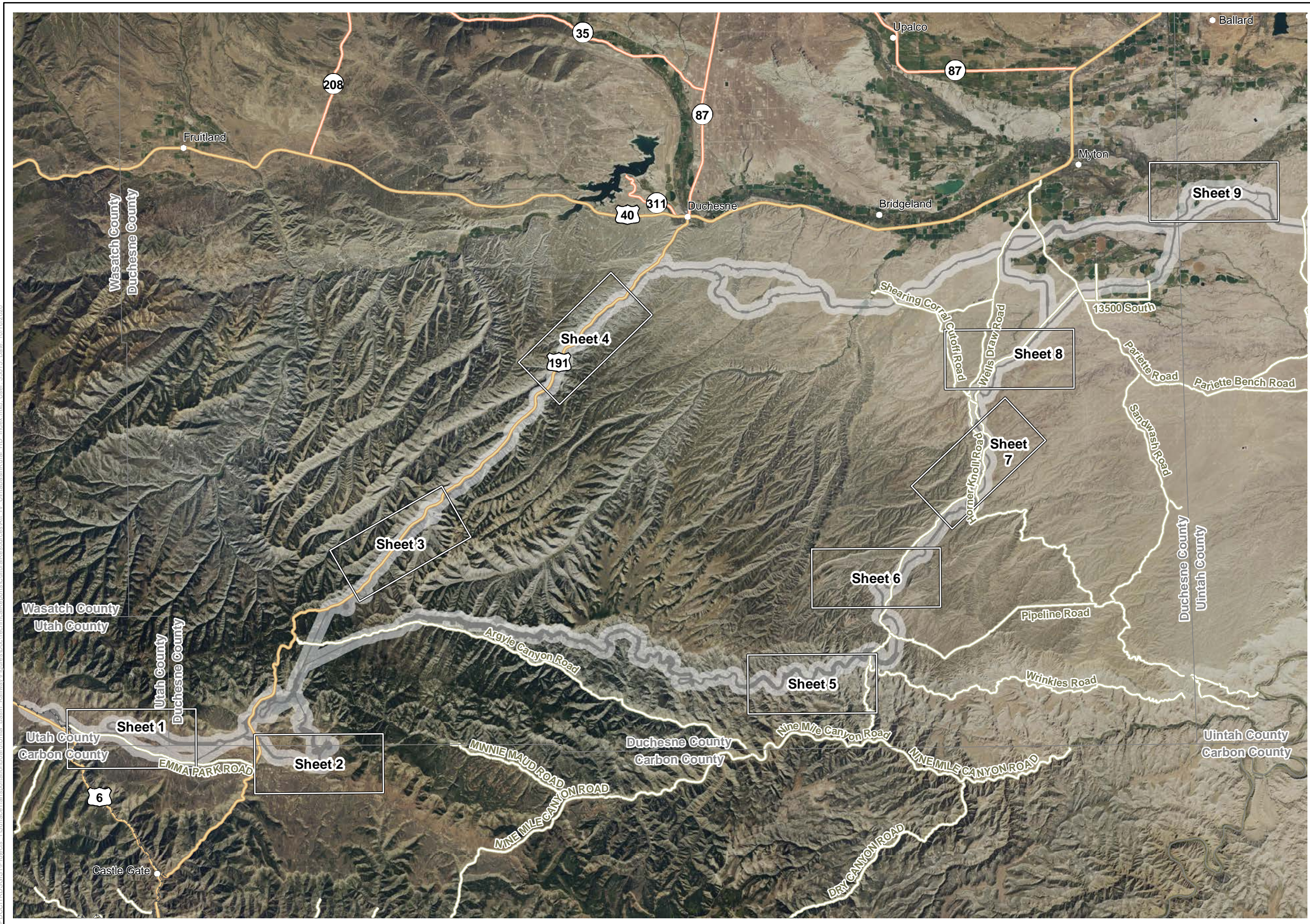
References

- Chapoose, Betsy, Sally McBeth, Sally Crum, and Aline LaForge
2012 "Planting a Seed, Ute Ethnobotany, A Collaborative Approach in Applied Anthropology." In *The Applied Anthropologist*, Volume 32, No. 1, pp. 2 – 11. Accessed online March 28, 2020.
- Duncan, Clifford
2000 *The Northern Utes of Utah*. In *A History of Utah's American Indians*, edited by Forrest S. Cuch. Utah Division of Indian Affairs and the Division of State History, Salt Lake City, Utah. Accessed online March 10, 2020.
- Lewis, David Rich
1994 Ute Indians – Northern, in the Utah History Encyclopedia. Accessed on 3/5/2020, at https://www.uen.org/utah_history_encyclopedia/u/UTES_NORTHERN.shtml. Originally published by the University of Utah Press, Salt Lake City, Utah.
- McBeth, Sally
2010 "Talking About a Sacredness" an Ethnographic Overview of Colorado National Monument. Written in consultation with the Northern Ute. Submitted to the National Park Service, Cooperative Agreement # H1200040001 (phases I and II) and H1200090004 (phase III).
- Rust, Jeff
2017 Ashley National Forest Assessment – Tribal Uses Report – Public Draft.
- Seven County Infrastructure Coalition
2020 Final Biological Resources Baseline Environment Technical Memorandum, Uinta Basin Railway. Submitted to the Office of Environmental Analysis, Surface Transportation Board. April 3, 2020.
- Taveapont, Venita
2004 Tape-recorded interview with author, August 10, Rocky Mountain National Park. Release form, transcript, tape on file at Rocky Mountain National Park.
- Taveapont, Venita
2007 Tape-recorded interview with author, September 14, Uncompahgre Plateau. Release form, tape, transcript on file at Colorado National Monument.
- Utah Division of Indian Affairs
2020 "Ute Indian Tribe of the Uintah & Ouray Reservation." Accessed on 6/12/20, at <https://indian.utah.gov/ute-indian-tribe-of-the-uintah-ouray-reservation/>.
- VanStone, James W.
1997 "An Ethnographic Collection from the Northern Ute in the Field Museum of Natural History." In *FIELDIANA: Anthropology New Series* No. 28, August 29, pp. 1-48. Published by the Field Museum of Natural History, Chicago, IL.

Attachment IV

Potential Uinta Basin Rural Historic District

\\PDC\IT\RD\GIS\1\Projects_1\SurfaceTransportation\Board\Uinta_Basin_Railway\Figures\Doc\TechnicalReports\CulturalResources\A1_1V_UintaBasinRural_HD_Index.mxd User: 35015 Date: 10/16/2020



Legend

Map Sheet

Area of Potential Effects

- Project Footprint + 50 ft buffer
- 1,500' Buffer of Average Project Footprint

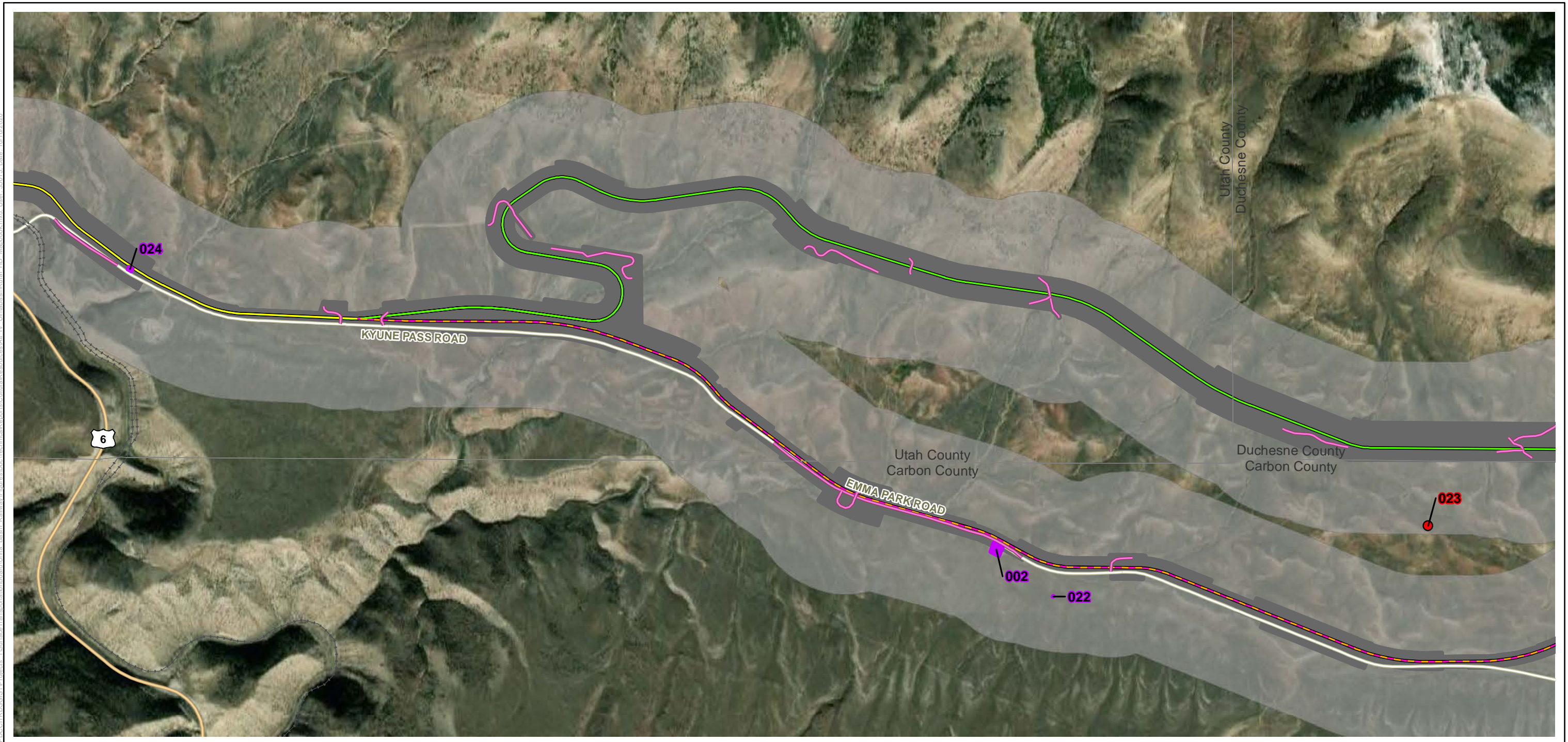
Roads/Rail

- U.S. Hwy
- State Route
- County Road
- Existing Rail Line



Potential Uinta Basin Rural Historic District
Map Index

\\PDC\IT\RD\GIS\1\Projects_1\SurfaceTransportation\Board\Uinta_Basin_Railway\Figures\Doc\TechnicalReports\CulturalResources\Att_IV_Unicode\BasinRural_HD_Mapbook.mxd: User: 35015; Date: 10/16/2020



Contributor

Agricultural

Contributor

Residential

Alternatives and Project Elements

All Alternatives

Whitmore Park Alternative

Indian Canyon and Wells Draw Alternatives

Road Realignment

Area of Potential Effects

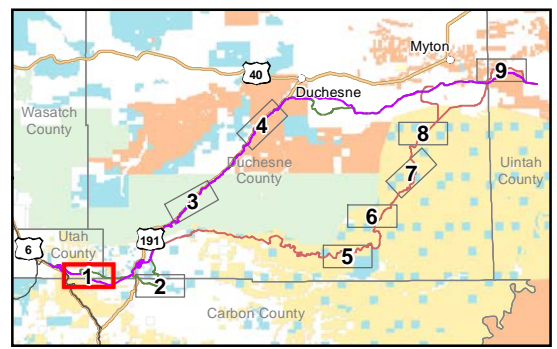
Project Footprint + 50 ft buffer

1,500' Buffer of Average Project Footprint

U.S. Hwy

County Road

Existing Rail Line



0 0.5 1 Miles

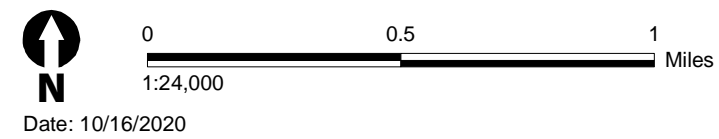
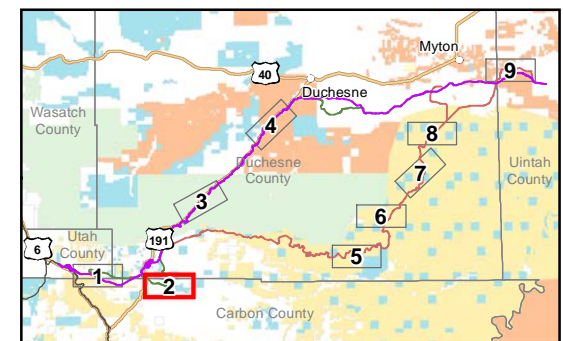
1:24,000

Date: 10/16/2020

\\PDC\IT\RD\GIS\1\Projects_1\SurfaceTransportation\Board\Uinta_Basin_Railway\Figures\Doc\TechnicalReports\CulturalResources\Att_IV_ UintaBasinRural_HD_Mapbook.mxd: User: 35015; Date: 10/16/2020



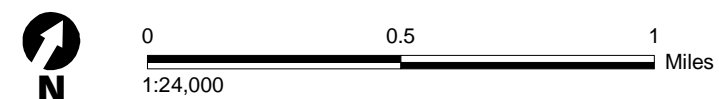
- | Contributor | Alternatives and Project Elements | Area of Potential Effects | |
|-------------|-----------------------------------|--|----------|
| Residential | Whitmore Park Alternative | Project Footprint + 50 ft buffer | U.S. Hwy |
| | Road Realignment | 1,500' Buffer of Average Project Footprint | |



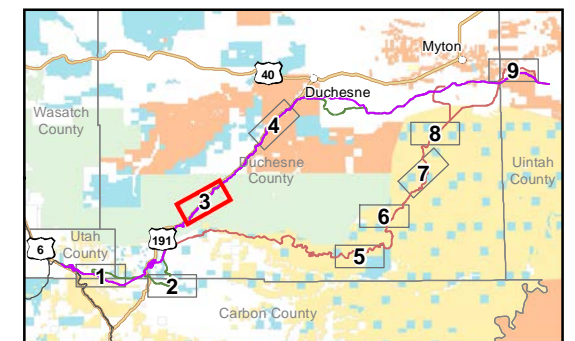
\\PDC\ITRDS\GIS\Projects_1\SurfaceTransportation\Board\Uinta_Basin_Railway\Figures\Doc\TechnicalReports\CulturalResources\Att_IV_UnicodeBasinRural_HD_Mapbook.mxd: User: 35015; Date: 10/16/2020



- | Contributor | Alternatives and Project Elements | Area of Potential Effects | U.S. Hwy |
|-------------|--|--|----------|
| Residential | Indian Canyon and Whitmore Park Alternatives | Project Footprint + 50 ft buffer | U.S. Hwy |
| | Tunnel | 1,500' Buffer of Average Project Footprint | |
| | Access Road | | |
| | Road Realignment | | |
| | Communication Tower | | |



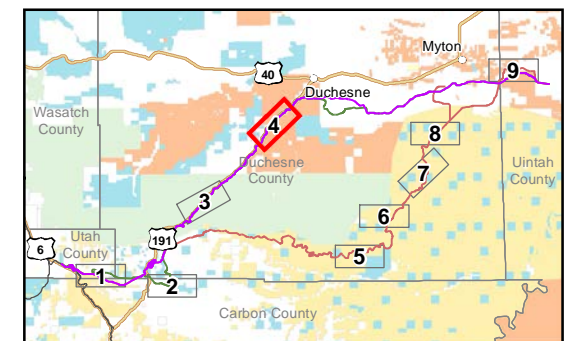
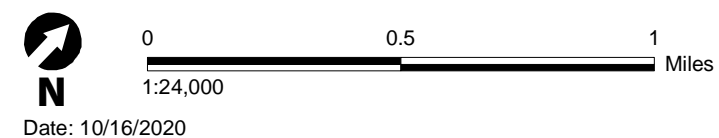
Date: 10/16/2020



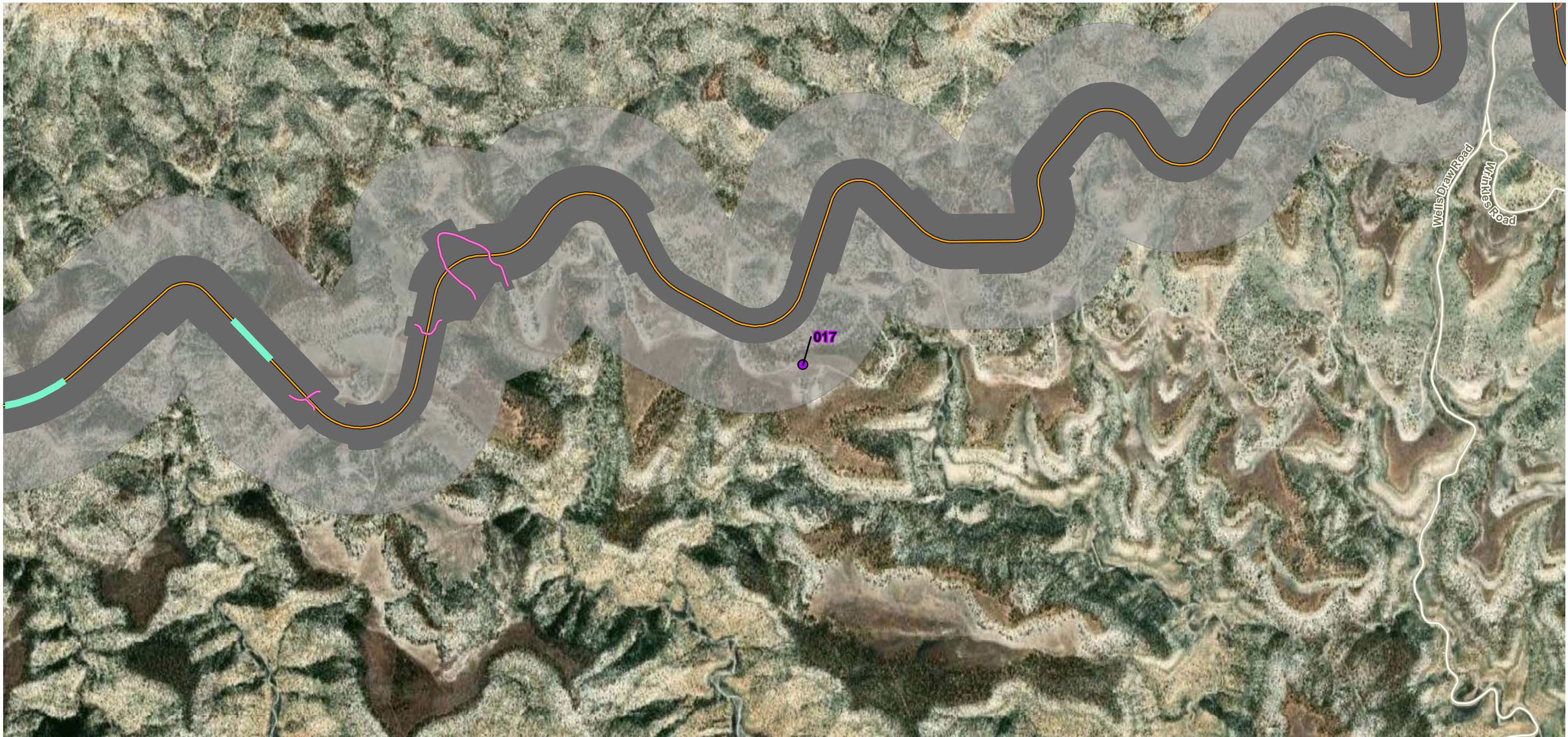
\\PDC\ITRDS\GIS\Projects_1\SurfaceTransportation\Board\Uinta_Basin_Railway\Figures\Doc\TechnicalReports\CulturalResources\Att_IV_UnicodeBasinRural_HD_Mapbook.mxd: User: 35015; Date: 10/16/2020



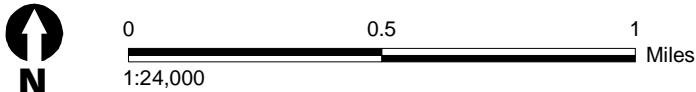
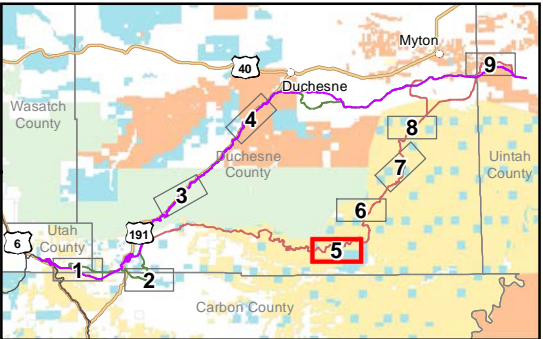
- | Contributor | Alternatives and Project Elements | Area of Potential Effects | U.S. Hwy |
|--------------|--|--|----------|
| Agricultural | Indian Canyon and Whitmore Park Alternatives | Project Footprint + 50 ft buffer | |
| Residential | Road Realignment | 1,500' Buffer of Average Project Footprint | |



\\PDC\IT\RD\GIS\1\Projects_1\SurfaceTransportation\Board\Uinta_Basin_Railway\Figures\Doc\TechnicalReports\CulturalResources\Alt_IV_UnicodeBasinRural_HD_Mapbook.mxd User: 35015 Date: 10/16/2020

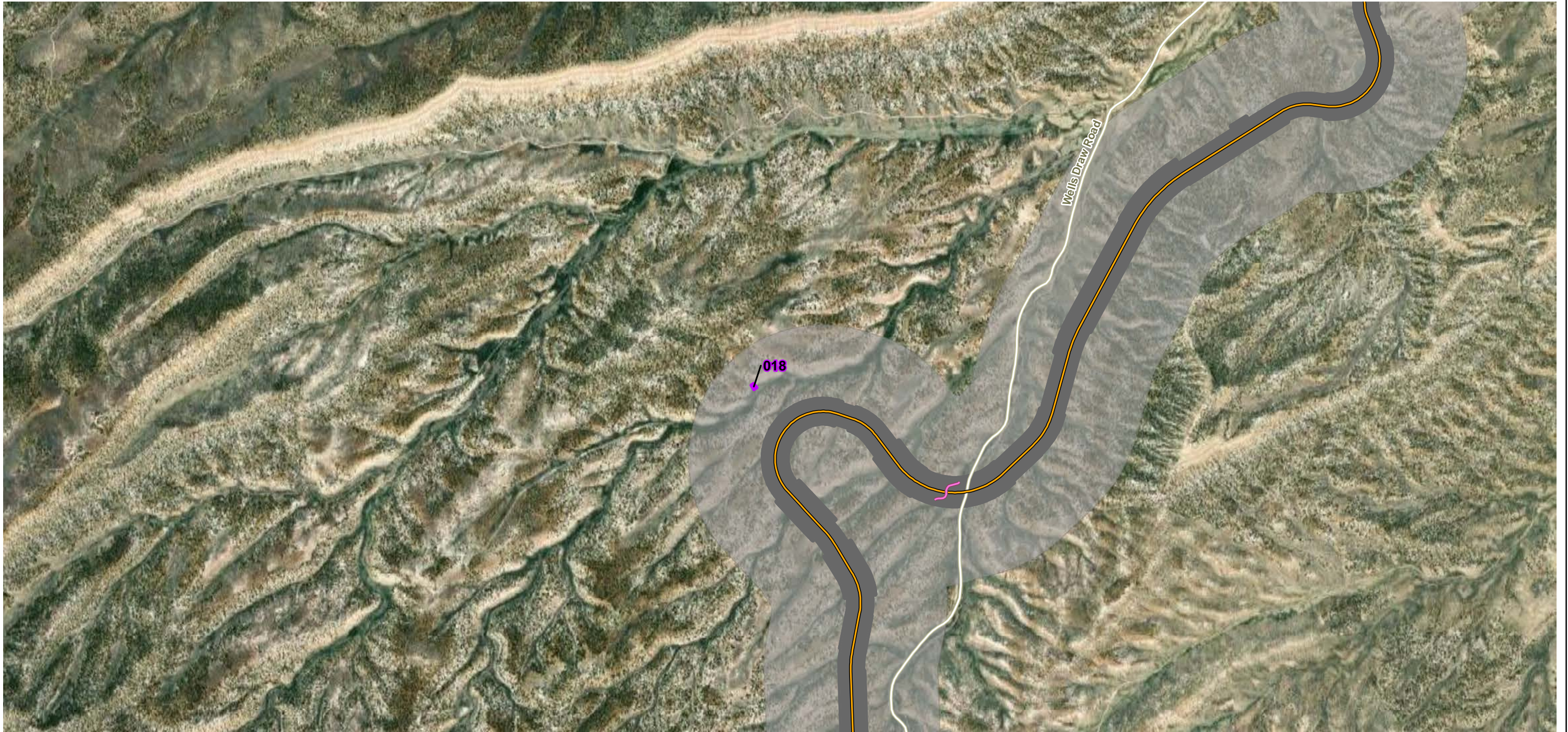


- | Contributor | Alternatives and Project Elements | Area of Potential Effects |
|--------------|-----------------------------------|--|
| Agricultural | Wells Draw Alternative | Project Footprint + 50 ft buffer |
| | Road Realignment | 1,500' Buffer of Average Project Footprint |
| | | County Road |

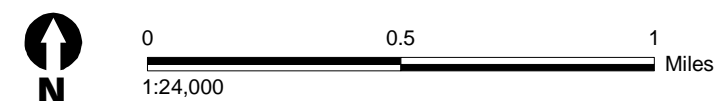
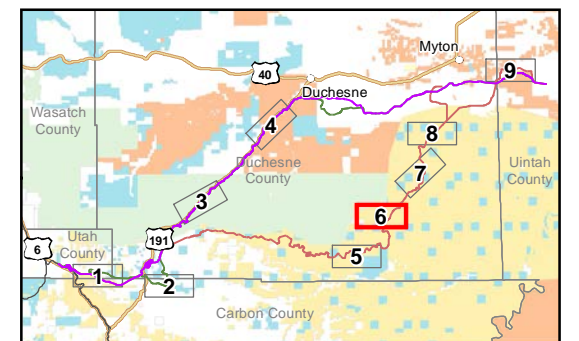


Date: 10/16/2020

\\PDC\IT\RD\GIS\1\Projects_1\SurfaceTransportation\Board\Uinta_Basin_Railway\Figures\Doc\TechnicalReports\CulturalResources\Att_IV_UnicodeBasinRural_HD_Mapbook.mxd: User: 35015; Date: 10/16/2020

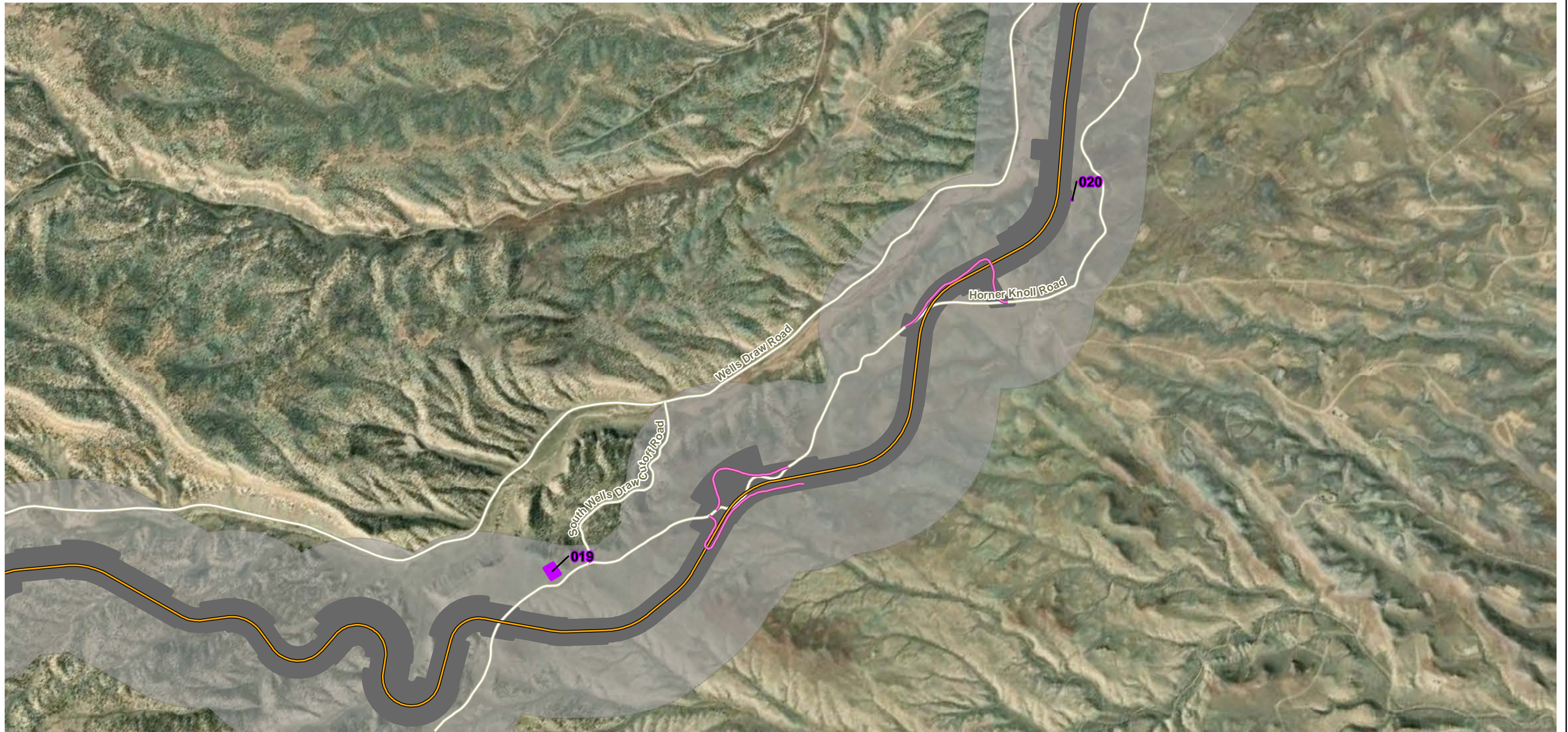


Contributor	Alternatives and Project Elements	Area of Potential Effects
Agricultural	Wells Draw Alternative	Project Footprint + 50 ft buffer
	Road Realignment	1,500' Buffer of Average Project Footprint
		County Road



Date: 10/16/2020

\\PDC\IT\RD\GIS\1\Projects_1\SurfaceTransportation\Board\Uinta_Basin_Railway\Figures\Doc\TechnicalReports\CulturalResources\Att_IV_Unicode\BasinRural_HD_Mapbook.mxd: User: 35015; Date: 10/16/2020

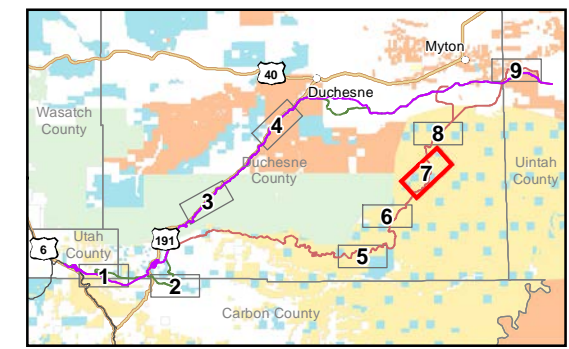


Contributor	Alternatives and Project Elements	Area of Potential Effects
Agricultural	Wells Draw Alternative	Project Footprint + 50 ft buffer
	Road Realignment	1,500' Buffer of Average Project Footprint
		County Road

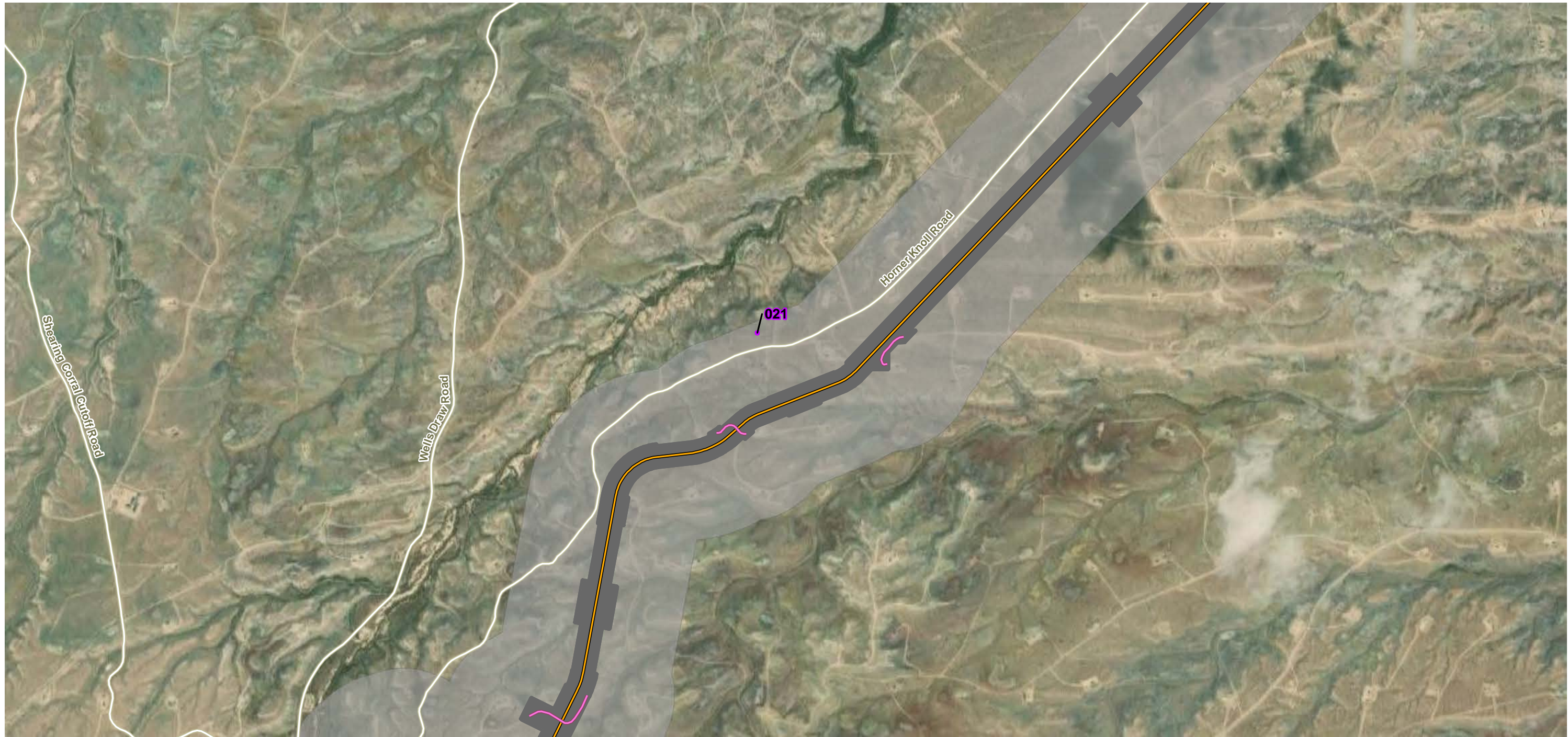
00.51

1:24,000 Miles

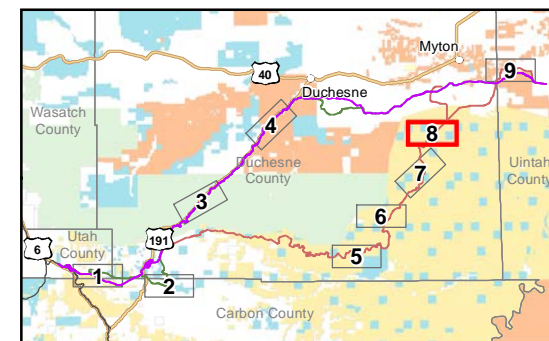
Date: 10/16/2020



\\PDC\ITRDS\GIS\Projects_1\SurfaceTransportationBoard\Uinta_Basin_Railway\Egures\Doc\TechnicalReports\CulturalResources\Att_IV_ UintaBasinRural_HD_Mapbook.mxd: User: 35015; Date: 10/16/2020



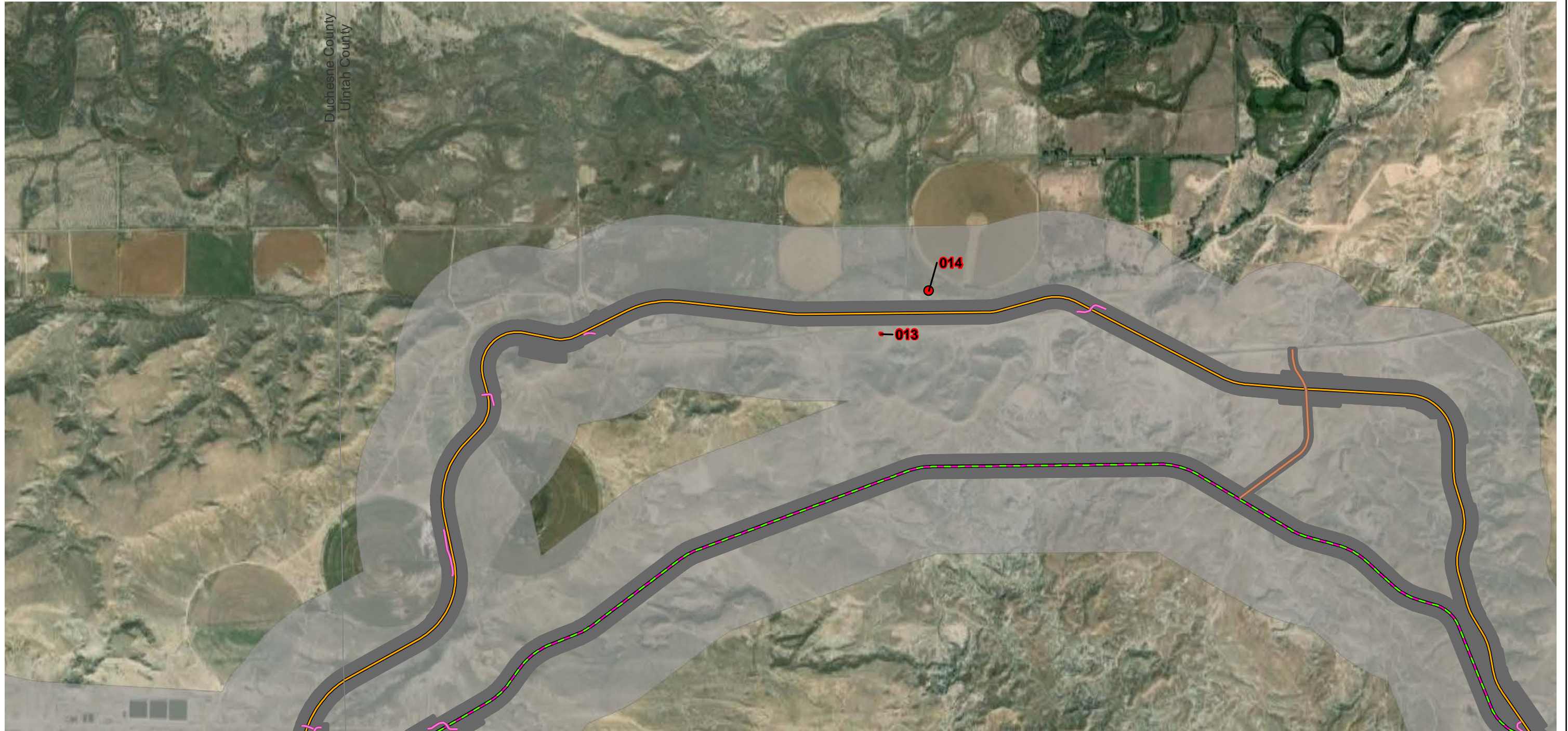
Contributor	Alternatives and Project Elements	Area of Potential Effects
Agricultural	Wells Draw Alternative	Project Footprint + 50 ft buffer
	Road Realignment	1,500' Buffer of Average Project Footprint
		County Road



0 0.5 1
1:24,000 Miles

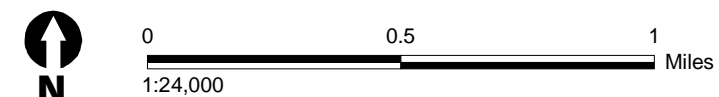
Date: 10/16/2020

\\PDC\IT\RD\GIS\1\Projects_1\SurfaceTransportation\Board\Uinta_Basin_Railway\Figures\Doc\TechnicalReports\CulturalResources\Att_IV_ UintaBasinRural_HD_Mapbook.mxd: User: 35015; Date: 10/16/2020

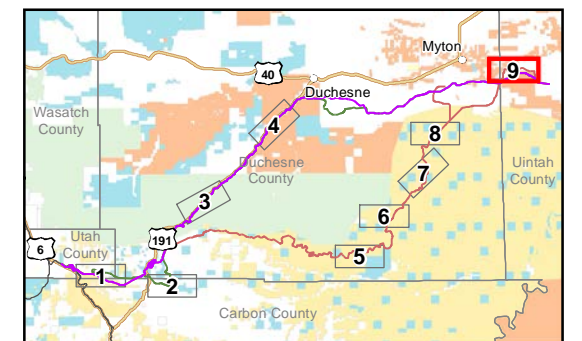


- | | |
|--------------------|--|
| Contributor | Alternatives and Project Elements |
| Residential | Wells Draw Alternative |
| Contributor | Indian Canyon and Whitmore Park Alternatives |
| Residential | Access Road |
| | Road Realignment |

- | |
|--|
| Area of Potential Effects |
| Project Footprint + 50 ft buffer |
| 1,500' Buffer of Average Project Footprint |

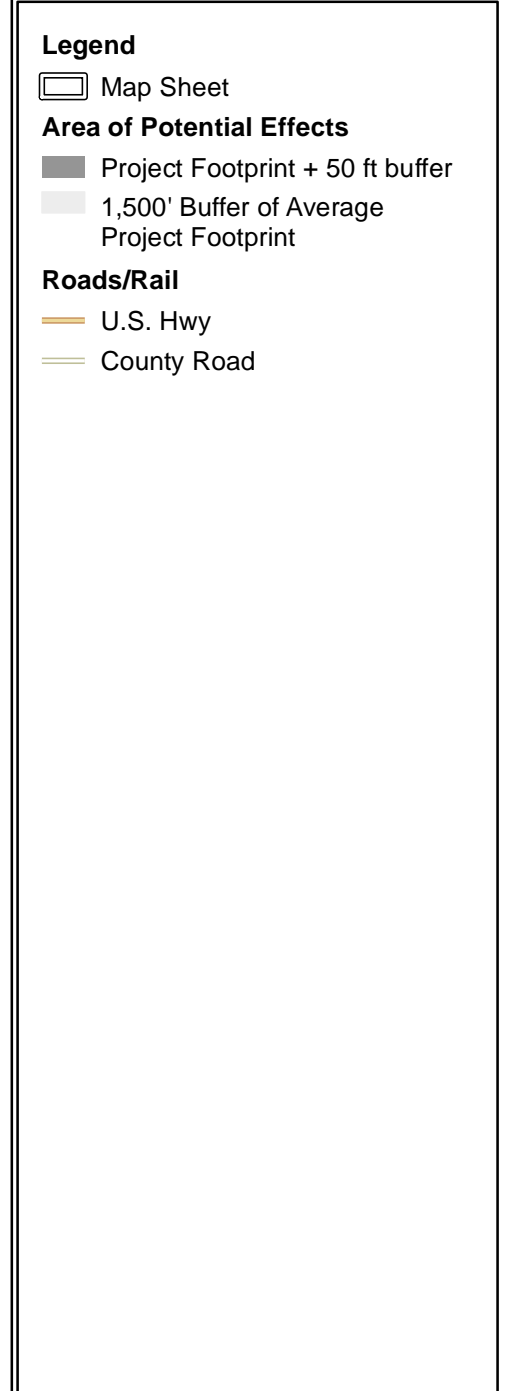


Date: 10/16/2020



Attachment V

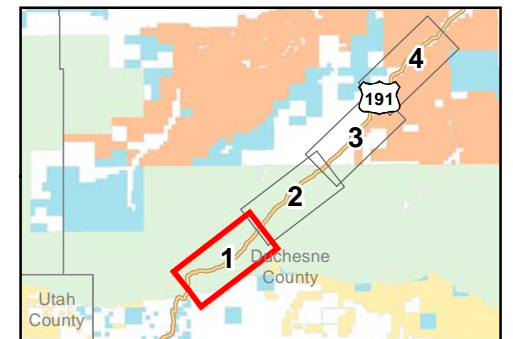
Potential Indian Canyon Road Linear Historic District



\\PDC\IT\RD\GIS\1\Projects_1\SurfaceTransportation\Board\Uinta_Basin_Railway\Figures\Doc\TechnicalReports\CulturalResources\Alt_V_IndianCanyonRd_HD_Mapbook.mxd User: 35015 Date: 10/19/2020



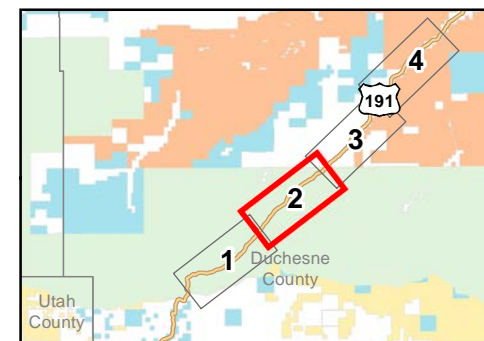
- | | | | |
|---|--|-------------|--|
| Contributor | Alternatives and Project Elements | U.S. Hwy | Area of Potential Effects |
| Potential route of Indian Canyon Road based on review of current and historical aerials - treat as NHRP-Eligible/ Potential Historic District with Potential Contributors | Indian Canyon and Whitmore Park Alternatives | County Road | Project Footprint + 50 ft buffer |
| | Tunnel | | 1,500' Buffer of Average Project Footprint |
| | Road Realignment | | |



\\PDC\ITRDS\GIS\Projects_1\SurfaceTransportation\Board\Unita_Basin_Railway\Figures\Doc\TechnicalReports\CulturalResources\Att_V_IndianCanyonRd_HD_Mapbook.mxd User: 35015 Date: 10/19/2020



- | | | | |
|---|--|----------|--|
| Contributor | Alternatives and Project Elements | U.S. Hwy | Area of Potential Effects |
| Potential route of Indian Canyon Road based on review of current and historical aerials - treat as NHRP-Eligible/ Potential Historic District with Potential Contributors | Indian Canyon and Whitmore Park Alternatives | | Project Footprint + 50 ft buffer |
| | Road Realignment | | 1,500' Buffer of Average Project Footprint |
| | Access Road | | |
| | Communication Tower | | |



0 0.5 1
1:24,000 Miles

Date: 10/19/2020

\\PDC\ITRDS\GIS\Projects_1\SurfaceTransportation\Board\Uinta_Basin_Railway\Figures\CulturalResources\Alt_V_IndianCanyonRd_HD_Mapbook.mxd User: 35015 Date: 10/19/2020

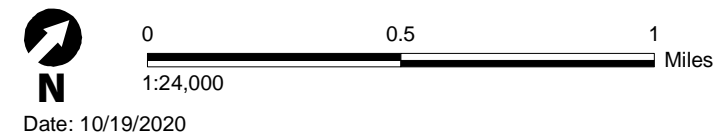
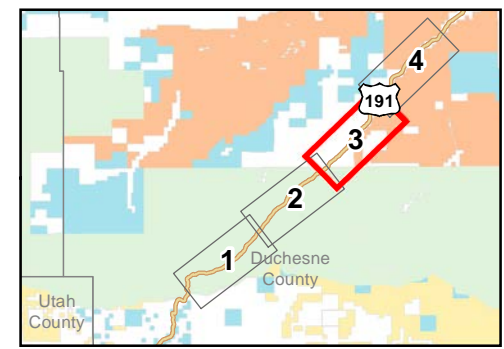


-- Potential route of Indian Canyon Road based on review of current and historical aerials - treat as NHRP-Eligible/ Potential Historic District with Potential Contributors

Alternatives and Project Elements
Indian Canyon and Whitmore Park Alternatives
Road Realignment

U.S. Hwy

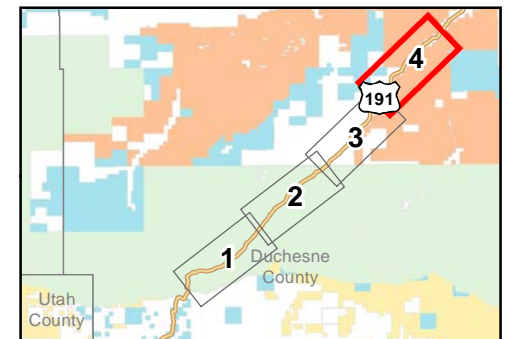
Area of Potential Effects
Project Footprint + 50 ft buffer
1,500' Buffer of Average Project Footprint



\\PDC\ITRDS\GIS\Projects_1\SurfaceTransportationBoard\Uinta_Basin_Railway\Figures\Doc\TechnicalReports\CulturalResources\Alt_V_IndianCanyonRd_HD_Mapbook.mxd User: 35015 Date: 10/19/2020



- | | | | |
|--|--|----------|--|
| Contributor | Alternatives and Project Elements | U.S. Hwy | Area of Potential Effects |
| Potential route of Indian Canyon Road based on review of current and historical aerals - treat as NHRP-Eligible/ Potential Historic District with Potential Contributors | Indian Canyon and Whitmore Park Alternatives | | Project Footprint + 50 ft buffer |
| | Road Realignment | | 1,500' Buffer of Average Project Footprint |



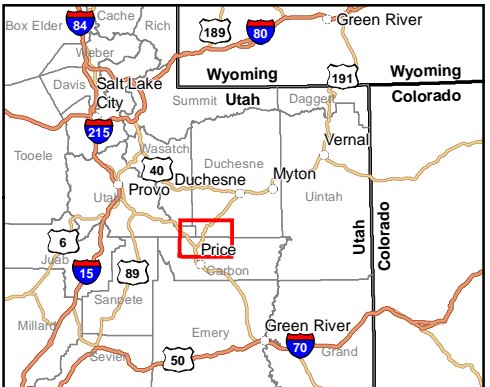
0 0.5 1
1:24,000 Miles

Date: 10/19/2020

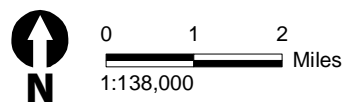
Attachment VI

Potential Emma Park Road Linear Historic District

\\PDC\IT\RD\SGIS\1\Projects_1\SurfaceTransportation\Board\Unlita_Basin_Railway\Figures\Doc\TechnicalReports\CulturalResources\VI_VI_EmmaParkRoad_HD_Index.mxd User: 35015 Date: 10/19/2020

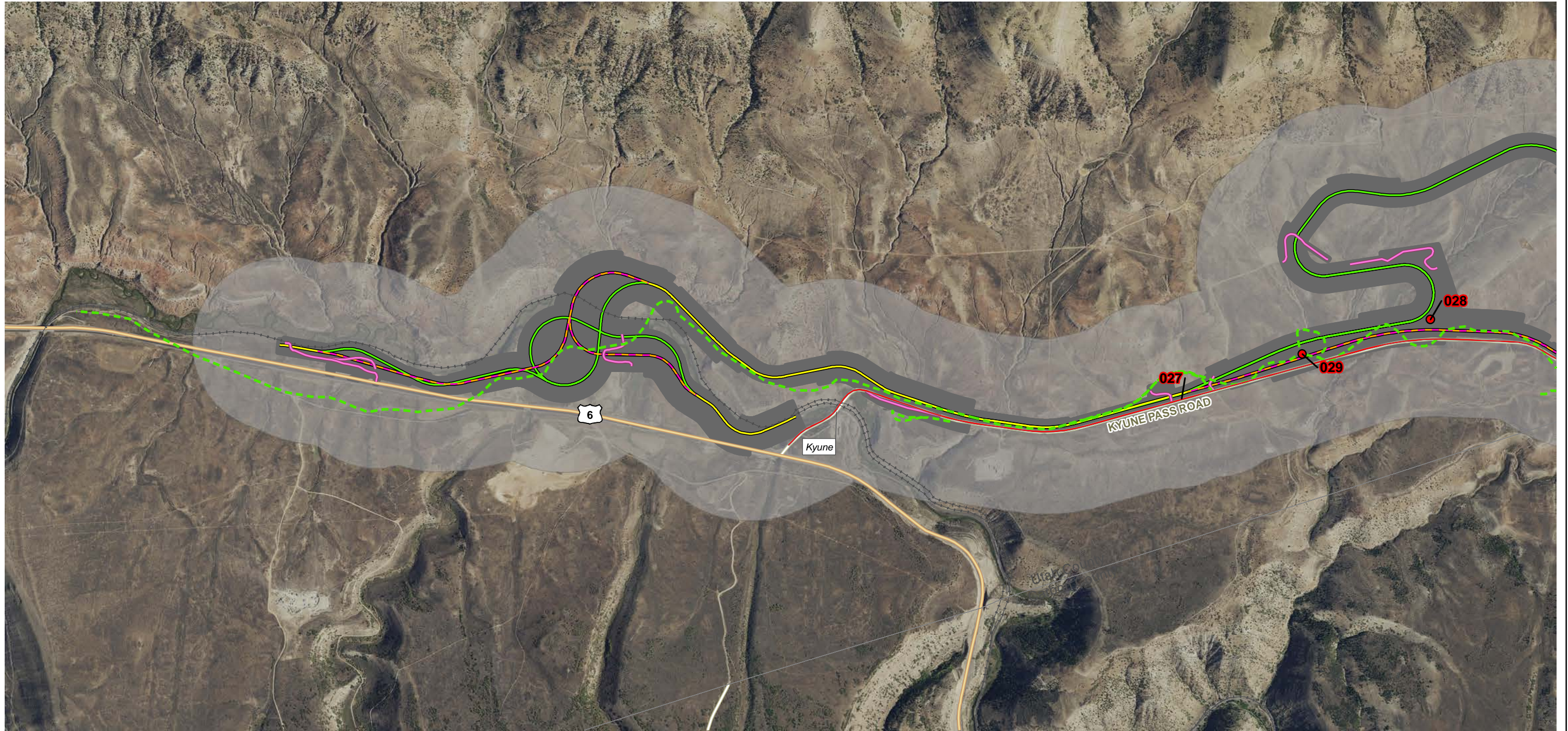


- Legend**
- Map Sheet
 - Area of Potential Effects**
 - Project Footprint
 - 1,500' Buffer of Average Project Footprint
 - Roads/Rail**
 - U.S. Hwy
 - State Route
 - County Road
 - Existing Rail Line



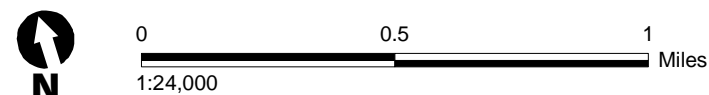
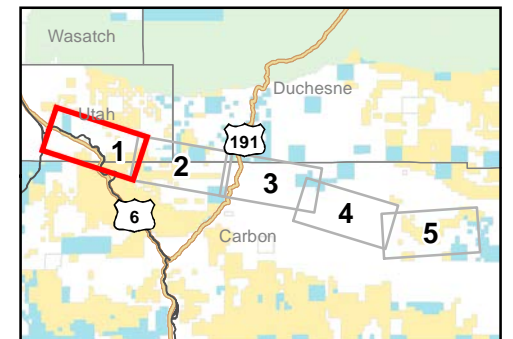
Potential Emma Park Road Linear Historic District
Map Index

\\PDC\ITRDS\GIS\Projects_1\SurfaceTransportation\Board\Uinta_Basin_Railway\Figures\Doc\TechnicalReports\CulturalResources\Att_VI_EmmaParkRoad_HD_Macbook.mxd User: 35015 Date: 10/19/2020



- | | | |
|---|--|--|
| <div style="display: inline-block; width: 15px; height: 15px; background-color: red; margin-right: 5px;"></div> Contributor | Alternatives | <div style="display: inline-block; width: 15px; height: 15px; background-color: grey; margin-right: 5px;"></div> Project Footprint + 50 ft buffer |
| <div style="display: inline-block; width: 10px; height: 10px; border: 1px solid red; margin-right: 5px;"></div> Contributor | <div style="display: inline-block; width: 15px; border-bottom: 2px solid yellow; margin-right: 5px;"></div> All Alternatives | <div style="display: inline-block; width: 15px; height: 15px; background-color: lightgrey; margin-right: 5px;"></div> 1,500' Buffer of Average Project Footprint |
| <div style="display: inline-block; width: 15px; border-bottom: 2px dashed green; margin-right: 5px;"></div> Potential route of Emma Park Road based on review of current and historical aerials - treat as NHRP-Eligible/ Potential Historic District with Potential Contributors | <div style="display: inline-block; width: 15px; border-bottom: 2px solid green; margin-right: 5px;"></div> Whitmore Park Alternative | |
| | <div style="display: inline-block; width: 15px; border-bottom: 2px solid magenta; margin-right: 5px;"></div> Indian Canyon and Wells Draw Alternatives | |
| | <div style="display: inline-block; width: 15px; border-bottom: 2px solid pink; margin-right: 5px;"></div> Road Realignment | |

- | | |
|--|--|
| <div style="display: inline-block; width: 15px; border-bottom: 2px solid orange; margin-right: 5px;"></div> U.S. Hwy | <div style="display: inline-block; width: 15px; border-bottom: 2px solid lightgrey; margin-right: 5px;"></div> County Road |
| <div style="display: inline-block; width: 15px; border-bottom: 1px dashed black; margin-right: 5px;"></div> Existing Rail Line | |

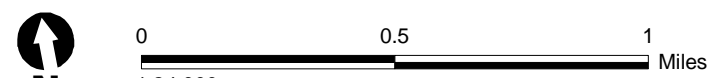
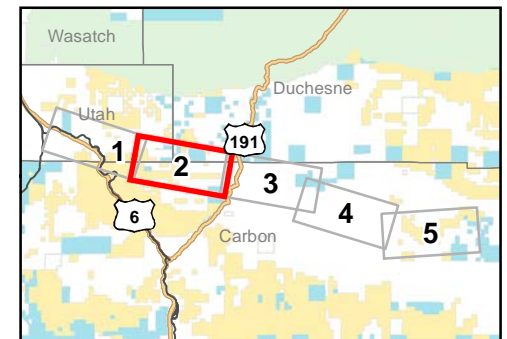


Date: 10/19/2020

\\PDC\ITRDS\GIS\Projects_1\SurfaceTransportation\Board\Uinta_Basin_Railway\Figures\Doc\TechnicalReports\CulturalResources\Att_VI_EmmaParkRoad_HD_Mapbook.mxd User: 35015; Date: 10/19/2020



- | | | |
|--|---|--|
| Contributor | Alternatives | Area of Potential Effects |
| Potential route of Emma Park Road based on review of current and historical aerals - treat as NHRP-Eligible/ Potential Historic District with Potential Contributors | Whitmore Park Alternative | Project Footprint + 50 ft buffer |
| | Indian Canyon and Wells Draw Alternatives | 1,500' Buffer of Average Project Footprint |
| | Road Realignment | County Road |

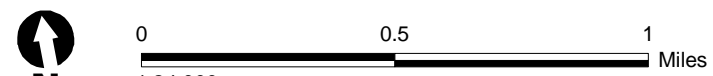
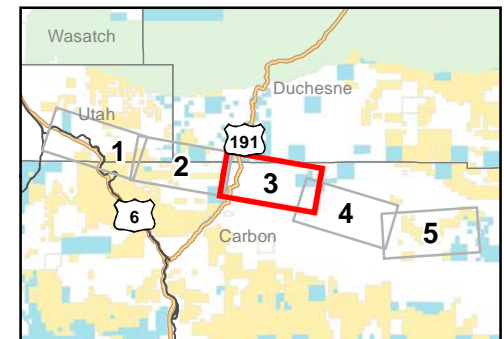


Date: 10/19/2020

\\PDC\IT\ROSGIS\Projects_1\SurfaceTransportation\Board\Units_Basin_Railway\Figures\Doc\TechnicalReports\CulturalResources\Att_VI_EmmaParkRoad_HD_Macbook.mxd User: 35015 Date: 10/19/2020



- | | | | |
|---|---|--|---|
|  Contributor | Alternatives | Area of Potential Effects |  U.S. Hwy |
|  Potential route of Emma Park Road based on review of current and historical aerals - treat as NHRP-Eligible/ Potential Historic District with Potential Contributors |  Whitmore Park Alternative |  Project Footprint + 50 ft buffer |  County Road |
| |  Indian Canyon and Wells Draw Alternatives |  1,500' Buffer of Average Project Footprint | |
| |  Road Realignment | | |



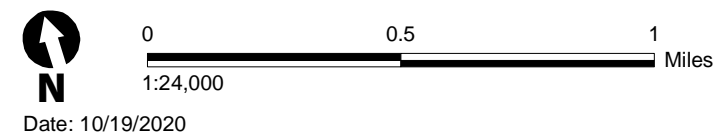
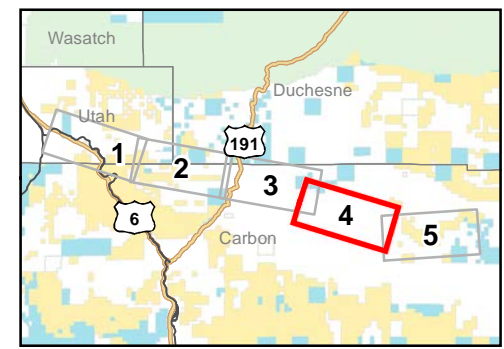
Date: 10/19/2020

\\PDC\ITRDS\GIS\Projects_1\SurfaceTransportation\Board\Uinta_Basin_Railway\Figures\Doc\TechnicalReports\CulturalResources\Att_VI_EmmaParkRoad_HD_Mapbook.mxd User: 35015 Date: 10/19/2020



--- Potential route of Emma Park Road based on review of current and historical aerials - treat as NHRP-Eligible/ Potential Historic District with Potential Contributors

Area of Potential Effects
■ Project Footprint + 50 ft buffer
■ 1,500' Buffer of Average Project Footprint



Date: 10/19/2020

\\PDC\ITRDS\GIS\1\Projects_1\SurfaceTransportation\Board\Uinta_Basin_Railway\Figures\Doc\TechnicalReports\CulturalResources\At_VI_EmmaParkRoad_HD_Mapbook.mxd User: 35015 Date: 10/19/2020



--- Potential route of Emma Park Road based on review of current and historical aerials - treat as NHRP-Eligible/ Potential Historic District with Potential Contributors

Area of Potential Effects

- Project Footprint + 50 ft buffer
- 1,500' Buffer of Average Project Footprint
- County Road

