

Agency and Tribal Consultation

Introduction

This appendix discusses consultation on the development of this [Final Draft](#) Environmental Impact Statement (EIS). Consultation is described per the following three categories.

- Agency Consultation
- Tribal and Government-to-Government Consultation
- Section 106 Consultation

Copies of relevant consultation correspondence are provided in Attachment 1. Other correspondence not included in this appendix can be found on the Surface Transportation Board (Board) website under environmental correspondence.

Agency Consultation

Agency Consultation describes the Board's Office of Environmental Analysis (OEA) written and verbal correspondence with federal, state, and local agencies. OEA sent initial agency consultation letters to 23 federal, state, and local agencies on April 10, 2019. This letter informed agencies of the project and requested preliminary information and comments from the agencies about resources to consider in the environmental review. Between April 29 and June 14, 2020, 11 agencies responded to these initial consultation letters.

On April 24, 2019, OEA sent letters to four federal agencies inviting them to participate as a cooperating agency during the development of this [Final Draft](#) EIS. The four invited agencies are the Bureau of Indian Affairs (BIA), Bureau of Land Management (BLM), U.S. Army Corps of Engineers (Corps), and U.S. Forest Service (Forest Service). On the same day, OEA also extended an invitation to the State of Utah's Public Lands Policy Coordinating Office (PLPCO) to participate as a cooperating agency, acting as the lead agency for all other Utah State agencies. All five agencies agreed to be cooperating agencies.

OEA sent out letters on June 19, 2019 to 26 federal, state, and local agencies and to 152 unique elected officials notifying the recipients of the publication of the Notice of Intent and opening of the scoping comment period. During the scoping period, scoping comment letters were received from the following federal agencies: BLM, U.S. Fish and Wildlife Service (USFWS), and U.S. Environmental Protection Agency (EPA). Scoping comments (via letters, website comment, or oral comment) were also received from state agencies, including PLPCO, the Colorado Department of Public Health and Environment (CDPHE), Colorado Parks and Wildlife (CPW), Colorado Public Utilities Commission, State of Utah School and Institutional Trust Lands Administration (SITLA), Utah Department of Natural Resources (Utah Board of Oil, Gas, and Mining). Scoping comment letters or oral comments were received from Moffat, Uintah, Duchesne, Daggett, and Carbon counties and letters were also received from city representatives and elected officials.

OEA held a kick-off teleconference with the cooperating agencies on June 3, 2019. OEA also held ~~4630~~ biweekly teleconferences with the cooperating agencies starting on July 31, 2019 and continuing throughout development of the [Final Draft](#) EIS to discuss recent filings, updates on the Draft EIS [and Final EIS](#) preparation, agency reviews of analysis methods and administrative Draft

EIS [and Final EIS](#) chapters, and other pertinent topics. OEA met with cooperating agencies in person in Salt Lake City during the scoping period on July 15, 2019 and later on November 21, 2019. OEA also met with cooperating and consulting agencies one-on-one to discuss specific resource topics throughout the NEPA process.

These meetings included the following.

- March 20, 2019 coordination meeting with BIA
- March 21, 2019 coordination meeting with the Corps
- March 21, 2019 coordination meeting with BLM
- March 21, 2019 coordination meeting with PLPCO
- May 2, 2019 coordination meeting with BLM
- June 11, 2019 coordination meeting with BLM
- September 17, 2019 air quality meeting with EPA
- October 8, 2019 alternatives meeting with BLM
- October 24, 2019 alternatives meeting with BLM
- October 30, 2019 sensitive species meeting with BLM and Utah Department of Wildlife Resources
- October 31, 2019 alternatives meeting with BLM
- November 22, 2019 alternatives meeting with BLM
- December 16, 2019 greater sage-grouse meeting with BLM, PLPCO, and the Corps
- February 3, 2020 sensitive species meeting with the Forest Service
- February 6, 2020 coordination meeting with the Corps
- February 11, 2020 greater sage-grouse meeting with BLM, PLPCO, the Corps, and USFWS
- February 14, 2020 information gathering meeting with BLM
- February 18, 2020 Endangered Species Act Section 7 meeting with USFWS
- March 10, 2020 water resources meeting with EPA
- March 10, 2020 greater sage-grouse meeting with BLM, PLPCO, and USFWS
- March 12, 2020 water resources meeting with EPA and the Corps
- April 7, 2020 greater sage-grouse meeting with BLM and PLPCO
- May 5, 2020 greater sage-grouse meeting with BLM, PLPCO, and USFWS
- May 13, 2020 greater sage-grouse meeting with BLM
- May 19, 2020 air quality meeting with EPA
- May 21, 2020 Endangered Species Act Section 7 meeting with USFWS
- June 2, 2020 greater sage-grouse meeting with BLM and PLPCO
- June 10, 2020 Endangered Species Act Section 7 meeting with USFWS
- June 11, 2020 coordination meeting with BLM

- June 17, 2020 air quality meeting with EPA
- September 4, 2020 coordination meeting with EPA
- September 14, 2020 Endangered Species Act Section 7 meeting with USFWS
- October 1, 2020 coordination meeting with PLPCO and Utah Geological Survey
- [October 6, 2020 Endangered Species Act Section 7 meeting with USFWS and the Corps](#)
- [January 26, 2021 Endangered Species Act Section 7 meeting with USFWS](#)
- [March 3, 2021 Endangered Species Act Section 7 meeting with USFWS and the Corps](#)
- [March 11, 2021 Endangered Species Act Section 7 meeting with USFWS and the Corps](#)
- [March 15, 2021 Endangered Species Act Section 7 meeting with USFWS](#)
- [March 16, 2021 Endangered Species Act Section 7 meeting with USFWS](#)
- [April 1, 2021 coordination meeting with PLPCO](#)
- [April 8, 2021 big game movement corridor meeting with UDWR](#)
- [April 9, 2021 coordination meeting with Forest Service](#)
- [April 20, 2021 greater sage-grouse meeting with BLM](#)
- [April 26, 2021 coordination meeting with EPA](#)
- [May 19, 2021 big game movement corridor meeting with UDWR](#)

Table S-1 lists all of the agencies with which OEA has exchanged written correspondence. Dates are also provided for formal correspondences.

Table S-1. Agencies Consulted and Dates of Written Correspondence

Agency	Dates of Written Correspondence
Cooperating Agencies	
Bureau of Indian Affairs (BIA)	From OEA to BIA: 4/10/2019 From OEA to BIA: 4/24/2019 From BIA to OEA: 5/15/2019 From OEA to BIA: 6/19/2019
Bureau of Land Management (BLM)	From OEA to BLM: 4/10/2019 From OEA to BLM: 4/24/2019 From OEA to BLM: 6/19/2019 From BLM to OEA: 8/26/2019 From BLM to OEA: 9/3/2019
U.S. Army Corps of Engineers (Corps)	From OEA to Corps: 4/10/2019 From OEA to Corps: 4/24/2019 From OEA to Corps: 6/19/2019
U.S. Forest Service, Ashley National Forest (Forest Service)	From OEA to Forest Service: 4/10/2019 From OEA to Forest Service: 4/24/2019 From Forest Service to OEA: 5/10/2019 From OEA to Forest Service: 6/19/2019

Agency	Dates of Written Correspondence
Utah Public Lands Policy Coordinating Office (PLPCO)	From OEA to PLPCO: 4/10/2019 From OEA to PLPCO: 4/24/2019 From OEA to PLPCO: 6/19/2019 From PLPCO to OEA: 8/15/2019
Federal Agencies	
Federal Railroad Administration (FRA)	From OEA to FRA: 4/10/2019 From OEA to FRA: 6/19/2019
National Park Service (NPS)	From OEA to NPS: 4/10/2019 From NPS to OEA: 5/9/2019 From OEA to NPS: 6/19/2019
U.S. Environmental Protection Agency (EPA)	From OEA to EPA: 4/10/2019 From EPA to OEA: 5/9/2019 From EPA to OEA: 5/14/2019 From OEA to EPA: 6/19/2019 From EPA to OEA: 8/1/2019
U.S. Fish and Wildlife Service (USFWS)	From OEA to USFWS: 6/19/2019 From USFWS to OEA: 8/1/2019 From OEA to USFWS: 3/18/2021
State Agencies	
Colorado Department of Public Health & Environment (CDPHE)	From OEA to CDPHE: 4/10/2019 From CDPHE to OEA: 5/9/2019 From OEA to CDPHE: 6/19/2019 From CDPHE to OEA: 8/5/2019
Colorado Department of Transportation (CDOT)	From OEA to CDOT: 4/10/2019 From CDOT to OEA: 5/9/2019 From OEA to CDOT: 6/19/2019
Colorado Governor's Office	From OEA to Colorado Governor's Office: 4/10/2019 From OEA to Colorado Governor's Office: 6/19/2019
Colorado Parks and Wildlife (CPW)	From OEA to CPW: 4/10/2019 From CPW to OEA: 5/2/2019 From OEA to CPW: 6/19/2019 From CPW to OEA: 8/1/2019
Colorado Public Utilities Commission	From Colorado Public Utilities Commission to OEA: 7/25/2019
Colorado State Historic Preservation Office (Colorado SHPO)	From OEA to Colorado SHPO: 6/19/2019
Colorado State Land Board	From OEA to Colorado State Land Board: 4/10/2019 From OEA to Colorado State Land Board: 6/19/2019
Utah Department of Environmental Quality (UDEQ)	From OEA to UDEQ: 4/10/2019 From UDEQ to OEA: 5/6/2019 From UDEQ to OEA: 6/14/2019 From OEA to UDEQ: 6/19/2019 From UDEQ to OEA: 9/3/2019
Utah Department of Transportation (UDOT)	From OEA to UDOT: 4/10/2019 From OEA to UDOT: 6/19/2019

Agency	Dates of Written Correspondence
Utah Governor's Office	From OEA to Utah Governor's Office: 4/10/2019 From OEA to Utah Governor's Office: 6/19/2019
Utah School and Institutional Trust Lands Administration (SITLA)	From OEA to SITLA: 4/10/2019 From OEA to SITLA: 6/19/2019 From SITLA to OEA: 7/17/2019
Utah State Historic Preservation Office (Utah SHPO)	From OEA to Utah SHPO: 6/19/2019
Local Agencies	
Carbon County	From OEA to Carbon County: 4/10/2019 From OEA to Carbon County: 6/19/2019 From Carbon County to OEA: 9/3/2019
Daggett County	From Daggett County to OEA: 9/3/2019
Duchesne County	From OEA to Duchesne County: 4/10/2019 From Duchesne County to OEA: 4/29/2019 From OEA to Duchesne County: 6/19/2019 From Duchesne County to OEA: 7/18/2019
Moffat County	From OEA to Moffat County: 4/10/2019 From Moffat County to OEA: 5/8/2019 From Moffat County to OEA: 5/20/2019 From OEA to Moffat County: 6/19/2019 From Moffat County to OEA: 8/5/2019
Rio Blanco County	From OEA to Rio Blanco County: 4/10/2019 From OEA to Rio Blanco County: 6/19/2019
Uintah County	From OEA to Uintah County: 4/10/2019 From Uintah County to OEA: 5/8/2019 From OEA to Uintah County: 6/19/2019 From Uintah County to OEA: 9/3/2019
Utah County	From OEA to Utah County: 4/10/2019 From OEA to Utah County: 6/19/2019

Tribal and Government-to-Government Consultation

OEA consulted with federally recognized tribes pursuant to the National Historic Preservation Act (NHPA), National Environmental Policy Act (NEPA), and Executive Order 13175. Executive Order 13175 requires that federal agencies conduct government-to-government consultations with federally recognized Indian tribes in the development of federal policies (including regulations, legislative comments or proposed legislation, and other policy statements or actions) that have tribal implications. Tribes may have concerns about natural resources and other potential impacts that would not be brought up during the Section 106 process and these concerns can be voiced during government-to-government consultation.

OEA sent an initial consultation letter to the Ute Indian Tribe of the Uintah and Ouray Reservation (Ute Indian Tribe) on April 10, 2019. This letter informed the Ute Indian Tribe of the project and requested preliminary information and comments from the tribes about resources to consider in the environmental review.

OEA then sent out letters to 12 tribes on June 19, 2019 initiating government-to-government consultation and requesting completion of a response questionnaire. In these letters, OEA made the tribe aware of the publication of the Notice of Intent and the opening of the scoping comment period, and asked tribes if they wished to be consulted regarding impacts to cultural resources, historic properties, and sacred sites assessed under NHPA and NEPA. OEA also asked tribes if they wished to be consulted regarding other resource areas considered under NEPA. The Ute Indian Tribe was the only tribe to request government-to-government consultation throughout the NEPA process. The Ute Indian Tribe also submitted a scoping comment letter during the scoping period on August 1, 2019.

On December 10, 2019, OEA sent a formal letter to the Ute Indian Tribe as part of ongoing government-to-government consultation providing a project update to the Ute Indian Tribe Business Committee and suggesting in-person meetings at tribal offices in Fort Duchesne, Utah and Washington, DC at the OEA offices. From this point on, OEA consulted with the Ute Indian Tribe regularly throughout the development of the [Final Draft EIS](#) both through teleconferences and in-person meetings. These meetings allowed OEA to provide project updates and answer questions on the EIS process and the alternatives under consideration and provided the Ute Indian Tribe the opportunity to identify environmental issues and concerns about project impacts on their land.

Meetings with the Ute Indian Tribe included the following.

- February 5, 2019 in-person meeting in Fort Duchesne, Utah
- May 30, 2019 in-person meeting in Washington, DC
- September 12, 2019 in-person meeting in Washington, DC
- November 20, 2019 in-person meeting in Fort Duchesne, Utah
- January 24, 2020 teleconference
- January 28, 2020 in-person meeting in Washington, DC
- May 6, 2020 teleconference
- May 28, 2020 teleconference
- July 27, 2020 teleconference
- [August 13, 2020 teleconference](#)
- [November 24, 2020 teleconference](#)
- [December 17, 2020 teleconference](#)
- [February 5, 2021 teleconference](#)
- [March 1, 2021 teleconference](#)
- [March 17, 2021 teleconference](#)
- [June 9, 2021 teleconference](#)

Table S-2 lists the federally recognized tribes that OEA invited to consult on a government-to-government basis. Dates are shown for the government-to-government initiation letters, as well as further correspondence with the Ute Indian Tribe.

Table S-2. Tribal and Government-to-Government Dates of Written Correspondence

Tribes	Dates of Written Correspondence
Ute Indian Tribe of the Uintah and Ouray Reservation (Ute Indian Tribe)	From OEA to Ute Indian Tribe: 4/10/2019 From OEA to Ute Indian Tribe: 6/19/2019 From Ute Indian Tribe to OEA: 8/1/2019 From OEA to Ute Indian Tribe: 12/10/2019 From Ute Indian Tribe to OEA: 3/8/2021
Apache Tribe of Oklahoma	From OEA to Apache Tribe: 6/19/2019
Confederated Tribes of the Goshute Reservation, Nevada and Utah	From OEA to Confederated Tribes of the Goshute Reservation: 6/19/2019
Eastern Shoshone Tribe of the Wind River Reservation, Wyoming	From OEA to Eastern Shoshone Tribe: 6/19/2019
Fort Belknap Indian Community of the Fort Belknap Reservation of Montana	From OEA to Fort Belknap Indian Community: 6/19/2019
Navajo Nation, Arizona, New Mexico and Utah	From OEA to Navajo Nation: 6/19/2019
Paiute Indian Tribe of Utah	From OEA to Paiute Indian Tribe: 6/19/2019
Shoshone-Bannock Tribe of the Fort Hall Reservation, Idaho	From OEA to Shoshone-Bannock Tribe: 6/19/2019
Skull Valley Band of the Goshute Indians	From OEA to Skull Valley Band of the Goshute Indians: 6/16/2019
The Hopi Tribe of Arizona	From OEA to the Hopi Tribe: 6/19/2019
The Northwestern Band of the Shoshone Nation, Utah	From OEA to the Northwestern Band of the Shoshone: 6/19/2019
White Mesa/Ute Mountain Ute Indian Tribe, Utah and Colorado	From OEA to White Mesa/Ute Mountain Ute Indian Tribe: 6/19/2019

Section 106 Consultation under the National Historic Preservation Act

The Section 106 regulations at 36 Code of Federal Regulations (C.F.R.) Part 800 require federal agencies to consider the impact of their “undertakings” on “historic properties” listed or eligible for listing in the National Register of Historic Places prior to licensing or providing funds for a project. In considering project impacts, federal agencies are required to consult with their applicants (the Seven County Infrastructure Coalition [Coalition], in this case), the state historic preservation officer (SHPO), tribes, and other consulting parties, including representatives of local government and certain persons or groups with a demonstrated interest in the undertaking. Agencies must also make their findings available to the public and provide the Advisory Council on Historic Preservation (ACHP) an opportunity to comment on the undertaking.

OEA sent a Section 106 consultation invitation letter to the Ute Indian Tribe on June 14, 2019 noting that the Ute Indian Tribe will assume the same role as a SHPO’s office would with respect to undertakings taking place on tribal lands. Separately, OEA sent Section 106 consultation invitation letters on June 19, 2019 to initiate Section 106 consultation to Utah SHPO, Colorado SHPO, ACHP, 12 federally recognized tribes with ancestral ties to the project area, and other potential consulting

parties, including federal and state agencies, the Coalition, and historic preservation organizations. These letters included a Consultation Options form which OEA requested each party complete and return.

Between June 24, 2019 and April 21, 2020, 11 different consulting parties returned the Consultation Options form. Other consulting parties verbally confirmed to OEA whether they wanted to participate as a consulting party or not. To date, 24 consulting parties have accepted consulting party status and five have declined consulting party status. To date, 12 consulting parties have not responded to any communication. OEA's 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 was removed from the Section 106 Area of Potential Effects and OEA stopped consulting with parties who had interests in Colorado in December 2019.

OEA performed follow-up outreach throughout the development of the Draft EIS to unresponsive consulting parties. During this follow-up outreach, nine consulting parties requested a duplicate copy of the June 19, 2019 initiation letter. OEA sent duplicate initiation letters on October 25, 2019, October 29, 2019, November 25, 2019, and December 16, 2019.

On January 8, 2020, OEA reached out to all confirmed consulting parties by email to announce that OEA will host monthly teleconferences with consulting parties to provide updates on the project, fieldwork, and the EIS status. The consulting party teleconferences also allowed opportunity for discussion of important cultural resources and historic properties in the project area and to gather feedback on the Area of Potential Effects and the Programmatic Agreement (PA) that OEA ~~is developing~~developed with the consulting parties. On the same day, OEA emailed all potential consulting parties that had not previously been responsive to once again invite them to participate in the 106 consultation process. OEA held monthly teleconferences in January, February, March, April, May, June, August, September, ~~and~~ October, and December of 2020, and April of 2021, and extended invitations to all potential consulting parties except those who had officially declined consulting party status. On April 29, 2020, OEA held a teleconference and invited all consulting parties to attend and discuss the importance of rock imagery in the project area. OEA also hosted a workshop for all consulting parties on September 9, 2020 to discuss consulting party comments on the Draft PA and a workshop on December 9, 2020, to discuss consulting party comments on the Draft PA and Draft Historic Properties Technical Memorandum.

OEA filed an e-106 package with the ACHP on February 24, 2020, officially inviting the ACHP to participate in the project's Section 106 process. Upon recommendation from other consulting parties, OEA extended a Section 106 consultation invitation to UDOT and the Utah Rock Art Research Association (URARA) on April 21, 2020 and to the Utah Professional Archaeological Council (UPAC) on July 2, 2020.

OEA also held various in-person meetings and teleconferences with specific consulting parties as requested or if a specific resource issue came up. These meetings allowed consulting parties to bring up issues of importance or to get project updates from OEA on a more personal basis. Appendix N, *Historic Properties Technical Memorandum*, provides a detailed description of consultation with each individual consulting party and includes meetings and/or phone calls specific to each invited party.

Table S-3 lists the potential consulting parties that OEA invited to Section 106 consultation. Dates are shown for relevant 106 consultation letters and written correspondence.

Table S-3. Section 106 Consulting Parties—Dates of Written Correspondence

Consulting Party	Dates of Written Correspondence
Federal Agencies	
Bureau of Indian Affairs, Uintah and Ouray Agency	OEA to BIA, Uintah and Ouray Agency: 6/19/2019 OEA to BIA, Uintah and Ouray Agency: 1/6/2020 OEA to BIA, Uintah and Ouray Agency: 3/11/2021 OEA to BIA, Uintah and Ouray Agency: 3/26/2021
Bureau of Indian Affairs, Western Agency	OEA to BIA, Western Agency: 6/19/2019 OEA to BIA, Western Agency: 1/6/2020 OEA to BIA, Western Agency: 3/11/2021 OEA to BIA, Western Agency: 3/26/2021
Bureau of Land Management, Price Field Office	OEA to BLM Price: 6/19/2019 OEA to BLM Price: 1/6/2020 OEA to BLM Price: 3/11/2021 OEA to BLM Price: 3/26/2021
Bureau of Land Management, Vernal Field Office	OEA to BLM Vernal: 6/19/2019 OEA to BLM Vernal: 1/6/2020 OEA to BLM Vernal: 3/11/2021 OEA to BLM Vernal: 3/26/2021
Federal Highway Administration	OEA to FHWA: 6/19/2019 FHWA to OEA: 6/25/2019 OEA to FHWA: 10/25/2019
Federal Railroad Administration, Office of Program Delivery	OEA to FRA: 6/19/2019 OEA to FRA: 1/6/2020
National Park Service, Cultural Resources Intermountain Region	OEA to NPS: 6/19/2019
U.S. Army Corps of Engineers	OEA to Corps: 6/19/2019 Corps to OEA: 8/26/2019 OEA to Corps: 1/6/2020 OEA to Corps: 3/11/2021 OEA to Corps: 3/26/2021
U.S. Environmental Protection Agency	OEA to EPA: 1/6/2020 OEA to EPA: 3/11/2021 OEA to EPA: 3/26/2021
U.S. Forest Service, Ashley National Forest, Duchesne/Roosevelt Ranger District	OEA to Forest Service: 6/19/2019 OEA to Forest Service: 1/6/2020 OEA to Forest Service: 3/11/2021 OEA to Forest Service: 3/26/2021
Advisory Council on Historic Preservation	
Advisory Council on Historic Preservation	OEA to ACHP: 1/6/2020 OEA to ACHP: 2/24/2020
State Historic Preservation Offices	
Colorado Office of Archaeology and Historic Preservation (SHPO)	OEA to Colorado SHPO: 6/19/2019 Colorado SHPO to OEA: 6/25/2019
Utah Division of State History (SHPO)	OEA to Utah SHPO: 6/19/2019

Consulting Party	Dates of Written Correspondence
	OEA to Utah SHPO: 1/6/2020 OEA to Utah SHPO: 3/11/2021 OEA to Utah SHPO: 3/26/2021
Ute Indian Tribe of the Uintah and Ouray Reservation	
Ute Indian Tribe of the Uintah and Ouray Reservation	OEA to Ute Indian Tribe: 6/14/2019 OEA to Ute Indian Tribe: 6/19/2019 OEA to Ute Indian Tribe: 1/6/2020 OEA to Ute Indian Tribe: 3/11/2021 OEA to Ute Indian Tribe: 3/26/2021
Other Tribes	
Apache Tribe of Oklahoma	OEA to Apache Tribe: 6/19/2019 OEA to Apache Tribe: 12/16/2019 OEA to Apache Tribe: 1/6/2020
Confederated Tribes of Goshute Reservation, Nevada and Utah	OEA to Confederated Tribes of Goshute Reservation: 6/19/2019 OEA to Confederated Tribes of Goshute Reservation: 11/25/2019 OEA to Confederated Tribes of Goshute Reservation: 1/6/2020
Eastern Shoshone Tribe of the Wind River Reservation, Wyoming	OEA to Eastern Shoshone Tribe: 6/19/2019 OEA to Eastern Shoshone Tribe: 10/29/2019 OEA to Eastern Shoshone Tribe: 1/6/2020
Fort Belknap Indian Community of the Fort Belknap Reservation of Montana	OEA to Fort Belknap Indian Community: 6/19/2019 OEA to Fort Belknap Indian Community: 10/29/2019 OEA to Fort Belknap Indian Community: 1/6/2020
Navajo Nation, Arizona, New Mexico, and Utah	OEA to Navajo Nation: 6/19/2019 OEA to Navajo Nation: 11/25/2019 Navajo Nation to OEA: 12/2/2019
Paiute Indian Tribe of Utah	OEA to Paiute Indian Tribe: 6/19/2019
Shoshone-Bannock Tribes of the Fort Hall Reservation, Idaho	OEA to Shoshone-Bannock Tribe: 6/19/2019 Shoshone-Bannock Tribe to OEA: 7/2/2019
Skull Valley Band of the Goshute Indians	OEA to Skull Valley Band of the Goshute Indians: 6/19/2019
The Hopi Tribe of Arizona	OEA to The Hopi Tribe: 6/19/2019 The Hopi Tribe to OEA: 6/26/2019 OEA to The Hopi Tribe: 1/6/2020 OEA to The Hopi Tribe: 3/11/2021 OEA to The Hopi Tribe: 3/26/2021
The Northwestern Band of the Shoshone Nation, Utah	OEA to the Northwestern Band of the Shoshone Nation: 6/19/2019 OEA to the Northwestern Band of the Shoshone Nation: 12/16/2019 OEA to the Northwestern Band of the Shoshone Nation: 1/6/2020
White Mesa/Ute Mountain Ute Indian Tribe, Utah and Colorado	OEA to White Mesa/Ute Mountain Ute Indian Tribe: 6/19/2019

Consulting Party	Dates of Written Correspondence
Local Government	
Carbon County	OEA to Carbon County: 6/19/2019 OEA to Carbon County: 1/6/2020 OEA to Carbon County: 3/11/2021 OEA to Carbon County: 3/26/2021
Duchesne County	OEA to Duchesne County: 6/19/2019 Duchesne County to OEA: 6/24/2019 OEA to Duchesne County: 1/6/2020 OEA to Duchesne County: 3/11/2021 OEA to Duchesne County: 3/26/2021
Moffat County	OEA to Moffat County: 6/19/2019
Public Lands Policy Coordinating Office	OEA to PLPCO: 1/6/2020 OEA to PLPCO: 3/11/2021 OEA to PLPCO: 3/26/2021
Rio Blanco County	OEA to Rio Blanco County: 6/19/2019
School and Institutional Trust Lands Administration	OEA to SITLA: 6/19/2019 SITLA to OEA: 6/26/2019 OEA to SITLA: 1/6/2020 OEA to SITLA: 3/11/2021 OEA to SITLA: 3/26/2021
Uintah County	OEA to Uintah County: 6/19/2019 Uintah County: 7/2/2019 OEA to Uintah County: 1/6/2020 OEA to Uintah County: 3/11/2021 OEA to Uintah County: 3/26/2021
Utah Department of Transportation	OEA to UDOT: 4/21/2020 OEA to UDOT: 3/11/2021 OEA to UDOT: 3/26/2021
Utah County	OEA to Utah County: 6/19/2019 OEA to Utah County: 1/6/2020
Additional Consulting Parties	
Colorado Plateau Archaeological Alliance	OEA to CPAA: 6/19/2019 OEA to CPAA: 10/20/2019 CPAA to OEA: 11/8/2019 OEA to CPAA: 1/6/2020 OEA to CPAA: 3/11/2021 OEA to CPAA: 3/26/2021
Colorado Preservation, Inc.	OEA to Colorado Preservation, Inc.: 6/19/2019 OEA to Colorado Preservation, Inc.: 1/6/2020
National Trust for Historic Preservation	OEA to National Trust for Historic Preservation: 6/19/2019
Nine Mile Canyon Coalition	OEA to Nine Mile Canyon Coalition: 6/19/2019 OEA to Nine Mile Canyon Coalition: 1/6/2020 OEA to Nine Mile Canyon Coalition: 3/11/2021 OEA to Nine Mile Canyon Coalition: 3/26/2021

Consulting Party	Dates of Written Correspondence
Preservation Utah	OEA to Preservation Utah: 6/19/2019 OEA to Preservation Utah: 10/29/2019 OEA to Preservation Utah: 1/6/2020
Seven County Infrastructure Coalition	OEA to Coalition: 1/6/2020 OEA to Coalition: 3/11/2021 OEA to Coalition: 3/26/2021
Southern Utah Wilderness Alliance	OEA to SUWA: 6/19/2019 OEA to SUWA: 1/6/2020
Utah Professional Archaeological Council	OEA to UPAC: 7/2/2020
Utah Rock Art Research Association	OEA to URARA: 4/21/2020 URARA to OEA: 4/21/2020 OEA to URARA: 3/11/2021 OEA to URARA: 3/26/2021

Attachment 1
Letters



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

April 10, 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 Uinta Counties, Utah

Dear Ms. Marlys Osterhues:

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 advise you of the proposed rail line project and request preliminary information from your agency regarding the resources under your jurisdiction that could be affected by the proposed rail line construction and operation, as well as any permits and approvals that could be required of the Coalition as part of the proposed project that OEA should consider in undertaking its environmental review.

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

We would like to hear from you whether, based on the preliminary information known about the proposed rail line, any resources under your jurisdiction or expertise could potentially be affected by the Coalition's proposal, and whether it could require permitting or approval from your agency. 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,

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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

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 Uinta Counties, Utah

Dear Mr. Jerry Kenczka:

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 advise you of the proposed rail line project and request preliminary information from your agency regarding the resources under your jurisdiction that could be affected by the proposed rail line construction and operation, as well as any permits and approvals that could be required of the Coalition as part of the proposed project that OEA should consider in undertaking its environmental review.

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

We would like to hear from you whether, based on the preliminary information known about the proposed rail line, any resources under your jurisdiction or expertise could potentially be affected by the Coalition's proposal, and whether it could require permitting or approval from your agency. 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,

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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

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 Uinta Counties, Utah

Dear Mr. Chris Conrad:

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 advise you of the proposed rail line project and request preliminary information from your agency regarding the resources under your jurisdiction that could be affected by the proposed rail line construction and operation, as well as any permits and approvals that could be required of the Coalition as part of the proposed project that OEA should consider in undertaking its environmental review.

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

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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

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 Uinta Counties, Utah

Dear Ms. Kristy Groves:

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.

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- 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.

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Request for Comments

We would like to hear from you whether, based on the preliminary information known about the proposed rail line, any resources under your jurisdiction or expertise could potentially be affected by the Coalition's proposal, and whether it could require permitting or approval from your agency. 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,

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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

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 Uinta Counties, Utah

Dear Mr. Jason Gipson:

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 advise you of the proposed rail line project and request preliminary information from your agency regarding the resources under your jurisdiction that could be affected by the proposed rail line construction and operation, as well as any permits and approvals that could be required of the Coalition as part of the proposed project that OEA should consider in undertaking its environmental review.

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

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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
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Sincerely,

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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

Carmen Bailey
Deputy Director
Utah Public Lands Policy Coordinating Office
350 North State Street, 5th Floor, Suite 5110
Salt Lake City, UT 84103

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

Dear Dr. Carmen Bailey:

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 advise you of the proposed rail line project and request preliminary information from your agency regarding the resources under your jurisdiction that could be affected by the proposed rail line construction and operation, as well as any permits and approvals that could be required of the Coalition as part of the proposed project that OEA should consider in undertaking its environmental review.

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

We would like to hear from you whether, based on the preliminary information known about the proposed rail line, any resources under your jurisdiction or expertise could potentially be affected by the Coalition's proposal, and whether it could require permitting or approval from your agency. 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.

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Surface Transportation Board
c/o ICF
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Sincerely,

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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

Devin Pehron
Ute Energy
Ute Indian Tribe
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 Uinta Counties, Utah

Dear Mr. Devin Pehron:

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 advise you of the proposed rail line project and request preliminary information from your agency regarding the resources under your jurisdiction that could be affected by the proposed rail line construction and operation, as well as any permits and approvals that could be required of the Coalition as part of the proposed project that OEA should consider in undertaking its environmental review.

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

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- 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.

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Victoria Rutson
Director
Office of Environmental Analysis

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- Figure 3 - Craig Route
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SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

April 10, 2019

Luke Dunca
Business Committee Chair
Ute Indian Tribe
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 Uinta Counties, Utah

Dear Mr. Luke Dunca:

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.

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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

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Request for Comments

We would like to hear from you whether, based on the preliminary information known about the proposed rail line, any resources under your jurisdiction or expertise could potentially be affected by the Coalition's proposal, and whether it could require permitting or approval from your agency. 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
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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,

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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

Commissioner Greg Todd
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 Uinta Counties, Utah

Dear Commissioner Greg Todd:

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 advise you of the proposed rail line project and request preliminary information from your agency regarding the resources under your jurisdiction that could be affected by the proposed rail line construction and operation, as well as any permits and approvals that could be required of the Coalition as part of the proposed project that OEA should consider in undertaking its environmental review.

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

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Request for Comments

We would like to hear from you whether, based on the preliminary information known about the proposed rail line, any resources under your jurisdiction or expertise could potentially be affected by the Coalition's proposal, and whether it could require permitting or approval from your agency. 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,

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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

Commissioner Brad Horrocks
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 Uinta Counties, Utah

Dear Commissioner Brad Horrocks:

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 advise you of the proposed rail line project and request preliminary information from your agency regarding the resources under your jurisdiction that could be affected by the proposed rail line construction and operation, as well as any permits and approvals that could be required of the Coalition as part of the proposed project that OEA should consider in undertaking its environmental review.

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

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Request for Comments

We would like to hear from you whether, based on the preliminary information known about the proposed rail line, any resources under your jurisdiction or expertise could potentially be affected by the Coalition's proposal, and whether it could require permitting or approval from your agency. 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.

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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

Commissioner Casey Hopes
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 Uinta Counties, Utah

Dear Commissioner Casey Hopes:

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.

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- 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.
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- 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.

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Victoria Rutson
Director
Office of Environmental Analysis

Enclosures:

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Figure 4 - Wells Draw Route



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

April 10, 2019

Commissioner William Lee
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 Uinta Counties, Utah

Dear Commissioner William Lee:

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 advise you of the proposed rail line project and request preliminary information from your agency regarding the resources under your jurisdiction that could be affected by the proposed rail line construction and operation, as well as any permits and approvals that could be required of the Coalition as part of the proposed project that OEA should consider in undertaking its environmental review.

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

We would like to hear from you whether, based on the preliminary information known about the proposed rail line, any resources under your jurisdiction or expertise could potentially be affected by the Coalition's proposal, and whether it could require permitting or approval from your agency. 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,

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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

Alan Matheson
Executive Director
Utah Department of Environmental Quality
195 North 1950 West
Salt Lake City, UT 84116

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

Dear Mr. Alan Matheson:

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 advise you of the proposed rail line project and request preliminary information from your agency regarding the resources under your jurisdiction that could be affected by the proposed rail line construction and operation, as well as any permits and approvals that could be required of the Coalition as part of the proposed project that OEA should consider in undertaking its environmental review.

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

We would like to hear from you whether, based on the preliminary information known about the proposed rail line, any resources under your jurisdiction or expertise could potentially be affected by the Coalition's proposal, and whether it could require permitting or approval from your agency. 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
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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,

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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

Carlos Braceras
Executive Director
Utah Department of Transportation
4501 South 2700 West, P.O. Box 141265
Salt Lake City, UT 84114-1265

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

Dear Mr. Carlos Braceras:

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 advise you of the proposed rail line project and request preliminary information from your agency regarding the resources under your jurisdiction that could be affected by the proposed rail line construction and operation, as well as any permits and approvals that could be required of the Coalition as part of the proposed project that OEA should consider in undertaking its environmental review.

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.
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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.

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Director
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SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

April 10, 2019

Rob Clayton
Director
Utah Department of Transportation, Region 3
658 North 1500 West
Orem, UT 84057

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

Dear Mr. Rob Clayton:

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.

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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.

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We would like to hear from you whether, based on the preliminary information known about the proposed rail line, any resources under your jurisdiction or expertise could potentially be affected by the Coalition's proposal, and whether it could require permitting or approval from your agency. 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
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Victoria Rutson
Director
Office of Environmental Analysis

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- 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

Mike Mower
Deputy Chief of Staff
Utah Governor's Office
350 North State Street, Suite 200, P.O. Box 142220

Salt Lake City, UT 84114-2220

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

Dear Mr. Mike Mower:

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 advise you of the proposed rail line project and request preliminary information from your agency regarding the resources under your jurisdiction that could be affected by the proposed rail line construction and operation, as well as any permits and approvals that could be required of the Coalition as part of the proposed project that OEA should consider in undertaking its environmental review.

Project Background

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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.
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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.

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Request for Comments

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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:

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Victoria Rutson
Director
Office of Environmental Analysis

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SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

April 10, 2019

Bureau of Indian Affairs, Uintah and Ouray Agency, Director
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 Uinta Counties, Utah

To Whom It May Concern:

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 advise you of the proposed rail line project and request preliminary information from your agency regarding the resources under your jurisdiction that could be affected by the proposed rail line construction and operation, as well as any permits and approvals that could be required of the Coalition as part of the proposed project that OEA should consider in undertaking its environmental review.

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.

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- Figure 1 - Uinta Basin Railway Proposed Routes
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SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

April 10, 2019

Bureau of Indian Affairs, Western Region, Director
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 Uinta Counties, Utah

To Whom It May Concern:

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SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

April 10, 2019

Doug Benevento
Regional Administrator
U.S. EPA, Region 8
1595 Wynkoop Street
Denver, CO 80202-1129

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

Dear Mr. Doug Benevento:

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 advise you of the proposed rail line project and request preliminary information from your agency regarding the resources under your jurisdiction that could be affected by the proposed rail line construction and operation, as well as any permits and approvals that could be required of the Coalition as part of the proposed project that OEA should consider in undertaking its environmental review.

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

We would like to hear from you whether, based on the preliminary information known about the proposed rail line, any resources under your jurisdiction or expertise could potentially be affected by the Coalition's proposal, and whether it could require permitting or approval from your agency. 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,

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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

Kim Christy
State of Utah School and 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 Uinta Counties, Utah

Dear Mr. Kim Christy:

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 advise you of the proposed rail line project and request preliminary information from your agency regarding the resources under your jurisdiction that could be affected by the proposed rail line construction and operation, as well as any permits and approvals that could be required of the Coalition as part of the proposed project that OEA should consider in undertaking its environmental review.

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

We would like to hear from you whether, based on the preliminary information known about the proposed rail line, any resources under your jurisdiction or expertise could potentially be affected by the Coalition's proposal, and whether it could require permitting or approval from your agency. 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

Commissioner Ray Beck
Moffat County
221 West Victory Way, Suite 130
Craig, CO 81625

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

Dear Commissioner Ray Beck:

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 advise you of the proposed rail line project and request preliminary information from your agency regarding the resources under your jurisdiction that could be affected by the proposed rail line construction and operation, as well as any permits and approvals that could be required of the Coalition as part of the proposed project that OEA should consider in undertaking its environmental review.

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.

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Victoria Rutson
Director
Office of Environmental Analysis

Enclosures:

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- Figure 4 - Wells Draw Route



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

April 10, 2019

Commissioner Jeff Rector
Rio Blanco County
P.O. Box I
Meeker, CO 81641

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

Dear Commissioner Jeff Rector:

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.

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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.

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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

We would like to hear from you whether, based on the preliminary information known about the proposed rail line, any resources under your jurisdiction or expertise could potentially be affected by the Coalition's proposal, and whether it could require permitting or approval from your agency. 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

Janell Corey
Realty Specialist
BLM Little Snake Field Office
455 Emerson Street
Craig, CO 81625

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

Dear Ms. Janell Corey:

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 advise you of the proposed rail line project and request preliminary information from your agency regarding the resources under your jurisdiction that could be affected by the proposed rail line construction and operation, as well as any permits and approvals that could be required of the Coalition as part of the proposed project that OEA should consider in undertaking its environmental review.

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

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Request for Comments

We would like to hear from you whether, based on the preliminary information known about the proposed rail line, any resources under your jurisdiction or expertise could potentially be affected by the Coalition's proposal, and whether it could require permitting or approval from your agency. 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,

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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

Stacey Burke
Realty Specialist
BLM White River Field Office
220 East Market Street
Meeker, CO 81641

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

Dear Ms. Stacey Burke:

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 advise you of the proposed rail line project and request preliminary information from your agency regarding the resources under your jurisdiction that could be affected by the proposed rail line construction and operation, as well as any permits and approvals that could be required of the Coalition as part of the proposed project that OEA should consider in undertaking its environmental review.

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

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Request for Comments

We would like to hear from you whether, based on the preliminary information known about the proposed rail line, any resources under your jurisdiction or expertise could potentially be affected by the Coalition's proposal, and whether it could require permitting or approval from your agency. 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,

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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

Shoshana Lew
Executive Director
Colorado Department of Transportation
2829 West Howard Place
Denver, CO 80204

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

Dear Ms. Shoshana Lew:

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 advise you of the proposed rail line project and request preliminary information from your agency regarding the resources under your jurisdiction that could be affected by the proposed rail line construction and operation, as well as any permits and approvals that could be required of the Coalition as part of the proposed project that OEA should consider in undertaking its environmental review.

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.

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We would like to hear from you whether, based on the preliminary information known about the proposed rail line, any resources under your jurisdiction or expertise could potentially be affected by the Coalition's proposal, and whether it could require permitting or approval from your agency. 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.

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Joshua Wayland
Surface Transportation Board
c/o ICF
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Sincerely,

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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

Michael Goolsby
Director
Colorado Department of Transportation, Region 3
222 South 6th Street, #317
Grand Junction, CO 81501-2769

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

Dear Mr. Michael Goolsby:

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.

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The purpose of this letter is to advise you of the proposed rail line project and request preliminary information from your agency regarding the resources under your jurisdiction that could be affected by the proposed rail line construction and operation, as well as any permits and approvals that could be required of the Coalition as part of the proposed project that OEA should consider in undertaking its environmental review.

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

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Request for Comments

We would like to hear from you whether, based on the preliminary information known about the proposed rail line, any resources under your jurisdiction or expertise could potentially be affected by the Coalition's proposal, and whether it could require permitting or approval from your agency. 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,

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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

Jared Polis
Governor
Colorado Governor's Office
136 State Capitol Building
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. Jared Polis:

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 advise you of the proposed rail line project and request preliminary information from your agency regarding the resources under your jurisdiction that could be affected by the proposed rail line construction and operation, as well as any permits and approvals that could be required of the Coalition as part of the proposed project that OEA should consider in undertaking its environmental review.

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

We would like to hear from you whether, based on the preliminary information known about the proposed rail line, any resources under your jurisdiction or expertise could potentially be affected by the Coalition's proposal, and whether it could require permitting or approval from your agency. 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,

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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

Meeker Office
Colorado Parks and Wildlife, Northwest Region
73485 Highway 64, P.O. Box 1181
Meeker, CO 81641

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

To Whom It May Concern:

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 advise you of the proposed rail line project and request preliminary information from your agency regarding the resources under your jurisdiction that could be affected by the proposed rail line construction and operation, as well as any permits and approvals that could be required of the Coalition as part of the proposed project that OEA should consider in undertaking its environmental review.

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

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Director
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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

Bob Broscheid
Director
Colorado Parks and Wildlife, Headquarters
1313 Sherman Street, 6th Floor
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. Bob Broscheid:

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.

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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,

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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

Jill Hunsaker
Executive Director
Colorado Department of Public Health & Environment
4300 Cherry Creek Drive South
Denver, CO 80246

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

Dear Ms. Jill Hunsaker:

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 advise you of the proposed rail line project and request preliminary information from your agency regarding the resources under your jurisdiction that could be affected by the proposed rail line construction and operation, as well as any permits and approvals that could be required of the Coalition as part of the proposed project that OEA should consider in undertaking its environmental review.

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

We would like to hear from you whether, based on the preliminary information known about the proposed rail line, any resources under your jurisdiction or expertise could potentially be affected by the Coalition's proposal, and whether it could require permitting or approval from your agency. 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.

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Victoria Rutson
Director
Office of Environmental Analysis

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Figure 2 - Indian Canyon Route
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Figure 4 - Wells Draw Route



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

April 10, 2019

Jerod Smith
District Manager
Colorado State Land Board, Northwest District
2667 Copper Ridge Circle, Unit 1
Steamboat Springs, CO 80487

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

Dear Mr. Jerod Smith:

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 advise you of the proposed rail line project and request preliminary information from your agency regarding the resources under your jurisdiction that could be affected by the proposed rail line construction and operation, as well as any permits and approvals that could be required of the Coalition as part of the proposed project that OEA should consider in undertaking its environmental review.

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.

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Environmental Review Process

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Request for Comments

We would like to hear from you whether, based on the preliminary information known about the proposed rail line, any resources under your jurisdiction or expertise could potentially be affected by the Coalition's proposal, and whether it could require permitting or approval from your agency. 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.

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Victoria Rutson
Director
Office of Environmental Analysis

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SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

April 10, 2019

Superintendent
National Park Service, Dinosaur National Monument
4545 East Highway 40
Dinosaur, CO 81610

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

To Whom It May Concern:

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.

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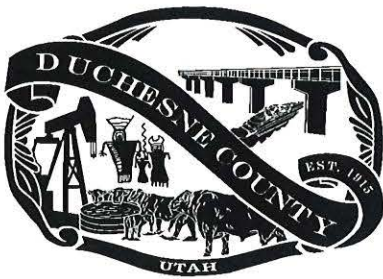
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Victoria Rutson
Director
Office of Environmental Analysis

Enclosures:

- Figure 1 - Uinta Basin Railway Proposed Routes
- Figure 2 - Indian Canyon Route
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- Figure 4 - Wells Draw Route



DUCHESNE COUNTY COMMISSION

Greg Todd, Chairman, Irene Hansen, Member, Gregory Miles, Member

P.O. Box 270

Duchesne, Utah 84021-0270

Phone (435) 738-1100

Fax (435) 738-5522

April 29, 2019

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

RE: Docket #FD 36284 – Seven County Infrastructure Coalition Railroad Proposal

Dear Mr. Wayland:

Thank you for notifying Duchesne County, Utah of the intention of the Surface Transportation Board's Office of Environmental Analysis to begin preparation of an EIS to analyze the potential impacts of a rail line serving the Uinta Basin. All three of the proposed routes contain track mileage within Duchesne County. Property owners, farmers, businesses and residents of our county are major stakeholders who would be benefitted and/or impacted by the project. We offer the following comments at this early stage of the project.

Permitting

The Duchesne County Zoning Ordinance contains no provisions for the permitting of railroads. Thus, there would be no land use permit required by the County for this project. However, the County Zoning Ordinance does regulate development within flood zones. Since the proposed rail line would cross streams in several locations, a Flood Zone Development Permit would be required for each crossing. The main purposes of such permits are to ensure that crossings or development abutting streams are engineered to prevent them from becoming an obstruction to base flood flows. Usually, the documents that are required to be submitted to the US Army Corps of Engineers and the State of Utah for work within waterways are sufficient for the County permit. The Floodplain Administrator can be reached at 435-738-1151.

The Duchesne County Public Works Department will require an encroachment permit at locations where the rail line crosses county roads. The purpose of this permit is to ensure that work within the county road right of way does not adversely impact travel on County roads. They will also make sure that the crossings are at safe locations, with adequate sight distance and warning signs/markings. The Public Works Director can be reached at 435-738-2468.

The Duchesne County Building Department will require a permit for any buildings that may be associated with the project. The Building Official can be reached at 435-738-1150.

It appears that one or more of the alternatives would cross lands managed by the Bureau of Land Management. Permitting would likely be handled by the BLM's Vernal Field Office, which can be reached at 435-781-4400.

It appears that one or more of the alternatives would cross lands managed by the State Institutional Trust Lands Administration [SITLA]. Permitting would likely be handled by SITLA's office in Salt Lake City, which can be reached at 801-538-5100.

It appears that one or more of the alternatives would cross lands under jurisdiction of the Ute Tribe or the Bureau of Indian Affairs. The Ute Tribe may be contacted at 435-722-5141. The BIA's Uintah and Ouray Agency can be contacted at 435-722-4300.

Resources

The Duchesne County Resource Management Plan [CRMP], available on our website at <http://www.duchesne.utah.gov/your-government-2/county-departments/planning-and-zoning/planning-zoning-commission/>, addresses the following list of resources. Potential impacts to these resources are addressed after each resource.

Land Use – The proposed railroad would cross lands used for agricultural, recreational, forestry, residential and open space purposes. Duchesne County is concerned that the railroad be aligned to avoid adverse impacts, to the greatest degree possible, on farming practices and primary or secondary residences. Such residences exist in the Argyle Canyon area, in the area SE of Duchesne City and in the Pleasant Valley area south of Myton.

Energy, Mining & Mineral Resources – All three of the proposed routes pass through areas that are experiencing energy development, with varying densities of oil and gas well and pipeline infrastructure on the surface (see Map #6 of the CRMP). While the project would certainly benefit the energy industry by providing a better means to transport products to market, the route should be aligned to avoid impacts to existing energy infrastructure.

Agriculture, Livestock & Grazing – Duchesne County, Utah contains over 2.09 million acres of land, which makes it larger than the states of Rhode Island and Delaware combined. There are approximately 20,000 residents spread over this acreage and the low population density leaves much land available for agricultural use. In our county, production of beef cattle and alfalfa is a significant component of the economy. The recently-released 2017 Census of Agriculture indicates that Duchesne County has 1,063 farms spread over 1.057 million acres. These farms had 54,683 cattle, up from 46,907 in the 2012 census. Beef cattle are raised by 532 farms in the county and the sale of cows and calves generated over \$28 million in 2017. Dairy cattle are kept by 18 farms and milk sales in the County generated just under \$11.7 million in 2017. The County requests that the railroad be aligned to have potential adverse impacts to agricultural operations mitigated to the greatest degree possible. Grazing allotments on USFS and BLM lands are shown on Map #14 of the CRMP.

Forest Management – Portions of the Indian Canyon and Wells Draw routes would pass through forested areas (see Map #23 of the CRMP). A majority of these areas are administered by the US Forest Service (South Unit of the Ashley National Forest). Some of the forested areas are classified as Inventoried Roadless Areas (IRAs) [see Map #46 of the CRMP]. The State of Utah has requested the US Department of Agriculture consider a Utah-specific roadless rule. It is possible that this rulemaking would allow for a railroad in the proposed area. If not, the USFS

indicates that the 2001 roadless rule does not prohibit railroads but the potential environmental effects, including impacts on roadless characteristics, would need to undergo analysis.

Noxious Weeds – Duchesne County has established a Weed Department, a Weed Board and a list of noxious weeds targeted for eradication or control. A railroad line would create a long linear disturbance on the land. Such disturbances unfortunately provide a place for weed seeds to embed and take root. If the project moves forward, care will need to be taken during construction to minimize the opportunities for weed growth within or near the railroad right of way. Coordination with the County Weed Department (435-738-2745) will be important.

Water Quality and Hydrology – Coordination with the Utah Department of Environmental Quality (435-247-1167) and the Utah Division of Water Resources (435-247-1514) will be important. Permits will be required from these agencies to help prevent sedimentation of waterways during construction. The timing of construction may also be regulated to periods of low flows. Maps #27 & 28 of the CRMP shows that Indian Canyon Creek currently suffers from impaired water quality and that the watersheds along portions of that potential route and the Wells Draw route are functioning at risk.

Irrigation Ditches & Canals – Surface waters, including irrigation ditches and canals, are depicted on Map #29 of the CRMP. Coordination with local ditch companies will be necessary if the proposed rail line will cross their facilities.

Flood Plains and Riparian Areas – Please refer to Maps #34 and 36 of the CRMP for a general location of these resources. However, the location of flood plains is incomplete as FEMA has not started the process of creating Flood Insurance Rate Maps and establishing base flood elevations for Duchesne County.

Wetlands – Please refer to Map #35 of the CRMP and the National Wetland Inventory for the location of these resources. There are wetlands in the Indian Canyon and Wells Draw areas and in the region south of Myton City.

Fisheries – Blue Ribbon fisheries in Duchesne County are depicted on Map #37 of the CRMP. It does not appear that any of these areas would be impacted by the proposed project. However, improper construction practices could result in sedimentation in Indian Canyon Creek reaching the Strawberry River at Duchesne.

Wild & Scenic Rivers – The only Wild and Scenic Rivers in Duchesne County are located in the High Uintas Wilderness, which is 35-40 miles north of the proposed routes (see Map #38 from the CRMP).

Recreation & Tourism – The proposed rail line would pass through areas used for recreation, such as, but not limited to hunting, hiking, trail riding, sightseeing and wildlife viewing. There is a church camp located just east of Highway 191 near the Indian Canyon summit. The county requests that the project be located and designed to minimize impacts to such recreation uses. The potential for a tourist train using this route in the future is intriguing.

Fire Management – Wildfire is an annual concern in Duchesne County due to our arid climate, frequent lightning strikes and the buildup of fuels in forested areas. Map #40 of the CRMP shows the Fire Regime Groups and Map #42 shows areas of minimal to elevated Fire Risk in the County. The proposed railroad routes in the SW portions of the County are in areas where wildfire is a concern. The Church Camp fire near the summit of Indian Canyon was a major fire in 2012 that burned several thousand acres.

Land Access and Transportation – The County requests that the proposed rail line be located and designed to minimize impacts to the surface transportation system. Crossings (either at-grade or grade-separated) shall be installed where needed to allow continued access to nearby lands by the public. Map #39 of the CRMP shows that the proposed railroad routes are located in close proximity to the Dinosaur Diamond Prehistoric Highway and the Nine Mile Canyon Backcountry Byway.

Cultural, Historical, Geological and Paleontological Resources – Map #44 of the CRMP shows that much of southern Duchesne County has a “Very High” Potential Fossil Yield Classification. The Division of State History, the State Institutional Trust Lands Administration, US Forest Service and the Bureau of Land Management all have regulations that must be complied with should these resources be discovered during project construction.

Wildlife, including Threatened, endangered & sensitive species – Please see Map #15 of the CRMP for the location of Sage Grouse habitat in Duchesne County. Map #16 depicts Moose habitat and Mountain Goat habitat is shown on Map #17. Maps #18 and #19 show habitat for Mule Deer and Rocky Mountain Elk. Maps #20 and #21 show Pronghorn antelope and Bison habitat in the area. Finally, Map #22 depicts the location of Bighorn Sheep habitat in the County. Measures should be taken during route planning and final design to avoid further fragmentation of these habitat areas for these species.

Wilderness – Map #46 of the CRMP shows that the High Uintas Wilderness area is located at least 30 miles north of the railroad routes under consideration.

Air Quality – Wintertime ozone is the major air quality issue facing this region. Elevated ozone levels occur when there is snow on the ground and temperature inversions develop in the Uintah Basin. During those conditions, sunlight reacts with chemical compounds in the air to form ozone. One benefit of the railroad proposal is to minimize the trucking of products into and out of the basin, which is anticipated to reduce air pollutants.

Vegetation – Vegetation types in Duchesne County are depicted on Map #51 of the CRMP. The County requests that vegetation disturbance be kept to the minimum possible to reduce impacts on wildlife habitat and visual quality. Due to our arid climate and the aggressiveness of noxious weeds and invasive species, it is difficult to replace existing vegetation with desired species when present species are disturbed.

Mr. Joshua Wayland
Docket # FD 36284
April 29, 2019
Page 5 of 5

Conclusions

While there are many resources that would potentially be impacted by the Seven County Infrastructure Coalition proposal, Duchesne County remains in overall support of the project. Our economy is heavily dependent on the energy industry. Due to the boom and bust nature of this industry, future economic diversification is critical. The Uintah Basin lacks a railroad line and direct access to an interstate highway. We are located over two hours from the nearest major airport. These factors make it difficult to attract additional businesses to the County and region.

US Highway 40 (running east-west) and US Highway 191 (running north-south) are currently burdened by heavy trucks used to transport commodities into and out of the Uintah Basin. Construction of the proposed railroad would remove some of this traffic, which has tremendous impacts on pavement conditions and air quality.

Duchesne County looks forward to participating in the environmental review process for this project. Please contact the Duchesne County Community Development Department at 435-738-1151 if we can be of assistance. Or, email Michael A. Hyde, Community Development Director at mhyde@duchesne.utah.gov.

Sincerely,

DUCHESNE COUNTY COMMISSIONERS

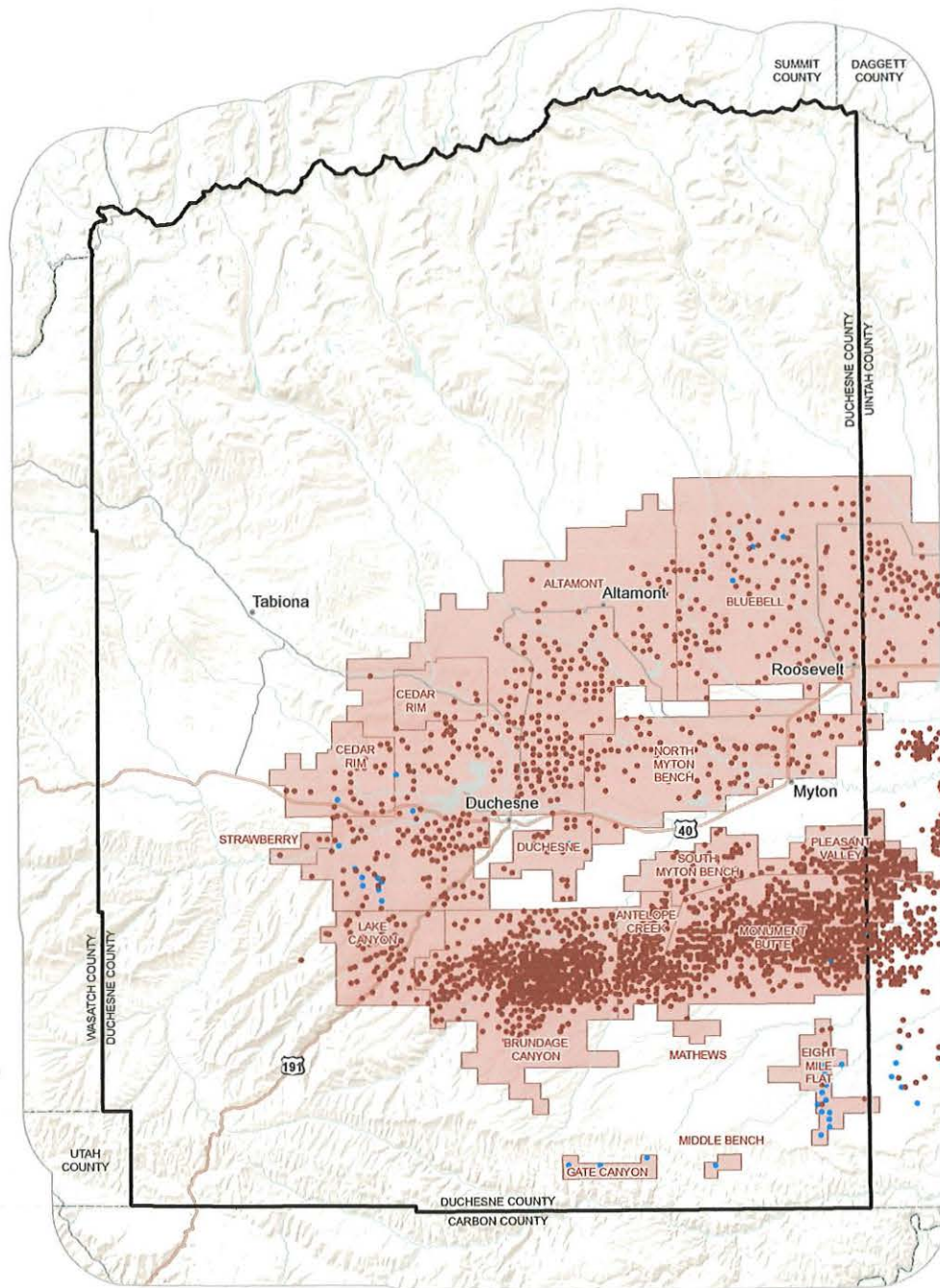
Greg Todd
Anne Hansen
By Whelan

Michael A. Hyde

Michael A. Hyde, AICP
Community Development Director

Enclosures

Map #6: Oil and Gas Fields of Duchesne County

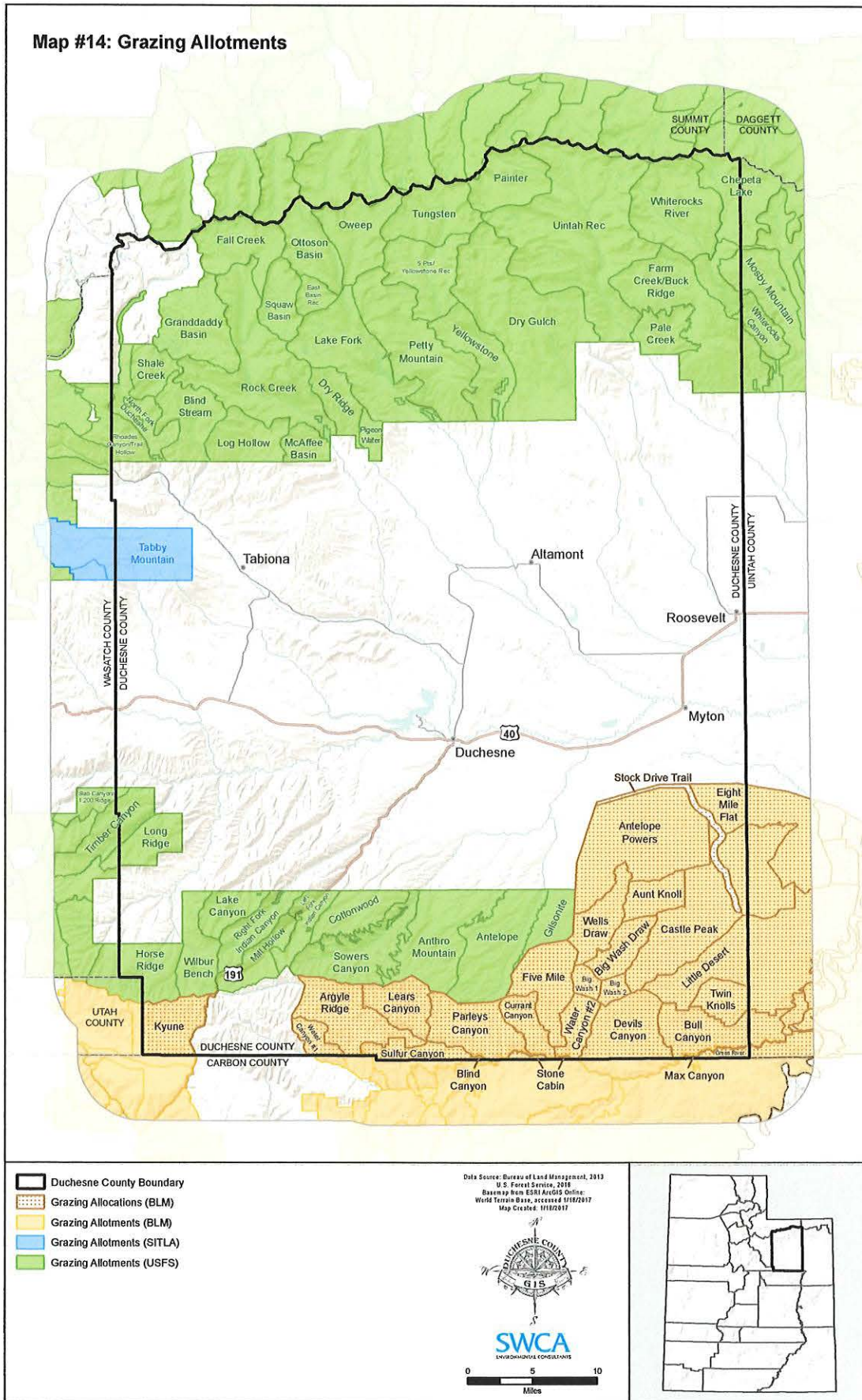


- Duchesne County Boundary
- Oil and Gas Fields
- Gas Wells
- Oil Wells

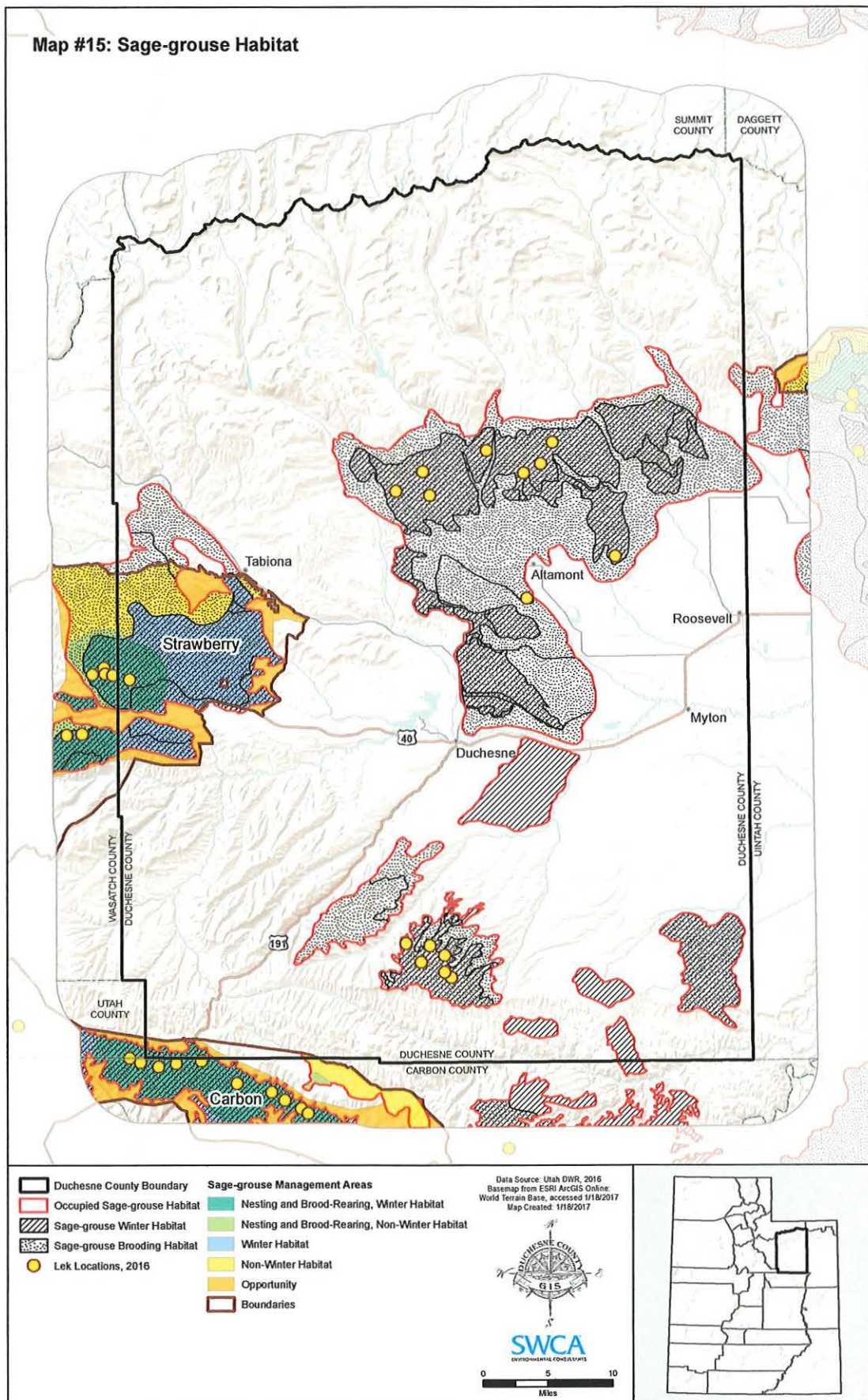
Data Source: Utah DNR-OGM Division, 2016
 Basemap from ESRI ArcGIS Online:
 World Terrain Base, accessed 1/18/2017
 Map Created: 1/18/2017



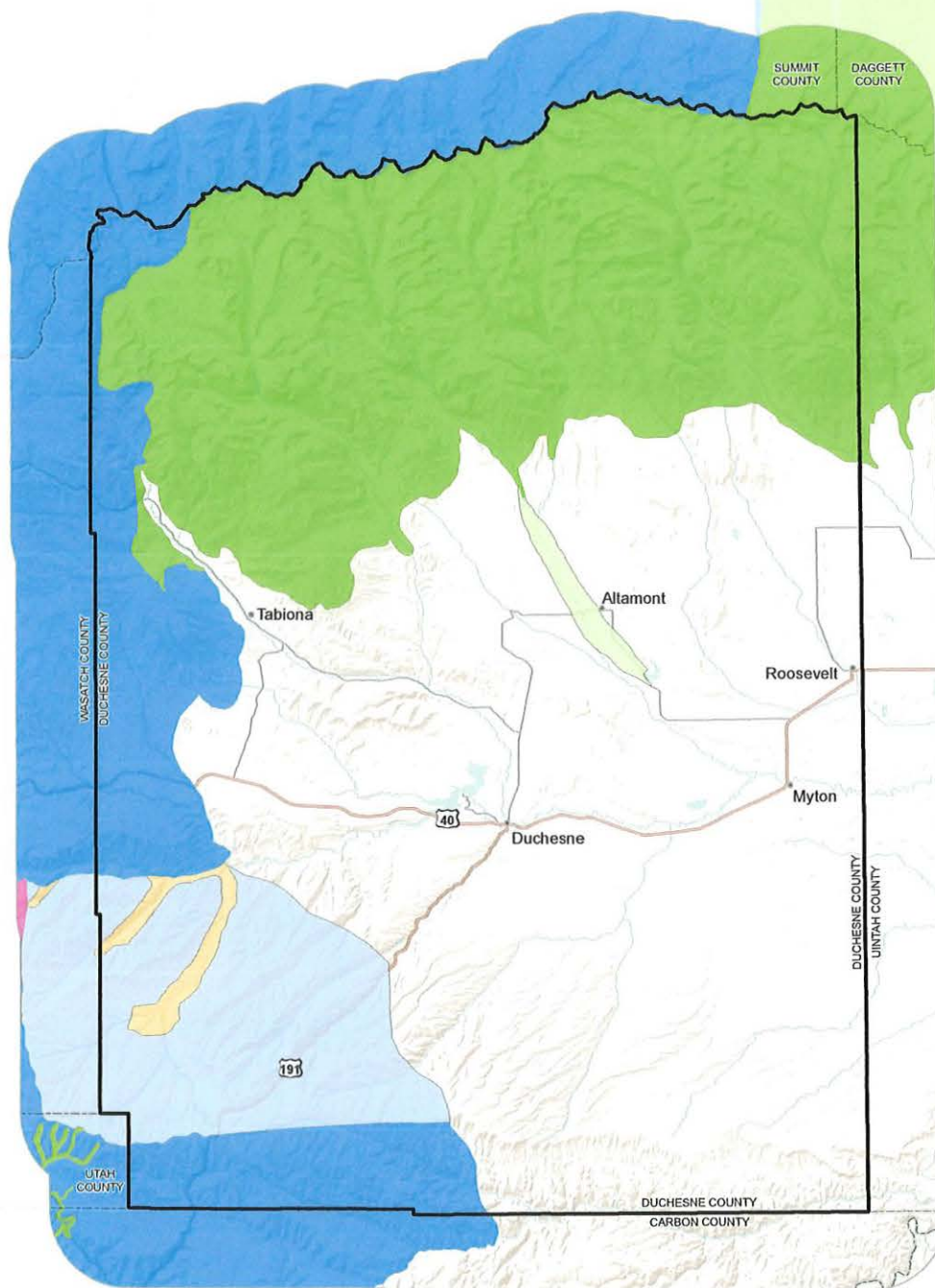
Map #14: Grazing Allotments



Map #15: Sage-grouse Habitat



Map #16: Moose Habitat



Duchesne County Boundary

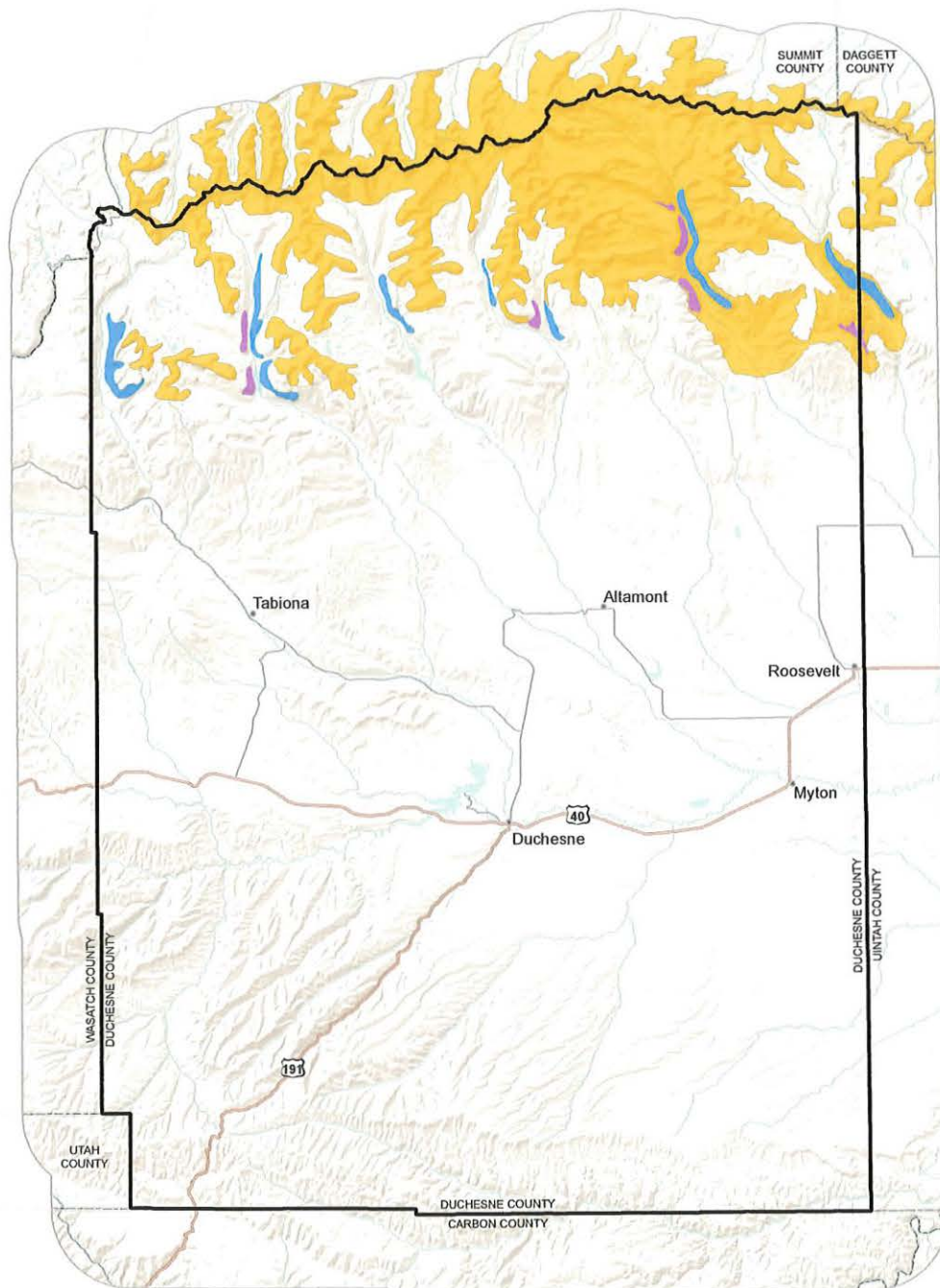
Moose Habitat

- Spring/fall, crucial
- Summer, substantial
- Winter, crucial
- Winter, substantial
- Year-long, crucial
- Year-long, substantial

Data Source: Utah Division of Wildlife Resources, 2013
 Basemap from ESRI ArcGIS Online:
 World Terrain Base, accessed 1/18/2017
 Map Created: 1/18/2017



Map #17: Mountain Goat Habitat



Duchesne County Boundary

Mountain Goat Habitat

Summer, crucial

Winter, crucial

Winter, substantial

Data Source: Utah Division of Wildlife Resources, 2013
 Basemap from ESRI ArcGIS Online:
 World Terrain Base, accessed 1/18/2017
 Map Created: 1/18/2017

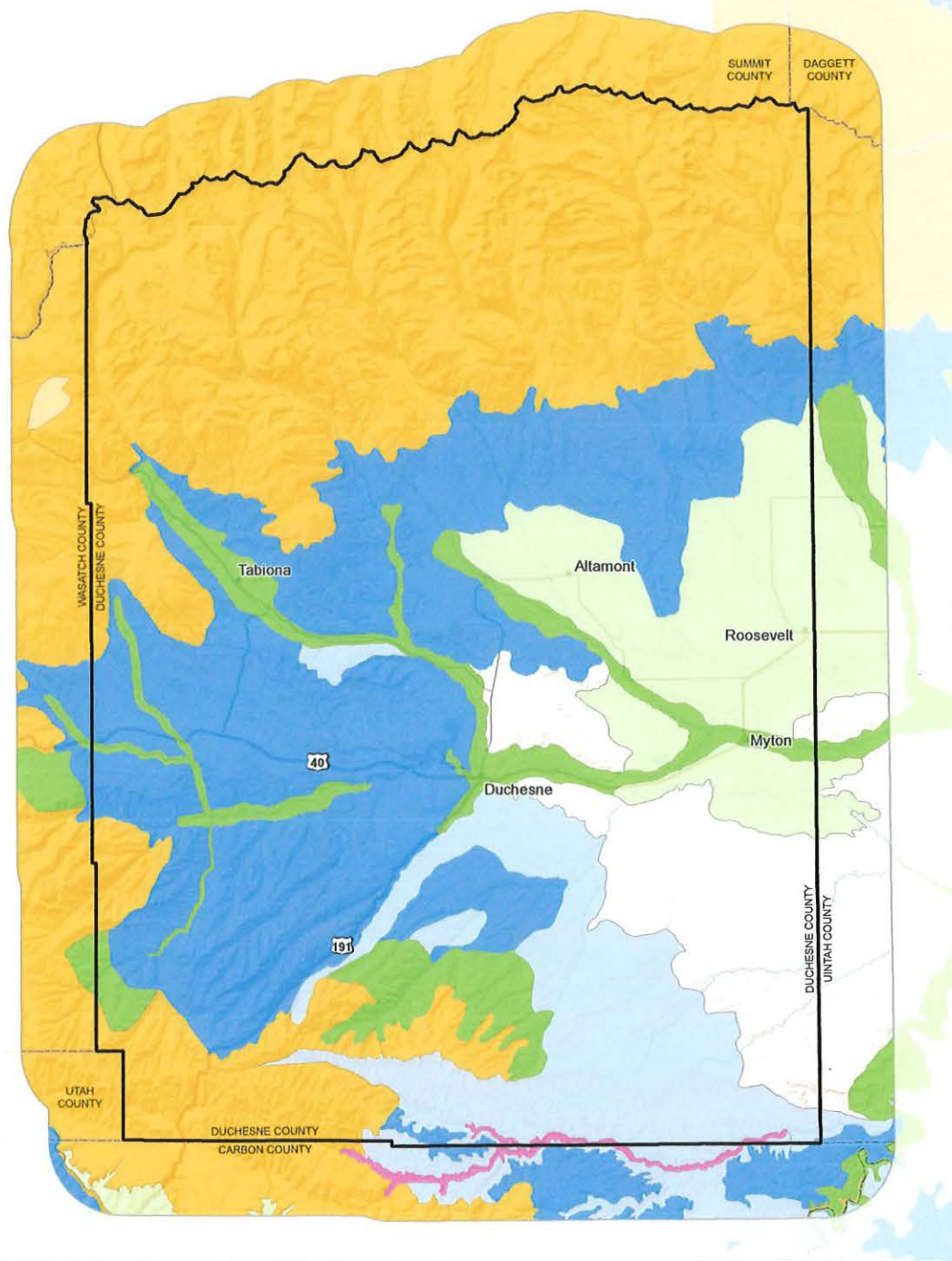


SWCA
 SOUTHWESTERN COASTAL ASSOCIATION

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 Miles



Map #18: Mule Deer Habitat



Duchesne County Boundary

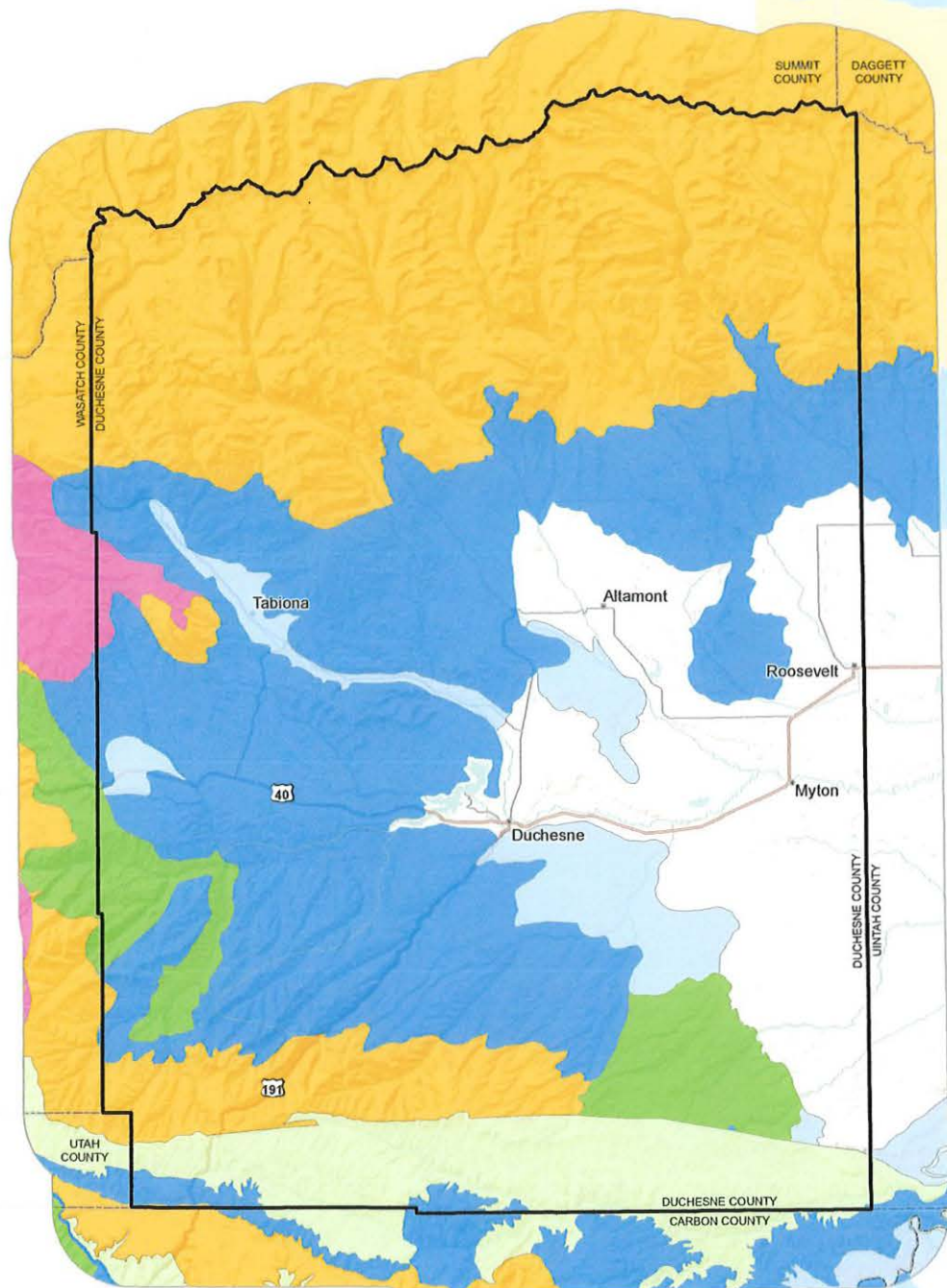
Mule Deer Habitat

- Spring/fall, crucial
- Summer, crucial
- Summer, substantial
- Winter, crucial
- Winter, substantial
- Year-long, crucial
- Year-long, substantial

Data Source: Utah Division of Wildlife Resources, 2014
 Basemap from ESRI ArcGIS Online:
 World Terrain Base, accessed 1/18/2017
 Map Created: 1/18/2017



Map #19: Rocky Mountain Elk Habitat



Duchesne County Boundary

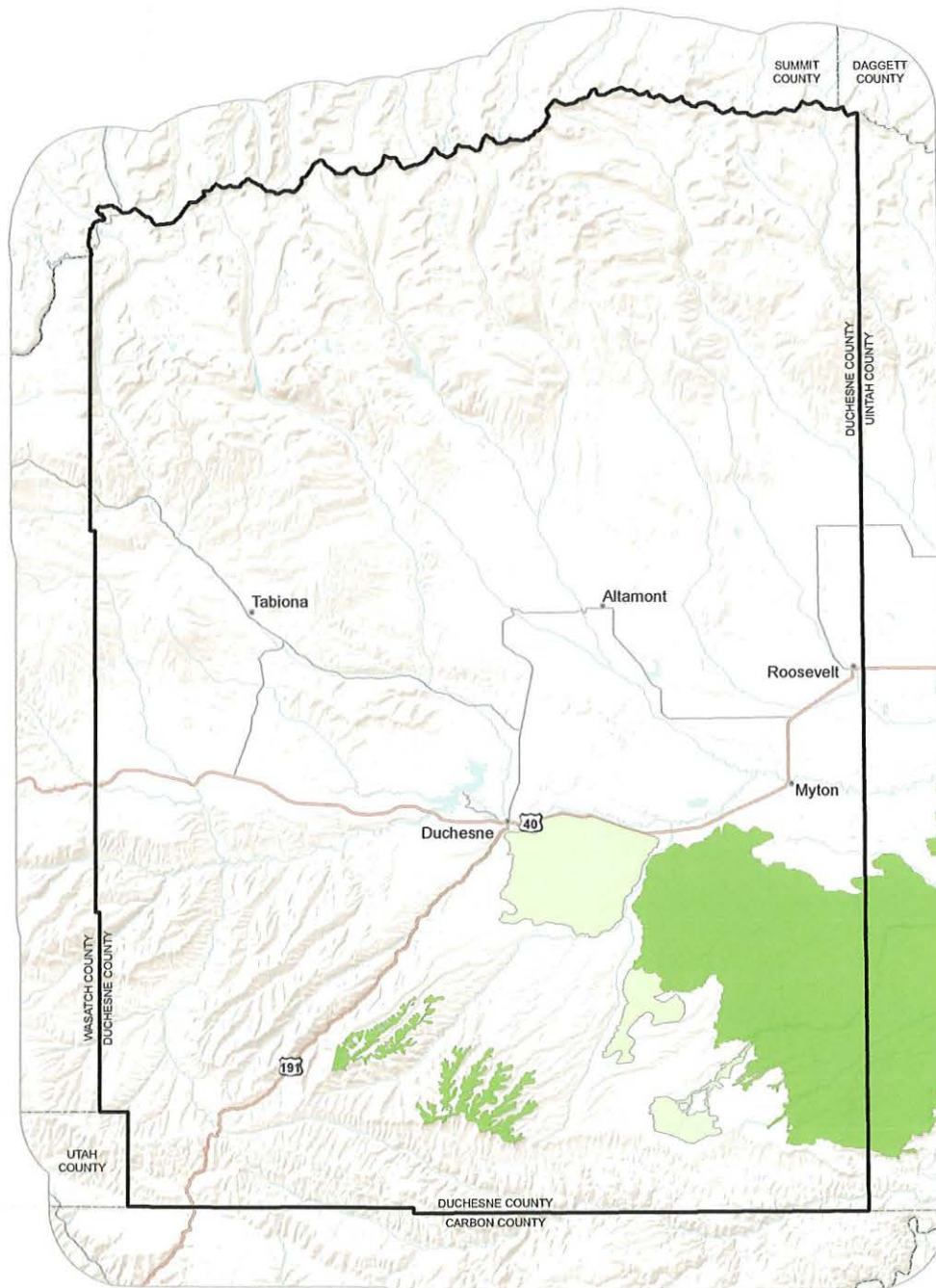
Rocky Mountain Elk Habitat

- Spring/fall, crucial
- Summer, crucial
- Winter, crucial
- Winter, substantial
- Year-long, crucial
- Year-long, substantial

Data Source: Utah Division of Wildlife Resources, 2013
 Basemap from ESRI ArcGIS Online:
 World Terrain Base, accessed 1/18/2017
 Map Created: 1/18/2017



Map #20: Pronghorn Habitat



Duchesne County Boundary

Pronghorn Habitat

Year-long, crucial

Year-long, substantial

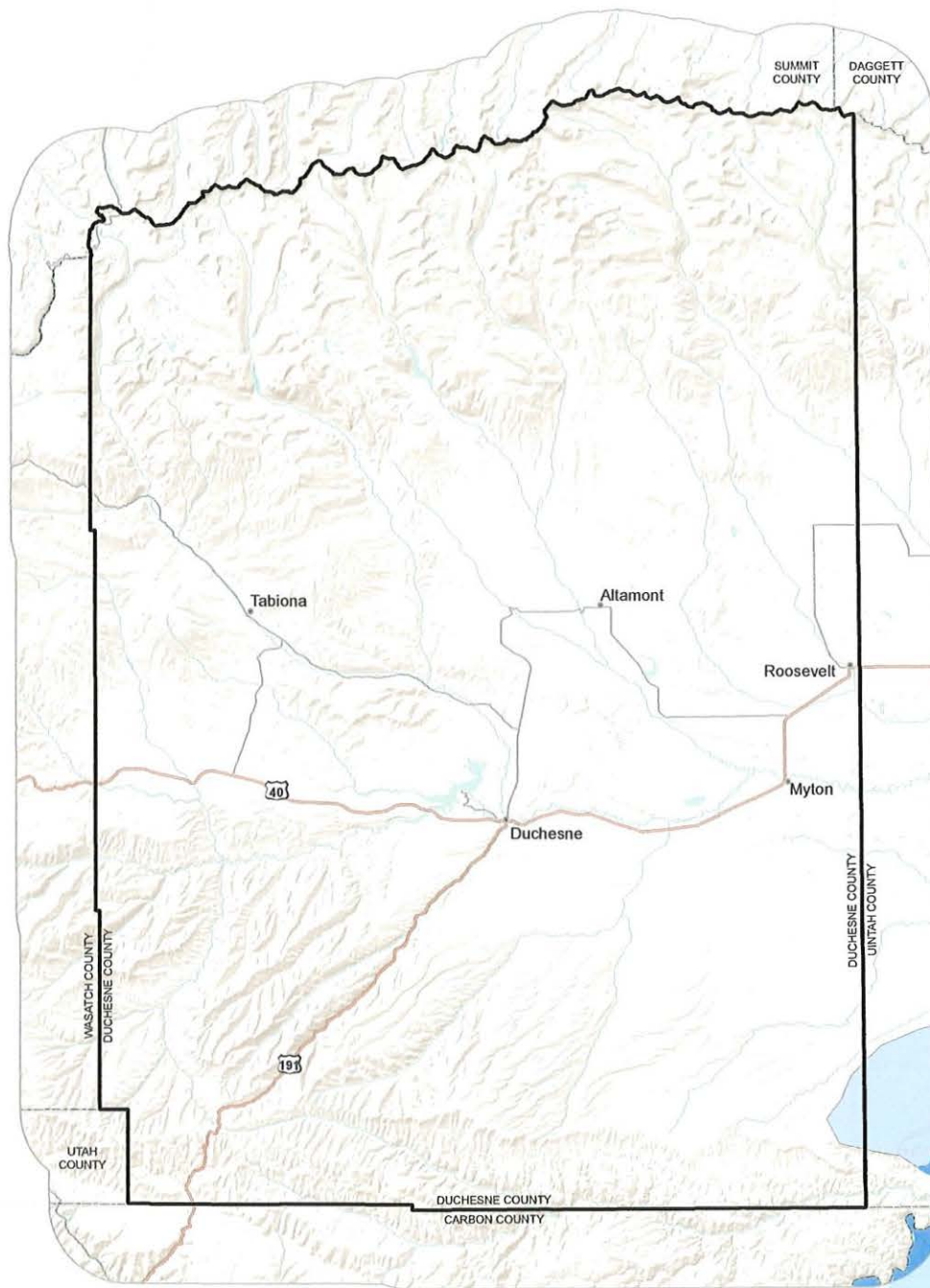
Data Source: Utah Division of Wildlife Resources, 2014
 Basemap from ESRI ArcGIS Online:
 World Terrain Base, accessed 1/18/2017
 Map Created: 1/18/2017



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 Miles



Map #21: Bison Habitat

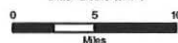


Duchesne County Boundary

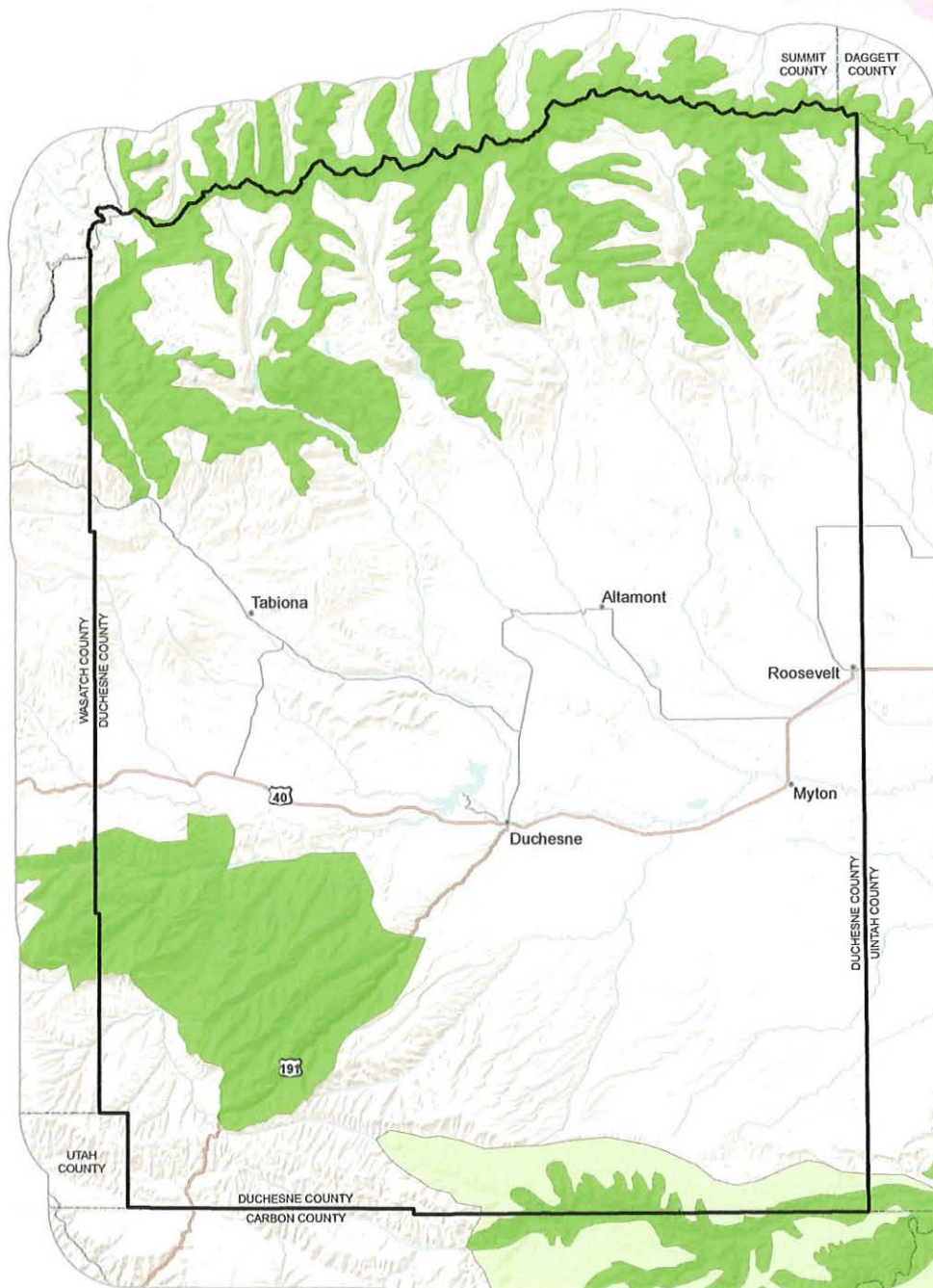
Bison Habitat

- Winter, crucial
- Winter, substantial

Data Source: Utah Division of Wildlife Resources, 2014
 Basemap from ESRI ArcGIS Online:
 World Terrain Base, accessed 1/18/2017
 Map Created: 1/18/2017



Map #22: Rocky Mountain Bighorn Sheep Habitat

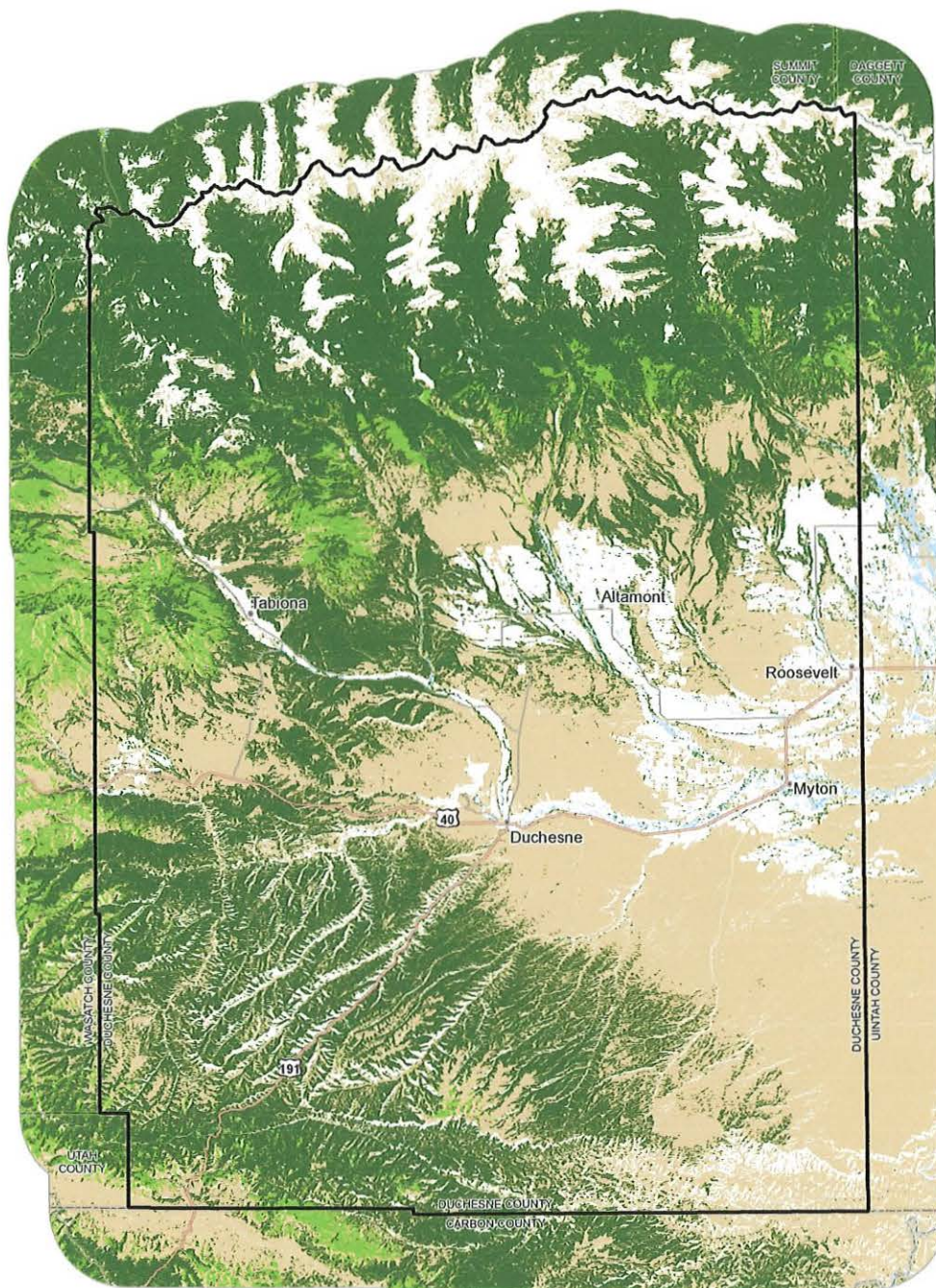


- Duchesne County Boundary**
- Rocky Mountain Bighorn Sheep Habitat**
- Spring/fall, crucial
 - Year-long, crucial
 - Year-long, substantial

Data Source: Utah Division of Wildlife Resources, 2013
 Basemap from ESRI ArcGIS Online:
 World Terrain Base, accessed 1/18/2017
 Map Created: 1/18/2017



Map #23: Forested Lands and Other Land Cover



- Duchesne County Boundary**
- National Land Cover Database**
- Deciduous Forest
 - Evergreen Forest
 - Mixed Forest
 - Shrub/Scrub
 - Woody Wetlands

Data Source: U.S. Geological Survey, 2011
Map Created: 1/18/2017



Map #27: Water Quality Monitoring Sites

Map #27: Water Quality Monitoring Sites

Legend:

- Duchesne County Boundary
- Stream Monitoring Site
- Lake Monitoring Site

Division of Water Quality Assessment Units

- Impaired
- Fully Supporting
- Not Assessed

Data Source: Utah Division of Water Quality 2007 & 2010
Base map from ESRI ArcGIS Online
World Terrain Base, accessed 1/18/2017
Map Created: 1/18/2017

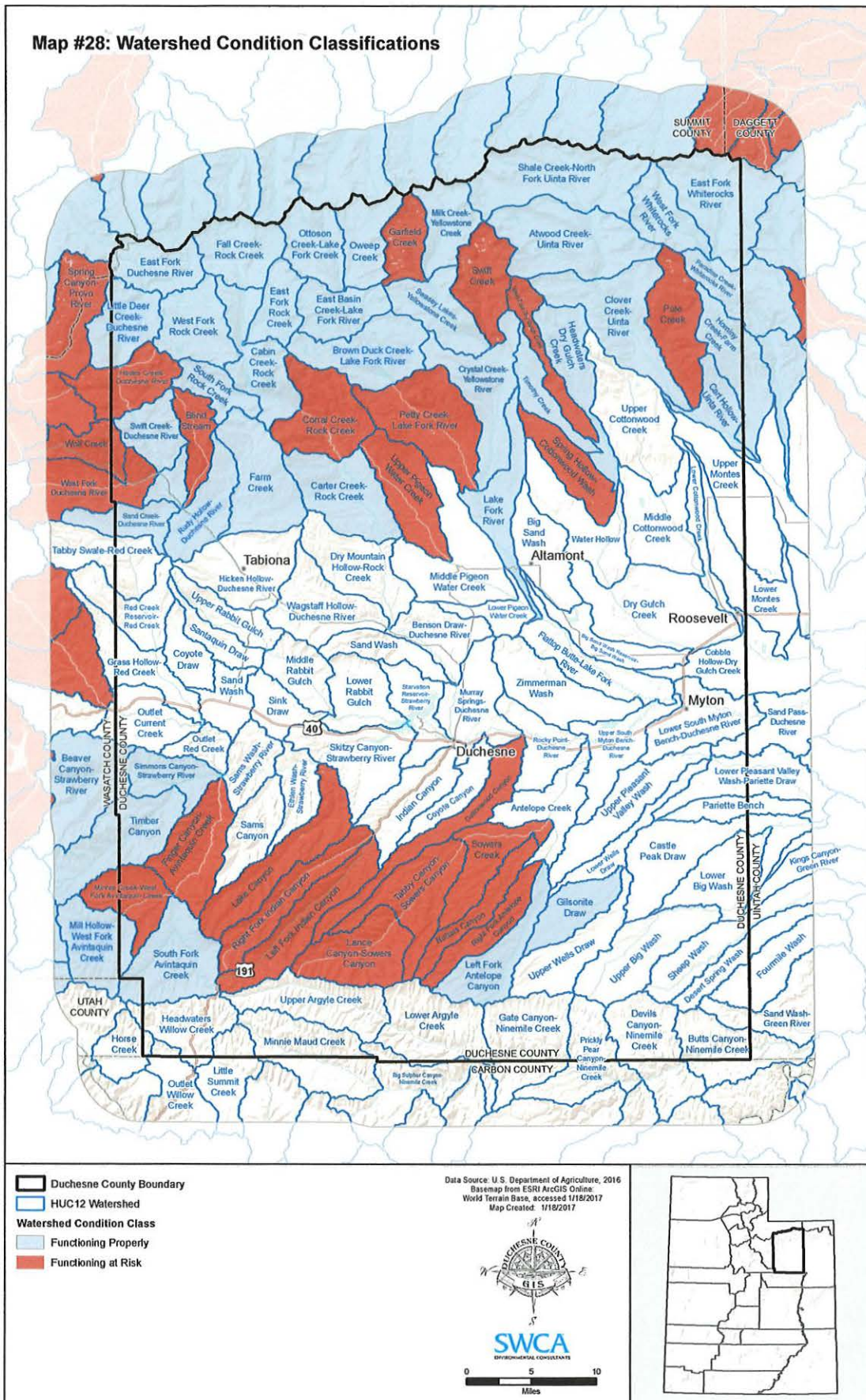
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Miles

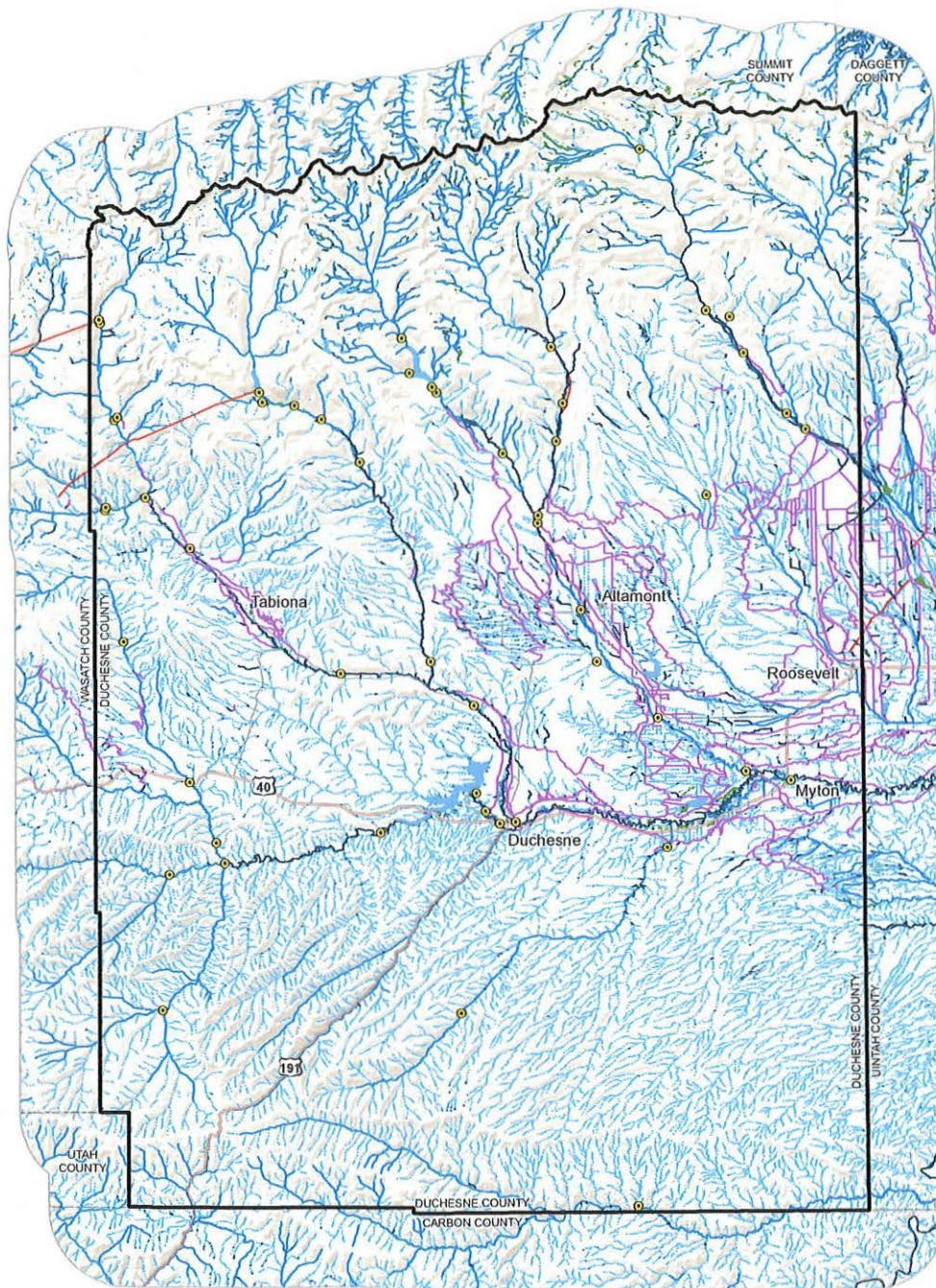
Inset Map: A map of Colorado showing the location of Duchesne County in the southeastern corner of the state.



Map #28: Watershed Condition Classifications



Map #29: Surface Waters

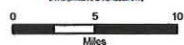


Duchesne County Boundary

National Hydrography Dataset

- Intermittent Stream/River
- Perennial Stream/River
- Artificial Path/Connector
- Canal/Ditch
- Pipeline
- Playa
- Lake/Pond/Reservoir
- Swamp/Marsh
- Stream Gauge

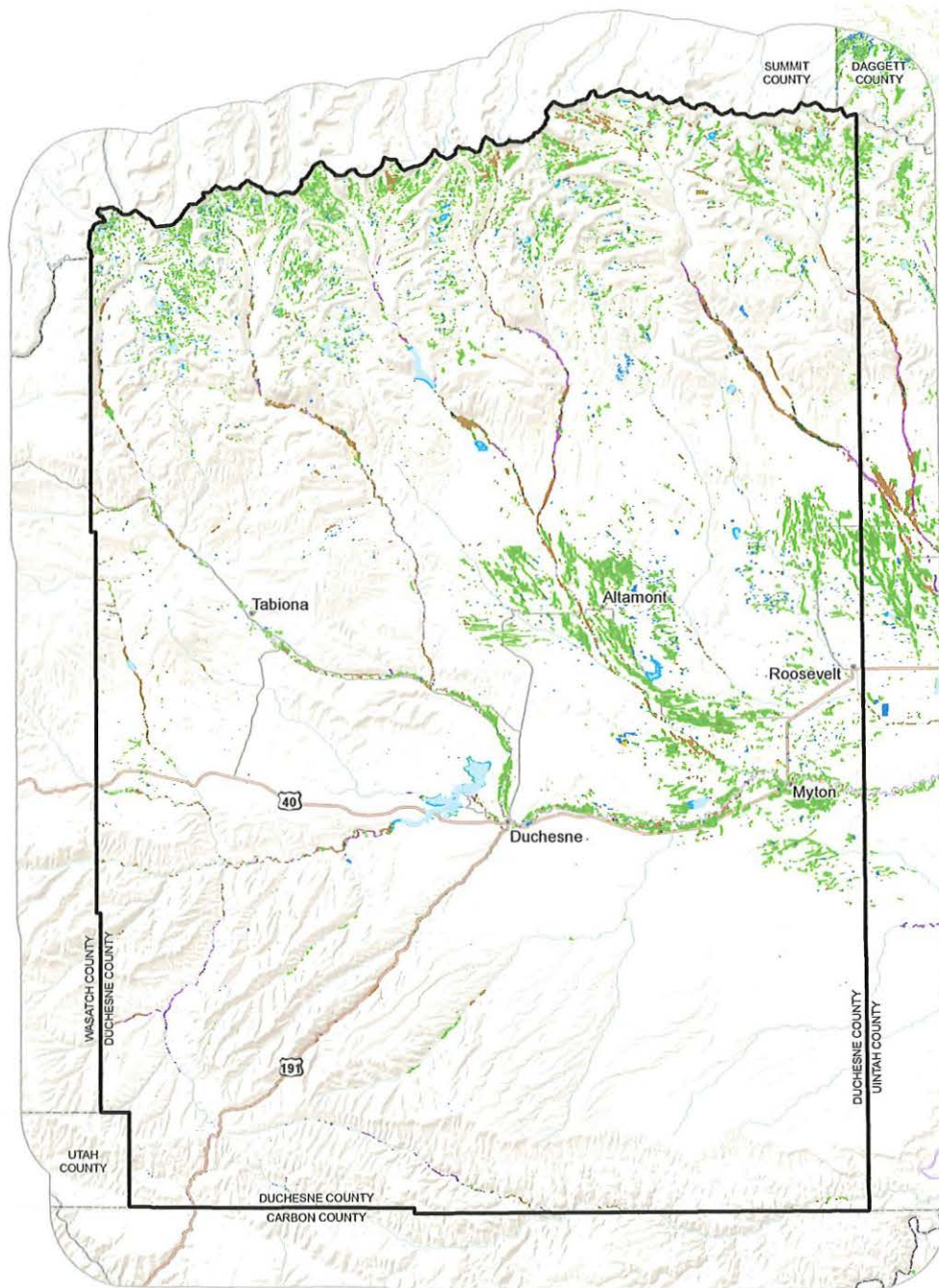
Data Source: U.S. Geological Survey, 2015
 Basemap from ESRI ArcGIS Online:
 World Terrain Base, accessed 1/18/2017
 Map Created: 1/18/2017



Map #34: Flood Zones



Map #35: Wetlands



Duchesne County Boundary

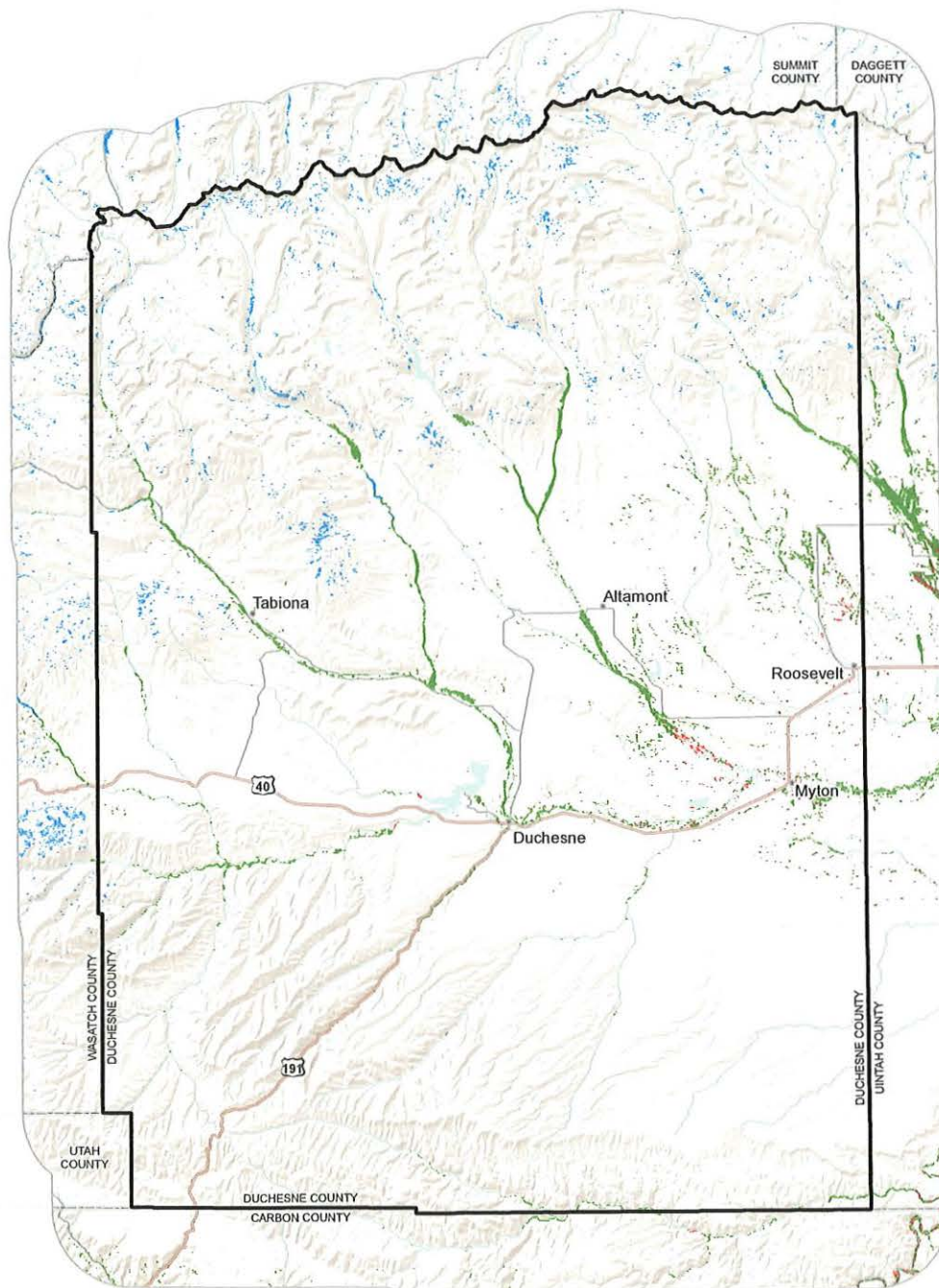
National Wetlands Inventory

- | | |
|----------------------------------------|----------------------|
| L1, Lake | PUB, Freshwater Pond |
| L2, Lake | PUS, Freshwater Pond |
| PAB, Freshwater Pond | R2, Riverine |
| PEM, Freshwater Emergent Wetland | R3, Riverine |
| PFO, Freshwater Forested/Shrub Wetland | R4, Riverine |
| PSS, Freshwater Forested/Shrub Wetland | |

Data Source: U.S. Fish and Wildlife Service, 2015
 Basemap from ESRI ArcGIS Online:
 World Terrain Base, accessed 1/18/2017
 Map Created: 1/18/2017



Map #36: Riparian Areas



Duchesne County Boundary

Riparian Areas

Invasive Southwest Riparian Woodland and Shrubland

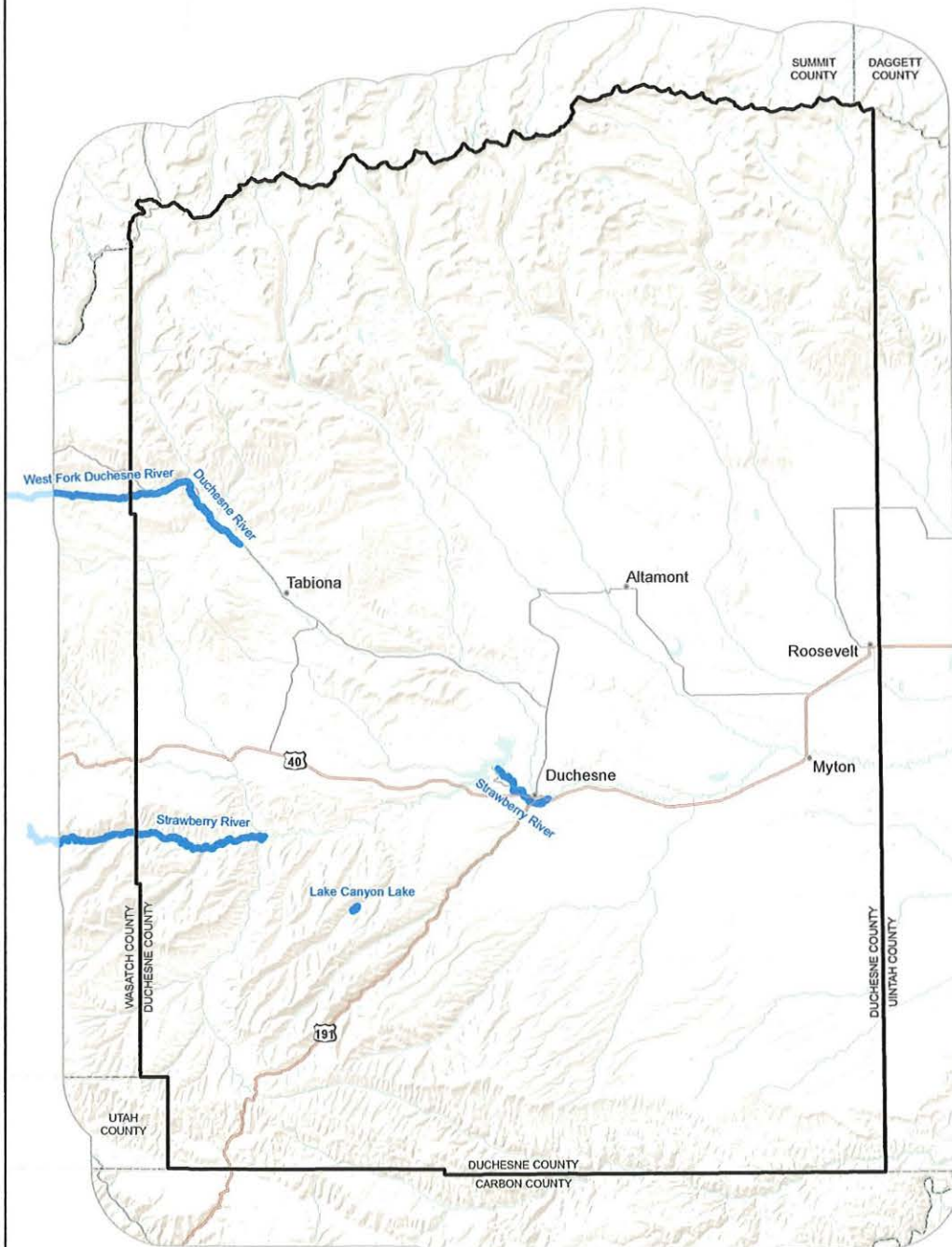
Rocky Mountain Lower Montane Riparian Woodland and Shrubland

Rocky Mountain Subalpine-Montane Riparian Shrubland

Data Source: U.S. Geological Survey, 2004
Base map from ESRI ArcGIS Online:
World Terrain Base, accessed 1/18/2017
Map Created: 1/18/2017



Map #37: Blue Ribbon Fisheries

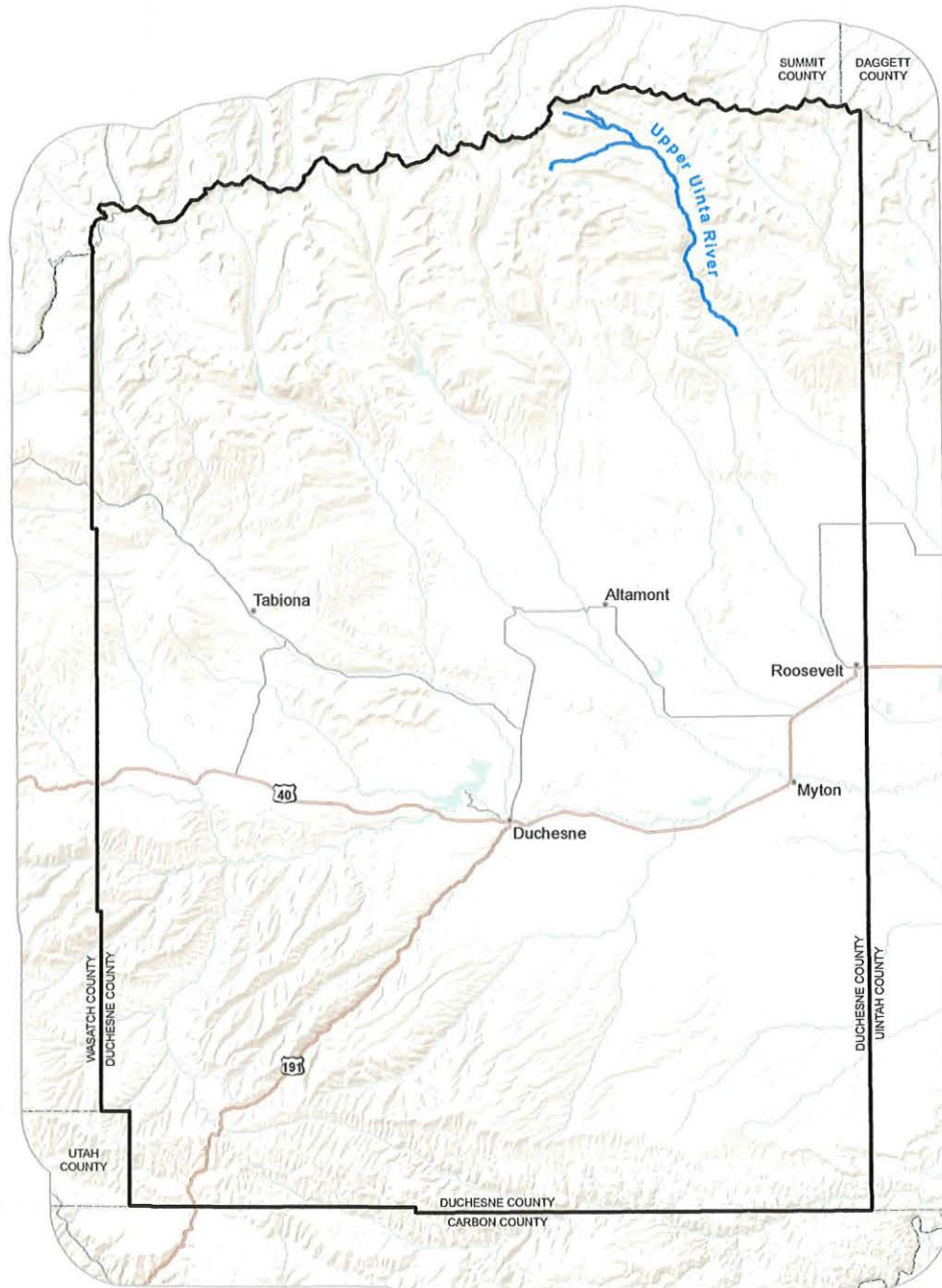


- Duchesne County Boundary
- Blue Ribbon Stream Fisheries
- Blue Ribbon Lake Fisheries

Data Source: Utah Division of Wildlife Resources, 2016
 Basemap from ESRI ArcGIS Online:
 World Terrain Base, accessed 1/18/2017
 Map Created: 1/18/2017



Map #38: Wild and Scenic Rivers

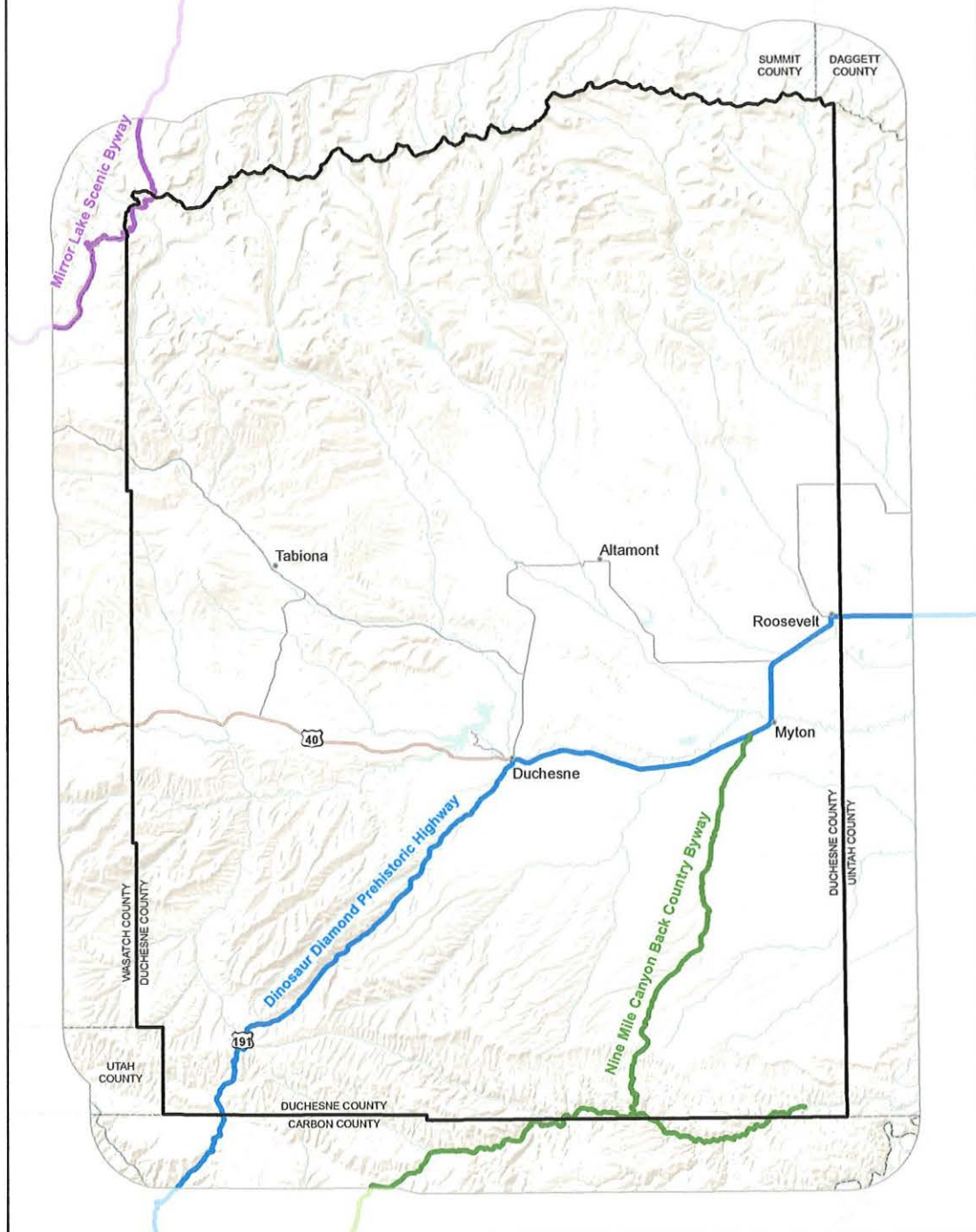


Duchesne County Boundary
 Recommended Wild and Scenic Rivers
 Suitable - Scenic

Data Source: Bureau of Land Management, 2014
 Basemap from ESRI ArcGIS Online:
 World Terrain Base, accessed 1/18/2017
 Map Created: 1/18/2017



Map #39: Scenic and Back Country Byways

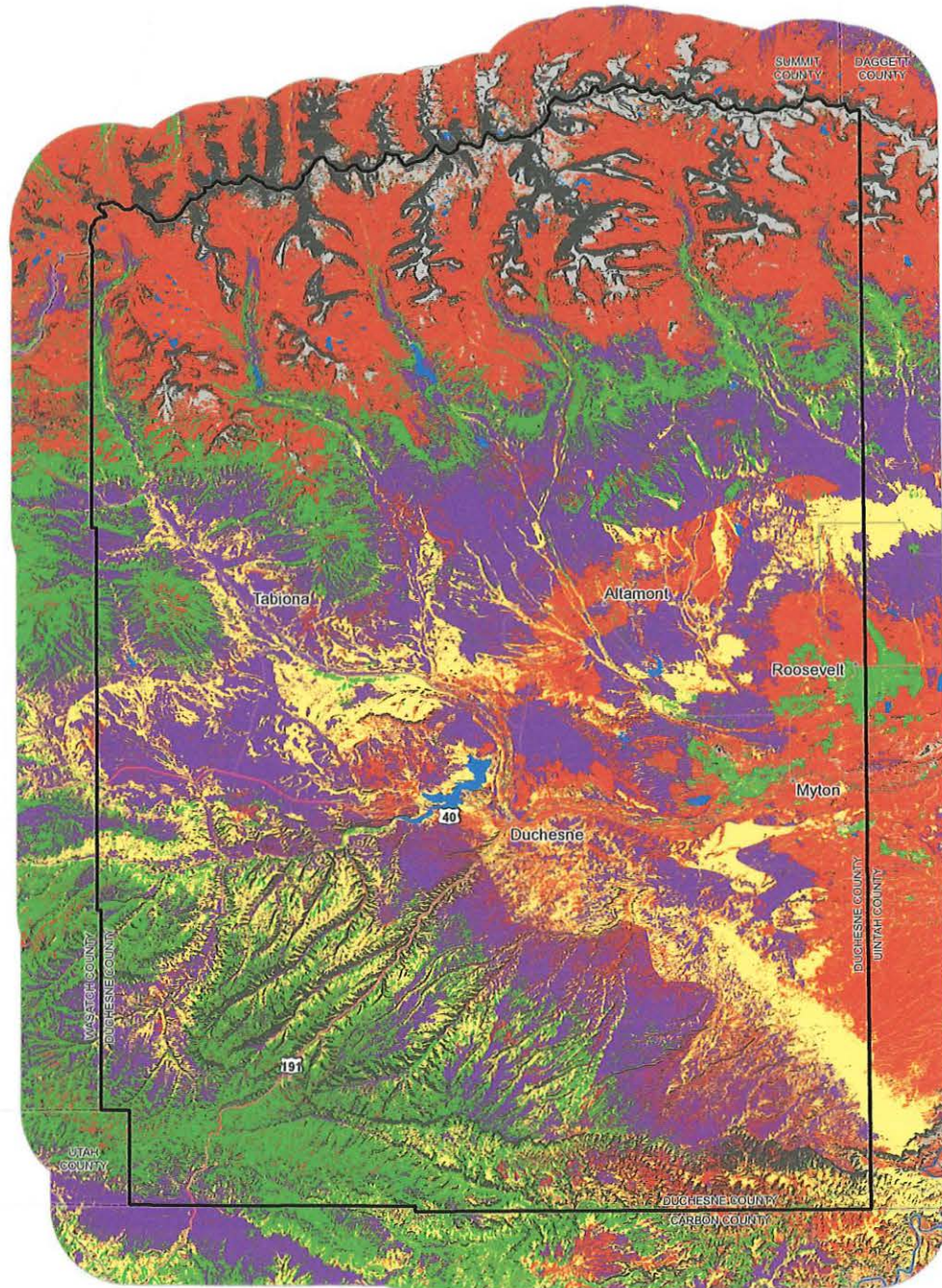


- Duchesne County Boundary
- Scenic Roads**
- National Scenic Byway
- Utah State Scenic Byway
- BLM Back Country Byway

Data Source: Utah Department of Transportation, 2016
 Basemap from ESRI ArcGIS Online:
 World Terrain Base, accessed 1/18/2017
 Map Created: 1/18/2017



Map #40: Fire Regime Groups

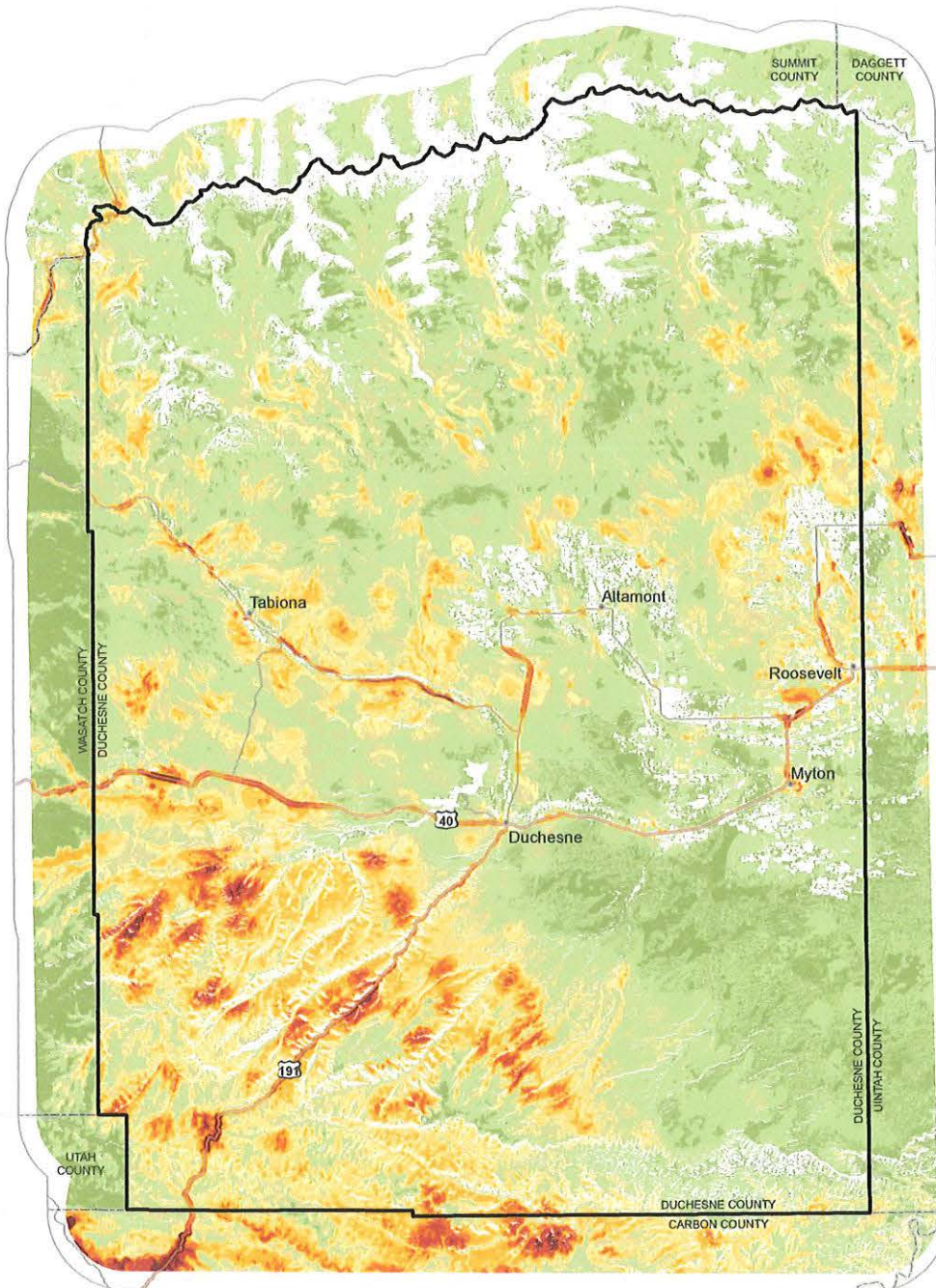


- Duchesne County Boundary**
- Fire Regime Groups (LANDFIRE)**
- Water
 - Sparsely Vegetated
 - Snow / Ice
 - Barren
 - > 200 Year Fire Return Interval, Any Severity
 - ≤ 35 Year Fire Return Interval, Replacement Severity
 - ≤ 35 Year Fire Return Interval, Low and Mixed Severity
 - 35 - 200 Year Fire Return Interval, Replacement Severity
 - 35 - 200 Year Fire Return Interval, Low and Mixed Severity

Data Source: Bureau of Land Management, 2008
 Basemap from ESRI ArcGIS Online
 World Terrain Base, accessed 6/1/2017
 Map Created: 6/1/2017

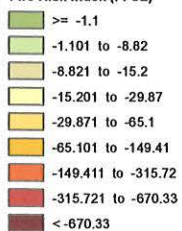


Map #42: Fire Risk Index



Duchesne County Boundary

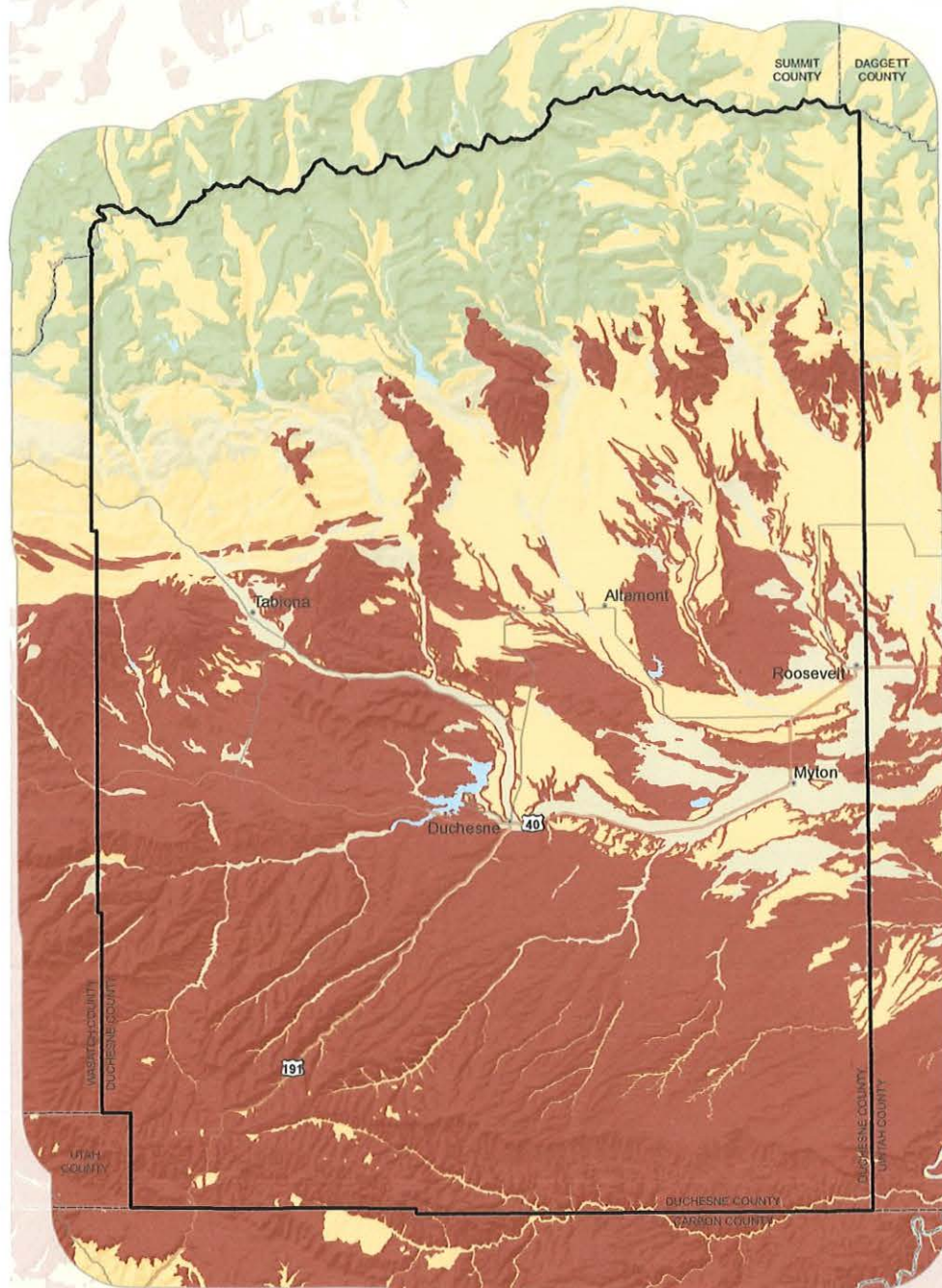
Fire Risk Index (FFSL)



Data Source: Bureau of Land Management, 2008
 Basemap from ESRI ArcGIS Online
 World Terrain Base, accessed 6/1/2017
 Map Created: 6/1/2017



Map #44: Potential Fossil Yield Classification



Duchesne County Boundary

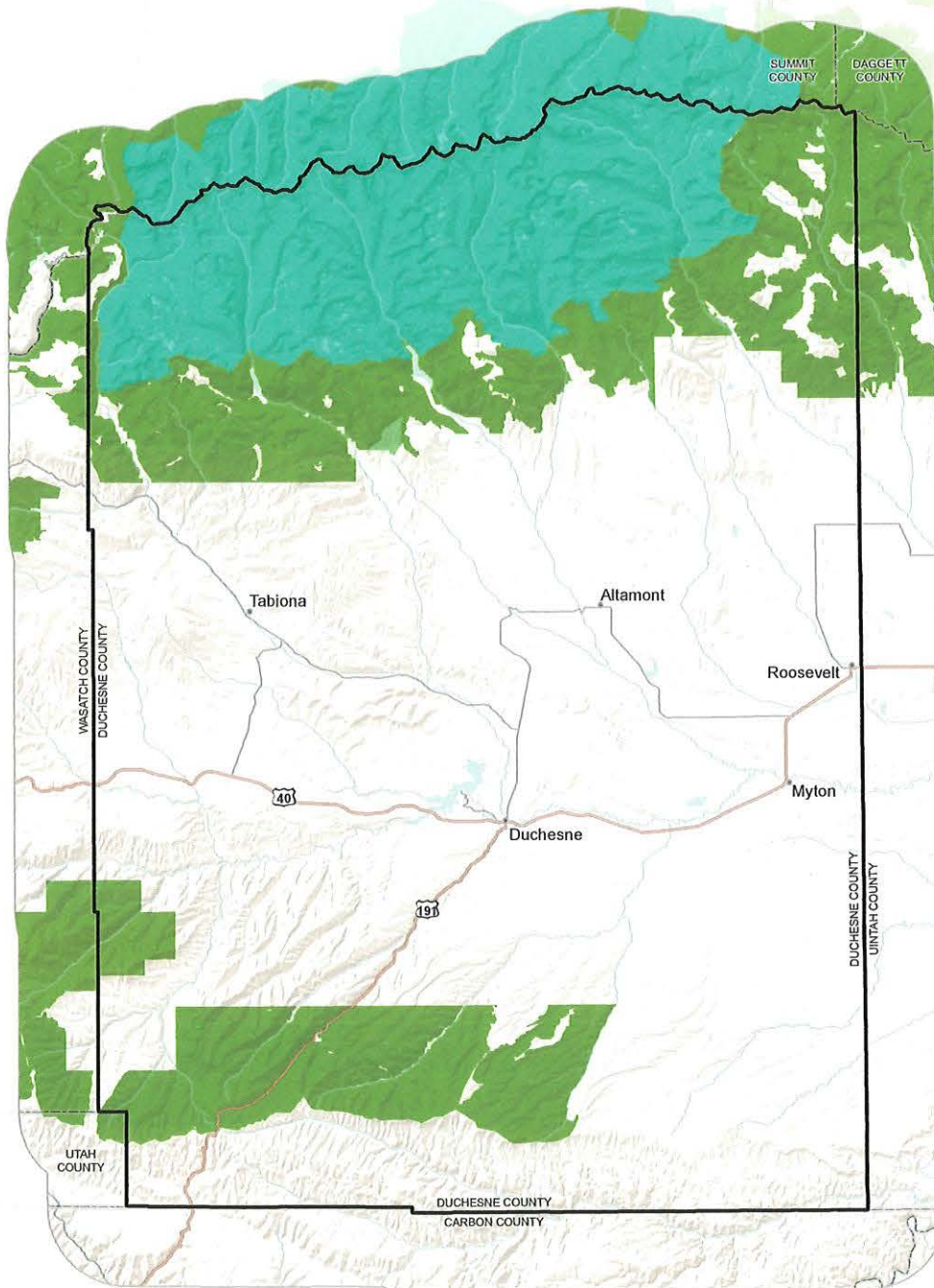
PFYC Class

- 1 - Very Low
- 2 - Low
- 3 - Moderate
- 4 - High
- 5 - Very High
- W - Water

Data Source: Bureau of Land Management, 2008
 Basemap from ESRI ArcGIS Online:
 World Terrain Base, accessed 6/1/2017
 Map Created: 6/1/2017



Map #46: High Uintas Wilderness Area and Inventoried Roadless Areas



- Duchesne County Boundary
- High Uintas Wilderness
- Inventoried Roadless Areas

Data Source: U.S. Department of Agriculture, 2001
 Basemap from ESRI ArcGIS Online
 World Terrain Base, accessed 6/1/2017
 Map Created: 6/1/2017

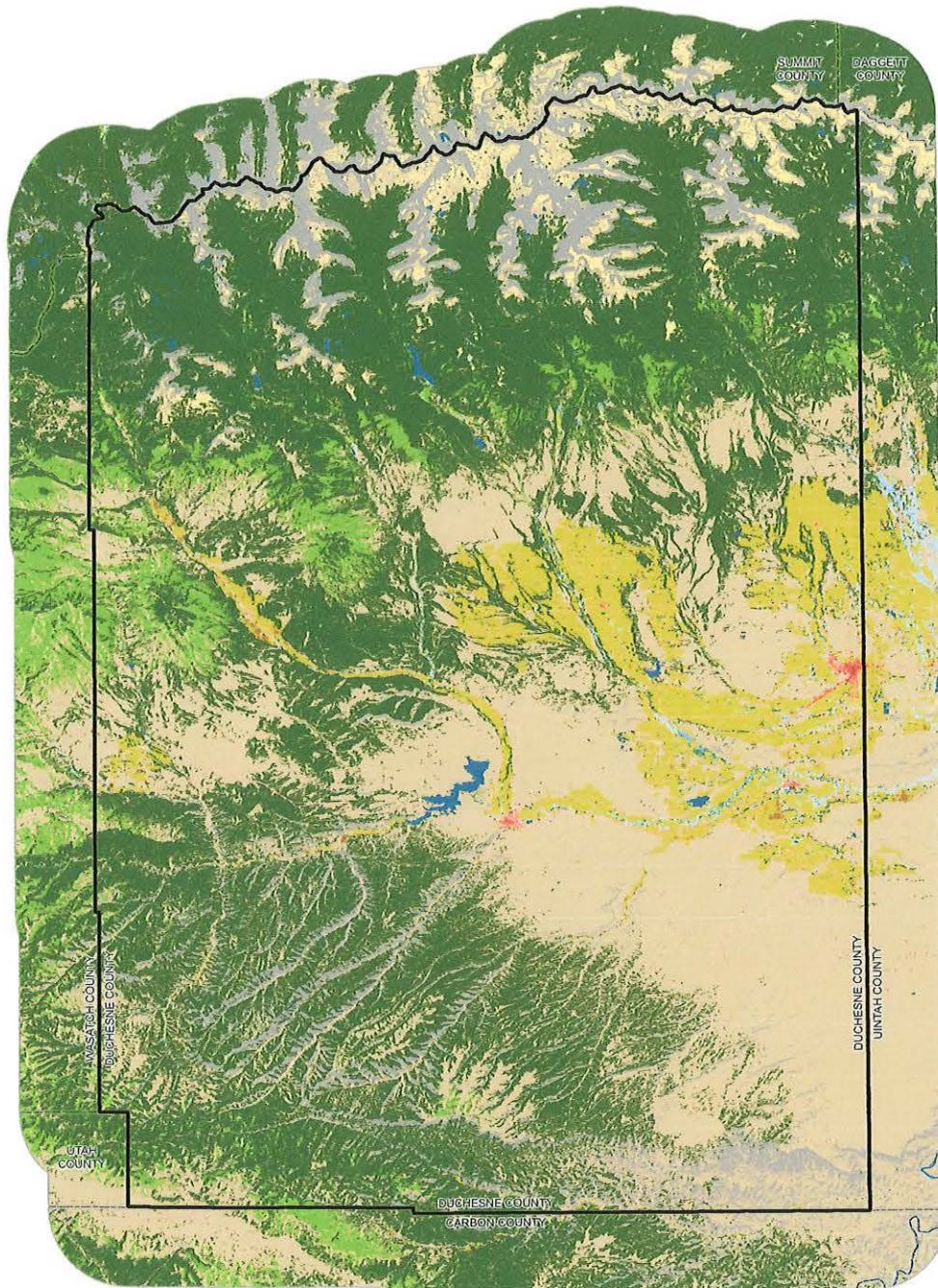


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0 5 10
 Miles



Map #51: Land Cover Classifications



Duchesne County Boundary

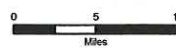
Land Cover Classifications

- | | |
|------------------------------|------------------------------|
| Open Water | Mixed Forest |
| Perennial Ice/Snow | Shrub/Scrub |
| Developed, Open Space | Grassland/Herbaceous |
| Developed, Low Intensity | Pasture/Hay |
| Developed, Medium Intensity | Cultivated Crops |
| Developed, High Intensity | Woody Wetlands |
| Barren Land (Rock/Sand/Clay) | Emergent Herbaceous Wetlands |
| Deciduous Forest | |
| Evergreen Forest | |

Data Source: U.S. Geological Survey, 2011
Map Created: 6/1/2017



SWCA
ENVIRONMENTAL CONSULTANTS





GARY R. HERBERT
Governor

SPENCER J. COX
Lieutenant Governor

State of Utah

DEPARTMENT OF NATURAL RESOURCES

MICHAEL R. STYLER
Executive Director

Division of Oil, Gas and Mining

JOHN R. BAZA
Division Director

May 6, 2019

Joshua Wayland
Surface Transportation Board
c/o ICF
9300 Lee Highway
Fairfax, VA 22031
Joshua.wayland@stb.gov

Subject: Comments Regarding Proposed 80-Mile Line of Railroad – Seven County Infrastructure Coalition, RDCC, Project #68723

Dear Mr. Wayland,

The Division of Oil, Gas, and Mining (Division) has reviewed the Seven County Infrastructure Coalition's (the Coalition) 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 Division does not anticipate any environmental impacts and does not anticipate any permitting or approval will be needed in the Coalition's proposed project.

The Division has been tasked by the Utah Legislature to foster, encourage, and promote the development, production, and utilization of natural resources (namely oil, gas, coal, and minerals) in the State of Utah in a manner that will prevent waste and protect the environment. As a result of these duties, the Division evaluates the prices of natural resources and factors in transportation costs. The proposed project will have a potential positive affect on transportation costs of oil and gas out of the Uinta Basin as all products are transported by truck.

We appreciate the opportunity to comment on this proposed project.

Sincerely,



John R. Baza
Director



May 8, 2019

Surface Transportation Board
C/O ICF
9300 Lee Highway
Fairfax, VA 22031

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

Joshua Wayland,

Moffat County appreciates the opportunity to comment on the preliminary rail proposal from the Seven County Infrastructure Coalition. Moffat County has a long history of participating as an active Cooperating Agency with federal planning projects, and we request the Surface Transportation Board invite Moffat County to participate in Docket No. FD 36284 as a Cooperating Agency as outlined in the 1969 National Environmental Policy Act. *See* 42 U.S.C. 4321 *et seq*; 40 C.F.R. §§1501.6; 1508.5.

Moffat County has a direct interest in the above mentioned project. The project will significantly impact our county and Moffat County can assist in evaluating those impacts. The proposed Craig Route crosses Moffat County roads ten times, and US Hwy 40, four times. It also crosses several conservation easements placed for wildlife protections, and crosses several private landowners properties. Moffat County's expertise and our planning jurisdiction will enhance project evaluation. In addition Moffat County Planning and Zoning department will be handling local permitting, such as Conditional Use Permits.

We have one draft KMZ file of the Craig Route, but not the other two routes. We also possess the Information Paper written February 20, 2019 which you provided me. However, we would need a more complete package of information and details to offer specific advice relating to the issues mentioned in the above paragraph. Thank you for early and up-front notification of the proposed rail project. Moffat County looks forward to participating as a Cooperating Agency throughout this project.

Respectfully,

Jeff Comstock, Director
Moffat County Natural Resources Department



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
c/o ICF
9300 Lee Highway
Fairfax, VA 22031

May 8, 2019

Re: Docket No. FD 36284, Seven County Infrastructure Coalition Proposed Railroad Project

Mr. Wayland,

Uintah County would like to thank you for the opportunity to comment on the Seven County Infrastructure Coalition 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. Below are our comments for this project.

Permits

There are no required land use permits for this project. Per County Ordinance Floodplain Development Permits would be required for each crossing of FEMA flood zones. These permits are intended to ensure that construction of the rail line does not obstruct flows within the floodplain. The Uintah County Floodplain Administrator can be reached at 435-781-5336.

Building permits will be required for any building that will be associated with the project. The Building Office can be reached at 435-781-5336.

Road Encroachment permits will be required at each location where the railroad crosses or encroaches on any county road. These permits are approved and issued by the Uintah County Road Department. The Road Department can be reached at 435-789-1070.

Threatened, Endangered and Sensitive Species

Uintah County and the State of Utah have designated sage grouse habitat on the north side of Highway 40 between Vernal and Ballard. It is our understanding that the route runs south of Highway 40 in this area, which should not affect the designated habitat.

Uintah County is also aware of Black Footed Ferret Reintroduction Projects south of Highway 40 between the Green River and Dinosaur Colorado. These areas are managed by the Utah Division of Wildlife Resources.

Air Quality

Winter time ozone is the major air quality issue facing our region. Elevated ozone levels generally occur during the winter months when there is snow on the ground and a temperature inversion. Emissions from vehicles and other sources can have an effect on ozone levels during these times. We believe that this project could help to reduce emissions by decreasing the number of large trucks hauling goods and resources into

and out of the area.

Resources

Uintah County Zoning Code- This can be found online at:

https://library.municode.com/ut/uintah_county/codes/code_of_ordinances?nodeId=TIT17ZO

Uintah County General Plan- This can be found online at:

http://co.uitah.ut.us/document_center/CommunityDevelopment/Uintah%20Resource%20Management%20Plan%20-%20FINAL%20Updated%2012-17-2018.pdf

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

FEMA Floodplain Map- This can be found online at:

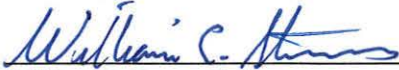
<https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd&extent=-109.61187623904685,40.42311909848126,-109.44570802615645,40.48842826531093>

Conclusion

Uintah County's economy is heavily dependent on the extremely cyclical natural resource extraction industry. Our goal has been to soften the ups and downs in the economy and we understand that diversification of our economy and the transportation of natural resources are essential parts of the equation. The highway systems, US Hwy 40 and US Hwy 191, that serve our community are burdened with heavy truck traffic. Over the road trucking is currently the only way to transport goods into and out of our area. Construction of the proposed rail line would help ease heavy truck traffic and allow for the moving of more goods and natural resources into and out of our area. For these reasons Uintah County supports the Seven County Coalitions Railroad Project.

We appreciate the opportunity that we have to comment on this project and look forward to continued participation during the environmental review process. 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

Wayland, Joshua

From: Cesark - CDOT, David <david.cesark@state.co.us>
Sent: Thursday, May 09, 2019 2:00 PM
To: Wayland, Joshua
Subject: Docket No. FD 36284, Seven County Infrastructure Coalition

Hi Joshua,

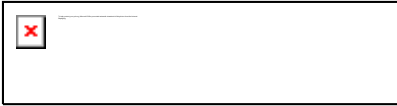
Thank you for the opportunity to provide preliminary comments regarding the resources that could be affected by the subject proposed rail line in NW Colorado within CDOT ROW. Potential permits that might be required include: CDOT Special Use or Access Permits, and Army Corps of Engineers permits. In addition, potential environmental clearances for work within CDOT ROW include: Hazmat, T&E and state-listed species, wetland delineation, paleo, arch, history, etc.

Please continue to keep me apprised of your progress and best of luck with your project.

Feel free to contact me if you have any further questions or concerns as details of your project emerge.

Thank you,

Dave Cesark
Regional Planning & Environmental Manager



P 970.683.6251 | C 970.462.8933
222 South 6th Street, Room 317, Grand Junction, CO 81501
david.cesark@state.co.us | www.codot.gov



COLORADO
Department of Public
Health & Environment

Dedicated to protecting and improving the health and environment of the people of Colorado

May 9, 2019

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

Re: Colorado Department of Public Health and Environment's Preliminary Comments on the Proposed Uinta Rail Line

Dear Mr. Wayland:

The Colorado Department of Public Health and Environment (CDPHE) appreciates the opportunity to provide preliminary scoping comments on the Seven County Infrastructure Coalition Uinta Basin Railway proposal. We are encouraged to see that the Surface Transportation Board's Office of Environmental Analysis is preparing an Environmental Impact Statement (EIS) that will analyze the potential environmental impacts for the proposed rail line. CDPHE conducts National Environmental Policy Act (NEPA) reviews and provides comments as a cooperative agency to ensure compliance with applicable Federal and State requirements intended to avoid or minimize impacts to public health and the environment. We respectfully submit the following preliminary comments.

CDPHE believes it is essential to expand the study area contemplated for the EIS in order to capture potential effects from enabling more trains every day, some portion of which will be carrying crude oil, Gilsonite and other substances in environmentally sensitive and populated areas in Colorado. Regardless of the alternative chosen, your letter indicates that the proposed project will induce additional rail activity – as many as six trains per day. This activity would likely travel through Colorado, both on the Union Pacific line east of Axial or on the main east-west Union Pacific line from the Utah border to the the Denver area and then south and east to the Colorado border.

The EIS needs to thoroughly analyze and discuss the safety risks associated with routing additional hazardous rail cargo along the environmentally sensitive corridors to which the new project would connect. Any rail traffic induced by the proposed project and using the Union Pacific system would transit through metropolitan Denver, and depending on the route, through populated areas like Pueblo, Colorado Springs, Glenwood Springs, Steamboat Springs, Craig, and Grand Junction (along with many other cities and towns). Adding more oil train traffic in particular raises safety risks for the often densely populated areas that must be carefully analyzed. The EIS should include consideration of the environmental justice implications of these additional hazardous trains.

Similarly, both the Craig Line and main UP line parallel sensitive river systems – the Yampa and Colorado Rivers, along with South Boulder Creek. Both could be affected by any spills that may occur from incidents associated with the new rail traffic induced by the project. The Yampa River is a vital wild river and the rail line follows the Yampa just upstream of Dinosaur National Park. Any spills could have catastrophic effects on wildlife, recreation, agriculture and drinking water. Similarly, the Colorado River is the most important river in the Southwest United States, providing water supply for millions, habitat for endangered species, heavily-used recreation resources and irrigation water. South Boulder Creek is a critical source for water for the Denver Water system, habitat for the Prebles' Meadow Jumping Mouse and valuable recreation. CDPHE regulates water quality in all of these river systems.



Air quality impacts from pollutant emissions are limited by regulations, standards and implementation plans established under the federal Clean Air Act, as Administered by CDPHE's Air Pollution Control Division (APCD) under authorization of the U.S. Environmental Protection Agency. In order to provide thorough comments, APCD requests additional information regarding the commodities and products that will be transported into Colorado as a result of the proposed project. We recommend that the EIS include a cumulative effects analysis, including climate change impacts, with a description of the anticipated environmental impacts of the proposed action in relationship to all other effects from past, present and reasonably foreseeable future federal, non-federal, and private actions within the spatial and temporal bounds of the proposed project.

The proposed project may require a Land Development Air Pollutant Emissions Notice (APEN). Under Colorado air quality regulations, land development refers to all land clearing activities, including but not limited to land preparation such as excavating or grading, for residential, commercial or industrial development. Land development activities release fugitive dust, a pollutant regulated by APCD. Small land development activities are not subject to the same reporting and permitting requirements as large land activities. Specifically, land development activities that are less than 25 contiguous acres and less than six months in duration do not need to report air emissions to the APCD. However, it is important to note that even if a permit is not required, fugitive dust control measures included in the Land Development APEN Form APCD-223 must be followed at the site. APCD also has APEN requirements for internal combustion engines; however, non-road engines are not required to submit an APEN. APEN forms and guidance documents can be accessed online: <https://www.colorado.gov/pacific/cdphe/air/air-permit>. All applicable requirements and permits should be discussed in the EIS.

APCD recognizes that the transportation of products and commodities via rail could potentially reduce transportation emissions as compared to the current method of truck transportation. However, according to the Uinta Basin Railway Project website, the proposed action may result in increased oil and gas, agriculture, and mining activity. Emissions from these activities can travel great distances, affecting air quality and public health including in the Denver/North Front Range ozone nonattainment area. In addition, Colorado recently established new greenhouse gas (GHG) emissions reduction goals of 50% GHG reductions by 2030 and 90% GHG reductions by 2050 (based on 2005 levels) stemming from House Bill 1261, which was signed by Governor Polis on May 1, 2019. Therefore, we request an analysis of intrastate and interstate air pollution transport from criteria pollutant and GHG emissions that may result from the proposed project and potential mitigation measures. Consideration of these indirect, secondary and cumulative impacts is required by the Council on Environmental Quality regulations implementing the National Environmental Policy Act.

Several sections of the proposed Craig Route are less than 10 miles away from Dinosaur National Monument (DNM), as depicted in *Figure 3 - Craig Study Area*. DNM is a class II air quality "floor" under the prevention of significant deterioration federal 1963 Clean Air Act, as amended, but is a class I area by Colorado standards for sulfur dioxide (SO₂). This means that development can be permitted in the vicinity (within 10-25 kilometers depending on the size of the development) of the park as long as the levels of all criteria pollutants except SO₂ do not exceed the Class II increment requirements. Class I increment consumption requirements apply for SO₂ (Colorado Regulation No. 3, Part D, § VIII.B). According to the National Park Service, ozone, visibility, and nitrogen deposition impacts are of significant concern for DNM. Increased energy development in the Uinta Basin may emit significant quantities of air pollutants in the DNM area, resulting in visibility degradation, adverse effects to human health, and adverse ecosystem effects from nitrogen deposition and ozone impacts to vegetation. These effects should be thoroughly discussed in the EIS.

CDPHE expects that the EIS will thoroughly consider alternatives such as the use of pipelines for oil transportation, along with mitigation for all of the safety risk, water, species, air quality and climate impacts that may be associated with impacts.



Joshua Wayland

May 9, 2019

Page 2

CDPHE appreciates the opportunity to provide these preliminary scoping comments and looks forward to reviewing the project EIS. If you have any questions or need additional assistance, please call me at 303-692-3397 or email me at john.putnam@state.co.us.

Sincerely,

A handwritten signature in blue ink, appearing to read 'John Putnam', with a stylized, cursive script.

John Putnam

Director of Environmental Programs





**UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 8**

1595 Wynkoop Street
Denver, CO 80202-1129
Phone 800-227-8917
www.epa.gov/region8

May 9, 2019

Ref: 8ORA-N

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

Dear Mr. Wayland:

Thank you for notifying us about the forthcoming proposal to build a new railroad in the Uinta Basin in your letter of April 10, 2019. As requested in your letter we have reviewed the preliminary information and have identified Environmental Protection Agency's major areas of concern. These comments were prepared in accordance with our responsibilities under the National Environmental Policy Act (NEPA) and in anticipation of our review of the EIS under Section 309 of the Clean Air Act.

EPA plans to prepare a more detailed scoping letter once the Surface Transportation Board formally begins scoping for the EIS. At this time, we have identified the following topics that should be included within the scope of analysis:

- Waters of the U.S. (WOTUS), including Wetlands – Depending on the alignment and the design of the rail bed there could be significant impacts to WOTUS including wetlands, from discharges of dredge or fill material. Any discharges of dredge or fill materials to a WOTUS will require coverage under a Section 404 permit issued by the U.S. Army Corps of Engineers. Options for coverage may include an individual Section 404 permit or coverage under an applicable Nationwide Permit (e.g., NWP 14 – Linear Transportation Projects). The level of impact to waters of the U.S. will determine the amount and type of mitigation that will be necessary and should be addressed early in the process to minimize temporal losses.
- Construction Stormwater – It is likely that the proposed project will also need to obtain NPDES stormwater construction permits under Section 402 of the Clean Water Act. Depending on the location of the alternatives, the proposed project would need to obtain stormwater construction permits from the EPA for portions of the project in Indian country, and from the States of Utah and Colorado for the portions of the project located in areas under their jurisdiction.
- Clean Water Act § 401 Certifications – Depending on the final alignment the applicant will need to obtain a Clean Water Act Section 401 water quality certification for any federal permits that may result in a discharge to a WOTUS, including both Section 402 permits and Section 404 permits.

Such certifications are issued by states when the discharge originates in an area of state jurisdiction, and by EPA or a Tribe when the discharge originates in Indian country. We recommend that the applicant coordinate with the State(s), Tribes and EPA throughout the entire §402 and §404 permitting process.


- Impacts to riparian habitat, stream morphology and surface water and groundwater movement – Railroad beds act as dams changing surface water and shallow groundwater flow pathways which can affect riparian habitat. Less groundwater may reach creeks and gullies and surface water flow would become more concentrated discharging only through culverts and bridges constructed for the railroad. Similarly, the riparian habitat would be separated from upland habitat by the railroad bed. For portions of the alternatives, the railroad bed would narrow stream valleys changing and constricting the geomorphology of streams and potentially the floodplain.
- Air Quality – The Uinta basin is a nonattainment area for the 2015 8-hour ozone standard. There is a substantial amount of existing air quality analysis including the Utah Air Resource Management Strategy (ARMS) modeling platform prepared for and modified for use in EISs for oil and gas development in the area. These air quality documents will also be useful in assessing cumulative impacts and potential indirect impacts from induced oil and gas development.

Depending on the anticipated air emissions from construction and operation of the railroad, a more detailed analysis may be warranted such as near field modeling for segments identified as having a potential near-field impact. We recommend contacting EPA early in the development of the air quality analysis. In the coming weeks we will offer some specific points for consideration via email following this letter.

- Air Conformity – For the portions of the project that occur within the nonattainment area an evaluation of applicability of Clean Air Act's General Conformity and Transportation Conformity requirements will be necessary. The EPA has assisted other federal agencies in understanding the aspects of Conformity requirements and are available to discuss these requirements for this project if that would be helpful.
- Environmental Justice – Three of the census blocks around Myton, Utah indicate there may be potential Environmental Justice communities that could be adversely affected by the proposed project.
- Community (including EJ populations) Impacts Concerns – noise, vibration, dust and other air emissions during both construction and operation. Similarly, there may be impacts from a new rail line to traffic, emergency response times, neighborhood connectivity, etc.
- The environmental analysis should also include the loading and offloading areas. Depending on the amount of crude oil that could be shipped out, some of the oil transloading facilities on the Fort Berthold Reservation could be used as an example for designs that minimize impacts from spills and stormwater runoff.

If you have any questions or comments, please to contact me at (303) 312-6870, allen.dana@epa.gov; Matt Hubner (303) 312-6870, hubner.matt@epa.gov; or my supervisor Philip Strobel at (303) 312-6704, strobel.philip@epa.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Dana B. Allen". The signature is fluid and cursive, with the first name "Dana" being the most prominent part.

Dana Allen
NEPA Branch



United States Department of the Interior

NATIONAL PARK SERVICE
Dinosaur National Monument
4545 Highway 40
Dinosaur, CO 81610



In reply refer to:
1.D

VIA ELECTRONIC MAIL – NO HARD COPY TO FOLLOW

May 9, 2019

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

Dear Mr. Wayland

Dinosaur National Monument (DNM) has reviewed the proposal by the Seven County Infrastructure Coalition to build approximately 80 miles of railroad to transport commodities and products into and out of the Uinta Basin in northeastern Utah. We appreciate the opportunity to provide you with our preliminary comments regarding potential effects on the monument's air quality and air quality related values, viewsheds, and dark night skies.

Dinosaur National Monument was established in 1915, when President Woodrow Wilson set aside the original 80-acre monument to protect the 'extraordinary deposit' of dinosaur fossils. In 1938, President Franklin Roosevelt expanded the boundaries by over 200,000 acres to protect the surrounding canyons of the Green and Yampa Rivers. Known as one of the 'hidden jewels' of the NPS, the geologic and paleontological resources in DNM showcase millions of years of natural processes and associated plant and animal life. In addition, DNM contains exceptional biological diversity and species abundance with over 1,000 native plants and animal species found within six major vegetation communities. DNM also contains 46 miles of the lower Yampa River, the last remaining free-flowing large river in the Colorado River System. DNM provides a unique opportunity to study river science as our 'laboratory' contains the unregulated Yampa, the regulated Green below the Flaming Gorge Dam, and a 'hybrid' river below the confluence of both rivers. Furthermore, DNM contains evidence of at least 10,000 years of human history including the Fremont Culture, Spanish Exploration, European and early American settlement, homesteading, and ranching. DNM also provides a wealth

of enjoyment and educational opportunities for the approximately 315,000 visitors who contribute over \$20 million in local economic benefits annually.

DNM is concerned about potential impacts to the monument's resources and visitor experiences that could result from the construction and operation of a rail line near the Canyon Visitor Center in Dinosaur, Colorado and near the Quarry Visitor Center in Jensen, Utah. DNM specifically requests the evaluation of the following resources in the environmental impact statement (EIS):

Air Quality and Air Quality Related Values

One purpose of the Clean Air Act (CAA) is "to preserve, protect, and enhance the air quality in national parks" (42 U.S.C. §7470(2)). Pristine air quality and nearly limitless views are an integral part of the visitor experience at DNM and are a necessary part of maintaining our viewsheds and dark night skies. Service-wide visitor survey data (1988-2011) showed that park visitors highly value clean air and scenic views, with 90% of respondents stating that scenic views are very important to extremely important in NPS units. The respondents also expressed that clean air and scenic views are among the top five most important attributes worthy of protection in national parks.

In recent years, wintertime ozone levels in the Uinta Basin have exceeded the National Ambient Air Quality Standards (NAAQS) and portions of Duchesne and Uintah counties were recently designated as being in nonattainment with the 2015 ozone standard. Pollutants of concern (both primary and secondary) include nitrogen oxides (NO_x), particulate matter (PM_{2.5} and PM₋₁₀), sulfur dioxide (SO₂), volatile organic compounds, ozone (O₃), greenhouse gases, and hazardous air pollutants. These pollutants can contribute to visibility degradation in national parks, adverse effects to human health which is a concern for park visitors and staff, adverse ecosystem effects from excess nitrogen and sulfur deposition and ozone impacts to vegetation. Ozone and visibility are of significant concern for DNM. We request that impacts to these resources are evaluated during the environmental analysis process.

Visual Resources

Visual impacts from the proposed rail line are also a concern for DNM. Scenic vistas from high elevation points within the monument provide dramatic views of a remote and far-reaching landscape that includes montane peaks, high desert plateaus, entrenched canyons carved by the Yampa and Green Rivers, and expansive skies. These vistas are fundamental to the visitor experience at the monument.

The current visual setting of the park is predominantly natural with minimal human-caused intrusions. Rail line development could negatively affect views and dark night skies by altering the broad vistas available from the southern portions of the park. The National Park Service (NPS) requests a detailed visual impact assessment for the Craig route alternative—including potential changes in the visual landscape from several important park viewpoints: 1) the entrance to the park near the Canyon Visitor Center

off of US 40 approximately 3 miles east of the town of Dinosaur, Colorado; 2) the entrance to the park at the Deerlodge Road off of US 40 approximately 18 miles west of Maybell, Colorado; 3) Plug Hat Butte and Escalante Overlooks located along the Harpers Corner Road which begins at the Canyon Visitor Center; and 4) the Quarry Visitor Center and Exhibit Hall located off of US 40 north of Jensen, Utah.

The NPS recommends mitigations to reduce viewshed impacts, including efforts to design new rail lines to blend into the existing topography and landscape to reduce visibility. In addition, nighttime activity should be reduced to the minimal amount possible. Fugitive dust during construction and operations is also a concern for both air quality and visual resources. Given dry, windy conditions, windblown fugitive dust could reach a 50-mile radius, which would include DNM. The NPS recommends monitoring and adaptive management of fugitive dust to ensure minimal impacts on local and regional air quality and visual resources.

Naturally Dark Night Skies

For visitors looking for nighttime recreation opportunities, DNM has a designated night sky viewing area (Split Mountain) on its official map. The park regularly hosts night sky programs for visitors, and has just been awarded an International Dark Sky Park (IDSP) designation. Including a Utah Symphony "Great American Road Trip" event intended to connect with rural communities and celebrate dark skies, as well as night sky opportunities associated with the Great American Eclipse, there were an estimated 4,993 astronomy-related DNM visitor contacts in 2017.

If nighttime construction occurs, then lighting associated with the construction of a rail line has the potential to adversely impact the naturally dark skies of DNM, via increases in artificial sky glow. Excess artificial light can impact wildlife habitat and behavior. It can likewise impact recreational night-time activities, such as star gazing, camping, hiking, dispersed recreation, and driving. If any permanent lighting is installed, we recommend the use of downward directed, fully shielded lights of warm color temperature, with sensors or other controls to limit lighting intensity and duration to only the extent it is needed.

Natural Soundscapes

Human caused noise from construction equipment, machinery, and other transportation traffic can affect human environments, visitor experience and wildlife species. Because U.S. 40 is lightly traveled, increases in construction and operational traffic could produce noticeable impacts on park visitors in the areas of Dinosaur, CO or Jensen, UT or one of the DNM visitor centers. All transportation vehicles using portions of U.S. 40 adjacent to DNM sites during construction of the rail line should have appropriate mufflers, in good working condition, that meet or exceed the requirements of 40 CFR 205, Colorado statute 42-4-225, and where appropriate, Utah code 41-6a-1626.

If you have any questions or need additional information, please contact Lisa Baldwin, Chief, Resource Stewardship and Science, at (970)374-3064 or at lisa_baldwin@nps.gov.

A handwritten signature in dark ink, reading "Paul Scolari". The signature is fluid and cursive, with a long horizontal stroke at the end.

Paul Scolari

cc:

Victoria Rutson, Director, Office of Environmental Analysis



File Code: 1950
Date: May 10, 2019

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

Dear Joshua,

This letter is in response to your request for preliminary information related to the proposed rail line brought forward by the Seven County Infrastructure Coalition. At this time only the Indian Canyon Route crosses Forest Service lands.

Below I have listed the resources that may be potentially affected by the rail line proposal where it crosses Forest Service lands on the Ashley National Forest:

- **Roadless Area impacts** – the entirety of the Indian Canyon Route is proposed within roadless area 0401011 that was designated under the 2001 Roadless Rule on the Ashley National Forest. Impacts to roadless character would have to be addressed. The connected actions for construction and maintenance would also be subject to the 2001 Rule and would need to be addressed. Approval of the roadless clearance process for infrastructure was retained at the Regional Office level.
- **Threatened, Endangered and Sensitive Species** – The following sensitive plant species have not yet been identified in the Hwy 191 corridor, but could exist there since the geology and soils they are found in are similar in this location: Goodrich Blazingstar (*Mentzelia goodrichii*) and Low Greenthread (*Thelesperma caespitosum*).

There are no threatened or Endangered wildlife species in this area. However, Forest Service sensitive species will need to be considered.

○ FS Sensitive Species

- peregrine falcon, northern goshawk, boreal owl, great gray owl, flammulated owl, three-toed woodpecker, greater sage grouse, spotted bat, Townsend's big-eared bat, common loon, trumpeter swan, pygmy rabbit, bald eagle, bighorn sheep, and wolverine.

- **Management Indicator Species** – Below is a list of Ashley National Forest Management Indicator Species. A table is attached to this letter that lists those migratory birds that will also need to be considered.

○ Ashley MIS



- Golden eagle, red-naped sapsucker, warbling vireo, Lincoln's sparrow, song sparrow, white-tailed ptarmigan, elk, deer, northern goshawk, sage grouse.
- Migratory Birds – see the attached table.

- **Scenic Byway and Visuals** – Highway 191 south is a designated Scenic Byway.
- **Soils and Hydrology** - Soil Erosion and Slope Stability Concerns

Indian Canyon's topography with its steep ridge side slopes is composed of the Green River Formation. Ridge slopes have bands of highly skeletal (rocky) soils, rock outcrop, and bands of loose regolith/soils. The highest erosion problems correspond to the areas where soils are low in rock content and very high in salts, particularly calcium carbonate. The calcareous nature adds to the lack of soil structure and acts like silt, which is the most erosive soil texture fraction. The plant canopy cover and low root content adds to erosion caused by summer thunderstorms and any human-caused disturbance.

Storm events could result in mass wasting (flow events) and impair watersheds by adding to the TDS content. Evidence of these should be noted so further investigation of stability concerns can be looked for. Mass wasting can occur when materials are saturated from normal precipitation events.

- **Archeology and National Historic Preservation Act** - The project proponent will need to complete an archaeological file search with both the Ashley National Forest and the Utah Division of State History. The Forest can provide GIS data for heritage site locations and previous surveys. Approval of the survey methods would be needed.
- **Compliance with the Land Management Plan** – The Ashley National Forest is currently undergoing Forest Plan Revision.

Current Forest Plan - The Indian Canyon Route is within management areas n, d, and f in the current Ashley National Forest Plan. A review of the activities, as currently proposed, indicates that if the decision occurs under the current forest plan I believe we may need an amendment, but that would depend on the exact location of the railway. The area around Highway 191 on the south unit is mapped as retention on a ¼ mile on either side of the highway and as partial retention beyond that, see attached map.

- **Retention (R)** – The Retention (R) VQO provides for management activities that are not visually evident. Under Retention, activities may only repeat form, line, color and texture that are frequently found in the characteristic landscape. Changes in qualities of size, amount, intensity, direction, pattern, etc., should not be evident.” (USDA FS, 1974).
- **Partial Retention (PR)** - Under the Partial Retention (PR) VQO, management activities are to remain visually subordinate to the characteristic landscape.

Activities may repeat form, line, color, or texture common to the characteristic landscape but changes in their qualities of size, amount, intensity, direction, pattern, etc., remain visually subordinate to the characteristic landscape. Activities may also introduce form, line, color, or texture, which are found infrequently or not at all in the characteristic landscape, but they should remain visually subordinate to the visual strength of the characteristic landscape. (USDA FS, 1974).

- The management are prescriptions for n, d, and f relating to scenic resources are:
- n: VQOs as inventoried
- d: VQOs variable to meet range resource needs expect in highly sensitive.
- f: VQOs as inventoried standards

Revised Forest Plan -

The new Scenery Management System - Scenic Integrity Objectives (SIO) for the Forest Plan Revision maps the SIOs around Highway 191 as High and Moderate depending on the view from 191, map is attached.

The proposed Forest Plan Revision includes a number of guidelines that refer to scenic resources. The guidelines that would pertain to railroad construction are below.

01 Scenic deviations that are visible in some areas of the Ashley National Forest should generally be subordinate to the surrounding natural landscape and diminish over time.

04 Components of new projects other than vegetation management, such as facility installation or road construction, should meet the assigned scenic integrity objectives within 2 years after completion of all activities associated with the project to reduce significant visual deviations from the surrounding landscape.

05 New landscape modifications such as timber harvesting on lands not suitable for timber production or construction of facilities, should meet or exceed the assigned scenic integrity objectives as seen from anywhere with areas assigned as scenic integrity objective of very high or high, and as seen from mapped concern level 1 and 2 travel ways and viewpoints. The scenic integrity objectives serve as thresholds of allowable visual dominance by landscape modifications over the valued scenic resources and allowable deviation from the desired scenic resource.

I don't believe that we would need a plan amendment for the revised forest plan pertaining to the effects of the proposed railroad on scenic resources if any rehabilitation work is completed in 2 years after the project is completed. We will begin NEPA on the new Forest Plan this year with the intent to complete it by next year.

Other permits or approvals needed:

The Forest Supervisor would have to authorize any amendments to the Forest Plan. Temporary

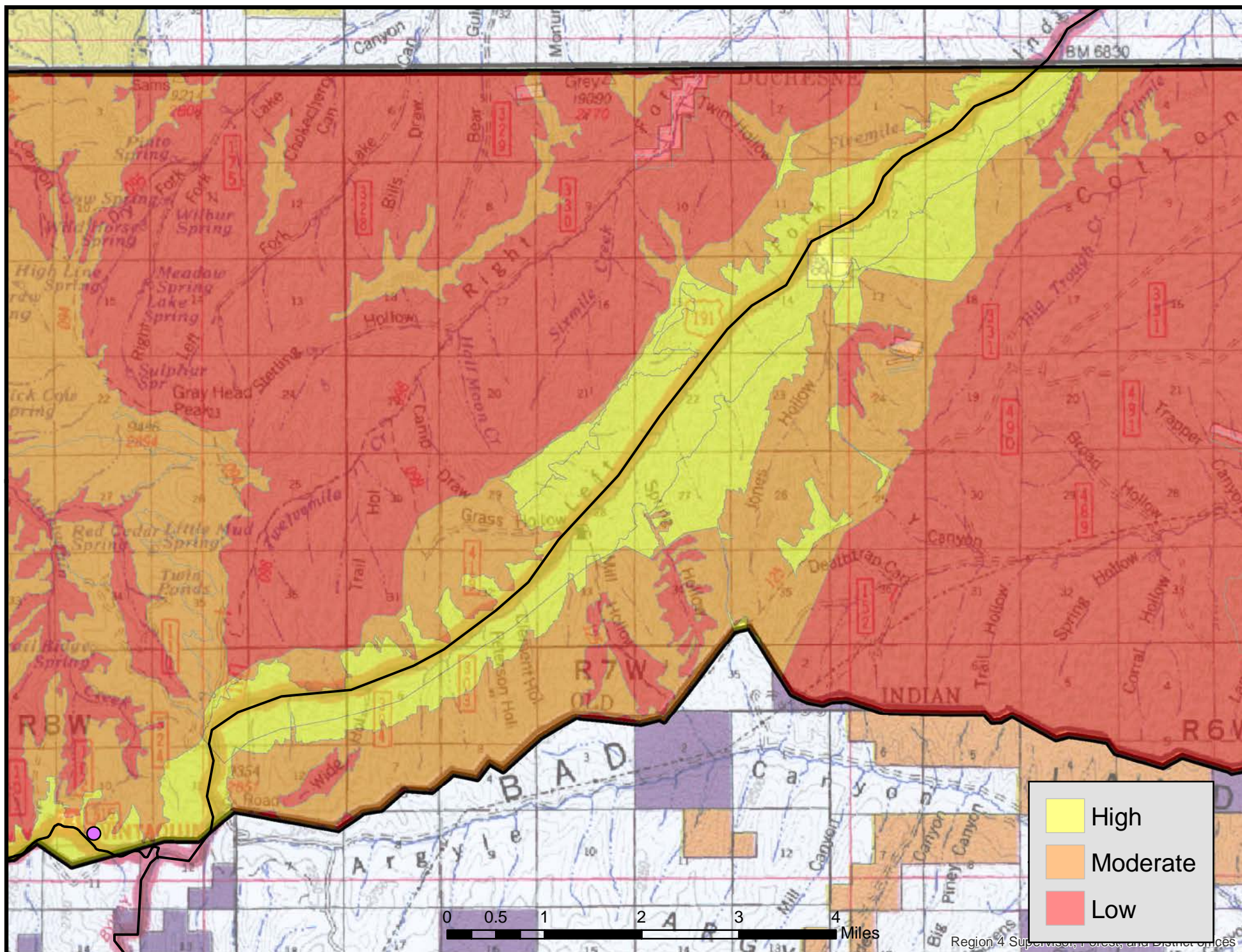
use permits would be needed for various surveys including wetlands delineation, archeology surveys, geophysical surveys etc. The proponent would need to apply for and obtain a railroad ROW permit to cover all expected activities including access, construction, maintenance and operation.

Sincerely,

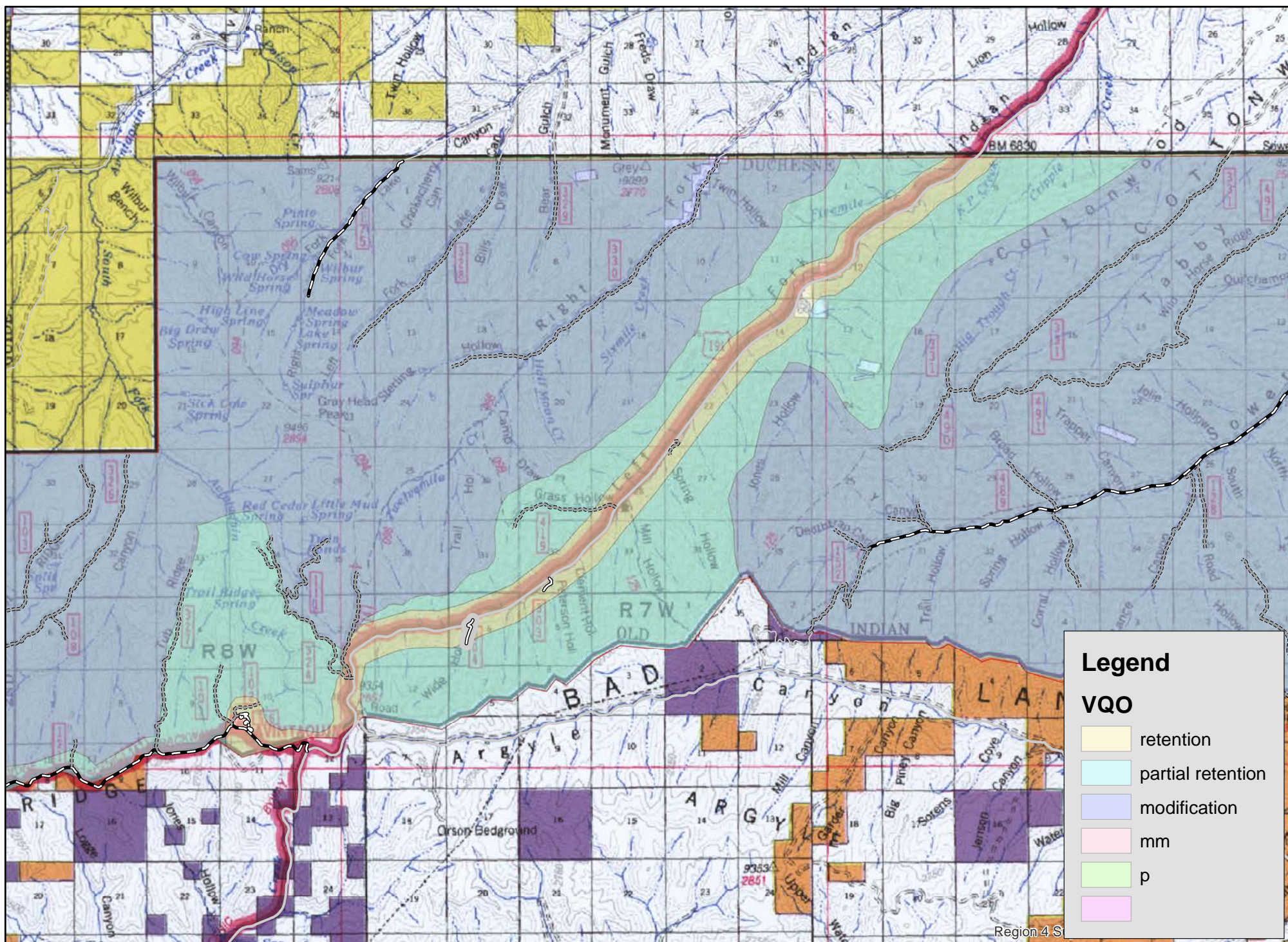
A handwritten signature in blue ink, appearing to read 'K. Groves', with a stylized flourish at the end.

KRISTY GROVES
District Ranger

Migratory Bird table
Maps for Visuals



Region 4 Supervisor, Forest, and District Offices



US Fish & Wildlife Service list of Birds of Conservation Concern (BCC) in Bird Conservation Regions 10 & 16, and Utah Partners in Flight (PIF) Priority Species - their status in the project area.

Species	BCR 16	BCR 10	PIF	Occurrence in Project Area	Basis for Occurrence Determination
American Avocet	X		X		
Bald Eagle	X	X			
Black Rosy-Finch	X	X	X		
Black-necked Stilt			X		
Black-throated Gray Warbler			X		
Brewer's Sparrow	X	X	X		
Broad-tailed Hummingbird			X		
Brown-capped Rosy Finch	X				
Burrowing Owl	X				
Calliope Hummingbird		X			
Cassin's Finch	X	X			
Flammulated Owl	X	X			
Golden Eagle	X				
Grasshopper Sparrow	X				
Greater Sage-Grouse			X		
Juniper Titmouse	X				
Lewis's Woodpecker	X	X	X		
Loggerhead Shrike		X			
Olive-sided Flycatcher		X			
Peregrine Falcon	X	X			
Pinyon Jay	X				
Prairie Falcon	X				
Sage Sparrow		X	X		
Sage Thrasher		X			
Three-toed Woodpecker			X		
Veery	X				
Virginia's Warbler			X		
Williamson's Sapsucker		X			
Willow Flycatcher	X	X			
American White Pelican			X		
Black Swift		X	X		
Bobolink			X		
Ferruginous Hawk	X	X	X		
Gray Vireo	X		X		
Long-billed Curlew	X	X	X		
McCown's Longspur		X			
Mountain Plover	X		X		
Snowy Plover	X				

Swainson's Hawk		X			
Yellow-billed Cuckoo	X	X	X		
Abert's Towhee			X		
Bell's Vireo			X		
Bendire's Thrasher	X				
Chestnut-collared Longspur	X				
Gambel's Quail			X		
Grace's Warbler	X				
Gunnison Sage-Grouse	X		X		
Lucy's Warbler			X		
Sharp-tailed Grouse			X		
Upland Sandpiper		X			
White-headed Woodpecker		X			

2008 Birds of Conservation Concern List & 2002 PIF Priority Species List



**UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 8**

1595 Wynkoop Street
Denver, CO 80202-1129
Phone 800-227-8917
www.epa.gov/region8

May 14, 2019

Ref: 8ORA-N

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

Dear Mr. Wayland:

This letter outlines the Environmental Protection Agency Region 8 's recommendations for developing an air quality analysis for the proposed new Uinta Basin railroad. We are sending these comments early in the NEPA process to improve efficiencies in developing the air quality analysis and technical reports for the EIS; especially in Uinta Basin ozone standard non-attainment area. The information should also be used for assessing air quality impacts in near the rail line and termini. Several communities, including potential environmental justice communities, are located along the proposed Railroad alternatives. These comments are in addition to our comment letter sent to on May 9, 2019 in response to the Surface Transportation Boards letter of April 10, 2019.

Initial Recommendations Air Quality Analysis for Uinta Basin Railroad

- I. Alternatives – Discuss and identify activities and air pollution sources from construction and operation of the rail line. Include any differences in impacts associated with the alternatives. Include enough detail of the rail termini to determine the level and type of activity at the termini in the Uinta Basin, including whether there will be several termini. For example, frequently there are separate termini for unloading fracking sand and loading oil shipments. Also identify locations for turnouts where trains may be idling for extended periods of time.
- II. Disclose existing conditions for air quality
 - a. Criteria pollutant background concentrations based on existing monitoring data.
 - i. Include discussion of current ozone nonattainment in the Uinta Basin.
 - b. Air Quality Related Values – trends at Class I areas and any Class II areas with sensitive resources
 - i. Visibility
 - ii. Nitrogen and sulfur deposition
 - iii. Current conditions for lakes – Acid Neutralizing Capacity
 - c. Any available monitoring information for air toxics/hazardous air pollutants (HAPs)
- III. Analysis of impacts
 - a. Calculate emissions from the construction and operation of the railway.

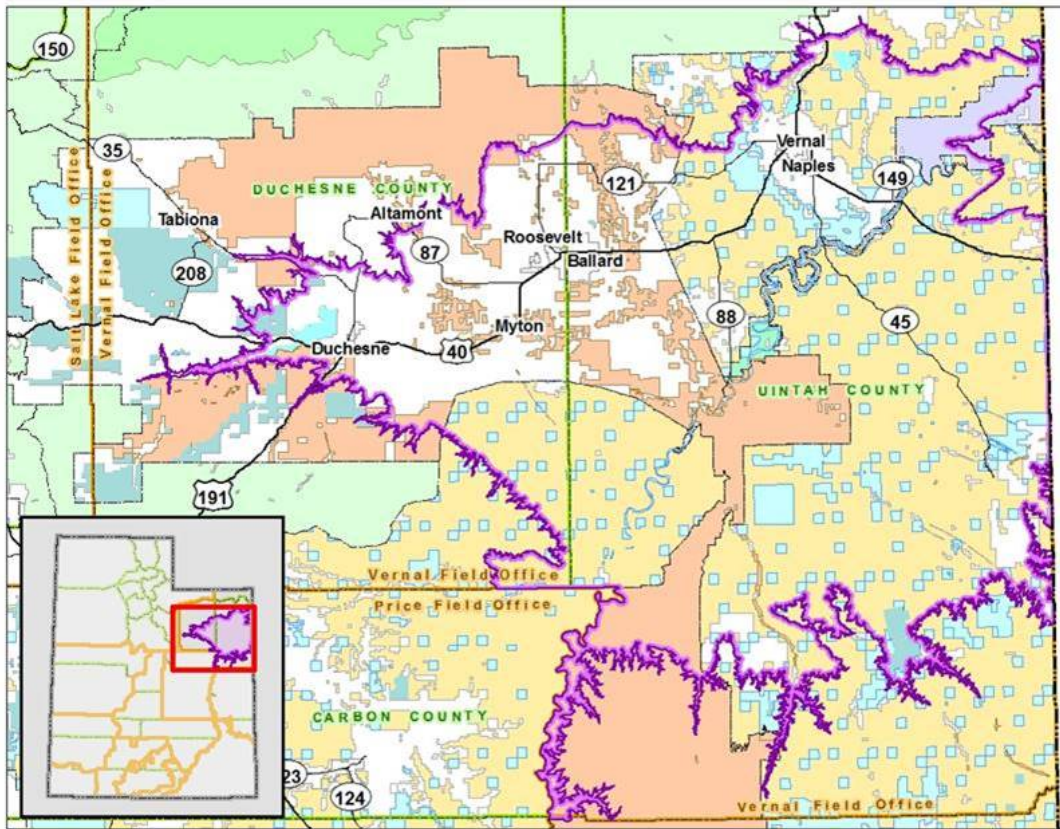
- i. Criteria Pollutants
 - ii. HAPs
 - iii. GHGs
- b. Identify any sensitive receptors (such as residences) that are proximal to proposed routes.
 - i. Based on emissions inventory and proximity, is a quantitative analysis warranted for any portion of the rail line?
 - ii. If there will be a rail yard at the terminus do emission levels or the presence of receptors warrant a quantitative analysis?
 - iii. We recommend consulting with EPA once emissions have been estimated and receptors have been identified to discuss if additional air quality analysis would improve the disclosure of air quality impacts.
- c. Far-Field impacts
 - i. Do emissions warrant quantitative analysis?
 - ii. If not, qualitative analysis.
 - iii. AQRVs – qualitative or quantitative based on emissions.
 - iv. We recommend consulting with EPA once emissions have been estimated to assist in determining an approach for the far-field analysis.
- d. Cumulative impacts
 - i. Discuss UT Air Resource Management Strategy modeling platform and modified version used for EISs in the basin. Discuss limitations and uncertainty and difficulty in modeling winter ozone.
 - ii. Calculate downstream emissions from fossil fuel combustion transported by railway.
 - iii. Estimate emissions reduction from reduced trucking.

IV. General Conformity in the Uinta Basin, Utah Ozone Nonattainment Area

- a. By the maps provided by the federal Surface Transportation Board's letter of April 10, 2019, it appears that a portion of any of the three rail line alternatives being considered would pass through part of the Uinta Basin 2015 8-hour Ozone nonattainment area (NAA). Therefore, for those portions of the rail project that would be located within the boundaries of Uinta Basin ozone NAA, the provisions of the EPA's General Conformity rule would need to be addressed. The General Conformity rule requires that for federal actions in the Uinta Basin, a general conformity analysis and/or conformity determination must be completed by the applicable federal agency prior to authorizing the proposed action.

General conformity (ref. CAA section 176(c) and 40 CFR 93, Subpart B; sections 93.150 to 93.165)) applies to federal actions in nonattainment and maintenance areas to ensure that the actions conducted or sponsored by federal agencies are consistent with state/tribal/federal air quality plans established to protect human health and the environment. This means that emissions of air pollutants from planned federal activities do not: cause new violations of the NAAQS; increase the frequency or severity of NAAQS violations; or delay timely attainment of the NAAQS or any interim milestone. We note that general conformity applies in marginal or higher ozone nonattainment areas beginning one year after the effective date of designation (August 3, 2019 for the Uinta Basin 2015 8-hour Ozone NAA

For reference, the figure below depicts the Uinta Basin's 2015 8-hour ozone NAA (areas within the purple boundary.)



If you have any questions or comments regarding NEPA air quality analysis, please to contact me at (303) 312-6870, allen.dana@epa.gov; or Christopher Razzazian (303) 312-6648, razzazian.christopher@epa.gov.

Sincerely,

Dana B. Allen

Dana Allen
NEPA Branch



United States Department of the Interior

BUREAU OF INDIAN AFFAIRS
WESTERN REGIONAL OFFICE

2600 North Central Avenue
Phoenix, Arizona 85004-3008



IN REPLY REFER TO:

Environmental Quality Services
MS620-EQS

MAY 15 2019

Mr. Joshua Wayland, Project Manager
Office of Environmental Analysis
Surface Transportation Board
c/o ICF
9300 Lee Highway
Fairfax, Virginia 22031

Dear Mr. Wayland:

The Bureau of Indian Affairs (BIA), Western Region, is in receipt of your letter dated April 10, 2019, requesting information and/or comment in advance of the preparation of an environmental impact statement (EIS) for the Seven County Infrastructure Coalition—Construction & Operation Exemption.

We note that one of the proposed railway alignment alternatives (Indian Canyon Route) crosses the Uintah & Ouray Indian Reservation (Reservation) and that it has been identified as the Preferred Alternative. Under the authority of 25 USC 323, BIA would be granting any necessary rights-of-way (ROW) on/across tribal trust land or individual Indian allotments. Of interest and/or concern to the Coalition would be that the BIA cannot grant ROW on Indian land without a prior consent resolution from the Ute Tribal Business Committee and/or majority consent from individual Indian owners on allotted land. Therefore, the BIA recommends early coordination and involvement of the Ute Tribe in the planning process and especially with individual Indian allottees if the railway may or will cross allotted land.

The BIA does not maintain a database of resources on the Reservation. Once a centerline location is established and an ROW width determined, you should coordinate with the Ute Tribe, including Ms. Betsy Chapoose, Director, Cultural Rights and Protection (435-722-5141), to determine if known cultural sites, including Traditional Cultural Properties, may be affected. Resources, including Indian Trust Assets, that may be affected include, but would not be limited to: surface and subsurface mineral rights; irrigable farmland; tribally designated sensitive species, including those that may be federally listed; big game migration routes; and local access, especially to allotted lands that may be isolated by the railway.

The need to grant any required ROWs on the Reservation would constitute a federal action before BIA. As the EIS process matures and if the Indian Canyon alignment remains as a viable alternative, please contact Mr. Chip Lewis, Regional Environmental Protection Officer, 602-379-6750 extension 1257, chip.lewis@bia.gov, to discuss BIA's subsequent need to be brought on as a Participating or Cooperating Agency. The BIA also would be identified as a consulting party for purposes of the National Historic Preservation Act. In that event, you should contact Mr. Garry Cantley, BIA Regional Archaeologist at the same number, extension 1256, or garry.cantley@bia.gov.

If you have questions or need additional information, please feel free to contact Mr. Lewis. Thank you for the opportunity to comment.

Sincerely,


Regional Director

cc: Superintendent, Uintah & Ouray Agency
Attn: Environmental Coordinator
Garry Cantley, Western Region EQS
Stan Webb, Office of Realty Services, Western Region



COLORADO

Parks and Wildlife

Department of Natural Resources

Meeker Area Office

PO Box 1181

Meeker, CO 81641

May 2, 2019

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

RE: Docket No. FD 36284 Seven County Infrastructure Coalition - CPW Comments

Dear Mr. Wayland,

Colorado Parks and Wildlife (CPW) has reviewed the provided materials for the Seven County Infrastructure Coalition proposed railroad with a portion of one alternative line to be constructed in Moffat County, Colorado. We appreciate the opportunity to review this proposal and recommend measures to avoid and minimize impacts to wildlife.

As you may be aware, CPW's statutory mission is to perpetuate the wildlife resources of the State, to provide a quality State parks system, and to provide enjoyable and sustainable outdoor recreation opportunities that educate and inspire current and future generations to serve as strategic stewards of Colorado's natural resources. This mission is implemented through our 2015 Strategic Plan, and the goals it embraces which are designed to make CPW a national leader in wildlife management, conservation, and sustainable outdoor recreation for current and future generations.

Based on the location of the proposed Craig Route and the potential negative impacts to a variety of wildlife species, CPW recommends the proponent select one of the other two proposed routes (Indian Canyon or Wells Draw). If these routes are determined to be not feasible, then CPW would request the opportunity to review the Craig Route closely and make very specific recommendations. The proposed Craig Route would be developed within important wildlife habitats including: big-game (mule deer, elk and antelope) severe winter range and winter concentration areas; greater sage-grouse general habitat; high potential areas for active raptor nests; and other high priority habitats mapped by CPW.

Additionally, it is understood that the proposed route may require right-of-way access agreements across CPW-owned properties including the Bitterbrush State Wildlife Area. There are also several conservation easements on privately held properties in this area, which may prohibit new development per the terms of the conservation easement



agreements. Further discussions with CPW would be necessary to assess the potential overlap and possibility for agreements to be reached.

Colorado Parks and Wildlife appreciates the opportunity to review this project and provide comments. If there are any questions or needs for additional information, don't hesitate to contact NW Region Energy Liaison, Taylor Elm, at (970) 255-6180 or Area Wildlife Manager, Bill de Vergie, at (970) 942-8171.

Sincerely,

A handwritten signature in black ink that reads "Bill de Vergie". The signature is written in a cursive, flowing style.

Bill de Vergie,
Area Wildlife Manager

Cc. Garrett Smith, District Wildlife Manager
Darby Finley, Wildlife Biologist
Brian Holmes, Wildlife Biologist
Taylor Elm, NW Region Energy Liaison
File



May 30, 2019

VIA EMAIL

Victoria Rutson
Director, Office of Environmental Analysis
and Federal Preservation Officer
Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001
Vicki.Rutson@stb.gov

Joshua Wayland
Environmental Protection Specialist
Surface Transportation Board
Office of Environmental Analysis
395 E Street, SW
Washington, DC 20423-0001
Joshua.Wayland@stb.gov

Re: Cooperating Agency Request – Docket No. FD 36284

Dear Director Rutson and Mr. Wayland:

On May 21, 2019, Moffat County Commissioner Ray Beck and Moffat County Director of Natural Resources Jeff Comstock (*together* “Moffat County”) met with staff of the Surface Transportation Board (“STB”) to discuss the Uinta Basin railway project. During the meeting, STB informed Moffat County that it would not invite Moffat County to participate as a Cooperating Agency in the National Environmental Policy Act (“NEPA”) decision making process for the project because the Project Proponent (*e.g.* 7 County Coalition) is itself a collection of counties that would also qualify as Cooperating Agencies. This confused logic ignores the language of NEPA and STB rules.

STB staff seemed to imply that NEPA rules regarding cooperating agency status do not apply to STB, or, that for this project, the NEPA rules would prove too cumbersome to implement universally. As to the first, STB rules incorporate by reference NEPA and bind the STB to the Council on Environmental Quality (“CEQ”) rules. *See* 49 C.F.R. § 1105.1 (STB “rules are designed to assure adequate consideration of environmental and energy factors in the Board’s decision making process pursuant to the [NEPA].”). The STB is no more excepted from compliance with NEPA procedures as any other federal agency implementing or proposing a major federal action that affects the human environment – courts have already affirmed this most basic principle. *Citizens Against Rails-to-Trails v. Surface Transp. Bd.*, 267 F.3d 1144, 1150 (D.C. Cir. 2001) (holding that NEPA “applies to the STB’s decisions” on rail line abandonments). Thus, STB staff’s implication that NEPA and its rules are somehow not the governing law, is gravely inaccurate.

Nor does it matter how cumbersome or difficult it is to implement the NEPA rules when the NEPA rules are clear. *Chevron U.S.A., Inc. v. Natural Resources Defense Council, Inc.*, 467 U.S. 837, 842-43 (1984) (“If the intent of Congress is clear, that is the end of the matter; for the court, as well as the agency, must give effect to the unambiguously expressed intent of Congress.”). The CEQ rules are plainly written and require that “[u]pon request of the lead agency, any other Federal agency which has jurisdiction by law *shall be a*

cooperating agency." 40 C.F.R. § 1501.6 (emphasis added); *see also* 40 C.F.R. § 1508.5. Moffat County has land use planning authority and jurisdiction by law to issue conditional use permits within the County boundaries. One of the proposed routes will pass through Moffat County and, therefore, Moffat County will have permitting authority over the construction of the route at some point. Colo. Rev. Stat. §§ 29-20-102, 104. Thus, the STP *must* invite, and accept, Moffat County as a Cooperating Agency.

Additionally, any agency that has "special expertise with respect to any environmental issue, which should be addressed in the statement may be a cooperating agency upon request of the lead agency." 40 C.F.R. § 1501.6. Moffat County has significant experience working with energy transmission companies, natural gas developers, wind and solar energy, transportation planning, wildlife migration and sensitive species planning, with the Bureau of Land Management, U.S. Forest Service, the National Park Service, and the Bureau of Reclamation. Moffat County produces detailed comments, discrete recommendations, and thoughtful analysis in all aspects of its participation. Moffat County participates in a timely manner and provides local knowledge that the Project Proponent and the STP cannot produce. Thus, Moffat County has special expertise that the existing parties do not have, and can provide insights as is proven by Moffat County's extensive track record.

Moffat County, therefore, requests that the STB invite Moffat County to participate as a Cooperating Agency under CEQ and STB rules and provide a Memorandum of Understanding outlining Moffat County's duties. If necessary, Moffat County can produce the MOU.

Sincerely,



Don Cook, Chairman
Moffat County Commissioner



Ray Beck, District 2
Moffat County Commissioner



Donald Broom, District 3
Moffat County Commissioner

cc: Mike McKee, 7 County Coalition Director



State of Utah

GARY R. HERBERT
Governor

SPENCER J. COX
Lieutenant Governor

Department of Environmental Quality

Alan Matheson
Executive Director

DIVISION OF WATER QUALITY
Erica Brown Gaddis, PhD
Director

June 14, 2019

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

Dear Mr. Wayland,

Thank you for the opportunity to submit preliminary comments on the Seven County Infrastructure Coalition proposal to build an 80-mile rail line to transport commodities and products in and out of the Uinta Basin.

The Utah Department of Environmental Quality's Division of Water Quality (DWQ) is tasked with protecting, maintaining, and enhancing the quality of Utah's surface and underground waters for their designated beneficial uses. Beneficial uses include drinking water, recreation, protection of aquatic life, and agriculture. To protect these beneficial uses, the state develops numeric and narrative water quality standards for surface waters in Utah. DWQ collects water-quality data, monitors the health of the state's waterways, issues permits for surface water discharges, evaluates the condition of watersheds, and coordinates with partners on water-quality issues associated with specific public health concerns.

DWQ's scoping comments address common impacts to water quality from railways in general as well as conditions that are specific to the local area covered by the three proposed routes.

General Comments

Soil erosion and product spills pose the greatest water-quality impacts from rail line construction and operations. According to Priscila Silva Lucas, et.al, railway disturbances can often result in significant impacts to the environment:¹

"The abrupt change of soil required to establish the railway embankment leads to vegetation loss, compresses the soil, and compromises water drainage (Ferrell and Lautala [2010](#)). Thus, soil becomes exposed and subject to an increasing runoff that promotes its erosion (Chen et al. [2015](#)). The erosion of rail embankments can result in a washing out of sediments (Jin et al. [2008](#)) that cause water pollution.

Infrastructures associated with railways (e.g., leakages of petroleum products from fuel storage tanks) contribute, together with pollutants, to aquatic ecosystems. (Schweinsberg et al. [1999](#); Vo et

¹ Lucas P.S., de Carvalho R.G., Grilo C. 2017, Railway Disturbances on Wildlife: Types, Effects, and Mitigation Measures. In: Borda-de-Água L., Barrientos R., Beja P., Pereira H. (eds), Railway Ecology. Springer, Cham.

al. 2015). Levengood et al. (2015) documented high concentrations of PAHs [polycyclic aromatic hydrocarbons] and heavy metals in waterways bisected or bordered by railways. They showed that the PAH concentration was higher downstream than upstream of the railway (Levengood et al. 2015). They also found that phenanthrene and dibenzo (a, h) anthracene (a PAH element) concentrations at some sites represented a risk to aquatic life.”

Water quality impacts will vary based on railway alignment, acreage disturbed, proximity to waterways, frequency of rail traffic, and products and commodities carried on the rail line.² These impacts will also vary between the construction and post-construction (operational) phases.

- Impacts during the construction phase
 - Soil erosion and subsequent impacts on water quality are greatest during construction. Removal of vegetation for initial clearing and grading activities expose soil and make it more susceptible to erosion. Rail line alignment, location of construction staging, and erosion control measures could ameliorate some of these impacts.
 - Heavy-machinery traffic may increase erosion depending on the type of roadways used (paved versus gravel or dirt roads).
 - Heavy-machinery emissions and deposition may also be an issue depending on proximity to waterways. (See comments below on impacts from emissions).
- Impacts during the operational phase (post-construction)
 - There is high potential for an increase in runoff and erosion due to elevated railways. The extent of the impacts depends on the rail alignment and proximity to waterways.
 - Soils in the area are subject to freeze-thaw cycles that could increase the potential for erosion, particularly during spring runoff and storm events.
 - Exhaust emissions of carbon monoxide (CO), oxides of nitrogen (NO_x), volatile organic compounds (VOCs), sulfur dioxide (SO₂), particulate matter, particulate matter (PM), carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), and ammonium (NH₄) from train traffic are expected. The impact to water quality from dry and wet deposition of these chemicals into nearby waterways is unclear.³ Emissions of creosote, polycyclic aromatic hydrocarbons (PAHs), and phenols from railroad ties treated with creosote are also a source of concern.⁴
 - Spills of waxy crude, fracturing sand, coal, soda ash, Gilsonite, phosphorus, and diesel fuel leaks or discharges into waterways could cause significant water-quality impacts, depending on the extent and location of the spill. Effective spill prevention and response protocol will be critical to protecting water resources along the route.
 - Soils in proximity to rail lines have higher levels of PAHs from fuel and creosote leaching from railway ties.⁵ There could be potential impacts to aquatic life from PAHs depending on

² Environmental Protection Agency. 1996. Indicators of the Environmental Impacts of Transportation: Highway, Rail, Aviation, and Maritime Transport. EPA 230-R-96-009

³ *Ibid.*

⁴ Martin Kohler*, Tina Künniger, Peter Schmid, Erika Gujer, Rowena Crockett, and Max Wolfensberger. 2000. Inventory and emission factors of creosote, polycyclic aromatic hydrocarbons (PAH) and phenols from railroad ties treated with creosote. *Environmental Science & Technology* 34 (22), 4766-4772 DOI: 10.1021/es000103h

⁵ Wilkomirski B, Sudnik-Wójcikowska B, Galera H, Wierzbicka M, Malawska M. 2011. Railway transportation as a serious source of organic and inorganic pollution. *Water Air Soil Pollution*. 218(1-4):333–345. DOI:10.1007/s11270-010-0645-0

the hydrocarbon load that reaches the waterway from runoff or erosion. Utah does not currently have water-quality criteria for PAHs as they are still considered an emerging contaminant. National criteria could be referenced to compare concentrations in affected waters.

- Livestock transport along the rail line could result in increased fecal matter entering nearby waterways from either direct deposition or runoff, depending on the frequency of livestock transport and proximity of the rail line to waterways.
- Herbicides along the rail route could be an additional source of water pollution.⁶ “... Schweinsberg et al. (1999) discovered that in Germany before the 1990s, a much higher total amount of these compounds [herbicides] were applied on railway tracks than in agriculture. Recently, Vo et al. (2015) showed that many herbicides applied during the operation of the railway are at concentrations that are lethal to most of the aquatic fauna, particularly fish populations; they indicate that compounds such as Imazapyr or Diuron concentrations can take 6 and 48 months, respectively, to drop below 50 (percent) of their original levels.”

Comments Specific to the Affected Area

Erosion will be one of the primary issues for all routes since the geology/soils in the region are significant natural sources of soluble salts. Geologic features are dominated by the slightly-to-moderately saline Uinta and Duchesne River formations and the highly saline Mancos Shale formation. Total dissolved solids (TDS), selenium (Se), arsenic (As), and boron (B) water-quality impairments in the area are generally due to the composition of the bedrock coupled with erosion-causing activities such as oil and gas operations, irrigation, grazing, and road construction. The proposed setback distance from surface waters and wetlands will play a large role in the severity of erosion-related impacts.

Watershed planning is an important tool for protecting vital water resources. The [Duchesne River Watershed Restoration Plan](#) covers portions of the proposed routes and is intended to help local communities, watershed organizations, and agencies operating within the Duchesne River watershed develop and implement plans to meet water-quality standards, protect water resources and provide a cohesive strategy for implementing needed water-quality improvements in the Duchesne River and tributaries.⁷ One of the goals of the plan is to “improve water quality in the watershed by decreasing total dissolved solids (TDS) and sediment loads.” Railroad construction is contradictory to this goal, since the project will likely increase erosion and related water quality impacts. The Duchesne Plan, however, is not intended to prevent projects that increase erosion. Rather, it focuses on responsible erosion-control practices to reduce erosion from anthropogenic activities in the watershed.

All three proposed routes cross impaired water segments, designated geographically as water-quality assessment units (AUs). An AU is deemed impaired when it fails to meet the water-quality standards associated with its beneficial uses. Following [Section 303\(d\)](#) of the [Clean Water Act](#), DWQ identifies and prioritizes impaired waters that require restoration to meet water-quality standards. As part of the restoration process, total maximum daily loads (TMDLs) are written to mandate the maximum allowable

⁶ *Op. cit.*, Railway Disturbances on Wildlife.

⁷ Uinta Basin Watershed Council. 2015. Duchesne River Watershed Restoration Plan. <https://deq.utah.gov/legacy/programs/water-quality/watersheds/docs/2015/08Aug/Duchesne.pdf>

discharge of a pollutant from both point and non-point sources to a water segment while still meeting applicable water-quality standards. Several of the assessment units associated with the rail lines have TMDLs in place for total dissolved solids and/or are impaired for other pollutants commonly associated with soil disturbance in these areas. DWQ has attached a table with the beneficial use(s), impairments, and TMDLs for AUs along the proposed routes as an addendum to this letter.

Conclusion

Erosion and spills present the most significant impacts to water quality along the three proposed routes. The extent of the erosion impacts will depend on the alignment of the routes and their proximity to waterways. Spills are always a concern along transportation corridors, but safety and response protocols can minimize these impacts. Increases to rail traffic beyond the frequency proposed in the scoping document would likely increase impacts from erosion and possible spills and should be taken into consideration along with other impacts that may qualify as cumulative impacts under 40 CFR § 1508.7.

The project as proposed will require construction storm water permit coverage since it will disturb more than one acre. The UPDES Construction General Permit Number UTRC00000 permit application and requirements are available on the DWQ webpage. Projects that require a U.S. Army Corps of Engineers (USACE) Individual Section 404 Permit will require a Section 401 Water Quality Certification through DWQ. The purpose of the Section 401 Certification is to allow the state to certify whether projects/activities will violate any applicable state water-quality standards. An application for a Section 401 Water Quality Certification should be made simultaneously with an application for a Section 404 Permit through USACE.

Thank you again for the opportunity to comment on the proposed rail line in the Uinta Basin. Please feel free to contact Elise Hinman at ehinman@utah.gov or (801) 536-4346 with any questions or concerns.

Sincerely,



Erica Gaddis, PhD
Director

EBG/EH/blj

Enclosures (1): 1. Table 1: Assessment Units, Designated Beneficial Uses, and Impairments

DWQ-2019-006475

Table 1: Assessment Units, Designated Beneficial Uses, and Impairments

Water Quality Assessment Units Located in Proposed Routes			
Route	Assessment Unit	Beneficial Uses	Impairments
Craig	Green River 2 - Tribs (tributaries)	1C, 2A, 3B, 4	1C, 2A – <i>E.coli</i>
Craig	Duchesne River - 2	2B, 3B, 4	2B – <i>E.coli</i> 4 – B TMDL approved: TDS
Craig	Dry Gulch Creek	2B, 3B, 4	2B – <i>E.coli</i> TMDL approved: TDS
Craig	Uinta River - 2	2B, 3B, 4	TMDL approved: TDS
Craig	Ashley Creek Lower	2B, 3B, 4	3B – Se 4 – TDS, Se
Indian Canyon	Indian Canyon	1C, 2B, 3A, 4	1C - As 3A – Se 4 – B, TDS
Indian Canyon	Duchesne River - 3	1C, 2B, 3A, 4	No impairments
Indian Canyon	Price River - 2	2B, 3A, 4	No impairments, insufficient data
Indian Canyon	Price River -1	1C, 2B, 3A, 4	3A – DO, OE
Indian Canyon	Willow Creek – Carbon	2B, 3A, 4	No impairments, insufficient data
Indian Canyon	Antelope Creek	1C, 2B, 3A, 4	1C – As 3A – Se 4 – B, TDS

Indian Canyon	Duchesne River -2	2B, 3B, 4	2B – <i>E.coli</i> 4 – B TMDL approved: TDS
Wells Draw	Price River-2	2B, 3A, 4	No impairments, insufficient data
Wells Draw	Price River-1	1C, 2B, 3A, 4	3A – DO, OE
Wells Draw	Nine Mile	2B, 3A, 4	TMDL approved: Temperature
Wells Draw	Pariette Draw Creek	2B, 3B, 3D, 4	3B – Temperature TMDL approved: TDS, Se, B
Wells Draw	Duchesne River-2	2B, 3B, 4	2B – <i>E.coli</i> 4 – B TMDL approved: TDS

Definitions, Terms, and Acronyms

Designated beneficial uses

- Class 1C - Protected for domestic purposes with prior treatment by treatment processes as required by the Utah Division of Drinking Water.
- Class 2A - Protected for primary contact recreation such as swimming.
- Class 2B - Protected for secondary contact recreation such as boating, wading, or similar uses.
- Class 3A - Protected for cold water species of game fish and other cold water aquatic life, including the necessary aquatic organisms in their food chain.
- Class 3B - Protected for warm water species of game fish and other warm water aquatic life, including the necessary aquatic organisms in their food chain.
- Class 3C - Protected for nongame fish and other aquatic life, including the necessary aquatic organisms in their food chain.
- Class 3D - Protected for waterfowl, shore birds and other water-oriented wildlife not included in Classes 3A, 3B, or 3C, including the necessary aquatic organisms in their food chain.
- Class 4 - Protected for agricultural uses including irrigation of crops and stock watering.

Impairments identified in Assessment Units in the proposed routes

- *E. coli*
- Total dissolved solids (TDS)
- Selenium (Se)
- Boron (B)
- Arsenic (As)
- Dissolved oxygen (DO)
- Observed/expected (OE) bioassessment (Ratio where O is the aquatic taxa observed in the stream, and E is the expected aquatic taxa. The value of the ratio provides an indication of aquatic health).
- Temperature



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

April 24, 2019

Ms. 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 Uinta Counties, Utah:
Cooperating Agency Invitation

Dear Ms. Kristy Groves:

I am writing to invite the U.S. Forest Service, Ashley National Forest, Duchesne/Roosevelt Ranger District to participate as a cooperating agency in an Environmental Impact Statement (EIS) to be prepared by the Surface Transportation Board (Board) for the above referenced proceeding.

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 Board seeking authority to construct and operate an approximately 80-mile railroad to transport commodities and products into and out of the Uinta Basin in northeastern Utah.

We expect your agency's involvement to include primarily those issue areas under your agency's jurisdiction and special expertise. No direct writing or analysis should be required of your agency for the document's preparation. The activities we plan to undertake to facilitate interagency cooperation will likely include the following:

1. Invite you to participate in upcoming scoping meetings (see below) and other meetings;
2. Consult with you on any relevant technical studies that will be required for the project;
3. Provide you with project information, including study results;
4. Request your review within set deadlines of relevant sections of the Draft EIS prior to its release for comment by the public and other agencies;

5. Encourage your agency to provide input on subjects within your jurisdiction and expertise; and
6. Include information in the EIS required by your agency to discharge its National Environmental Policy Act (NEPA) responsibilities and any other requirements regarding jurisdictional approvals, permits, licenses, and/or clearances.

Please be assured that we will work closely with you to ensure that the EIS allows you to discharge your jurisdictional responsibilities. And we ask that you feel free to tell us if, at any point in the process, your needs are not being met. We expect that at the end of the environmental review, the EIS and our public involvement process will satisfy all of our NEPA requirements, including those related to project alternatives, environmental consequences, and mitigation.

OEA intends to issue the Notice of Intent (NOI) to prepare an Environmental Impact Statement and Draft Scope of Study within the coming weeks. We plan to hold public scoping meetings in four communities in Utah (Vernal, Fort Duchesne, Roosevelt, and Salt Lake City) and one in Colorado (Craig) during the week of June 3, 2019. We will let you know as soon as we have worked out the details of these meetings and will include the meeting details in the NOI.

If you have any questions or would like to discuss the proposal in more detail or our agencies' respective roles and responsibilities during the preparation of the EIS, please contact Joshua Wayland of my staff at 202-245-0330 (e-mail address: Joshua.Wayland@stb.gov), or Elizabeth Diller of ICF, our independent third party contractor for this project, at 561-429-6209 (e-mail address: Elizabeth.Diller@icf.com). Please forward confirmation that you will participate as a cooperating agency to us by May 31, 2019. We look forward to your response and to working with you and our other cooperating and consulting agencies on the EIS for the Coalition's proposal.

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



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

April 24, 2019

Mr. Tony Pingree
Director
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 Uinta Counties, Utah:
Cooperating Agency Invitation

Dear Mr. Tony Pingree:

I am writing to invite the Bureau of Indian Affairs, Uintah and Ouray Agency to participate as a cooperating agency in an Environmental Impact Statement (EIS) to be prepared by the Surface Transportation Board (Board) for the above referenced proceeding.

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 Board seeking authority to construct and operate an approximately 80-mile railroad to transport commodities and products into and out of the Uinta Basin in northeastern Utah.

We expect your agency's involvement to include primarily those issue areas under your agency's jurisdiction and special expertise. No direct writing or analysis should be required of your agency for the document's preparation. The activities we plan to undertake to facilitate interagency cooperation will likely include the following:

1. Invite you to participate in upcoming scoping meetings (see below) and other meetings;
2. Consult with you on any relevant technical studies that will be required for the project;
3. Provide you with project information, including study results;
4. Request your review within set deadlines of relevant sections of the Draft EIS prior to its release for comment by the public and other agencies;
5. Encourage your agency to provide input on subjects within your jurisdiction and expertise; and

6. Include information in the EIS required by your agency to discharge its National Environmental Policy Act (NEPA) responsibilities and any other requirements regarding jurisdictional approvals, permits, licenses, and/or clearances.

Please be assured that we will work closely with you to ensure that the EIS allows you to discharge your jurisdictional responsibilities. And we ask that you feel free to tell us if, at any point in the process, your needs are not being met. We expect that at the end of the environmental review, the EIS and our public involvement process will satisfy all of our NEPA requirements, including those related to project alternatives, environmental consequences, and mitigation.

OEA intends to issue the Notice of Intent (NOI) to prepare an Environmental Impact Statement and Draft Scope of Study within the coming weeks. We plan to hold public scoping meetings in four communities in Utah (Vernal, Fort Duchesne, Roosevelt, and Salt Lake City) and one in Colorado (Craig) during the week of June 3, 2019. We will let you know as soon as we have worked out the details of these meetings and will include the meeting details in the NOI.

If you have any questions or would like to discuss the proposal in more detail or our agencies' respective roles and responsibilities during the preparation of the EIS, please contact Joshua Wayland of my staff at 202-245-0330 (e-mail address: Joshua.Wayland@stb.gov), or Elizabeth Diller of ICF, our independent third party contractor for this project, at 561-429-6209 (e-mail address: Elizabeth.Diller@icf.com). Please forward confirmation that you will participate as a cooperating agency to us by May 31, 2019. We look forward to your response and to working with you and our other cooperating and consulting agencies on the EIS for the Coalition's proposal.

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

April 24, 2019

Dr. Carmen Bailey
Deputy Director
Utah Public Lands Policy Coordinating Office
350 North State Street, 5th Floor, Suite 5110
Salt Lake City, UT 84103

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

Dear Dr. Carmen Bailey:

I am writing to invite the Utah Public Lands Policy Coordinating Office to participate as a cooperating agency in an Environmental Impact Statement (EIS) to be prepared by the Surface Transportation Board (Board) for the above referenced proceeding.

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 Board seeking authority to construct and operate an approximately 80-mile railroad to transport commodities and products into and out of the Uinta Basin in northeastern Utah.

We expect your agency's involvement to include primarily those issue areas under your agency's jurisdiction and special expertise. No direct writing or analysis should be required of your agency for the document's preparation. The activities we plan to undertake to facilitate interagency cooperation will likely include the following:

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If you have any questions or would like to discuss the proposal in more detail or our agencies' respective roles and responsibilities during the preparation of the EIS, please contact Joshua Wayland of my staff at 202-245-0330 (e-mail address: Joshua.Wayland@stb.gov), or Elizabeth Diller of ICF, our independent third party contractor for this project, at 561-429-6209 (e-mail address: Elizabeth.Diller@icf.com). Please forward confirmation that you will participate as a cooperating agency to us by May 31, 2019. We look forward to your response and to working with you and our other cooperating and consulting agencies on the EIS for the Coalition's proposal.

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

April 24, 2019

Mr. 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 Uinta Counties, Utah:
Cooperating Agency Invitation

Dear Mr. Jerry Kenczka:

I am writing to invite the BLM Vernal Field Office to participate as a cooperating agency in an Environmental Impact Statement (EIS) to be prepared by the Surface Transportation Board (Board) for the above referenced proceeding.

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 Board seeking authority to construct and operate an approximately 80-mile railroad to transport commodities and products into and out of the Uinta Basin in northeastern Utah.

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If you have any questions or would like to discuss the proposal in more detail or our agencies' respective roles and responsibilities during the preparation of the EIS, please contact Joshua Wayland of my staff at 202-245-0330 (e-mail address: Joshua.Wayland@stb.gov), or Elizabeth Diller of ICF, our independent third party contractor for this project, at 561-429-6209 (e-mail address: Elizabeth.Diller@icf.com). Please forward confirmation that you will participate as a cooperating agency to us by May 31, 2019. We look forward to your response and to working with you and our other cooperating and consulting agencies on the EIS for the Coalition's proposal.

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

April 24, 2019

Mr. 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 Uinta Counties, Utah:
Cooperating Agency Invitation

Dear Mr. Jason Gipson:

I am writing to invite the U.S. Army Corps of Engineers, Sacramento District to participate as a cooperating agency in an Environmental Impact Statement (EIS) to be prepared by the Surface Transportation Board (Board) for the above referenced proceeding.

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 Board seeking authority to construct and operate an approximately 80-mile railroad to transport commodities and products into and out of the Uinta Basin in northeastern Utah.

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Sincerely,

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Victoria Rutson
Director
Office of Environmental Analysis



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 and Operation in Utah, Carbon, Duchesne, and Uintah Counties, Utah

Dear Ms. Marlys Osterhues:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition, an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah (Coalition), plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

The construction and operation of the Coalition's proposed rail line has the potential to result in significant environmental impacts; therefore, 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.*). Today, OEA issued a Notice of Intent (NOI) to prepare an EIS for the project, Draft Scope of Study, Notice of Scoping Meetings, and Request for Comments on the Draft Scope of Study, which can be viewed on a Board-sponsored project website at www.UintaBasinRailwayEIS.com by clicking on "Notice of Intent" under "Related Links & Documents." This project website includes a map of the project area, including the Coalition's preferred route and proposed alternative routes. Following the scoping period, OEA

will review the scoping comments and then finalize the Scope of Study including the final list of alternatives for the proposed rail line to be carried forward for detailed study in the EIS. ICF, OEA's third-party contractor, will be assisting OEA throughout its EIS process.

How to Comment on the Draft Scope of Study

We invite you to participate in this EIS scoping process and would appreciate your written comments on the Draft Scope of Study and potential alternatives to the Coalition's proposed route by the close of the scoping comment period on **August 3, 2019**.

Scoping comments may also be submitted electronically on the Board's website, www.stb.gov, by clicking on the "E-FILING" link on the home page and then selecting "Environmental Comments." Log-in accounts are not needed to file environmental comments electronically, and comments may be typed into the text box provided or attached as a file. If you have difficulties with the e-filing process, please call 202-245-0330.

Please send your written comments to Joshua Wayland, OEA's Project Manager for the EIS, at the address below:

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

Please sign up to be added to the project's email distribution list to receive future communications. To sign up, please go to the project website at www.UintaBasinRailwayEIS.com, click on "Project Mailing List," and complete and submit the form. If you have any questions, please feel free to contact Dr. Wayland by phone at 202-245-0330 or email at Joshua.Wayland@stb.gov. We look forward to your participation in the Board's environmental review process.

Sincerely,

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Jennifer Whyte
Realty Specialist, BLM Colorado
2850 Youngfield St.
Lakewood, CO 80215

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

Dear Ms. Jennifer Whyte:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition, an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah (Coalition), plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

The construction and operation of the Coalition's proposed rail line has the potential to result in significant environmental impacts; therefore, 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.*). Today, OEA issued a Notice of Intent (NOI) to prepare an EIS for the project, Draft Scope of Study, Notice of Scoping Meetings, and Request for Comments on the Draft Scope of Study, which can be viewed on a Board-sponsored project website at www.UintaBasinRailwayEIS.com by clicking on "Notice of Intent" under "Related Links & Documents." This project website includes a map of the project area, including the Coalition's preferred route and proposed alternative routes. Following the scoping period, OEA

will review the scoping comments and then finalize the Scope of Study including the final list of alternatives for the proposed rail line to be carried forward for detailed study in the EIS. ICF, OEA's third-party contractor, will be assisting OEA throughout its EIS process.

How to Comment on the Draft Scope of Study

We invite you to participate in this EIS scoping process and would appreciate your written comments on the Draft Scope of Study and potential alternatives to the Coalition's proposed route by the close of the scoping comment period on **August 3, 2019**.

Scoping comments may also be submitted electronically on the Board's website, www.stb.gov, by clicking on the "E-FILING" link on the home page and then selecting "Environmental Comments." Log-in accounts are not needed to file environmental comments electronically, and comments may be typed into the text box provided or attached as a file. If you have difficulties with the e-filing process, please call 202-245-0330.

Please send your written comments to Joshua Wayland, OEA's Project Manager for the EIS, at the address below:

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

Please sign up to be added to the project's email distribution list to receive future communications. To sign up, please go to the project website at www.UintaBasinRailwayEIS.com, click on "Project Mailing List," and complete and submit the form. If you have any questions, please feel free to contact Dr. Wayland by phone at 202-245-0330 or email at Joshua.Wayland@stb.gov. We look forward to your participation in the Board's environmental review process.

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Christina Price
Branch Chief, BLM Utah
440 West 200 South, Ste. 500
Salt Lake City, UT 84101

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

Dear Ms. Christina Price:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition, an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah (Coalition), plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

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will review the scoping comments and then finalize the Scope of Study including the final list of alternatives for the proposed rail line to be carried forward for detailed study in the EIS. ICF, OEA's third-party contractor, will be assisting OEA throughout its EIS process.

How to Comment on the Draft Scope of Study

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Please send your written comments to Joshua Wayland, OEA's Project Manager for the EIS, at the address below:

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

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Victoria Rutson
Director
Office of Environmental Analysis



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 and
Operation in Utah, Carbon, Duchesne, and Uintah Counties, Utah

Dear Ms. Kristy Groves:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

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Surface Transportation Board
Docket No. FD 36284
c/o 9300 Lee Highway
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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Nichole Fresard
U.S. Army Corps of Engineers, Bountiful Field Office
533 West 2600 South, Suite 150
Bountiful, UT 84010

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

Dear Ms. Nichole Fresard:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition, an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah (Coalition), plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

The construction and operation of the Coalition's proposed rail line has the potential to result in significant environmental impacts; therefore, 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.*). Today, OEA issued a Notice of Intent (NOI) to prepare an EIS for the project, Draft Scope of Study, Notice of Scoping Meetings, and Request for Comments on the Draft Scope of Study, which can be viewed on a Board-sponsored project website at www.UintaBasinRailwayEIS.com by clicking on "Notice of Intent" under "Related Links & Documents." This project website includes a map of the project area, including the Coalition's preferred route and proposed alternative routes. Following the scoping period, OEA

will review the scoping comments and then finalize the Scope of Study including the final list of alternatives for the proposed rail line to be carried forward for detailed study in the EIS. ICF, OEA's third-party contractor, will be assisting OEA throughout its EIS process.

How to Comment on the Draft Scope of Study

We invite you to participate in this EIS scoping process and would appreciate your written comments on the Draft Scope of Study and potential alternatives to the Coalition's proposed route by the close of the scoping comment period on **August 3, 2019**.

Scoping comments may also be submitted electronically on the Board's website, www.stb.gov, by clicking on the "E-FILING" link on the home page and then selecting "Environmental Comments." Log-in accounts are not needed to file environmental comments electronically, and comments may be typed into the text box provided or attached as a file. If you have difficulties with the e-filing process, please call 202-245-0330.

Please send your written comments to Joshua Wayland, OEA's Project Manager for the EIS, at the address below:

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

Please sign up to be added to the project's email distribution list to receive future communications. To sign up, please go to the project website at www.UintaBasinRailwayEIS.com, click on "Project Mailing List," and complete and submit the form. If you have any questions, please feel free to contact Dr. Wayland by phone at 202-245-0330 or email at Joshua.Wayland@stb.gov. We look forward to your participation in the Board's environmental review process.

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



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Sindy Smith
Utah Public Lands Policy Coordinating Office
350 North State Street, 5th Floor, Suite 5110
Salt Lake City, UT 84103

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

Dear Ms. Sindy Smith:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition, an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah (Coalition), plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

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will review the scoping comments and then finalize the Scope of Study including the final list of alternatives for the proposed rail line to be carried forward for detailed study in the EIS. ICF, OEA's third-party contractor, will be assisting OEA throughout its EIS process.

How to Comment on the Draft Scope of Study

We invite you to participate in this EIS scoping process and would appreciate your written comments on the Draft Scope of Study and potential alternatives to the Coalition's proposed route by the close of the scoping comment period on **August 3, 2019**.

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

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Carmen Bailey
Deputy Director, Utah Public Lands Policy Coordinating Office
350 North State Street, 5th Floor, Suite 5110
Salt Lake City, UT 84103

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

Dear Dr. Carmen Bailey:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition, an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah (Coalition), plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

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How to Comment on the Draft Scope of Study

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

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Devin Pehrson
Ute Energy, Ute Indian Tribe
P.O. Box 190
Fort Duchesne, UT 84026

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

Dear Mr. Devin Pehrson:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

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How to Comment on the Draft Scope of Study

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

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Luke Dunca
Business Committee Chair, Ute Indian Tribe
P.O. Box 190
Fort Duchesne, UT 84026

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

Dear Mr. Luke Dunca:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition, an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah (Coalition), plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

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How to Comment on the Draft Scope of Study

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Surface Transportation Board
Docket No. FD 36284
c/o 9300 Lee Highway
Fairfax, VA 22031

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Sincerely,

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Alan Matheson
Executive Director, Utah Department of Environmental Quality
195 North 1950 West
Salt Lake City, UT 84116

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

Dear Mr. Alan Matheson:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition, an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah (Coalition), plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

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How to Comment on the Draft Scope of Study

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Joshua Wayland
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Docket No. FD 36284
c/o 9300 Lee Highway
Fairfax, VA 22031

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Carlos Braceras
Executive Director, Utah Department of Transportation
4501 South 2700 West, P.O. Box 141265
Salt Lake City, UT 84114

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

Dear Mr. Carlos Braceras:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition, an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah (Coalition), plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

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How to Comment on the Draft Scope of Study

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Surface Transportation Board
Docket No. FD 36284
c/o 9300 Lee Highway
Fairfax, VA 22031

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Rob Clayton
Director, Utah Department of Transportation, Region 3
658 North 1500 West
Orem, UT 84057

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

Dear Mr. Rob Clayton:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

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Surface Transportation Board
Docket No. FD 36284
c/o 9300 Lee Highway
Fairfax, VA 22031

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Mike Mower
Deputy Chief of Staff, Utah Governor's Office
350 North State Street, Suite 200, P.O. Box 142220

Salt Lake City, UT 84114

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

Dear Mr. Mike Mower:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

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How to Comment on the Draft Scope of Study

We invite you to participate in this EIS scoping process and would appreciate your written comments on the Draft Scope of Study and potential alternatives to the Coalition's proposed route by the close of the scoping comment period on **August 3, 2019**.

Scoping comments may also be submitted electronically on the Board's website, www.stb.gov, by clicking on the "E-FILING" link on the home page and then selecting "Environmental Comments." Log-in accounts are not needed to file environmental comments electronically, and comments may be typed into the text box provided or attached as a file. If you have difficulties with the e-filing process, please call 202-245-0330.

Please send your written comments to Joshua Wayland, OEA's Project Manager for the EIS, at the address below:

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

Please sign up to be added to the project's email distribution list to receive future communications. To sign up, please go to the project website at www.UintaBasinRailwayEIS.com, click on "Project Mailing List," and complete and submit the form. If you have any questions, please feel free to contact Dr. Wayland by phone at 202-245-0330 or email at Joshua.Wayland@stb.gov. We look forward to your participation in the Board's environmental review process.

Sincerely,

A handwritten signature in black ink, appearing to read "Victoria Rutson". The signature is fluid and cursive, with the first name being more prominent.

Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Antonio Pingree

Field Office Manager, 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 and Operation in Utah, Carbon, Duchesne, and Uintah Counties, Utah

Dear Mr. Antonio Pingree:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition, an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah (Coalition), plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

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How to Comment on the Draft Scope of Study

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Chip Lewis

Environmental Protection Officer, Bureau of Indian Affairs, Western Region
2600 N. Central Avenue, 4th Floor Mailroom
Phoenix, AZ 85001

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

Dear Mr. Chip Lewis:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition, an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah (Coalition), plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Dana Allen
NEPA Reviewer, U.S. EPA, Region 8
1595 Wynkoop Street
Denver, CO 80202

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

Dear Dana Allen:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

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The Notice of Intent

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How to Comment on the Draft Scope of Study

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Surface Transportation Board
Docket No. FD 36284
c/o 9300 Lee Highway
Fairfax, VA 22031

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Kim Christy
State of Utah School and 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 and Operation in Utah, Carbon, Duchesne, and Uintah Counties, Utah

Dear Mr. Kim Christy:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

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How to Comment on the Draft Scope of Study

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

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Sincerely,

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Shoshana Lew
Executive Director, Colorado Department of Transportation
2829 West Howard Place
Denver, CO 80204

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

Dear Ms. Shoshana Lew:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition, an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah (Coalition), plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

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How to Comment on the Draft Scope of Study

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

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Michael Goolsby
Director, Colorado Department of Transportation, Region 3
222 South 6th Street, #317
Grand Junction, CO 81501

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

Dear Mr. Michael Goolsby:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

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Fairfax, VA 22031

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Meeker Office
Colorado Parks and Wildlife, Northwest Region
73485 Highway 64, P.O. Box 1181
Meeker, CO 81641

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

To Whom It May Concern :

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Bob Broscheid
Director, Colorado Parks and Wildlife, Headquarters
1313 Sherman Street, 6th Floor
Denver, CO 80203

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

Dear Mr. Bob Broscheid:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

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c/o 9300 Lee Highway
Fairfax, VA 22031

Please sign up to be added to the project's email distribution list to receive future communications. To sign up, please go to the project website at www.UintaBasinRailwayEIS.com, click on "Project Mailing List," and complete and submit the form. If you have any questions, please feel free to contact Dr. Wayland by phone at 202-245-0330 or email at Joshua.Wayland@stb.gov. We look forward to your participation in the Board's environmental review process.

Sincerely,

A handwritten signature in black ink, appearing to read "Victoria Rutson". The signature is fluid and cursive, with the first name being more prominent.

Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Jill Hunsaker
Executive Director, Colorado Department of Public Health & Environment
4300 Cherry Creek Drive South
Denver, CO 80246

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

Dear Ms. Jill Hunsaker:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition, an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah (Coalition), plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

The construction and operation of the Coalition's proposed rail line has the potential to result in significant environmental impacts; therefore, 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.*). Today, OEA issued a Notice of Intent (NOI) to prepare an EIS for the project, Draft Scope of Study, Notice of Scoping Meetings, and Request for Comments on the Draft Scope of Study, which can be viewed on a Board-sponsored project website at www.UintaBasinRailwayEIS.com by clicking on "Notice of Intent" under "Related Links & Documents." This project website includes a map of the project area, including the Coalition's preferred route and proposed alternative routes. Following the scoping period, OEA

will review the scoping comments and then finalize the Scope of Study including the final list of alternatives for the proposed rail line to be carried forward for detailed study in the EIS. ICF, OEA's third-party contractor, will be assisting OEA throughout its EIS process.

How to Comment on the Draft Scope of Study

We invite you to participate in this EIS scoping process and would appreciate your written comments on the Draft Scope of Study and potential alternatives to the Coalition's proposed route by the close of the scoping comment period on **August 3, 2019**.

Scoping comments may also be submitted electronically on the Board's website, www.stb.gov, by clicking on the "E-FILING" link on the home page and then selecting "Environmental Comments." Log-in accounts are not needed to file environmental comments electronically, and comments may be typed into the text box provided or attached as a file. If you have difficulties with the e-filing process, please call 202-245-0330.

Please send your written comments to Joshua Wayland, OEA's Project Manager for the EIS, at the address below:

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

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Jerod Smith
District Manager, Colorado State Land Board, Northwest District
2667 Copper Ridge Circle, Unit 1
Steamboat Springs, CO 80487

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

Dear Mr. Jerod Smith:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition, an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah (Coalition), plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

The construction and operation of the Coalition's proposed rail line has the potential to result in significant environmental impacts; therefore, 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.*). Today, OEA issued a Notice of Intent (NOI) to prepare an EIS for the project, Draft Scope of Study, Notice of Scoping Meetings, and Request for Comments on the Draft Scope of Study, which can be viewed on a Board-sponsored project website at www.UintaBasinRailwayEIS.com by clicking on "Notice of Intent" under "Related Links & Documents." This project website includes a map of the project area, including the Coalition's preferred route and proposed alternative routes. Following the scoping period, OEA

will review the scoping comments and then finalize the Scope of Study including the final list of alternatives for the proposed rail line to be carried forward for detailed study in the EIS. ICF, OEA's third-party contractor, will be assisting OEA throughout its EIS process.

How to Comment on the Draft Scope of Study

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

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Jeff Comstock
Director, Natural Resource Department Moffat County
221 W. Victory Way, Ste. 130
Craig, CO 81625

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

Dear Mr. Jeff Comstock:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition, an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah (Coalition), plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

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How to Comment on the Draft Scope of Study

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Please send your written comments to Joshua Wayland, OEA's Project Manager for the EIS, at the address below:

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

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Superintendent
National Park Service, Dinosaur National Monument
4545 East Highway 40
Dinosaur, CO 81610

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

To Whom It May Concern:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

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Surface Transportation Board
Docket No. FD 36284
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Fairfax, VA 22031

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 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 and Operation in Utah, Carbon, Duchesne, and Uintah Counties, Utah

Dear Mr. Don Hartley:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

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How to Comment on the Draft Scope of Study

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Please send your written comments to Joshua Wayland, OEA's Project Manager for the EIS, at the address below:

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

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Victoria Rutson
Director
Office of Environmental Analysis



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 and Operation in Utah, Carbon, Duchesne, and Uintah Counties, Utah

Dear Mr. Steve Turner:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

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The Notice of Intent

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How to Comment on the Draft Scope of Study

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

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Larry Crist

Field Supervisor, U.S. Fish and Wildlife Service, Utah Ecological Services Field Office
2369 West Orton Circle, Suite 50
West Valley City, UT 84119

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

Dear Mr. Larry Crist:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition, an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah (Coalition), plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

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How to Comment on the Draft Scope of Study

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Docket No. FD 36284
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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Susan Linner

Field Supervisor, U.S. Fish and Wildlife Service, Colorado Ecological Services Field Office
Denver Federal Center (MS 65412), P.O. Box 25486
Denver, CO 80225

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

Dear Ms. Susan Linner:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

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Surface Transportation Board
Docket No. FD 36284
c/o 9300 Lee Highway
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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Irene Hansen
Commissioner, Duchesne County
734 North Center Street
PO Box 910
Duchesne, UT 84021

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

Dear Commissioner Irene Hansen:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition, an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah (Coalition), plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

The construction and operation of the Coalition's proposed rail line has the potential to result in significant environmental impacts; therefore, 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.*). Today, OEA issued a Notice of Intent (NOI) to prepare an EIS for the project, Draft Scope of Study, Notice of Scoping Meetings, and Request for Comments on the Draft Scope of Study, which can be viewed on a Board-sponsored project website at www.UintaBasinRailwayEIS.com by clicking on "Notice of Intent" under "Related Links & Documents." This project website includes a map of the project area, including the Coalition's preferred route and proposed alternative routes. Following the scoping period, OEA

will review the scoping comments and then finalize the Scope of Study including the final list of alternatives for the proposed rail line to be carried forward for detailed study in the EIS. ICF, OEA's third-party contractor, will be assisting OEA throughout its EIS process.

How to Comment on the Draft Scope of Study

We invite you to participate in this EIS scoping process and would appreciate your written comments on the Draft Scope of Study and potential alternatives to the Coalition's proposed route by the close of the scoping comment period on **August 3, 2019**.

Scoping comments may also be submitted electronically on the Board's website, www.stb.gov, by clicking on the "E-FILING" link on the home page and then selecting "Environmental Comments." Log-in accounts are not needed to file environmental comments electronically, and comments may be typed into the text box provided or attached as a file. If you have difficulties with the e-filing process, please call 202-245-0330.

Please send your written comments to Joshua Wayland, OEA's Project Manager for the EIS, at the address below:

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

Please sign up to be added to the project's email distribution list to receive future communications. To sign up, please go to the project website at www.UintaBasinRailwayEIS.com, click on "Project Mailing List," and complete and submit the form. If you have any questions, please feel free to contact Dr. Wayland by phone at 202-245-0330 or email at Joshua.Wayland@stb.gov. We look forward to your participation in the Board's environmental review process.

Sincerely,

A handwritten signature in black ink, appearing to read "Victoria Rutson". The signature is fluid and cursive, with the first name being more prominent.

Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Greg Miles
Commissioner, Duchesne County
734 North Center Street
PO Box 910
Duchesne, UT 84021

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

Dear Commissioner Greg Miles:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition, an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah (Coalition), plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

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will review the scoping comments and then finalize the Scope of Study including the final list of alternatives for the proposed rail line to be carried forward for detailed study in the EIS. ICF, OEA's third-party contractor, will be assisting OEA throughout its EIS process.

How to Comment on the Draft Scope of Study

We invite you to participate in this EIS scoping process and would appreciate your written comments on the Draft Scope of Study and potential alternatives to the Coalition's proposed route by the close of the scoping comment period on **August 3, 2019**.

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Please send your written comments to Joshua Wayland, OEA's Project Manager for the EIS, at the address below:

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

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Gregory Todd
Commissioner, Duchesne County
734 North Center Street
PO Box 910
Duchesne, UT 84021

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

Dear Commissioner Gregory Todd:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition, an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah (Coalition), plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

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How to Comment on the Draft Scope of Study

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

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Brad Horrocks
Commissioner, Uintah County
152 E 100 N
2nd Floor West Wing
Vernal, UT 84078

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

Dear Commissioner Brad Horrocks:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition, an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah (Coalition), plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

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How to Comment on the Draft Scope of Study

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Please send your written comments to Joshua Wayland, OEA's Project Manager for the EIS, at the address below:

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

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Sincerely,

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Bill Stringer
Commissioner Chairman, Uintah County
152 E 100 N
2nd Floor West Wing
Vernal, UT 84078

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

Dear Commissioner Chairman Bill Stringer:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition, an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah (Coalition), plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

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How to Comment on the Draft Scope of Study

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

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Bart Haslem
Commissioner, Uintah County
152 E 100 N
2nd Floor West Wing
Vernal, UT 84078

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

Dear Commissioner Bart Haslem:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition, an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah (Coalition), plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

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How to Comment on the Draft Scope of Study

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

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Tony Martines
Commisioner, Carbon County
751 E 100 N
Suite 2700
Price, UT 84501

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

Dear Commisioner Tony Martines:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition, an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah (Coalition), plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

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How to Comment on the Draft Scope of Study

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

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Casey Hopes
Commissioner, Carbon County
751 E 100 N
Suite 2700
Price, UT 84501

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

Dear Commissioner Casey Hopes:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition, an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah (Coalition), plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

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How to Comment on the Draft Scope of Study

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Joshua Wayland
Surface Transportation Board
Docket No. FD 36284
c/o 9300 Lee Highway
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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Larry Jensen
Commisioner, Carbon County
751 E 100 N
Suite 2700
Price, UT 84501

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

Dear Commisioner Larry Jensen:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

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How to Comment on the Draft Scope of Study

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Scoping comments may also be submitted electronically on the Board's website, www.stb.gov, by clicking on the "E-FILING" link on the home page and then selecting "Environmental Comments." Log-in accounts are not needed to file environmental comments electronically, and comments may be typed into the text box provided or attached as a file. If you have difficulties with the e-filing process, please call 202-245-0330.

Please send your written comments to Joshua Wayland, OEA's Project Manager for the EIS, at the address below:

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

Please sign up to be added to the project's email distribution list to receive future communications. To sign up, please go to the project website at www.UintaBasinRailwayEIS.com, click on "Project Mailing List," and complete and submit the form. If you have any questions, please feel free to contact Dr. Wayland by phone at 202-245-0330 or email at Joshua.Wayland@stb.gov. We look forward to your participation in the Board's environmental review process.

Sincerely,

A handwritten signature in black ink, appearing to read "Victoria Rutson". The signature is fluid and cursive, with the first name being more prominent.

Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Bill Lee
Commissioner, Utah County
100 East Center Street
Suite 2300
Provo, UT 84606

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

Dear Commissioner Bill Lee:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition, an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah (Coalition), plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

The construction and operation of the Coalition's proposed rail line has the potential to result in significant environmental impacts; therefore, 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.*). Today, OEA issued a Notice of Intent (NOI) to prepare an EIS for the project, Draft Scope of Study, Notice of Scoping Meetings, and Request for Comments on the Draft Scope of Study, which can be viewed on a Board-sponsored project website at www.UintaBasinRailwayEIS.com by clicking on "Notice of Intent" under "Related Links & Documents." This project website includes a map of the project area, including the Coalition's preferred route and proposed alternative routes. Following the scoping period, OEA

will review the scoping comments and then finalize the Scope of Study including the final list of alternatives for the proposed rail line to be carried forward for detailed study in the EIS. ICF, OEA's third-party contractor, will be assisting OEA throughout its EIS process.

How to Comment on the Draft Scope of Study

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Tanner Aige
Commission Vice-Chair, Utah County
100 East Center Street
Suite 2300
Provo, UT 84606

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

Dear Commission Vice-Chair Tanner Aige:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Nathan Ivie
Commissioner, Utah County
100 East Center Street
Suite 2300
Provo, UT 84606

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

Dear Commissioner Nathan Ivie:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition, an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah (Coalition), plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

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will review the scoping comments and then finalize the Scope of Study including the final list of alternatives for the proposed rail line to be carried forward for detailed study in the EIS. ICF, OEA's third-party contractor, will be assisting OEA throughout its EIS process.

How to Comment on the Draft Scope of Study

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Docket No. FD 36284
c/o 9300 Lee Highway
Fairfax, VA 22031

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Don Cook
Commissioner, Moffat County
221 W Victory Way
Craig, CO 81625

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

Dear Commissioner Don Cook:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition, an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah (Coalition), plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

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How to Comment on the Draft Scope of Study

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Docket No. FD 36284
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Victoria Rutson
Director
Office of Environmental Analysis



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 and Operation in Utah, Carbon, Duchesne, and Uintah Counties, Utah

Dear Commissioner Ray Beck:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition, an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah (Coalition), plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

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How to Comment on the Draft Scope of Study

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

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Donald Broom
Commissioner, Moffat County
221 W Victory Way
Craig, CO 81625

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

Dear Commissioner Donald Broom:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

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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 and Operation in Utah, Carbon, Duchesne, and Uintah Counties, Utah

Dear Chairman Jeff Rector:

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Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Si Woodruff
Commissioner, Rio Blanco County
PO Box 1
Meeker, CO 81641

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

Dear Commissioner Si Woodruff:

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Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Gary Moyer
Commissioner, Rio Blanco County
PO Box 1
Meeker, CO 81641

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

Dear Commissioner Gary Moyer:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition, an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah (Coalition), plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

The construction and operation of the Coalition's proposed rail line has the potential to result in significant environmental impacts; therefore, 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.*). Today, OEA issued a Notice of Intent (NOI) to prepare an EIS for the project, Draft Scope of Study, Notice of Scoping Meetings, and Request for Comments on the Draft Scope of Study, which can be viewed on a Board-sponsored project website at www.UintaBasinRailwayEIS.com by clicking on "Notice of Intent" under "Related Links & Documents." This project website includes a map of the project area, including the Coalition's preferred route and proposed alternative routes. Following the scoping period, OEA

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How to Comment on the Draft Scope of Study

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Please send your written comments to Joshua Wayland, OEA's Project Manager for the EIS, at the address below:

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

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Sincerely,

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Gary R. Herbert
Governor, State of Utah
350 North State Street Suite 200
PO Box 142220
Salt Lake City, UT 84114

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

Dear Governor Gary R. Herbert:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Spencer J. Cox
Lieutenant Governor, State of Utah
350 North State Street Suite 220
PO Box 142325
Salt Lake City, UT 84114

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

Dear Lieutenant Governor Spencer J. Cox:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Rob Bishop
Congressman, United States Congress
123 Cannon Building
Washington, DC 20515

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

Dear Congressman Rob Bishop:

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SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Rob Bishop
Congressman, United States Congress
1017 Federal Building
324 25th St
Ogden, UT 8401

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

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SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

John Curtis
Congressman, United States Congress
125 Cannon Office Building
Washington, DC 20515

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

Dear Congressman John Curtis:

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SURFACE TRANSPORTATION BOARD
Washington, DC 20423
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June 19, 2019

John Curtis
Congressman, United States Congress
3549 North University Avenue
Suite 275
Provo, UT 84604

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

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SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Ben McAdams
Congressman, United States Congress
130 Cannon HOB
Washington, DC 20515

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

Dear Congressman Ben McAdams:

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SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Ben McAdams
Congressman, United States Congress
9067 S. 1300 West
Suite #101
West Jordan, UT 84088

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Please send your written comments to Joshua Wayland, OEA's Project Manager for the EIS, at the address below:

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

Please sign up to be added to the project's email distribution list to receive future communications. To sign up, please go to the project website at www.UintaBasinRailwayEIS.com, click on "Project Mailing List," and complete and submit the form. If you have any questions, please feel free to contact Dr. Wayland by phone at 202-245-0330 or email at Joshua.Wayland@stb.gov. We look forward to your participation in the Board's environmental review process.

Sincerely,

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Chris Stewart
Congressman, United States Congress
2242 Rayburn House Office Building
Washington, DC 20515

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

Dear Congressman Chris Stewart:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition, an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah (Coalition), plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

The construction and operation of the Coalition's proposed rail line has the potential to result in significant environmental impacts; therefore, 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.*). Today, OEA issued a Notice of Intent (NOI) to prepare an EIS for the project, Draft Scope of Study, Notice of Scoping Meetings, and Request for Comments on the Draft Scope of Study, which can be viewed on a Board-sponsored project website at www.UintaBasinRailwayEIS.com by clicking on "Notice of Intent" under "Related Links & Documents." This project website includes a map of the project area, including the Coalition's preferred route and proposed alternative routes. Following the scoping period, OEA

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SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Chris Stewart
Congressman, United States Congress
420 East South Temple #390
Salt Lake City, UT 84114

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

Dear Congressman Chris Stewart:

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Mike Lee
Senator, United States Senate
361A Russell Senate Office Building
Washington, DC 20515

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

Dear Senator Mike Lee:

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SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Mike Lee
Senator, United States Senate
Wallace F. Bennett Federal Building
125 South State, Suite 4225
Salt Lake City, UT 84138

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

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SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Mitt Romney
Senator, United States Senate
B33 Russell Senate Office Building
Washington, DC 20510

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

Dear Senator Mitt Romney:

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Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Mitt Romney
Senator, United States Senate
125 S. State Street
Suite 8402
Salt Lake City, UT 84138

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SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Francis D. Gibson
State Representative, State of Utah
208 S 680 W
Mapleton, UT 84664

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

Dear State Representative Francis D. Gibson:

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SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Christine F. Watkins
State Representative, State of Utah
1548 E 5700 S
Price, UT 84501

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

Dear State Representative Christine F. Watkins:

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Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Logan Wilde
State Representative, State of Utah
2250 N 7000 E
Croydon, UT 84018

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

Dear State Representative Logan Wilde:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition, an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah (Coalition), plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

The construction and operation of the Coalition's proposed rail line has the potential to result in significant environmental impacts; therefore, 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.*). Today, OEA issued a Notice of Intent (NOI) to prepare an EIS for the project, Draft Scope of Study, Notice of Scoping Meetings, and Request for Comments on the Draft Scope of Study, which can be viewed on a Board-sponsored project website at www.UintaBasinRailwayEIS.com by clicking on "Notice of Intent" under "Related Links & Documents." This project website includes a map of the project area, including the Coalition's preferred route and proposed alternative routes. Following the scoping period, OEA

will review the scoping comments and then finalize the Scope of Study including the final list of alternatives for the proposed rail line to be carried forward for detailed study in the EIS. ICF, OEA's third-party contractor, will be assisting OEA throughout its EIS process.

How to Comment on the Draft Scope of Study

We invite you to participate in this EIS scoping process and would appreciate your written comments on the Draft Scope of Study and potential alternatives to the Coalition's proposed route by the close of the scoping comment period on **August 3, 2019**.

Scoping comments may also be submitted electronically on the Board's website, www.stb.gov, by clicking on the "E-FILING" link on the home page and then selecting "Environmental Comments." Log-in accounts are not needed to file environmental comments electronically, and comments may be typed into the text box provided or attached as a file. If you have difficulties with the e-filing process, please call 202-245-0330.

Please send your written comments to Joshua Wayland, OEA's Project Manager for the EIS, at the address below:

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

Please sign up to be added to the project's email distribution list to receive future communications. To sign up, please go to the project website at www.UintaBasinRailwayEIS.com, click on "Project Mailing List," and complete and submit the form. If you have any questions, please feel free to contact Dr. Wayland by phone at 202-245-0330 or email at Joshua.Wayland@stb.gov. We look forward to your participation in the Board's environmental review process.

Sincerely,

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Scott H. Chew
State Representative, State of Utah
PO Box 126
Jensen, UT 84035

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

Dear State Representative Scott H. Chew:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Ronald Winterton
State Senator, State of Utah
PO Box 523
Roosevelt, UT 84066

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

Dear State Senator Ronald Winterton:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition, an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah (Coalition), plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

David P. Hinkins
State Senator, State of Utah
PO Box 485
Orangeville, UT 84537

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

Dear State Senator David P. Hinkins:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Jared Polis
Governor, State of Colorado
State Capitol Building
200 E Colfax Ave Rm 136
Denver, CO 80203

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

Dear Governor Jared Polis:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition, an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah (Coalition), plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Dianne Primavera
Lieutenant Governor, State of Colorado
State Capitol Building
200 E Colfax Ave Rm 130
Denver, CO 80203

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

Dear Lieutenant Governor Dianne Primavera:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Michael F. Bennet
Senator, United States Senate
261 Russell Senate Office Building
Washington, DC 20510

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

Dear Senator Michael F. Bennet:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

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Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Cory Gardner
Senator, United States Senate
354 Russell Senate Office Building
Washington, DC 20510

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

Dear Senator Cory Gardner:

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Diana DeGette
Congresswoman, United States Congress
2111 Rayburn House Office Building
Washington, DC 20515

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

Dear Congresswoman Diana DeGette:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

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Scoping comments may also be submitted electronically on the Board's website, www.stb.gov, by clicking on the "E-FILING" link on the home page and then selecting "Environmental Comments." Log-in accounts are not needed to file environmental comments electronically, and comments may be typed into the text box provided or attached as a file. If you have difficulties with the e-filing process, please call 202-245-0330.

Please send your written comments to Joshua Wayland, OEA's Project Manager for the EIS, at the address below:

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

Please sign up to be added to the project's email distribution list to receive future communications. To sign up, please go to the project website at www.UintaBasinRailwayEIS.com, click on "Project Mailing List," and complete and submit the form. If you have any questions, please feel free to contact Dr. Wayland by phone at 202-245-0330 or email at Joshua.Wayland@stb.gov. We look forward to your participation in the Board's environmental review process.

Sincerely,

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Diana DeGette
Congresswoman, United States Congress
600 Grant St
Suite 202
Denver, CO 80203

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

Dear Congresswoman Diana DeGette:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition, an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah (Coalition), plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

The construction and operation of the Coalition's proposed rail line has the potential to result in significant environmental impacts; therefore, 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.*). Today, OEA issued a Notice of Intent (NOI) to prepare an EIS for the project, Draft Scope of Study, Notice of Scoping Meetings, and Request for Comments on the Draft Scope of Study, which can be viewed on a Board-sponsored project website at www.UintaBasinRailwayEIS.com by clicking on "Notice of Intent" under "Related Links & Documents." This project website includes a map of the project area, including the Coalition's preferred route and proposed alternative routes. Following the scoping period, OEA

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Joe Neguse
Congressman, United States Congress
1419 Longworth HOB
Washington, DC 20515

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

Dear Congressman Joe Neguse:

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Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Joe Neguse
Congressman, United States Congress
2503 Walnut Street
Suite 300
Boulder, CO 80302

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

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SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Scott Tipton
Congressman, United States Congress
218 Cannon HOB
Washington, DC 20515

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

Dear Congressman Scott Tipton:

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Scott Tipton
Congressman, United States Congress
225 North 5th St
Suite 702
Grand Junction, CO 81501

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

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Ken Buck
Congressman, United States Congress
1023 39th Ave
Unit B
Greeley, CO 80634

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

Dear Congressman Ken Buck:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

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SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

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Congressman, United States Congress
2455 Rayburn House Office Building
Washington, DC 20515

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SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Doug Lamborn
Congressman, United States Congress
2371 Rayburn House Office Building
Washington, DC 20515

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

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June 19, 2019

Doug Lamborn
Congressman, United States Congress
1125 Kelly Johnson Blvd
Suite 330
Colorado Springs, CO 80920

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The Seven County Infrastructure Coalition, an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah (Coalition), plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

The construction and operation of the Coalition's proposed rail line has the potential to result in significant environmental impacts; therefore, 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.*). Today, OEA issued a Notice of Intent (NOI) to prepare an EIS for the project, Draft Scope of Study, Notice of Scoping Meetings, and Request for Comments on the Draft Scope of Study, which can be viewed on a Board-sponsored project website at www.UintaBasinRailwayEIS.com by clicking on "Notice of Intent" under "Related Links & Documents." This project website includes a map of the project area, including the Coalition's preferred route and proposed alternative routes. Following the scoping period, OEA

will review the scoping comments and then finalize the Scope of Study including the final list of alternatives for the proposed rail line to be carried forward for detailed study in the EIS. ICF, OEA's third-party contractor, will be assisting OEA throughout its EIS process.

How to Comment on the Draft Scope of Study

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Scoping comments may also be submitted electronically on the Board's website, www.stb.gov, by clicking on the "E-FILING" link on the home page and then selecting "Environmental Comments." Log-in accounts are not needed to file environmental comments electronically, and comments may be typed into the text box provided or attached as a file. If you have difficulties with the e-filing process, please call 202-245-0330.

Please send your written comments to Joshua Wayland, OEA's Project Manager for the EIS, at the address below:

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

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Sincerely,

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Jason Crow
Congressman, United States Congress
1229 Longworth HOB
Washington, DC 20515

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

Dear Congressman Jason Crow:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Jason Crow
Congressman, United States Congress
3300 S. Parker Rd
#100
Aurora, CO 80014

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

Dear Congressman Jason Crow:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Ed Perlmutter
Congressman, United States Congress
1226 Longworth House Office Building
Washington, DC 20515

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

Dear Congressman Ed Perlmutter:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

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Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Ed Perlmutter
Congressman, United States Congress
12600 West Colfax Ave
Suite B-400
Lakewood, CO 80215

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

Dear Congressman Ed Perlmutter:

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Perry Will
State Representative, State of Colorado
200 E Colfax
RM 307
Denver, CO 80203

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

Dear State Representative Perry Will:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

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Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Bob Rankin
State Senator, State of Colorado
200 E Colfax
RM 346
Denver, CO 80203

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

Dear State Senator Bob Rankin:

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Director
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SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Rodney Rowley
Mayor, Duchesne City
Duchesne City Office
500 E. Main St
Duchesne, UT 84021

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

Dear Mayor Rodney Rowley:

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Victoria Rutson
Director
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SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Jeannie Mecham
City Councilwoman, Duchesne City
Duchesne City Office
500 E. Main St
Duchesne, UT 84021

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

Dear City Councilwoman Jeannie Mecham:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

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Scoping comments may also be submitted electronically on the Board's website, www.stb.gov, by clicking on the "E-FILING" link on the home page and then selecting "Environmental Comments." Log-in accounts are not needed to file environmental comments electronically, and comments may be typed into the text box provided or attached as a file. If you have difficulties with the e-filing process, please call 202-245-0330.

Please send your written comments to Joshua Wayland, OEA's Project Manager for the EIS, at the address below:

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

Please sign up to be added to the project's email distribution list to receive future communications. To sign up, please go to the project website at www.UintaBasinRailwayEIS.com, click on "Project Mailing List," and complete and submit the form. If you have any questions, please feel free to contact Dr. Wayland by phone at 202-245-0330 or email at Joshua.Wayland@stb.gov. We look forward to your participation in the Board's environmental review process.

Sincerely,

A handwritten signature in black ink, appearing to read "Victoria Rutson". The signature is fluid and cursive, with the first name being more prominent.

Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Bryce Hamilton
City Councilman, Duchesne City
Duchesne City Office
500 E. Main St
Duchesne, UT 84021

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

Dear City Councilman Bryce Hamilton:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition, an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah (Coalition), plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

The construction and operation of the Coalition's proposed rail line has the potential to result in significant environmental impacts; therefore, 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.*). Today, OEA issued a Notice of Intent (NOI) to prepare an EIS for the project, Draft Scope of Study, Notice of Scoping Meetings, and Request for Comments on the Draft Scope of Study, which can be viewed on a Board-sponsored project website at www.UintaBasinRailwayEIS.com by clicking on "Notice of Intent" under "Related Links & Documents." This project website includes a map of the project area, including the Coalition's preferred route and proposed alternative routes. Following the scoping period, OEA

will review the scoping comments and then finalize the Scope of Study including the final list of alternatives for the proposed rail line to be carried forward for detailed study in the EIS. ICF, OEA's third-party contractor, will be assisting OEA throughout its EIS process.

How to Comment on the Draft Scope of Study

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Danny Peatross
City Councilman, Duchesne City
Duchesne City Office
500 E. Main St
Duchesne, UT 84021

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

Dear City Councilman Danny Peatross:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Dawnette Browning
City Councilwoman, Duchesne City
Duchesne City Office
500 E. Main St
Duchesne, UT 84021

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

Dear City Councilwoman Dawnette Browning:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition, an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah (Coalition), plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

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How to Comment on the Draft Scope of Study

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Surface Transportation Board
Docket No. FD 36284
c/o 9300 Lee Highway
Fairfax, VA 22031

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Jason Baker
City Councilman, Duchesne City
Duchesne City Office
500 E. Main St
Duchesne, UT 84021

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

Dear City Councilman Jason Baker:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition, an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah (Coalition), plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

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How to Comment on the Draft Scope of Study

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Joshua Wayland
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Docket No. FD 36284
c/o 9300 Lee Highway
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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Bart Morrill
School Board Member, Duchesne County
1010 E 200 N
Roosevelt, UT 84066

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

Dear Mr. Bart Morrill:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

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c/o 9300 Lee Highway
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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Gordon Moon
School Board Member, Duchesne County
1010 E 200 N
Roosevelt, UT 84066

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

Dear Mr. Gordon Moon:

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Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Kim Harding
School Board President, Duchesne County
1010 E 200 N
Roosevelt, UT 84066

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

Dear Mr. Kim Harding:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

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Victoria Rutson
Director
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SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Mark E. Thacker
School Board Member, Duchesne County
1010 E 200 N
Roosevelt, UT 84066

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

Dear Mr. Mark E. Thacker:

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Description of the Proposed Project

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Docket No. FD 36284
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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Tony Smith
School Board Vice President, Duchesne County
1010 E 200 N
Roosevelt, UT 84066

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

Dear Mr. Tony Smith:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition, an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah (Coalition), plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

The construction and operation of the Coalition's proposed rail line has the potential to result in significant environmental impacts; therefore, 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.*). Today, OEA issued a Notice of Intent (NOI) to prepare an EIS for the project, Draft Scope of Study, Notice of Scoping Meetings, and Request for Comments on the Draft Scope of Study, which can be viewed on a Board-sponsored project website at www.UintaBasinRailwayEIS.com by clicking on "Notice of Intent" under "Related Links & Documents." This project website includes a map of the project area, including the Coalition's preferred route and proposed alternative routes. Following the scoping period, OEA

will review the scoping comments and then finalize the Scope of Study including the final list of alternatives for the proposed rail line to be carried forward for detailed study in the EIS. ICF, OEA's third-party contractor, will be assisting OEA throughout its EIS process.

How to Comment on the Draft Scope of Study

We invite you to participate in this EIS scoping process and would appreciate your written comments on the Draft Scope of Study and potential alternatives to the Coalition's proposed route by the close of the scoping comment period on **August 3, 2019**.

Scoping comments may also be submitted electronically on the Board's website, www.stb.gov, by clicking on the "E-FILING" link on the home page and then selecting "Environmental Comments." Log-in accounts are not needed to file environmental comments electronically, and comments may be typed into the text box provided or attached as a file. If you have difficulties with the e-filing process, please call 202-245-0330.

Please send your written comments to Joshua Wayland, OEA's Project Manager for the EIS, at the address below:

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

Please sign up to be added to the project's email distribution list to receive future communications. To sign up, please go to the project website at www.UintaBasinRailwayEIS.com, click on "Project Mailing List," and complete and submit the form. If you have any questions, please feel free to contact Dr. Wayland by phone at 202-245-0330 or email at Joshua.Wayland@stb.gov. We look forward to your participation in the Board's environmental review process.

Sincerely,

A handwritten signature in black ink, appearing to read "Victoria Rutson". The signature is fluid and cursive, with the first name being more prominent.

Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

H. Bert Jenson
Library Board Chair, Duchesne County
1010 E 200 N
Roosevelt, UT 84066

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

Dear Mr. H. Bert Jenson:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition, an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah (Coalition), plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

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will review the scoping comments and then finalize the Scope of Study including the final list of alternatives for the proposed rail line to be carried forward for detailed study in the EIS. ICF, OEA's third-party contractor, will be assisting OEA throughout its EIS process.

How to Comment on the Draft Scope of Study

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

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Sherry Lott
Library Board Vice Chair, Duchesne County
735 North Center Street
PO Box 910
Duchesne, UT 84022

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

Dear Ms. Sherry Lott:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition, an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah (Coalition), plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

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How to Comment on the Draft Scope of Study

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

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Sincerely,

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Lori Ann Potter
Library Board Secretary, Duchesne County
735 North Center Street
PO Box 910
Duchesne, UT 84022

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

Dear Ms. Lori Ann Potter:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

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How to Comment on the Draft Scope of Study

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

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Sincerely,

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Kerrilynn Miles
Library Board Member, Duchesne County
735 North Center Street
PO Box 910
Duchesne, UT 84022

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

Dear Ms. Kerrilynn Miles:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

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The Notice of Intent

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How to Comment on the Draft Scope of Study

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Please send your written comments to Joshua Wayland, OEA's Project Manager for the EIS, at the address below:

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

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Janet Roberts
Library Board Member, Duchesne County
735 North Center Street
PO Box 910
Duchesne, UT 84022

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

Dear Ms. Janet Roberts:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition, an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah (Coalition), plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

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How to Comment on the Draft Scope of Study

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

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Dixie Swasey
Library Board Member, Duchesne County
735 North Center Street
PO Box 910
Duchesne, UT 84022

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

Dear Ms. Dixie Swasey:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

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Surface Transportation Board
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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Gregory Todd
Library Board Commissioner, Duchesne County
735 North Center Street
PO Box 910
Duchesne, UT 84022

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

Dear Mr. Gregory Todd:

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Description of the Proposed Project

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

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Kathleen Cooper
Mayor, Myton City
PO Box 185
Myton, UT 84052

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

Dear Mayor Kathleen Cooper:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

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How to Comment on the Draft Scope of Study

We invite you to participate in this EIS scoping process and would appreciate your written comments on the Draft Scope of Study and potential alternatives to the Coalition's proposed route by the close of the scoping comment period on **August 3, 2019**.

Scoping comments may also be submitted electronically on the Board's website, www.stb.gov, by clicking on the "E-FILING" link on the home page and then selecting "Environmental Comments." Log-in accounts are not needed to file environmental comments electronically, and comments may be typed into the text box provided or attached as a file. If you have difficulties with the e-filing process, please call 202-245-0330.

Please send your written comments to Joshua Wayland, OEA's Project Manager for the EIS, at the address below:

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

Please sign up to be added to the project's email distribution list to receive future communications. To sign up, please go to the project website at www.UintaBasinRailwayEIS.com, click on "Project Mailing List," and complete and submit the form. If you have any questions, please feel free to contact Dr. Wayland by phone at 202-245-0330 or email at Joshua.Wayland@stb.gov. We look forward to your participation in the Board's environmental review process.

Sincerely,

A handwritten signature in black ink, appearing to read "Victoria Rutson". The signature is fluid and cursive, with the first name being more prominent.

Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Larry Dye
City Councilman, Myton City
PO Box 185
Myton, UT 84052

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

Dear City Councilman Larry Dye:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition, an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah (Coalition), plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

The construction and operation of the Coalition's proposed rail line has the potential to result in significant environmental impacts; therefore, 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.*). Today, OEA issued a Notice of Intent (NOI) to prepare an EIS for the project, Draft Scope of Study, Notice of Scoping Meetings, and Request for Comments on the Draft Scope of Study, which can be viewed on a Board-sponsored project website at www.UintaBasinRailwayEIS.com by clicking on "Notice of Intent" under "Related Links & Documents." This project website includes a map of the project area, including the Coalition's preferred route and proposed alternative routes. Following the scoping period, OEA

will review the scoping comments and then finalize the Scope of Study including the final list of alternatives for the proposed rail line to be carried forward for detailed study in the EIS. ICF, OEA's third-party contractor, will be assisting OEA throughout its EIS process.

How to Comment on the Draft Scope of Study

We invite you to participate in this EIS scoping process and would appreciate your written comments on the Draft Scope of Study and potential alternatives to the Coalition's proposed route by the close of the scoping comment period on **August 3, 2019**.

Scoping comments may also be submitted electronically on the Board's website, www.stb.gov, by clicking on the "E-FILING" link on the home page and then selecting "Environmental Comments." Log-in accounts are not needed to file environmental comments electronically, and comments may be typed into the text box provided or attached as a file. If you have difficulties with the e-filing process, please call 202-245-0330.

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

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Wayne Gingell
City Councilman, Myton City
PO Box 185
Myton, UT 84052

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

Dear City Councilman Wayne Gingell:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition, an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah (Coalition), plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

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How to Comment on the Draft Scope of Study

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Docket No. FD 36284
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Fairfax, VA 22031

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Sincerely,

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Wendy Chase
City Councilwoman, Myton City
PO Box 185
Myton, UT 84052

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

Dear City Councilwoman Wendy Chase:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition, an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah (Coalition), plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

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How to Comment on the Draft Scope of Study

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Surface Transportation Board
Docket No. FD 36284
c/o 9300 Lee Highway
Fairfax, VA 22031

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Dawnetta Haskins
City Councilwoman, Myton City
PO Box 185
Myton, UT 84052

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

Dear City Councilwoman Dawnetta Haskins:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition, an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah (Coalition), plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

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How to Comment on the Draft Scope of Study

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

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Sincerely,

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Vickie Stanley
City Councilwoman, Myton City
PO Box 185
Myton, UT 84052

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

Dear City Councilwoman Vickie Stanley:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition, an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah (Coalition), plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

The construction and operation of the Coalition's proposed rail line has the potential to result in significant environmental impacts; therefore, 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.*). Today, OEA issued a Notice of Intent (NOI) to prepare an EIS for the project, Draft Scope of Study, Notice of Scoping Meetings, and Request for Comments on the Draft Scope of Study, which can be viewed on a Board-sponsored project website at www.UintaBasinRailwayEIS.com by clicking on "Notice of Intent" under "Related Links & Documents." This project website includes a map of the project area, including the Coalition's preferred route and proposed alternative routes. Following the scoping period, OEA

will review the scoping comments and then finalize the Scope of Study including the final list of alternatives for the proposed rail line to be carried forward for detailed study in the EIS. ICF, OEA's third-party contractor, will be assisting OEA throughout its EIS process.

How to Comment on the Draft Scope of Study

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Please send your written comments to Joshua Wayland, OEA's Project Manager for the EIS, at the address below:

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

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Sincerely,

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

David Baird
City Councilman, Roosevelt City
255 S State Street
Roosevelt, UT 84066

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

Dear City Councilman David Baird:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition, an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah (Coalition), plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

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How to Comment on the Draft Scope of Study

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Surface Transportation Board
Docket No. FD 36284
c/o 9300 Lee Highway
Fairfax, VA 22031

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Dustin White
City Councilman, Roosevelt City
255 S State Street
Roosevelt, UT 84066

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

Dear City Councilman Dustin White:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition, an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah (Coalition), plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

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How to Comment on the Draft Scope of Study

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Surface Transportation Board
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c/o 9300 Lee Highway
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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Joe Burdick
City Councilman, Roosevelt City
255 S State Street
Roosevelt, UT 84066

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

Dear City Councilman Joe Burdick:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

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c/o 9300 Lee Highway
Fairfax, VA 22031

Please sign up to be added to the project's email distribution list to receive future communications. To sign up, please go to the project website at www.UintaBasinRailwayEIS.com, click on "Project Mailing List," and complete and submit the form. If you have any questions, please feel free to contact Dr. Wayland by phone at 202-245-0330 or email at Joshua.Wayland@stb.gov. We look forward to your participation in the Board's environmental review process.

Sincerely,

A handwritten signature in black ink, appearing to read "Victoria Rutson". The signature is fluid and cursive, with the first name being more prominent.

Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

JR Bird
Mayor, Roosevelt City
255 S State Street
Roosevelt, UT 84066

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

Dear Mayor JR Bird:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition, an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah (Coalition), plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

The construction and operation of the Coalition's proposed rail line has the potential to result in significant environmental impacts; therefore, 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.*). Today, OEA issued a Notice of Intent (NOI) to prepare an EIS for the project, Draft Scope of Study, Notice of Scoping Meetings, and Request for Comments on the Draft Scope of Study, which can be viewed on a Board-sponsored project website at www.UintaBasinRailwayEIS.com by clicking on "Notice of Intent" under "Related Links & Documents." This project website includes a map of the project area, including the Coalition's preferred route and proposed alternative routes. Following the scoping period, OEA

will review the scoping comments and then finalize the Scope of Study including the final list of alternatives for the proposed rail line to be carried forward for detailed study in the EIS. ICF, OEA's third-party contractor, will be assisting OEA throughout its EIS process.

How to Comment on the Draft Scope of Study

We invite you to participate in this EIS scoping process and would appreciate your written comments on the Draft Scope of Study and potential alternatives to the Coalition's proposed route by the close of the scoping comment period on **August 3, 2019**.

Scoping comments may also be submitted electronically on the Board's website, www.stb.gov, by clicking on the "E-FILING" link on the home page and then selecting "Environmental Comments." Log-in accounts are not needed to file environmental comments electronically, and comments may be typed into the text box provided or attached as a file. If you have difficulties with the e-filing process, please call 202-245-0330.

Please send your written comments to Joshua Wayland, OEA's Project Manager for the EIS, at the address below:

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

Please sign up to be added to the project's email distribution list to receive future communications. To sign up, please go to the project website at www.UintaBasinRailwayEIS.com, click on "Project Mailing List," and complete and submit the form. If you have any questions, please feel free to contact Dr. Wayland by phone at 202-245-0330 or email at Joshua.Wayland@stb.gov. We look forward to your participation in the Board's environmental review process.

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Aaron Weight
City Councilman, Roosevelt City
255 S State Street
Roosevelt, UT 84066

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

Dear City Councilman Aaron Weight:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition, an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah (Coalition), plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

The construction and operation of the Coalition's proposed rail line has the potential to result in significant environmental impacts; therefore, 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.*). Today, OEA issued a Notice of Intent (NOI) to prepare an EIS for the project, Draft Scope of Study, Notice of Scoping Meetings, and Request for Comments on the Draft Scope of Study, which can be viewed on a Board-sponsored project website at www.UintaBasinRailwayEIS.com by clicking on "Notice of Intent" under "Related Links & Documents." This project website includes a map of the project area, including the Coalition's preferred route and proposed alternative routes. Following the scoping period, OEA

will review the scoping comments and then finalize the Scope of Study including the final list of alternatives for the proposed rail line to be carried forward for detailed study in the EIS. ICF, OEA's third-party contractor, will be assisting OEA throughout its EIS process.

How to Comment on the Draft Scope of Study

We invite you to participate in this EIS scoping process and would appreciate your written comments on the Draft Scope of Study and potential alternatives to the Coalition's proposed route by the close of the scoping comment period on **August 3, 2019**.

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

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

David Labrum
City Councilman, Roosevelt City
255 S State Street
Roosevelt, UT 84066

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

Dear City Councilman David Labrum:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition, an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah (Coalition), plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

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How to Comment on the Draft Scope of Study

We invite you to participate in this EIS scoping process and would appreciate your written comments on the Draft Scope of Study and potential alternatives to the Coalition's proposed route by the close of the scoping comment period on **August 3, 2019**.

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Please send your written comments to Joshua Wayland, OEA's Project Manager for the EIS, at the address below:

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

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Dean A. Baker
Mayor, Naples City
1420 E 2850 S
Naples, UT 84078

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

Dear Mayor Dean A. Baker:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition, an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah (Coalition), plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

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How to Comment on the Draft Scope of Study

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

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Robert Hall
City Councilman, Naples City
1420 E 2850 S
Naples, UT 84078

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

Dear City Councilman Robert Hall:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition, an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah (Coalition), plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

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How to Comment on the Draft Scope of Study

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Please send your written comments to Joshua Wayland, OEA's Project Manager for the EIS, at the address below:

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

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Sincerely,

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Dan E. Olsen
City Councilman, Naples City
1420 E 2850 S
Naples, UT 84078

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

Dear City Councilman Dan E. Olsen:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

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The Notice of Intent

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How to Comment on the Draft Scope of Study

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Joshua Wayland
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Docket No. FD 36284
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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Dennis Long
City Councilman, Naples City
1420 E 2850 S
Naples, UT 84078

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

Dear City Councilman Dennis Long:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

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The Notice of Intent

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How to Comment on the Draft Scope of Study

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Surface Transportation Board
Docket No. FD 36284
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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Kenneth Reynolds
Councilman, Naples City
1420 E 2850 S
Naples, UT 84078

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

Dear Councilman Kenneth Reynolds:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

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Docket No. FD 36284
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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Gordon Kitchen
Councilman, Naples City
1420 E 2850 S
Naples, UT 84078

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

Dear Councilman Gordon Kitchen:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition, an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah (Coalition), plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

The construction and operation of the Coalition's proposed rail line has the potential to result in significant environmental impacts; therefore, 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.*). Today, OEA issued a Notice of Intent (NOI) to prepare an EIS for the project, Draft Scope of Study, Notice of Scoping Meetings, and Request for Comments on the Draft Scope of Study, which can be viewed on a Board-sponsored project website at www.UintaBasinRailwayEIS.com by clicking on "Notice of Intent" under "Related Links & Documents." This project website includes a map of the project area, including the Coalition's preferred route and proposed alternative routes. Following the scoping period, OEA

will review the scoping comments and then finalize the Scope of Study including the final list of alternatives for the proposed rail line to be carried forward for detailed study in the EIS. ICF, OEA's third-party contractor, will be assisting OEA throughout its EIS process.

How to Comment on the Draft Scope of Study

We invite you to participate in this EIS scoping process and would appreciate your written comments on the Draft Scope of Study and potential alternatives to the Coalition's proposed route by the close of the scoping comment period on **August 3, 2019**.

Scoping comments may also be submitted electronically on the Board's website, www.stb.gov, by clicking on the "E-FILING" link on the home page and then selecting "Environmental Comments." Log-in accounts are not needed to file environmental comments electronically, and comments may be typed into the text box provided or attached as a file. If you have difficulties with the e-filing process, please call 202-245-0330.

Please send your written comments to Joshua Wayland, OEA's Project Manager for the EIS, at the address below:

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

Please sign up to be added to the project's email distribution list to receive future communications. To sign up, please go to the project website at www.UintaBasinRailwayEIS.com, click on "Project Mailing List," and complete and submit the form. If you have any questions, please feel free to contact Dr. Wayland by phone at 202-245-0330 or email at Joshua.Wayland@stb.gov. We look forward to your participation in the Board's environmental review process.

Sincerely,

A handwritten signature in black ink, appearing to read "Victoria Rutson". The signature is fluid and cursive, with the first name being more prominent.

Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Doug Hammon
Mayor, Vernal City
374 East Main Street
Vernal, UT 84078

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

Dear Mayor Doug Hammon:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition, an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah (Coalition), plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

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How to Comment on the Draft Scope of Study

We invite you to participate in this EIS scoping process and would appreciate your written comments on the Draft Scope of Study and potential alternatives to the Coalition's proposed route by the close of the scoping comment period on **August 3, 2019**.

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Travis Allan
City Councilman, Vernal City
374 East Main Street
Vernal, UT 84078

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

Dear City Councilman Travis Allan:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition, an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah (Coalition), plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

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How to Comment on the Draft Scope of Study

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Surface Transportation Board
Docket No. FD 36284
c/o 9300 Lee Highway
Fairfax, VA 22031

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Bert Clark
City Councilman, Vernal City
374 East Main Street
Vernal, UT 84078

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

Dear City Councilman Bert Clark:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition, an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah (Coalition), plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

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How to Comment on the Draft Scope of Study

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

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Dave Everett
City Councilman, Vernal City
374 East Main Street
Vernal, UT 84078

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

Dear City Councilman Dave Everett:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition, an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah (Coalition), plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

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How to Comment on the Draft Scope of Study

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Joshua Wayland
Surface Transportation Board
Docket No. FD 36284
c/o 9300 Lee Highway
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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Ted Munford
City Councilman, Vernal City
374 East Main Street
Vernal, UT 84078

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

Dear City Councilman Ted Munford:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition, an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah (Coalition), plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

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How to Comment on the Draft Scope of Study

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Samantha Scott
City Councilwoman, Vernal City
374 East Main Street
Vernal, UT 84078

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

Dear City Councilwoman Samantha Scott:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition, an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah (Coalition), plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

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How to Comment on the Draft Scope of Study

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Sincerely,

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Bob Abercrombie
Mayor, Ballard City
1723 S 1500 E
Ballard, UT 84066

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

Dear Mayor Bob Abercrombie:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Ben Allred
Town Councilman, Ballard City
Box 700
Ballard, UT 84066

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

Dear Town Councilman Ben Allred:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

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We invite you to participate in this EIS scoping process and would appreciate your written comments on the Draft Scope of Study and potential alternatives to the Coalition's proposed route by the close of the scoping comment period on **August 3, 2019**.

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Please send your written comments to Joshua Wayland, OEA's Project Manager for the EIS, at the address below:

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

Please sign up to be added to the project's email distribution list to receive future communications. To sign up, please go to the project website at www.UintaBasinRailwayEIS.com, click on "Project Mailing List," and complete and submit the form. If you have any questions, please feel free to contact Dr. Wayland by phone at 202-245-0330 or email at Joshua.Wayland@stb.gov. We look forward to your participation in the Board's environmental review process.

Sincerely,

A handwritten signature in black ink, appearing to read "Victoria Rutson". The signature is fluid and cursive, with the first name being more prominent.

Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Mark Reidhead
Town Councilman, Ballard City
987 N 1930 E
Ballard, UT 84066

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

Dear Town Councilman Mark Reidhead:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition, an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah (Coalition), plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

The construction and operation of the Coalition's proposed rail line has the potential to result in significant environmental impacts; therefore, 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.*). Today, OEA issued a Notice of Intent (NOI) to prepare an EIS for the project, Draft Scope of Study, Notice of Scoping Meetings, and Request for Comments on the Draft Scope of Study, which can be viewed on a Board-sponsored project website at www.UintaBasinRailwayEIS.com by clicking on "Notice of Intent" under "Related Links & Documents." This project website includes a map of the project area, including the Coalition's preferred route and proposed alternative routes. Following the scoping period, OEA

will review the scoping comments and then finalize the Scope of Study including the final list of alternatives for the proposed rail line to be carried forward for detailed study in the EIS. ICF, OEA's third-party contractor, will be assisting OEA throughout its EIS process.

How to Comment on the Draft Scope of Study

We invite you to participate in this EIS scoping process and would appreciate your written comments on the Draft Scope of Study and potential alternatives to the Coalition's proposed route by the close of the scoping comment period on **August 3, 2019**.

Scoping comments may also be submitted electronically on the Board's website, www.stb.gov, by clicking on the "E-FILING" link on the home page and then selecting "Environmental Comments." Log-in accounts are not needed to file environmental comments electronically, and comments may be typed into the text box provided or attached as a file. If you have difficulties with the e-filing process, please call 202-245-0330.

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Surface Transportation Board
Docket No. FD 36284
c/o 9300 Lee Highway
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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Nile L. Mathisen
Town Councilman, Ballard City
556 S 3500 E
Ballard, UT 84066

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

Dear Town Councilman Nile L. Mathisen:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition, an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah (Coalition), plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

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will review the scoping comments and then finalize the Scope of Study including the final list of alternatives for the proposed rail line to be carried forward for detailed study in the EIS. ICF, OEA's third-party contractor, will be assisting OEA throughout its EIS process.

How to Comment on the Draft Scope of Study

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Alfred A. Kettle
Town Councilman, Ballard City
1888 E 1000 N
Ballard, UT 84066

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

Dear Town Councilman Alfred A. Kettle:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition, an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah (Coalition), plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

The construction and operation of the Coalition's proposed rail line has the potential to result in significant environmental impacts; therefore, 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.*). Today, OEA issued a Notice of Intent (NOI) to prepare an EIS for the project, Draft Scope of Study, Notice of Scoping Meetings, and Request for Comments on the Draft Scope of Study, which can be viewed on a Board-sponsored project website at www.UintaBasinRailwayEIS.com by clicking on "Notice of Intent" under "Related Links & Documents." This project website includes a map of the project area, including the Coalition's preferred route and proposed alternative routes. Following the scoping period, OEA

will review the scoping comments and then finalize the Scope of Study including the final list of alternatives for the proposed rail line to be carried forward for detailed study in the EIS. ICF, OEA's third-party contractor, will be assisting OEA throughout its EIS process.

How to Comment on the Draft Scope of Study

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

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Harlan Wilkins
School Board Member, Uintah County
8525 East Brush Creek Road
Jensen, UT 84035

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

Dear Mr. Harlan Wilkins:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition, an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah (Coalition), plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

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will review the scoping comments and then finalize the Scope of Study including the final list of alternatives for the proposed rail line to be carried forward for detailed study in the EIS. ICF, OEA's third-party contractor, will be assisting OEA throughout its EIS process.

How to Comment on the Draft Scope of Study

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

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Dave Chivers
School Board Member, Uintah County
1051 North 500 East
Vernal, UT 84078

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

Dear Mr. Dave Chivers:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition, an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah (Coalition), plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

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will review the scoping comments and then finalize the Scope of Study including the final list of alternatives for the proposed rail line to be carried forward for detailed study in the EIS. ICF, OEA's third-party contractor, will be assisting OEA throughout its EIS process.

How to Comment on the Draft Scope of Study

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Please send your written comments to Joshua Wayland, OEA's Project Manager for the EIS, at the address below:

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

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Robin McClellan
School Board Vice President, Uintah County
3679 West 1350 North
Vernal, UT 84078

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

Dear Ms. Robin McClellan:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition, an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah (Coalition), plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

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How to Comment on the Draft Scope of Study

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c/o 9300 Lee Highway
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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Sarah Lamb
School Board Member, Uintah County
7396 West Deep Creek Road
Vernal, UT 84078

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

Dear Ms. Sarah Lamb:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition, an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah (Coalition), plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

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How to Comment on the Draft Scope of Study

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Surface Transportation Board
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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Kurt Case
School Board President, Uintah County
4162 South Vernal Avenue
Vernal, UT 84078

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

Dear Mr. Kurt Case:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

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Surface Transportation Board
Docket No. FD 36284
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Fairfax, VA 22031

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Judith Juber
Library Board of Trustees Chairperson, Uintah County
204 East 100 North
Vernal, UT 84078

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

Dear Ms. Judith Juber:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition, an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah (Coalition), plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

The construction and operation of the Coalition's proposed rail line has the potential to result in significant environmental impacts; therefore, 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.*). Today, OEA issued a Notice of Intent (NOI) to prepare an EIS for the project, Draft Scope of Study, Notice of Scoping Meetings, and Request for Comments on the Draft Scope of Study, which can be viewed on a Board-sponsored project website at www.UintaBasinRailwayEIS.com by clicking on "Notice of Intent" under "Related Links & Documents." This project website includes a map of the project area, including the Coalition's preferred route and proposed alternative routes. Following the scoping period, OEA

will review the scoping comments and then finalize the Scope of Study including the final list of alternatives for the proposed rail line to be carried forward for detailed study in the EIS. ICF, OEA's third-party contractor, will be assisting OEA throughout its EIS process.

How to Comment on the Draft Scope of Study

We invite you to participate in this EIS scoping process and would appreciate your written comments on the Draft Scope of Study and potential alternatives to the Coalition's proposed route by the close of the scoping comment period on **August 3, 2019**.

Scoping comments may also be submitted electronically on the Board's website, www.stb.gov, by clicking on the "E-FILING" link on the home page and then selecting "Environmental Comments." Log-in accounts are not needed to file environmental comments electronically, and comments may be typed into the text box provided or attached as a file. If you have difficulties with the e-filing process, please call 202-245-0330.

Please send your written comments to Joshua Wayland, OEA's Project Manager for the EIS, at the address below:

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

Please sign up to be added to the project's email distribution list to receive future communications. To sign up, please go to the project website at www.UintaBasinRailwayEIS.com, click on "Project Mailing List," and complete and submit the form. If you have any questions, please feel free to contact Dr. Wayland by phone at 202-245-0330 or email at Joshua.Wayland@stb.gov. We look forward to your participation in the Board's environmental review process.

Sincerely,

A handwritten signature in black ink, appearing to read "Victoria Rutson". The signature is fluid and cursive, with the first name being more prominent.

Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Michael Kourianos
Mayor, Price City
City Hall
185 East Main Street
Price, UT 84501

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

Dear Mayor Michael Kourianos:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition, an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah (Coalition), plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

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will review the scoping comments and then finalize the Scope of Study including the final list of alternatives for the proposed rail line to be carried forward for detailed study in the EIS. ICF, OEA's third-party contractor, will be assisting OEA throughout its EIS process.

How to Comment on the Draft Scope of Study

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Rick Davis
City Council Member, Price City
City Hall
185 East Main Street
Price, UT 84501

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

Dear City Council Member Rick Davis:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition, an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah (Coalition), plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

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How to Comment on the Draft Scope of Study

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

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Amy Knott-Jespersen
City Council Member, Price City
City Hall
185 East Main Street
Price, UT 84501

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

Dear City Council Member Amy Knott-Jespersen:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition, an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah (Coalition), plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

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How to Comment on the Draft Scope of Study

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

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Layne Miller
City Council Member, Price City
City Hall
185 East Main Street
Price, UT 84501

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

Dear City Council Member Layne Miller:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition, an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah (Coalition), plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

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How to Comment on the Draft Scope of Study

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Please send your written comments to Joshua Wayland, OEA's Project Manager for the EIS, at the address below:

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

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Boyd Marsing
City Council Member, Price City
City Hall
185 East Main Street
Price, UT 84501

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

Dear City Council Member Boyd Marsing:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition, an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah (Coalition), plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

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How to Comment on the Draft Scope of Study

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

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Terry Willis
City Council Member, Price City
City Hall
185 East Main Street
Price, UT 84501

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

Dear City Council Member Terry Willis:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

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Surface Transportation Board
Docket No. FD 36284
c/o 9300 Lee Highway
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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Price City Library Board
159 East Main Street
Price, UT 84501

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

Dear Library Board Members:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

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Surface Transportation Board
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c/o 9300 Lee Highway
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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Jarrold Ogden
Mayor, City of Craig
City of Craig
300 W 4th St
Craig, CO 81625

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

Dear Mayor Jarrold Ogden:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

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How to Comment on the Draft Scope of Study

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Scoping comments may also be submitted electronically on the Board's website, www.stb.gov, by clicking on the "E-FILING" link on the home page and then selecting "Environmental Comments." Log-in accounts are not needed to file environmental comments electronically, and comments may be typed into the text box provided or attached as a file. If you have difficulties with the e-filing process, please call 202-245-0330.

Please send your written comments to Joshua Wayland, OEA's Project Manager for the EIS, at the address below:

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

Please sign up to be added to the project's email distribution list to receive future communications. To sign up, please go to the project website at www.UintaBasinRailwayEIS.com, click on "Project Mailing List," and complete and submit the form. If you have any questions, please feel free to contact Dr. Wayland by phone at 202-245-0330 or email at Joshua.Wayland@stb.gov. We look forward to your participation in the Board's environmental review process.

Sincerely,

A handwritten signature in black ink, appearing to read "Victoria Rutson". The signature is fluid and cursive, with the first name being more prominent.

Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Tony Bohrer
City Council Member, City of Craig
City of Craig
300 W 4th St
Craig, CO 81625

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

Dear City Council Member Tony Bohrer:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition, an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah (Coalition), plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

The construction and operation of the Coalition's proposed rail line has the potential to result in significant environmental impacts; therefore, 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.*). Today, OEA issued a Notice of Intent (NOI) to prepare an EIS for the project, Draft Scope of Study, Notice of Scoping Meetings, and Request for Comments on the Draft Scope of Study, which can be viewed on a Board-sponsored project website at www.UintaBasinRailwayEIS.com by clicking on "Notice of Intent" under "Related Links & Documents." This project website includes a map of the project area, including the Coalition's preferred route and proposed alternative routes. Following the scoping period, OEA

will review the scoping comments and then finalize the Scope of Study including the final list of alternatives for the proposed rail line to be carried forward for detailed study in the EIS. ICF, OEA's third-party contractor, will be assisting OEA throughout its EIS process.

How to Comment on the Draft Scope of Study

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Andrea Camp
City Council Member, City of Craig
City of Craig
300 W 4th St
Craig, CO 81625

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

Dear City Council Member Andrea Camp:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition, an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah (Coalition), plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

The construction and operation of the Coalition's proposed rail line has the potential to result in significant environmental impacts; therefore, 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.*). Today, OEA issued a Notice of Intent (NOI) to prepare an EIS for the project, Draft Scope of Study, Notice of Scoping Meetings, and Request for Comments on the Draft Scope of Study, which can be viewed on a Board-sponsored project website at www.UintaBasinRailwayEIS.com by clicking on "Notice of Intent" under "Related Links & Documents." This project website includes a map of the project area, including the Coalition's preferred route and proposed alternative routes. Following the scoping period, OEA

will review the scoping comments and then finalize the Scope of Study including the final list of alternatives for the proposed rail line to be carried forward for detailed study in the EIS. ICF, OEA's third-party contractor, will be assisting OEA throughout its EIS process.

How to Comment on the Draft Scope of Study

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c/o 9300 Lee Highway
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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Chris Nichols
City Council Member, City of Craig
City of Craig
300 W 4th St
Craig, CO 81625

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

Dear City Council Member Chris Nichols:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition, an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah (Coalition), plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

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How to Comment on the Draft Scope of Study

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

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Paul James
City Council Member, City of Craig
City of Craig
300 W 4th St
Craig, CO 81625

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

Dear City Council Member Paul James:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition, an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah (Coalition), plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

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How to Comment on the Draft Scope of Study

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Surface Transportation Board
Docket No. FD 36284
c/o 9300 Lee Highway
Fairfax, VA 22031

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Steven Mazzuca
City Council Member, City of Craig
City of Craig
300 W 4th St
Craig, CO 81625

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

Dear City Council Member Steven Mazzuca:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Brian MacKenzie
City Council Member, City of Craig
City of Craig
300 W 4th St
Craig, CO 81625

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

Dear City Council Member Brian MacKenzie:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

L.D. Smith
Mayor, City of Dinosaur
PO Box 238
Dinosaur, CO 81610

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

Dear Mayor L.D. Smith:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

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Surface Transportation Board
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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Jannice Karren
Mayor Pro-Tem, City of Dinosaur
PO Box 238
Dinosaur, CO 81610

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

Dear Mayor Pro-Tem Jannice Karren:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Debi Bird
City Council Trustee, City of Dinosaur
PO Box 238
Dinosaur, CO 81610

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

Dear City Council Trustee Debi Bird:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition, an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah (Coalition), plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

The construction and operation of the Coalition's proposed rail line has the potential to result in significant environmental impacts; therefore, 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.*). Today, OEA issued a Notice of Intent (NOI) to prepare an EIS for the project, Draft Scope of Study, Notice of Scoping Meetings, and Request for Comments on the Draft Scope of Study, which can be viewed on a Board-sponsored project website at www.UintaBasinRailwayEIS.com by clicking on "Notice of Intent" under "Related Links & Documents." This project website includes a map of the project area, including the Coalition's preferred route and proposed alternative routes. Following the scoping period, OEA

will review the scoping comments and then finalize the Scope of Study including the final list of alternatives for the proposed rail line to be carried forward for detailed study in the EIS. ICF, OEA's third-party contractor, will be assisting OEA throughout its EIS process.

How to Comment on the Draft Scope of Study

We invite you to participate in this EIS scoping process and would appreciate your written comments on the Draft Scope of Study and potential alternatives to the Coalition's proposed route by the close of the scoping comment period on **August 3, 2019**.

Scoping comments may also be submitted electronically on the Board's website, www.stb.gov, by clicking on the "E-FILING" link on the home page and then selecting "Environmental Comments." Log-in accounts are not needed to file environmental comments electronically, and comments may be typed into the text box provided or attached as a file. If you have difficulties with the e-filing process, please call 202-245-0330.

Please send your written comments to Joshua Wayland, OEA's Project Manager for the EIS, at the address below:

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

Please sign up to be added to the project's email distribution list to receive future communications. To sign up, please go to the project website at www.UintaBasinRailwayEIS.com, click on "Project Mailing List," and complete and submit the form. If you have any questions, please feel free to contact Dr. Wayland by phone at 202-245-0330 or email at Joshua.Wayland@stb.gov. We look forward to your participation in the Board's environmental review process.

Sincerely,

A handwritten signature in black ink, appearing to read "Victoria Rutson". The signature is fluid and cursive, with the first name being more prominent.

Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Darcie Rocque
City Council Trustee, City of Dinosaur
PO Box 238
Dinosaur, CO 81610

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

Dear City Council Trustee Darcie Rocque:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition, an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah (Coalition), plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

The construction and operation of the Coalition's proposed rail line has the potential to result in significant environmental impacts; therefore, 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.*). Today, OEA issued a Notice of Intent (NOI) to prepare an EIS for the project, Draft Scope of Study, Notice of Scoping Meetings, and Request for Comments on the Draft Scope of Study, which can be viewed on a Board-sponsored project website at www.UintaBasinRailwayEIS.com by clicking on "Notice of Intent" under "Related Links & Documents." This project website includes a map of the project area, including the Coalition's preferred route and proposed alternative routes. Following the scoping period, OEA

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How to Comment on the Draft Scope of Study

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c/o 9300 Lee Highway
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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

David Heinrich
City Council Trustee, City of Dinosaur
PO Box 238
Dinosaur, CO 81610

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

Dear City Council Trustee David Heinrich:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition, an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah (Coalition), plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Chuck Winkler
City Council Trustee, City of Dinosaur
PO Box 238
Dinosaur, CO 81610

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

Dear City Council Trustee Chuck Winkler:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

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How to Comment on the Draft Scope of Study

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Fairfax, VA 22031

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Davonna Wilczek
City Council Trustee, City of Dinosaur
PO Box 238
Dinosaur, CO 81610

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

Dear City Council Trustee Davonna Wilczek:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition, an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah (Coalition), plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

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How to Comment on the Draft Scope of Study

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Lenise Peterman
Mayor, Helper City
PO Box 221
Helper, UT 84526

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

Dear Mayor Lenise Peterman:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition, an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah (Coalition), plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

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How to Comment on the Draft Scope of Study

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Andy Shaffer
Mayor, Town of Rangely
209 E Main St
Rangely, CO 81648

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

Dear Mayor Andy Shaffer:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Andy Key
Mayor Pro-Tem, Town of Rangely
209 E Main St
Rangely, CO 81648

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

Dear Mayor Pro-Tem Andy Key:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Trey Robie
Town Council Trustee, Town of Rangely
209 E Main St
Rangely, CO 81648

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

Dear Town Council Trustee Trey Robie:

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Description of the Proposed Project

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How to Comment on the Draft Scope of Study

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Scoping comments may also be submitted electronically on the Board's website, www.stb.gov, by clicking on the "E-FILING" link on the home page and then selecting "Environmental Comments." Log-in accounts are not needed to file environmental comments electronically, and comments may be typed into the text box provided or attached as a file. If you have difficulties with the e-filing process, please call 202-245-0330.

Please send your written comments to Joshua Wayland, OEA's Project Manager for the EIS, at the address below:

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

Please sign up to be added to the project's email distribution list to receive future communications. To sign up, please go to the project website at www.UintaBasinRailwayEIS.com, click on "Project Mailing List," and complete and submit the form. If you have any questions, please feel free to contact Dr. Wayland by phone at 202-245-0330 or email at Joshua.Wayland@stb.gov. We look forward to your participation in the Board's environmental review process.

Sincerely,

A handwritten signature in black ink, appearing to read "Victoria Rutson". The signature is fluid and cursive, with the first name being more prominent.

Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Tyson Hacking
Town Council Trustee, Town of Rangely
209 E Main St
Rangely, CO 81648

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

Dear Town Council Trustee Tyson Hacking:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition, an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah (Coalition), plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

The construction and operation of the Coalition's proposed rail line has the potential to result in significant environmental impacts; therefore, 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.*). Today, OEA issued a Notice of Intent (NOI) to prepare an EIS for the project, Draft Scope of Study, Notice of Scoping Meetings, and Request for Comments on the Draft Scope of Study, which can be viewed on a Board-sponsored project website at www.UintaBasinRailwayEIS.com by clicking on "Notice of Intent" under "Related Links & Documents." This project website includes a map of the project area, including the Coalition's preferred route and proposed alternative routes. Following the scoping period, OEA

will review the scoping comments and then finalize the Scope of Study including the final list of alternatives for the proposed rail line to be carried forward for detailed study in the EIS. ICF, OEA's third-party contractor, will be assisting OEA throughout its EIS process.

How to Comment on the Draft Scope of Study

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Matt Billgren
Town Council Trustee, Town of Rangely
209 E Main St
Rangely, CO 81648

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

Dear Town Council Trustee Matt Billgren:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition, an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah (Coalition), plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Rich Garner
Town Council Trustee, Town of Rangely
209 E Main St
Rangely, CO 81648

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

Dear Town Council Trustee Rich Garner:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition, an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah (Coalition), plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

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How to Comment on the Draft Scope of Study

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Luke Geer
Town Council Trustee, Town of Rangely
209 E Main St
Rangely, CO 81648

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

Dear Town Council Trustee Luke Geer:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Dr. Jo Ann Baxter
School Board President, Moffat County
775 Yampa Ave
Craig, CO 8125

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

Dear Dr. Jo Ann Baxter:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

JoBeth Tupa
School Board Vice President, Moffat County
775 Yampa Ave
Craig, CO 8125

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

Dear Ms. JoBeth Tupa:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

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Victoria Rutson
Director
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SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Dr. Elise Sullivan
School Board Secretary, Moffat County
775 Yampa Ave
Craig, CO 8125

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

Dear Dr. Elise Sullivan:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

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SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Chip McIntyre
School Board Treasurer, Moffat County
775 Yampa Ave
Craig, CO 8125

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

Dear Mr. Chip McIntyre:

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Director
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SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Chris Thome
School Board Member, Moffat County
775 Yampa Ave
Craig, CO 8125

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

Dear Mr. Chris Thome:

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Description of the Proposed Project

The Seven County Infrastructure Coalition, an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah (Coalition), plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

The construction and operation of the Coalition's proposed rail line has the potential to result in significant environmental impacts; therefore, 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.*). Today, OEA issued a Notice of Intent (NOI) to prepare an EIS for the project, Draft Scope of Study, Notice of Scoping Meetings, and Request for Comments on the Draft Scope of Study, which can be viewed on a Board-sponsored project website at www.UintaBasinRailwayEIS.com by clicking on "Notice of Intent" under "Related Links & Documents." This project website includes a map of the project area, including the Coalition's preferred route and proposed alternative routes. Following the scoping period, OEA

will review the scoping comments and then finalize the Scope of Study including the final list of alternatives for the proposed rail line to be carried forward for detailed study in the EIS. ICF, OEA's third-party contractor, will be assisting OEA throughout its EIS process.

How to Comment on the Draft Scope of Study

We invite you to participate in this EIS scoping process and would appreciate your written comments on the Draft Scope of Study and potential alternatives to the Coalition's proposed route by the close of the scoping comment period on **August 3, 2019**.

Scoping comments may also be submitted electronically on the Board's website, www.stb.gov, by clicking on the "E-FILING" link on the home page and then selecting "Environmental Comments." Log-in accounts are not needed to file environmental comments electronically, and comments may be typed into the text box provided or attached as a file. If you have difficulties with the e-filing process, please call 202-245-0330.

Please send your written comments to Joshua Wayland, OEA's Project Manager for the EIS, at the address below:

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

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Sincerely,

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Jnl Linsacum
School Board Member, Moffat County
775 Yampa Ave
Craig, CO 8125

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

Dear Ms. Jnl Linsacum:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Cindy Looper
School Board Member, Moffat County
775 Yampa Ave
Craig, CO 8125

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

Dear Ms. Cindy Looper:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Sandy Payne
Library Board Member, Town of Rangely
109 East Main Street
Rangely, CO 81648

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

Dear Ms. Sandy Payne:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

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How to Comment on the Draft Scope of Study

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Surface Transportation Board
Docket No. FD 36284
c/o 9300 Lee Highway
Fairfax, VA 22031

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Sarah Ward
Library Board Member, Town of Rangely
109 East Main Street
Rangely, CO 81648

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

Dear Ms. Sarah Ward:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

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Victoria Rutson
Director
Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Vicki Douglas
Library Board Member, Town of Rangely
109 East Main Street
Rangely, CO 81648

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

Dear Ms. Vicki Douglas:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

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Director
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SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Sharon Ross
Library Board Member, Town of Rangely
109 East Main Street
Rangely, CO 81648

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

Dear Ms. Sharon Ross:

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Office of Environmental Analysis



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Mike Morgan
Library Board Member, Town of Rangely
109 East Main Street
Rangely, CO 81648

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

Dear Mr. Mike Morgan:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

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Director
Office of Environmental Analysis



**UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 8**

1595 Wynkoop Street
Denver, CO 80202-1129
Phone 800-227-8917
www.epa.gov/region8

AUG 01 2019

Ref: 8ORA-N

Joshua Wayland
Surface Transportation Board
c/o ICF
9300 Lee Highway
Fairfax, VA 22031
Attn: Environmental filing,
Docket No. FD 36284

Dear Mr. Whalen:

The U.S. Environmental Protection Agency Region 8 has reviewed the Surface Transportation Board's June 19, 2019, notice of intent (NOI) for the EIS that is being prepared for the proposed Uinta Basin Railway Project in Utah, Carbon, Duchesne and Uinta Counties, Utah and Moffat and Rio Blanco Counties, Colorado. The following comments were prepared in accordance with our responsibilities under the National Environmental Policy Act (NEPA) and in anticipation of our review of the EIS under Section 309 of the Clean Air Act.

We recommend STB include the following topics in the scope of analysis in the Draft EIS:

- Ensuring the EIS includes the analysis necessary to support CWA Section 404 permitting;
- Impacts to Waters of the U.S. (WOTUS), including Wetlands and Section 404 permits under the Clean Water Act;
- Impacts water resources, including water quality, riparian habitat, stream morphology and surface water and groundwater movement, as well as any National Pollutant Discharge Elimination System (NPDES) permits needed (Section 402 of the Clean Water Act);
- Impacts to air quality; and
- Impacts to environmental justice communities;

Consistency with NEPA and Clean Water Act Permit Requirements

Purpose and Need

For purposes of complying with both the Clean Water Act (CWA) and National Environmental Policy Act (NEPA), the EPA recommends that the purpose and need statement remain broad enough to encompass an appropriate range of both "reasonable" and "practicable" alternatives to meet the basic (i.e., underlying) project purpose, including the proposed action and other transportation methods available. We recommend defining a purpose and need statement broad enough to allow for analysis of a range of alternatives without eliminating less environmentally damaging alternatives that may still be considered practicable under the CWA Section 404 implementing regulations. Developing an agency-

coordinated purpose and need statement is critical prior to establishing subsequent screening criteria or identification of alternatives.

When creating the purpose and need statement for this project, we recommend that the NEPA document describe the transportation needs and the reasoning behind the need. Important considerations include logical termini and available methods of transporting freight. Overall, we are concerned that the use of a narrow project purpose to determine the scope of studies has the potential to result in the need to prepare additional NEPA documentation to meet NEPA and CWA Section 404 requirements. The Corps of Engineers and EPA both have roles in Section 404, and consistent with the E.O. 13807 we recommend STB coordinate to ensure this EIS is sufficient for related federal permit decisions.

Range of Alternatives

The EPA recommends that the NEPA document evaluate a range of reasonable and practicable alternatives, including multiple alignments. Currently it appears that a single alignment is proposed for the eastern portion of the project. Consideration should be given to whether alternate alignments for this segment may be practicable and available to the project proponent.

Under CWA Section 404 regulations, the U.S. Army Corps of Engineers (Corps) can only issue a permit for a discharge of fill material into waters of the U.S. if it can be demonstrated that the project is the least environmentally damaging practicable alternative (LEDPA). Practicable alternatives depend on cost, technical and logistical factors and must be capable of achieving the basic project purpose. For an alternative to be practicable, it must be reasonably available or obtainable and may include consideration of options beyond the authority of the lead agency. To assure that the project is permissible, it is essential that the NEPA document includes a full range of alternatives with the goal of avoiding and minimizing the impacts to waters of the U.S. while meeting the purpose of the action.

It is important that the NEPA document summarizes criteria used to screen reasonable alternatives, including the CWA regulatory criteria used to develop practicable alternatives, and consideration be given to environmental, logistical, technological and cost criteria. Providing details of the reasoning used to eliminate alternatives is helpful in understanding the decision process. As required by regulation, the rationale must be consistent with the practicability definition and criteria outlined in the preamble language of the CWA 404(b)(1) Guidelines (40 CFR § 230.10). The lead agency should ensure that any selected or preferred alternative is consistent with these criteria and demonstrate that such alternative is the least environmentally damaging practicable alternative. EPA and the Corps have experience to assist STB in ensuring consistency with the 404(b)(1) Guidelines.

WOTUS and Water Quality

Analysis/Resource Considerations

Affected Environment and Baseline Conditions

Please consider the following when defining baseline conditions:

- Verify that any historical data (e.g., data 5 years or older) are representative of current conditions.

- Include resources directly impacted by the project footprint within the geographic scope of analysis, as well as the resources indirectly (or secondarily) impacted by the project. These indirectly impacted areas may include adjacent or downstream waters, and any other resource areas which may be affected by project construction or operation.
- We recommend that the existing environmental baseline be used as the basis for comparison of impacts across all alternatives, including the no-action alternative. In the EPA's experience, comparison of the action alternatives to existing conditions is an important frame of reference to quantify and/or characterize the magnitude of effects and understand each alternative's impacts.

Direct, Indirect and Cumulative Effects

Because NEPA and CWA Section 404 have slightly different definitions for indirect (secondary) and cumulative impacts, identify in the document which statute is being employed to evaluate the impacts and how the analysis would differ under the other statute's definition.

We suggest analyzing impacts according to airsheds and watersheds rather than political boundaries.

It is important that the NEPA document examine the direct, indirect, and cumulative impacts to the environmental, cultural, and recreational resource characteristics of the project area. This may include impacts to threatened, endangered and/or sensitive species and their habitat; fish and invertebrate assemblages; water quality, and other resources within the geographic scope of analysis.

Cumulative impacts associated with ancillary facilities and other factors related to the project that could affect the aquatic resources are important to evaluate. In determining whether a project may have a significant effect on the environment, analyze the direct and indirect effects of all alternatives, in combination with past, present, and reasonably foreseeable future activities. For the cumulative effects analysis, consider the effects of reasonably foreseeable growth in the area and its effects on the hydrology and aquatic resources. Finally, the project may not affect the location of the expected growth, but it may affect the timing and amount of growth. Therefore, an analysis of the indirect impacts of development is recommended.

Waters of the U.S.

To illustrate effects to waters of the U.S., including wetlands, in the area we recommend that the NEPA document include the following analyses or descriptions:

- Description of impacts under individual or nationwide permits authorizing the discharge of fill or dredge materials to waters of the U.S.;
- Clear maps, including wetland delineation and regional water features;
- Wetland delineation and descriptions, including wetlands function analysis if there is any potential that the project will cause impacts;
- Analysis of the direct, indirect, and cumulative impacts to all stream and wetlands in the geographic scope, including impacts from changes in hydrology even if these wetlands are spatially removed from the construction footprint. Also include in the analysis the cumulative impacts to waters of the U.S. from future development scenarios;

- Consideration of minimization measures that could reduce adverse effects associated with alternatives; and
- A description of mitigation measures for any unavoidable adverse impacts to waters of the U.S.

Compliance with Executive Order 11990 Protection of Wetlands

The EPA recommends that the NEPA document demonstrates that all wetlands, including both jurisdictional and those found to be non-jurisdictional, are being protected on federal land as outlined in EO 11990. It is the lead agency's responsibility to comply with EO 11990. This would involve mapping all wetlands within the project site, including springs, and assuring all avoidance measures are incorporated into the project. If non-jurisdictional wetlands on federal lands are going to be impacted, offsetting mitigation efforts will need to be incorporated by the lead agency.

Riparian Habitat, Stream Morphology and Surface Water and Groundwater Movement

Railroad beds can act as dams changing surface water and shallow groundwater flow pathways which can affect wetlands and riparian habitat. In areas of shallow groundwater, less groundwater may reach downgradient creeks, wetlands and gullies and surface water flow can become more concentrated discharging only through culverts and bridges constructed for the railroad. Similarly, the riparian habitat can be separated from upland habitat by the railroad bed. For portions of the alternatives, the railroad bed could narrow stream valleys changing and constricting the geomorphology of streams and potentially the floodplain. We recommend assessing and disclosing these impacts as site-specifically as possible for the alternatives to assist in assessing the least environmentally damaging practicable alternative.

Construction Stormwater

It is likely that the proposed project will need to obtain NPDES stormwater construction permits under Section 402 of the Clean Water Act. Depending on the location of the alternatives, the proposed project would need to obtain stormwater construction permits from the EPA for portions of the project in Indian country, and from the States of Utah and Colorado for the portions of the project located in areas under their jurisdiction. The environmental analysis should also include the loading and offloading areas. Depending on the amount of crude oil that could be shipped out, some of the oil transloading facilities on the Fort Berthold Reservation could be used as an example for designs that minimize impacts from spills and stormwater runoff.

Clean Water Act § 401 Certifications

Depending on the final alignment the applicant may need to obtain a Clean Water Act Section 401 water quality certification for any federal permits that may result in a discharge to a WOTUS, including both Section 402 permits and Section 404 permits. Such certifications are issued by states when the discharge originates in an area of state jurisdiction, and by EPA or a Tribe when the discharge originates in Indian country. We recommend that the applicant coordinate with the State(s), Tribes and EPA throughout the §402 and §404 permitting processes.

Air Quality

The Uinta basin is a nonattainment area for the 2015 8-hour ozone standard. There is a substantial amount of existing air quality analysis including the Utah Air Resource Management Strategy (ARMS) modeling platform prepared for and modified for use in EISs for oil and gas development in the area. These air quality documents will also be useful in assessing cumulative impacts and potential indirect impacts from induced oil and gas development.

For the portions of the project that occur within the nonattainment area an evaluation of applicability of the Clean Air Act's General Conformity and Transportation Conformity requirements will be necessary. The EPA has assisted other federal agencies in understanding the aspects of Conformity requirements and are available to discuss these requirements for this project if that would be helpful.

For additional detail, we are enclosing our May 14, 2019 air quality pre-scoping letter. We appreciate that the Federal Register notice included consideration of air quality impacts analyses and greenhouse gas emissions. We also appreciate the consideration of analyses for construction impacts on air quality. The enclosed detailed comments reiterate our specific recommendations for the analyses and should continue to be a useful resource as the Draft EIS is developed.

Environmental Justice and Community Impacts Concerns

Three of the census blocks around Myton, Utah indicate there may be potential Environmental Justice communities that could be adversely affected by the proposed project. For communities, including Environmental Justice communities, impacts from noise, vibration, dust and other air emissions during both construction and operation should be considered. Similarly, there may be impacts from a new rail line to traffic, emergency response times, neighborhood connectivity, etc. that could warrant analysis in the EIS.

Closing

We appreciate your consideration of our comments at this early stage of the process. These comments are intended to help ensure a thorough assessment of the project's environmental impacts, adequate public disclosure, and an informed decision-making process. If further explanation of our comments is desired, please contact me at (303) 312-6500 hubner.matt@epa.gov or my supervisor Philip Strobel at (303) 312-6704 strobel.philip@epa.gov.

Sincerely,



Matt Hubner
NEPA Branch

Enclosure



**UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 8**

1595 Wynkoop Street
Denver, CO 80202-1129
Phone 800-227-8917
www.epa.gov/region8

May 14, 2019

Ref: 8ORA-N

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

Dear Mr. Wayland:

This letter outlines the Environmental Protection Agency Region 8's recommendations for developing an air quality analysis for the proposed new Uinta Basin railroad. We are sending these comments early in the NEPA process to improve efficiencies in developing the air quality analysis and technical reports for the EIS; especially in Uinta Basin ozone standard non-attainment area. The information should also be used for assessing air quality impacts in near the rail line and termini. Several communities, including potential environmental justice communities, are located along the proposed Railroad alternatives. These comments are in addition to our comment letter sent to on May 9, 2019 in response to the Surface Transportation Boards letter of April 10, 2019.

Initial Recommendations Air Quality Analysis for Uinta Basin Railroad

- I. Alternatives – Discuss and identify activities and air pollution sources from construction and operation of the rail line. Include any differences in impacts associated with the alternatives. Include enough detail of the rail termini to determine the level and type of activity at the termini in the Uinta Basin, including whether there will be several termini. For example, frequently there are separate termini for unloading fracking sand and loading oil shipments. Also identify locations for turnouts where trains may be idling for extended periods of time.
- II. Disclose existing conditions for air quality
 - a. Criteria pollutant background concentrations based on existing monitoring data.
 - i. Include discussion of current ozone nonattainment in the Uinta Basin.
 - b. Air Quality Related Values – trends at Class I areas and any Class II areas with sensitive resources
 - i. Visibility
 - ii. Nitrogen and sulfur deposition
 - iii. Current conditions for lakes – Acid Neutralizing Capacity
 - c. Any available monitoring information for air toxics/hazardous air pollutants (HAPs)
- III. Analysis of impacts
 - a. Calculate emissions from the construction and operation of the railway.

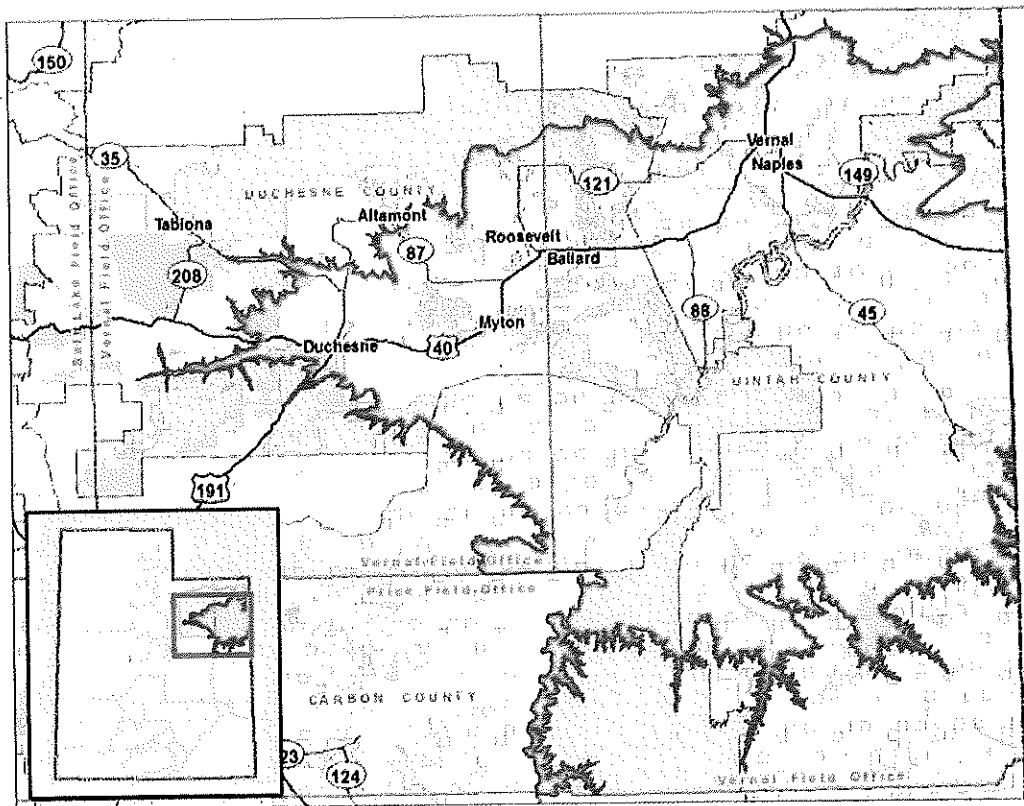
- i. Criteria Pollutants
- ii. HAPs
- iii. GHGs
- b. Identify any sensitive receptors (such as residences) that are proximal to proposed routes.
 - i. Based on emissions inventory and proximity, is a quantitative analysis warranted for any portion of the rail line?
 - ii. If there will be a rail yard at the terminus do emission levels or the presence of receptors warrant a quantitative analysis?
 - iii. We recommend consulting with EPA once emissions have been estimated and receptors have been identified to discuss if additional air quality analysis would improve the disclosure of air quality impacts.
- c. Far-Field impacts
 - i. Do emissions warrant quantitative analysis?
 - ii. If not, qualitative analysis.
 - iii. AQRVs – qualitative or quantitative based on emissions.
 - iv. We recommend consulting with EPA once emissions have been estimated to assist in determining an approach for the far-field analysis.
- d. Cumulative impacts
 - i. Discuss UT Air Resource Management Strategy modeling platform and modified version used for EISs in the basin. Discuss limitations and uncertainty and difficulty in modeling winter ozone.
 - ii. Calculate downstream emissions from fossil fuel combustion transported by railway.
 - iii. Estimate emissions reduction from reduced trucking.

IV. General Conformity in the Uinta Basin, Utah Ozone Nonattainment Area

- a. By the maps provided by the federal Surface Transportation Board's letter of April 10, 2019, it appears that a portion of any of the three rail line alternatives being considered would pass through part of the Uinta Basin 2015 8-hour Ozone nonattainment area (NAA). Therefore, for those portions of the rail project that would be located within the boundaries of Uinta Basin ozone NAA, the provisions of the EPA's General Conformity rule would need to be addressed. The General Conformity rule requires that for federal actions in the Uinta Basin, a general conformity analysis and/or conformity determination must be completed by the applicable federal agency prior to authorizing the proposed action.

General conformity (ref. CAA section 176(c) and 40 CFR 93, Subpart B; sections 93.150 to 93.165)) applies to federal actions in nonattainment and maintenance areas to ensure that the actions conducted or sponsored by federal agencies are consistent with state/tribal/federal air quality plans established to protect human health and the environment. This means that emissions of air pollutants from planned federal activities do not: cause new violations of the NAAQS; increase the frequency or severity of NAAQS violations; or delay timely attainment of the NAAQS or any interim milestone. We note that general conformity applies in marginal or higher ozone nonattainment areas beginning one year after the effective date of designation (August 3, 2019 for the Uinta Basin 2015 8-hour Ozone NAA

For reference, the figure below depicts the Uinta Basin's 2015 8-hour ozone NAA (areas within the purple boundary.)



If you have any questions or comments regarding NEPA air quality analysis, please to contact me at (303) 312-6870, allen.dana@epa.gov; or Christopher Razzazian (303) 312-6648, razzazian.christopher@epa.gov.

Sincerely,

Dana B. Allen

Dana Allen
NEPA Branch

From: [Whyte, Jennifer](#)
To: [Wayland, Joshua](#); [Uinta Basin Rail Environment](#)
Cc: [Price, Christina](#); [Mary Higgins](#); [Shered Mullins](#)
Subject: BLM Colorado Comments on the Uinta Basin Railroad Colorado Alternative
Date: Monday, August 26, 2019 4:54:23 PM
Attachments: [2019.08.26 Uinta RR BLM Colorado Resources Comments to STB.pdf](#)

Please find attached the comments from BLM Colorado regarding the affects to resources and the request to eliminate the Colorado Alternative.

Jennifer Whyte, MPA
Acting Branch Chief, Lands and Realty
Realty Specialist - Realty Program Lead
Renewable Energy Program Manager
Bureau of Land Management -Colorado State Office
Office: 303-239-3708
Cell: 303-548-2639
Fax:303-239-3799

Email: jwhyte@blm.gov



United States Department of the Interior

BUREAU OF LAND MANAGEMENT

Colorado State Office
2850 Youngfield Street
Lakewood, Colorado 80215-7210
www.co.blm.gov



In Reply Refer To:
2800 (P)
COC-79637(P)
CO923

AUG 26 2019

CERTIFIED MAIL – Return Receipt Requested

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

Dear Mr. Wayland,

The comments in this letter are in response to your request regarding Docket No. FD 36284 – Seven County Infrastructure Coalition – Construction and Operation Exemption.

While the Surface Transportation Board's Office of Environmental Analysis is in the process of scoping for the Environmental Impact Statement, the Bureau of Land Management (BLM) would like to submit the following comments for consideration in determining resource impacts of the Craig Alignment Alternative. Due to the impacts to resources, we ask that this alternative be eliminated from further analysis.

Wildlife: Greater Sage-Grouse

According to the 2019 Northwest Colorado Greater Sage-Grouse Approved Resource Management Plan Amendment (ARMPA), the Craig Alignment Alternative of the Proposed Uinta Basin Railway is inconsistent with our management decisions (see enclosure). Management Decision-Lands and Realty 3 (MD-LR 3) states that no new roads or above ground structures would be authorized within one mile of an active lek unless there would be negligible effects to Greater Sage-Grouse (GRSG) or it would prevent implementation of a more detrimental alternative. The Craig Alignment Alternative is within one mile of five active leks (and within one-quarter mile of three active leks) in one of Northwest Colorado's most prolific habitat areas, Axial Basin.

Priority Habitat Management Areas (PHMA) and General Habitat Management Areas (GHMA) are managed as right-of-way (ROW) avoidance areas unless it is clear there is no ill effect to

GRSG or that the effect could be offset by mitigation. The route could be allowed in this area but would require the proponent to adequately mitigate any effects to GRSG. An amendment allowing for a ROW corridor through this area would likely be highly controversial and complex.

MD-LR 10 states that new ROW corridors in PHMA should be designated only where there is a compelling reason to do so and location would not adversely affect GRSG populations due to habitat loss or disruptive activities.

In addition to the issues of plan conformance and impacts to GRSG, the Little Snake and White River Field Offices (LSFO, WRFO) identified other resources concerns explained below.

Wildlife: Columbian Sharp-tailed Grouse, Big Game, Raptors, Black-footed Ferret

The Craig Alignment Alternative has the potential to cause significant impacts to wildlife species within the LSFO and WRFO. The Craig Alignment Alternative crosses important habitat for Columbian sharp-tailed grouse. Disruptive impacts to sharp-tailed grouse would occur from construction and operation of the railway. Noise disturbances would impact this species, possibly leading to displacement from suitable habitat along the route. The Craig Alignment Alternative is near several sharp-tailed grouse leks and would potentially lead to a reduction in lek attendance and lek abandonment.

The Craig Alignment Alternative also crosses important winter habitat for big game species, including pronghorn, mule deer and elk. These species could be displaced from suitable habitat during the critical winter period, which has the potential to increase winter mortality. Train operation could have impacts to big game migration corridors through direct mortality of animals or altering movement patterns. Other wildlife considerations would need to be addressed, including surveys for suitable raptor habitat.

The U.S. Fish and Wildlife Service would need to be informed of the proposal for consultation. The route would travel through the Wolf Creek Management Area (MA) that is managed for a reintroduced population of black-footed ferrets. Depending on how much habitat is impacted, some mitigation may be required. The project area in the MA would need prairie dog surveys to analyze for impacts to the black-footed ferret.

State Wildlife Areas (SWA)

The proposed route goes through the Bitter Brush State Wildlife Area in the following location:

Sixth Principal Meridian, Colorado

T. 6 N., R. 96 W.,

sec. 22, E1/2SE1/4;

sec. 23, W1/2SW1/4.

The proposed route then skirts the eastern edge of the SWA in sec. 26 and 35 of the same Township and Range. The SWA states that vehicle access is restricted to two county roads in this

area. LSFO has been performing route-by-route evaluations for a travel management process which currently proposes to close almost all routes entering the SWA from public lands, with the exception of those requested by the Colorado State Land Board to use for administrative access.

Right-of-Way Conformance

The current Craig Alignment Alternative follows some of the designated West Wide Energy Corridors, however, the majority of the line does not lie within an existing ROW corridor. The LSFO Resource Management Plan (RMP) encourages ROWs within existing corridors. The remainder of the area will be open for consideration of ROWs on a case-by-case basis, with stipulations identified during activity level environmental reviews.

A ROW application/grant would be required by the proponent in order to use public lands for systems or facilities. Access permits from Highway 40 would need to be coordinated through the Colorado Department of Transportation.

Paleontological Resources

There is limited information characterizing paleontological resources along this route, and the BLM would require additional surveys in accordance with Paleontological Resources Protection Act.

Sensitive Plant Species

BLM Manual 6840: Special Status Species Management (Manual) provides policy guidance to manage Bureau sensitive species and their habitats to minimize or eliminate threats affecting the status of the species or to improve the condition of the species habitat.

A segment of the proposed route passes through historical occurrences of three species identified in the BLM Colorado State Director's Sensitive Species List: *Penstemon yampaensis*, *Cryptantha caespitosa*, and near a historical occurrence of *Oxytropis besseyi* var. *obnapiformis*. The Manual requires that BLM take action to improve the status of these species. Prior to construction, a qualified botanist must complete a plant survey. If these species are found in the proposed route, the route may be altered to avoid them. BLM Colorado and the Colorado Natural Heritage Program (CNHP) have a data sharing agreement that requires any new occurrences of these three species be documented in the CNHP BIOTICS Database.

Visual Resource Management (VRM)

The proposed Craig Alignment Alternative goes through Class II, III, and IV visual resource management areas, as designated by the Little Snake RMP, all of which would need to be considered for potential impacts. The proposed route crosses through the Little Yampa Canyon Special Recreation Area, which is managed to retain VRM Class II.

The route is also within the Dinosaur Trail Master Lease Plan area, designated as VRM Class II. Special stipulations would apply that provide extra prescriptions on visuals, noise, lighting, and

coordination with Dinosaur National Monument. Plan conformance for visual resource management requirements would be difficult to meet in VRM Class II areas and could require a land use plan amendment.

Lands with Wilderness Characteristics (LWC)

Public lands on the north side of US 40 are in the M F Mountain LWC area which is a Tier II LWC area designated by the Little Snake RMP. Tier II LWCs are managed as a ROW avoidance area.

Cultural Resources

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.

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.

Additional Considerations


Reclamation and weed treatment would be an important requirement if this project comes to fruition.

There is an existing electric rail line from the coal mine. The LSFO recommends consideration of the current line and how the proposed line would coalesce.

The considerations mentioned above are only some of the topics that would be analyzed for the Craig Alignment Alternative, though the BLM believes these issues to be compelling enough to remove the Craig Alignment Alternative from further analysis. The BLM has not received data on other route alternatives considered for analysis, but would like the opportunity to submit additional information.

If you have any questions regarding our comments, please contact Jennifer Whyte, Acting Chief, Branch of Lands and Realty at (303) 239-3708 or jwhyte@blm.gov.

Sincerely,



Jamie E. Connell
State Director, BLM Colorado

Enclosure

GRSG Management Decisions Relating to the Proposed Craig Alignment (2 pp)

GRSG Management Decisions Relating to the Proposed Craig Alignment:

MD LR-1: Manage areas within PHMA as avoidance areas* for BLM ROW permits. (See Appendix G, Stipulations Applicable to Fluid Mineral Leasing and Land Use Authorizations.)

MD LR-2: Manage areas within GHMA as avoidance areas* for major (transmission lines greater than 100 kilovolts and pipelines greater than 24 inches) and minor BLM ROW permits. (See Appendix G, Stipulations Applicable to Fluid Mineral Leasing and Land Use Authorizations.)

***GRSG PHMA ROW Avoidance** ROWs may be issued after documenting that the ROWs would not adversely affect GRSG populations based on the following criteria:

- Location of proposed activities in relation to critical GRSG habitat areas as identified by factors, including, but not limited to, average male lek attendance and/or important seasonal habitat.
- An evaluation of the potential threats from proposed activities that may affect the local population as compared to benefits that could be accomplished through compensatory or off-site mitigation.
- An evaluation of the proposed activities in relation to the site-specific terrain and habitat features. For example, within 4 miles from a lek, local terrain features such as ridges and ravines may reduce the habitat importance and shield nearby habitat from disruptive factors.

MD LR-3: No new roads or above-ground structures would be authorized within 1 mile of an active lek. Above-ground structures are defined as structures that are located on or above the surface of the ground, including but not limited to: roads, fences, communication towers, and/or any structure that would provide perches.

Above-ground structures would only be authorized if:

- It is consistent with the overall objective of the RMP Amendment.
- The effect on GRSG populations or habitat is nominal or incidental.
- Allowing the exception prevents implementation of an alternative more detrimental to GRSG or similar environmental concern, and;
- Rigid adherence to the restriction would be the only reason for denying the action.

MD LR-5: Any new projects within PHMA would be subject to the 3 percent disturbance cap as described in Appendix E, Methodology for Calculating Disturbance Caps. If the 3 percent disturbance cap is exceeded in PHMA in any Colorado MZ, no new ROW would be authorized in PHMA within that biologically significant unit (Colorado populations) and proposed project analysis area (Colorado MZ), unless site-specific analysis documents no impact to GRSG. Within existing designated utility corridors, the 3 percent disturbance cap may be exceeded at the project scale if the site specific NEPA analysis indicates that a net conservation gain to the species will be achieved. This exception is limited to projects which fulfill the use for which the corridors were designated (ex., transmission lines, pipelines) and the designated width of a corridor will not be exceeded as a result of any project co-location.

MD LR-6: Prohibit surface occupancy and surface-disturbing activities associated with BLM ROW within 4 miles from active leks during lekking, nesting, and early brood-rearing (March 1 to July 15). (See special stipulations applicable to GRSG PHMA ROW TL.)

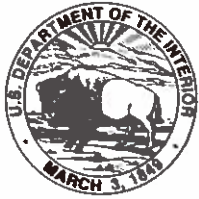
MD LR-10: (PHMA) Designate new ROW corridors in GRSG PHMA only where there is a compelling reason to do so and location of the corridor within PHMA will not adversely affect GRSG populations due to habitat loss or disruptive activities.

From: [Higgins, Mary](#)
To: [Wayland, Joshua](#); [Uinta Basin Rail Environment](#); [Shered Mullins](#); [Kevin Oliver](#); [Christina Price](#); [Quincy Bahr](#)
Cc: [Matthew Preston](#); [cconrad](#); [Roger Bankert](#); [Gerald Kenczka](#)
Subject: BLM Utah comments on the Uinta Basin Railway Project
Date: Tuesday, September 03, 2019 4:42:55 PM
Attachments: [Utah Scoping Comments Signed.pdf](#)

Attached are Utah BLM's preliminary scoping comments for the project.
A hard copy will be sent to the NEPA contractor in the mail tomorrow. Please let me know if you have any questions.

Mary Higgins, Realty Specialist

BLM, Utah State Office
440 West 200 South, Suite 550
Salt Lake City City, UT 84111
Office (801) 539-4105
email mhiggins@blm.gov



United States Department of the Interior



BUREAU OF LAND MANAGEMENT
Utah State Office
440 West 200 South, Suite 500
Salt Lake City, UT 84101-1345
<http://www.blm.gov/utah>

SEP - 3 2019

In Reply Refer To:
2800 (UT-921)
UTU-094286

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9489 0090 0027 6140 9022 79

Surface Transportation Board
Attn: Joshua Wayland, Ph.D.
c/o ICF
9300 Lee Highway
Fairfax, VA 22031

Dear Mr. Wayland:

The Bureau of Land Management (BLM), Utah State Office is providing this preliminary response to your request for comments on "*The Seven County Infrastructure Coalition Rail Construction & Operation in Utah, Carbon, Duchesne, and Uintah Counties, Utah*, (the Proposal)," listed under Docket Number FD 36284.

Our preliminary review of the public lands affected by the Proposal are as follows:

1. The Indian Canyon Route as currently proposed would cross approximately 1.6 miles of Federal surface estate within the Salt Lake Field Office, and 1.3 miles within the Price Field Office.
2. The Wells Draw Route as currently proposed would cross approximately 1.6 miles of Federal surface estate within the Salt Lake Field Office, 1.3 miles within the Price Field Office, and 54.7 miles within the Vernal Field Office.
3. The Craig Route as currently proposed would cross approximately 33 miles of Federal surface estate within the Vernal Field Office.
4. A new right of way would be subject to mineral development on the Federal surface/mineral estate parcels. This also includes both State and private parcels with a reservation of minerals to the U.S, and Federal mineral interests held in trust for the Indian Tribes.
5. The Proposal may impact authorized mineral leases. The applicant would be required to work with permit holders to mitigate impacts to their existing rights.
6. Any of the three proposed routes may require land use plan amendments for the three associated resource management plans to ensure a major infrastructure project, such as a

rail line, is in conformance with the plans in order to be considered for approval by the BLM.

7. The Wells Draw route, as proposed, would cross the Lears Canyon Area Critical Environmental Concern (ACEC) (T. 11 S., R. 13 E.) and the Nine Mile Canyon ACEC (T. 11 S., R. 14 E.). Any development within the ACECs will have to ensure the values for which the ACEC was designated are protected.
8. The terminus point of the Indian Canyon and Wells Draw routes would cross at least one Greater Sage-Grouse Priority Habitat Management Area.
9. The Proposal may impact Federally listed threatened and endangered species habitat, as well as habitat for BLM sensitive species. Impacts to all these species must be in the Environmental Impact Statement (EIS), as well as all the necessary consultations for listed species. In addition, the EIS should consider impacts to and plan conformance with management for visual resources, historic or cultural sites, fish, wildlife, soils and vegetation, big game migration and winter/spring range habitat for moose, elk, mule deer, pronghorn and bighorn sheep, wilderness characteristics, wild and scenic rivers, recreation opportunities, and mineral development opportunities.
10. The Proposal may also effect public health and safety, air quality, wildland fire risk, firefighter safety, and increased construction and traffic on roadways.
11. The BLM has notified adjacent and nearby land use permit holders as the railway may present conflicts with current land uses. The applicant will be required to work with these permit holders to mitigate impacts to their existing rights.

The BLM, as a cooperating agency, appreciates the opportunity to review and comment on the Proposal and anticipates further more in-depth analysis throughout the EIS process.

If you have any questions, please contact Shered Mullins, Project Manager, at 435-688-3225, or by e-mail at s5mullin@blm.gov.

Sincerely,



Edwin L. Roberson
State Director



United States Department of the Interior

OFFICE OF THE SECRETARY

Office of Environmental Policy and Compliance
Denver Federal Center, Building 67, Room 118
Post Office Box 25007 (D-108)
Denver, Colorado 80225-0007

August 1, 2019

ER 19/0266

Joshua Wayland
Surface Transportation Board
9300 Lee Highway
Fairfax, VA 22031

Dear Mr. Wayland:

The Department of the Interior (Department) has reviewed the Notice of Intent (NOI) from the Surface Transportation Board to prepare an Environmental Impact Statement (EIS) for the Seven County Infrastructure Coalition (Coalition) Rail Construction and Operation in Utah, Docket No. FD 36284. The Coalition proposes to construct and operate an approximately 80-mile rail line. The Coalition anticipates that shippers would use the proposed rail line to transport crude oil, gilsonite, coal, and other mineral and agricultural products out of the Uinta Basin to markets across the United States.

The Coalition's preferred route would extend generally southwest from terminus points near Myton and Leland Bench, Utah, through Indian Canyon to a connection with an existing rail line owned by Union Pacific Railroad Company near Kyune, Utah (Indian Canyon Route). The Indian Canyon Route is located in Utah, Carbon, Duchesne, and Uintah Counties. The Coalition has identified two potential alternatives to the Indian Canyon Route that would be economically and technically feasible. One of those proposed alternatives would connect the terminus points near Myton and Leland Bench to the Union Pacific (UP) rail line near Kyune (Wells Draw Route) by following Wells Draw and Argyle Canyon, crossing Utah, Carbon, Duchesne, and Uintah Counties in Utah. The second proposed alternative (Craig Route) 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.

U.S. Fish and Wildlife Service (USFWS) Comments

The USFWS submits the following comments pursuant to our authorities under the National Environmental Policy Act, Endangered Species Act, and Migratory Bird Treaty Act.

Threatened and Endangered Species

Federal agencies have specific responsibilities under section 7 of the Endangered Species Act (ESA). You submitted a list of federally threatened and endangered species that may occur in the project area on April 10, 2019. We agree with your species list, and recommend you review the proposed action and determine if it will affect any listed species or critical habitat. If you determine, with our concurrence, that the action is not likely to adversely affect listed species or critical habitat, the consultation process is complete, and no further action is necessary.

Formal consultation (50 CFR 402.14) with us is required if you determine that an action is “likely to adversely affect” a listed species or will result in jeopardy or adverse modification of critical habitat (50 CFR 402.02). You should also confer with us on any action which is likely to jeopardize the continued existence of any proposed species or result in the destruction or adverse modification of proposed critical habitat (50 CFR 402.10). A written request for formal consultation or conference should be submitted to us with a completed biological assessment and any other relevant information (50 CFR 402.12).

We also direct your attention to section 7(d) of the ESA, as amended, which underscores the requirement that the Federal agency or the applicant shall not make any irreversible or irretrievable commitment of resources during the consultation period which, in effect, would deny the formulation or implementation of reasonable and prudent alternatives regarding their actions on any endangered or threatened species.

Only a Federal agency can enter into formal ESA section 7 consultation with the USFWS. A Federal agency may designate a non-Federal representative to conduct informal consultation or prepare a biological assessment by providing written notice of such a designation. The ultimate responsibility for compliance with ESA section 7, however, remains with the Federal agency.

Migratory birds

The Migratory Bird Treaty Act (MBTA) is the cornerstone of migratory bird conservation and protection in the United States. The MBTA implements four treaties that provide for international protection of migratory birds. The USFWS maintains a list of all species protected by the MBTA at 50 C.F.R. § 10.13. This list includes over one thousand species of migratory birds, including eagles and other raptors, waterfowl, shorebirds, seabirds, wading birds, and passerines. The MBTA does not protect introduced species such as the house (English) sparrow, European starling, rock dove (pigeon), Eurasian collared-dove, and non-migratory upland game birds.

The USFWS offers the following conservation recommendations for inclusion in your project description to conserve migratory birds:

- a. Any ground-disturbing activities or vegetation treatments should be performed before migratory birds begin nesting or after all young have fledged;
- b. If activities must be scheduled to start during the migratory bird breeding season, steps should be taken to prevent migratory birds from establishing nests in the potential impact

area. These steps could include covering equipment and structures and use of various excluders (e.g., noise). Birds can be hazed to prevent them from nesting until egg(s) are present in the nest. Do not haze or exclude nest access for eagles and threatened or endangered species;

- c. If activities must be scheduled during the migratory bird breeding season, a site-specific survey for nesting birds should be performed starting no more than 7 days prior to ground-disturbing activities or vegetation treatments. Birds with eggs or young cannot be hazed, and nests with eggs or young cannot be moved until young are no longer dependent on the nest. Confirmation that all young have fledged should be made by a qualified biologist; and,
- d. If nesting birds are found during the survey, appropriate seasonal or spatial buffers should be established around nests. Vegetation treatments or ground-disturbing activities within the buffer areas should be postponed until the birds have left the nest. A qualified biologist should confirm that all young have fledged.

We recommend the use of the *Utah Field Office Guidelines for Raptor Protection from Human and Land Use Disturbances* (Romin and Muck 2002) to provide consistent application of raptor protection measures and full compliance with environmental laws regarding raptor protection. We provide recommendations for raptor surveys and conservation measures to ensure that proposed projects will avoid adverse impacts to raptors. Locations of existing raptor nests should be identified prior to the initiation of project activities. Appropriate spatial buffer zones of inactivity should be established during crucial breeding and nesting periods relative to raptor nest sites or territories. Raptor arrival at nesting sites can occur as early as December for certain species. Nesting and fledging can continue through August.

Greater sage-grouse

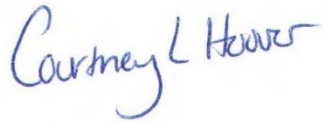
The Indian Canyon and Wells Draw routes cross habitat managed for greater sage-grouse. Specifically, the Indian Canyon and Wells Draw routes cross the Carbon sage-grouse management area (SGMA) and the Wells Draw route is within 100 feet of the Uintah SGMA. These SGMAs are identified as a high priority area for sage-grouse conservation by the state of Utah (State of Utah 2019). The routes additionally cross a Priority Habitat Management Area (PHMA) managed by the Bureau of Land Management (BLM). The BLM manages PHMA to exclude or avoid disturbance to greater sage-grouse and their habitat, and to minimize impacts where they cannot be avoided (BLM 2019). Finally, each route is within 1-mile of the Anthro Mountain PHMA unit managed by the Forest Service for sustainability of greater sage-grouse populations (USFS 2019). We recommend you follow conservation guidance identified in the relevant management plans, including the *Utah Conservation Plan for Greater Sage-Grouse* (State of Utah 2019), *Utah Greater Sage-Grouse Approved Resource Management Plan Amendment* (BLM 2019), and the *Draft Land Management Plan Amendment for National Forest System Land in Utah* (USFS 2019).

Mr. Wayland

4

We appreciate the opportunity to provide these comments. If you require further assistance or have questions about our comments, please contact Joe Moore at (385) 285-7921 or joseph_moore@fws.gov.

Sincerely,

A handwritten signature in blue ink that reads "Courtney L Hoover". The signature is written in a cursive, flowing style.

Courtney Hoover
Regional Environmental Officer
Office of Environmental Policy and Compliance

Wayland, Joshua

From: Jeff Comstock <jcomstock@moffatcounty.net>
Sent: Tuesday, August 06, 2019 10:37 AM
To: Wayland, Joshua
Subject: Scoping Comments-Moffat
Attachments: Moffat Scoping Comments- Uinta Basin Rail project 8-2019.pdf

Josh,
See attached Moffat County's Scoping Comments for the STB Uinta Railway EIS.
Please contact me with any questions.
Thank you.

Jeff Comstock, Director
Moffat County Natural Resources Dept.
221 W. Victory Way, Suite 130
Craig, Colorado 81625
Phone: (970) 826-3400



VIA EMAIL

August 5, 2019

Joshua Wayland
Environmental Protection Specialist
Surface Transportation Board
Office of Environmental Analysis
C/O 9300 Lee Highway
Fairfax, VA 22031

Re: Uinta Basin Railway Cooperating Agency Request – Docket No. FD 36284

Mr. Wayland,

Moffat County appreciates the ability to provide scoping comments on the Uinta Basin Railway. This letter also follows up on our one-on-one discussions while you were present during the scoping meeting July 16, 2019 in Craig, Co. As Commissioner Beck testified during the public scoping meeting, Moffat County sees several opportunities a railroad through Craig could offer, we also see several issues that need addressing by either the Seven County Coalition or the Surface Transportation Board (STB). After several formal and informal discussions with the Seven County Coalition over the last year, as well as interactions with yourself and other STB staff, Moffat County offers the following scoping comments:

1. Cooperating Agency Status must be Granted to Moffat County:

Moffat County adamantly disagrees with the STB's statements that they will not be inviting local governments to be a Cooperating Agency. Cooperating Agency status for local governments is a most basic principle that must be adhered to. The STB is bound to NEPA and therefore the Council on Environmental Quality's direction to include local governments as a Cooperating Agency. Aside from obeying the law, STB's process will be more lengthy and less informed than it would be, because the STB is missing out on knowledge and information from local governments during the early stages of this EIS. Rather, the STB is choosing to use the formal public hearing process to get its information from local governments, which will add delay and missed information that could have streamlined the EIS through the Cooperating Agency process. Maybe the greatest benefit from the STB granting Moffat County Cooperating Agency status would be utilizing Moffat's local expertise early during planning process, to solve issues before they become unmanageable. In addition, Moffat County has become aware several landowners along the proposed route are becoming more skeptical and distrusting of the project because their elected representatives are being denied Cooperating Agency status. The perception exists, if the STB cannot be inclusive and open with the elected County Commissioners, there is little chance they would be straight forward with individual landowners. Moffat County once again requests the STB invite the Moffat County Commissioners to be a Cooperating Agency in the Uinta Basin Railway project.

2. Colowyo Connection: Moffat County has previously described a substantive error in assumptions with the proposed Craig Route. The project asserts to tie into the Union Pacific line south of Craig, when actually it is not a Union Pacific rail, but rather it is 100% privately owned rail by Colowyo Mine and their parent corporation, Tri-State. As we brought this issue forward, the response we have been given is that Union Pacific has rights to that rail and Union Pacific could conduct something similar to a sublease to the Uinta Basin Rail. Moffat has confirmed that is not possible and Union Pacific cannot in any way grant permission to utilize Colowyo's rail. The Seven County Coalition must begin discussions with Tri-State and Colowyo and resolve the issue of connecting to the Colowyo rail.
3. Operational Feasibility beyond Craig: As the Surface Transportation Board analyzes the geographic constraints in each alternative, as well railway operations, Moffat County requests this analysis be conducted not only on the route from Myton to Craig, but also from Craig to the main rail lines at the I-70 connection. We request this analysis because local experiences suggest grade issues and Positive Train Control issues between Steamboat and rail along I-70 may be the bottleneck that changes feasibility of the Craig Route.
4. Environmental Impacts: Moffat County has repeatedly requested an initial review of the wildlife Conservation Easements which exist along the Craig Route. We have described stipulations recently placed in the NW Colorado Sage Grouse Conservation Plan and described hurdles that would need to be addressed with existing Conservation Easements a federal nexus. Feasibility of crossing these easements with a rail line must be assessed in order to determine impacts to the project from federally funded easements, sage grouse regulations, and big game regulations.
5. Rail Crossings on County Roads / PUC Involvement: As Moffat County was researching the 10 Moffat County Road crossings proposed by the Uinta Basin Rail project, we were informed the Colorado Public Utilities Commission asserts jurisdiction over all safety aspects of rail crossings intersecting public roads, including State Highways and County Roads. We offer that the STB consider reaching out to the Colorado PUC regarding their assertion.
6. Social License to Operate: The single biggest hurdle to overcome will be social acceptance of a new rail, whichever route is selected. We are living in an age where the public expects to be more informed about projects than ever in history. This is the first new railway of this scale in over 60 years, and a social license to operate and public support is demanded today at a level not experienced 60 years ago. We compliment the proactive attitude of the Seven County Coalition in attempting to coordinate with local stakeholders and landowners in advance of the STB Environmental Impact Statement process. However, significantly more coordination must exist throughout this EIS in order to address concerns of those most directly impacted by the proposed rail, landowners. We request the STB add an additional level of public and landowner involvement into the EIS process, rather than relying only on the formal process with landowners and stakeholders specifically.

Respectfully,



Don Cook, Chairman
Moffat County Commissioner

Wayland, Joshua

From: Sindy Smith <sindysmith@utah.gov>
Sent: Thursday, August 15, 2019 3:29 PM
To: Wayland, Joshua
Subject: Comments: Seven County Infrastructure Coalition Uinta Basin Railway Project
Attachments: 69646 STB Scoping Comments.pdf

Joshua,

Please find attached scoping comments concerning the Uinta Basin Railway project.

Thank you,

Sindy

--

Sindy Smith
RDCC Coordinator
Resource Development Coordinating Committee
Public Lands Policy Coordinating Office

Capitol Complex
5110 State Office Building
Salt Lake City, UT 84114
sindysmith@utah.gov
801-537-9193

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State of Utah

GARY R. HERBERT
Governor

SPENCER J. COX
*Lieutenant
Governor*

Office of the Governor PUBLIC LANDS POLICY COORDINATING OFFICE

KATHLEEN CLARKE
Director

August 15, 2019

Submitted via electronic mail: Joshua.Wayland@stb.gov

Joshua Wayland, Ph.D.
Environmental Protection Specialist
Surface Transportation Board
Office of Environmental Analysis
395 E. Street, SW
Washington, D.C. 20423

Subject: Seven County Infrastructure Coalition – Rail Construction & Operation – in Utah, Carbon, Duchesne, and Uintah Counties – Scoping Comments
Docket No. FD 36284
RDCC Project No. 69646

Dear Mr. Wayland:

The State of Utah appreciates the opportunity to review the notice of intent to prepare an environmental impact statement (EIS) and the draft scope of study (DSS) for the EIS. The State strongly supports the Coalitions' proposed preferred Indian Canyon Route, which connects to Union Pacific's railroad, as the most feasible and environmentally practical option. The State previously provided comments on May 9, 2019 and incorporates those comments by reference. In collaboration with the School and Institutional Trust Lands Administration (SITLA), the State provides the following comments.

School and Institutional Trust Lands Administration

Background

Utah's school and institutional trust lands were granted during statehood by Congress under the Enabling Act of 1894, for the financial support of the State's K-12 public schools and 11 other public institutions. SITLA is an independent state agency, created in 1994 because of the need to manage these lands for perpetual benefit. SITLA has approximately 4.4 million mineral acres and 3.5 million surface acres in its portfolio, located throughout Utah.

**Seven County Infrastructure Coalition – Rail Construction & Operation – in
Utah, Carbon, Duchesne, and Uintah Counties – Scoping Comments**

August 15, 2019

Page 2

Financial Impact to Utah's School Trust

The Indian Canyon Route does not have immediate foreseeable impact to SITLA lands or associated contracts with its lessees and provides for an efficient method of transportation that can enhance revenues to the trust through increased oil and gas royalties.

Utah's school and institutional trust lands were granted during statehood by Congress under the Enabling Act of 1894, for the financial support of the State's K-12 public schools and 11 other public institutions. SITLA is an independent state agency, created in 1994 because of the need to manage these lands for perpetual benefit. SITLA has approximately 4.4 million mineral acres and 3.5 million surface acres in its portfolio, located throughout Utah.

SITLA beneficiaries have received more than \$1 billion in payments associated with oil and gas, since 1994. These payments are deposited into its permanent trust fund and invested in a balanced market portfolio, providing perpetual benefit through annualized earnings. The fund is approximately \$2.5 billion and will pay public schools more than \$82 million in endowment earnings for 2019. Emphasis of revenues generated from oil and gas cannot be overstated. In particular, the basis dollars alone account for roughly 42 percent of today's permanent fund. This demonstrates the importance of efficiently monetizing finite oil and gas resources into significant future cash flows through investment growth strategies.

Per SITLA's future resource management, the oil and gas development outlook is increasingly constrained from both a land position and infrastructure perspective. In other words, SITLA relies on production sharing to generate revenue from its minerals within the heart of the Uinta Basin. Because of this sharing methodology, SITLA's beneficiaries require enhanced recovery techniques in order to efficiently monetize their minerals. With the advent of horizontal drilling technology, oil production is now capable of volumes not seen in the Uinta Basin prior to 2015. However, the current infrastructure is limiting daily production volumes to local Salt Lake City refining capacity and pricing constraints. This limitation can be surpassed with the railway project and thereby multiply economic output by supplying additional barrels of oil to competitive markets outside of Utah.

SITLA received 91.5 percent of its oil production from the Uinta Basin, but that only accounted for a staggering .8 percent of the total 2018 oil production in the Basin. This equates to roughly \$11 million in oil revenue to SITLA for 2018, which conservatively stands to double to \$22 million with the railway. Industry experts are testifying before the Utah Division of Oil, Gas and Mining on the merits of oil recovery factors stemming from 1,280-acre spacing units. Each 1,280-acre spacing unit is believed to hold an estimated ultimate recovery of 32 million barrels of oil, or 32 wells with 1 million barrels of oil each. However, this type of full development is not attainable unless takeaway capacity is increased dramatically. Currently, the 1,280-acre spacing units are not able to realize full development of 32 wells because operators have already reached maximum capacity with the Salt Lake City refineries. As a result of this bottleneck, large portions of these 1,280-

**Seven County Infrastructure Coalition – Rail Construction & Operation – in
Utah, Carbon, Duchesne, and Uintah Counties – Scoping Comments**

August 15, 2019

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acre units are not being drilled, which leaves no room for production growth or incentive to increase drilling with capital investment in Utah.

Alternatives reviewed under the DSS

Two alternatives are addressed in the DSS: the Wells Draw and the Craig Routes. The Wells Draw Route will cause an additional 25 miles of surface disturbance, while the Craig Route causes an additional 105 miles of disturbance. From a cost-benefit perspective, SITLA is assuming that the additional surface disturbance could only be justified if there were some major defects to the Indian Canyon Route. The Wells Draw Route cuts through the Greater Monument Butte Unit oil field, which is a well-established producing field, making it a seemingly inconvenient alternative to navigate, while also being a longer route to get to the same place the Indian Canyon Route is going. The Craig Route would impact two additional Bureau of Land Management's Resource Management Plans in Colorado (Little Snake and White River), making the project further entangled in administrative process delays and local-level government uncertainty. In addition, the Craig Route traverses across northeastern Utah, and concerns SITLA because it crosses a block of its land, known as Asphalt Ridge. SITLA currently has a lessee who is planning to drill test wells and shoot seismic in the pathway of this planned route and mitigation measure would be necessary. In short, the Wells Draw and Craig Routes do not appear to have overwhelming advantages for SITLA.

Environmental Considerations under the DSS

The DSS provides for draft-scoping only; the actual environmental constraints are not provided for detailed comparison. The direct and indirect impacts will be analyzed in full detail under the EIS. A smaller direct footprint would be less disruptive and seems appropriate as the preferred option. Indirect or cumulative footprints would be harder to gauge with limited scientific data available and depend on market conditions, such as supply/ demand, type, and quantities of products being transported.

Building a railway to support economic growth is no different than building a highway to support local traffic when it becomes bottlenecked. Socioeconomic impacts appear positive, with benefit to the state through production taxes, job creation and increased commerce. Technological efficiencies provide ways to mitigate adverse environmental impact with strategic route planning and industry best practices aimed at sustainable construction methods and safer standard operating procedures.

Conclusion

Utah's trust lands beneficiaries, including Utah's schoolchildren, would see significant gains by doubling or tripling oil takeaway capacity from the Uinta Basin with the railway construction project. Industry has long been stressing the need for railway infrastructure to transport waxy crude from the Basin because it can enable drilling efficiencies that support investing in oil production programs in Utah. Otherwise expressed,

**Seven County Infrastructure Coalition – Rail Construction & Operation – in
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there has been a local-market ceiling on oil production volumes, up to around 85,000 barrels per day in refinery capacity, which the railway seeks to resolve with access to new market capacity and competitive pricing.

SITLA views the opportunity cost of not constructing the railway as too high to miss out on; it's a rare chance to vastly magnify beneficiary's distributions through a larger fund. The fund has paid beneficiaries roughly \$730 million in total annual endowments since 1994, while the fund itself has grown from about \$60 million to nearly \$2.5 billion, today. The endowment payments provide much needed discretionary spending dollars for public schools and other beneficiaries for an ever growing state population. The success of many future programs depends on building a permanent fund basis large enough to sustain future generations.

The DSS is a step in the right direction because it provides opportunity for efficient markets to grow and operate outside of local refining constraints in Utah. The SCIC, through funding by the Community Impact Board, has provided an opportunistic path forward with the Indian Canyon Route. It is critical that the project be given a chance to succeed; as SITLA's resources risk being stranded without increased production takeaway realized from the railway. The lack of rail means SITLA may never actually monetize its resources to the fullest capability with production scale.

The State looks forward to working with the STB, cooperating agencies, and other various stakeholders throughout the process. The nature of this project is time-sensitive, it warrants an organized and efficient process, which will provide reasonable decision making timelines for investing parties to plan around. Needless delays threaten the confidence of investment, and should be avoided through clear expectation-setting and holding cooperating agencies accountable to Council of Environmental Quality guidelines for National Environmental Policy Act's EIS review process.

The State reserves the right to supplement these comments, in the event the State identifies other specific items to be analyzed by STB. If you have any questions, please contact the Public Lands Policy Coordinating Office.

Sincerely,

A handwritten signature in black ink, appearing to read 'K. Clarke', with a stylized, flowing script.

Kathleen Clarke
Director

From: dvan@ubtanet.com
To: [Uinta Basin Rail Environment](#)
Subject: Environmental Filing, Docket No. 36284
Date: Friday, August 02, 2019 1:58:41 PM
Attachments: [Scan0024 - Letter to Joshua Wayand and Uinta Basin Railway Exhibits.pdf](#)

- > Friday, August 2, 2019
- >
- > Attached is my response to the proposed 'Uinta Basin Railway' on behalf
of the Uinta Valley Shoshone Tribe
- > of the Uinta & Ouray Reservation, Utah.
- > Thank you.

UINTA VALLEY SHOSHONE TRIBE OF UTAHS

UINTA VALLEY & OURAY RESERVATION

UINTA & OURAY AGENCY

P.O. Box 836 — Fort Duchesne, Utah 84026

Tele: 435-725-5340 Fax: 435-722-3425

August 1, 2019

Joshua Wayland
Surface Transportation Board
c/o 9300 Lee Highway
Fairfax, VA 22031
Project e-mail: uinta.eis@icf.com

Attention: Environmental filing, Docket No. FD 36284

Dear Mr. Wayland and Board Members,

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.

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 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.

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.

Three routes have been chosen for study, all of which are located in “Indian Country” within the Uinta Valley Reservation lands:

1) The favored route is “Indian Canyon”, an 80-mile stretch located south of Duchesne City in Duchesne County, which by all accounts from people who live and work there, say the canyon is not only too narrow, but is also unstable and impassable in the winter due to snow and rock slides. This Route would also include two tunnels that constant vibrations from the trains, could cause the rock to shake loose and collapse;

2) “Wells Canyon”, approximately 105-miles long, that houses the Nine Mile Petroglyphs from the Fremont Indian Culture, also located south of Duchesne City and is not a suitable route for the same reasons as that for Indian Canyon;

3) “Craig, Colorado”, is a 185-mile stretch, and the third proposed Route that would run east across the reservation through Ashley Valley, south of Vernal where it would enter Colorado just south of the Dinosaur National Monument on the Utah-Colorado border which also contains relics from the Dinosaur Age and artifacts from the Fremont Indian Culture. This route would be the more favorable choice if we could choose. The land is relatively flat and could be better navigated to avoid any damages to the antiquities and relics located north of the current proposed designated area. However, we have been wondering why the new proposed *Uinta Basin Railway* to haul oil and gas off the reservation is not considering tying into the already existing coal rail at Bonanza, Utah, that could conceivably connect with an already existing freight line at Craig, Colorado and accomplish what they propose with a lot less expense. Why Indian Canyon or Wells Draw that have their own particular set of problems?

The proposed Train Depot is anticipated to be located just south of Highway 40 below Myton, Utah. Approximately 20-miles east of Duchesne City and ten-miles southwest of Roosevelt, Utah. The estimated cost for this railway is \$ 1.2 Billion and \$1.4 Billion with an additional \$21.4 Million in public funds that will not return that much in value to the people or the communities regardless of the hype from those few who stand to benefit. They figure they can pay for it through the State-controlled (managed) Indian trust funds from the gas and oil

industry generated from the Uinta Valley Reservation under the pretext and pretense of the UPTA of 1954.

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 A.D. to 1350 A.D.². And, I fear that more evidence of this ancient culture will be destroyed if the spoilers 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.

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 A.D., 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.

I hope you will reject two of the current proposed project Routes and take into serious consideration the more practical Craig, Colorado Route if you don't reject the entire proposal for lack of party standing and subject matter jurisdiction.

Sincerely,

Dora Van, Chairwoman

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A new freight train route for Utah? Uinta Basin hopes so

By Amy Joi O'Donoghue @amyjoi16

Published: July 18, 2019 4:21 pm

SALT LAKE CITY — An 80-mile railway linking the Uinta Basin to the national railroad network would open up the geologically hemmed in region to expanded markets for oil, coal, agricultural products and other goods such as soda ash.

Information on the Uinta Basin railway project will be available during a scoping meeting from 10 a.m. to noon Friday at the Radisson Hotel, 215 W. South Temple.

The Seven County Infrastructure Coalition is pitching the proposal to the Surface Transportation Board, a federal bipartisan adjudication board that decides some regulatory issues related to commerce and transportation.

A public comment period on the project ends Aug. 5.

The coalition identified 29 potential routes for the railway, whittled those options down to eight, and now have three alternatives that will be reviewed.

The preferred route is 80 miles long and runs along U.S. 191 in Indian Canyon for 21 miles, tunnels through the West Tavaputs Plateau and links up with the Union Pacific line at Soldier Summit.

Mike McKee, the coalition's executive director, said the railway would open up significant markets for basin goods and provide a lifeline for more jobs in the rural area.

"We are one of the most underserved areas in the country with the lack of rail, the lack of an interstate," he said. "We are tremendously disadvantaged compared to other areas."



Uinta Basin Railway

ENVIRONMENTAL IMPACT STATEMENT

To provide a location based comment, please [click here](#)

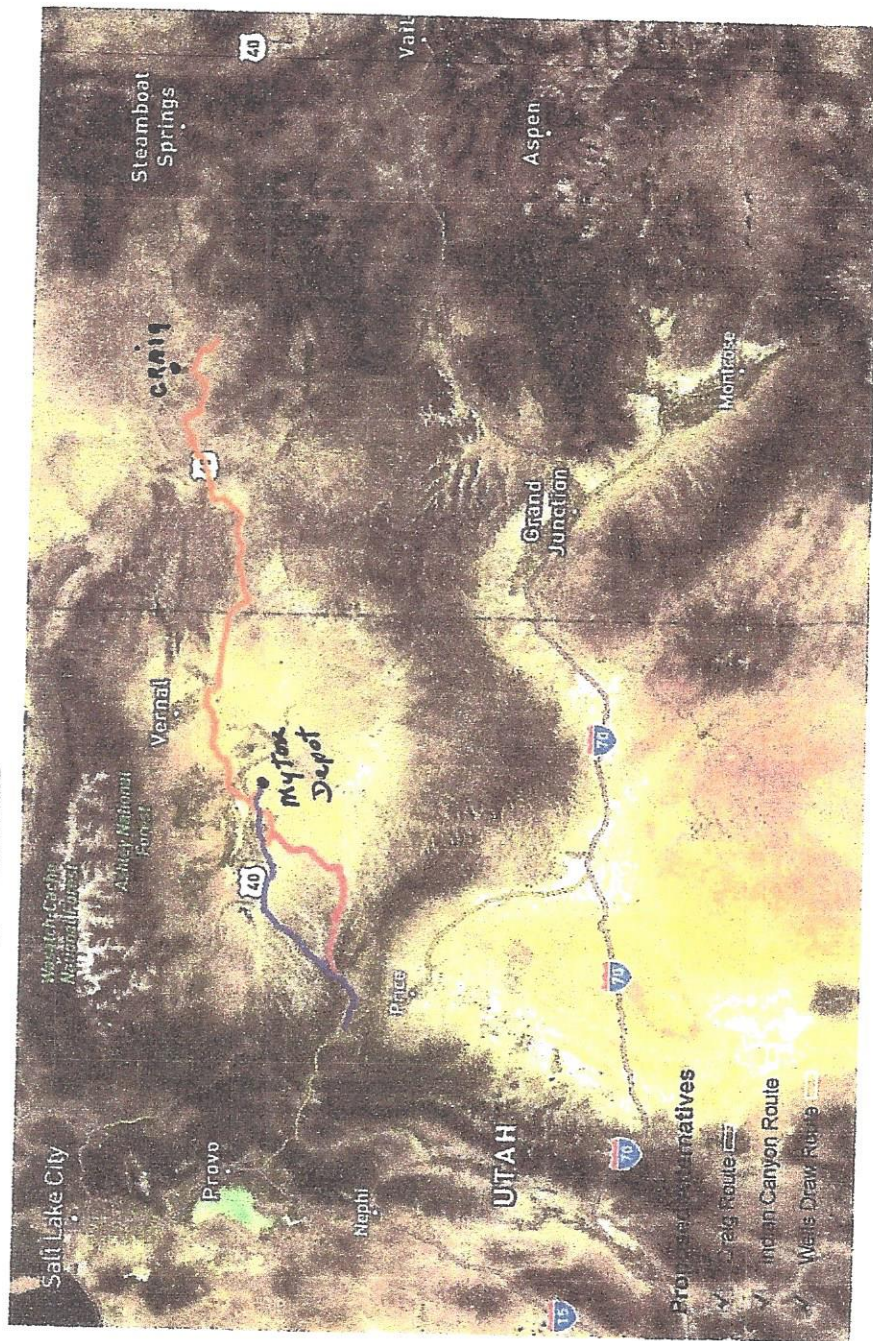


EXHIBIT 1

INDIAN AFFAIRS: LAWS AND TREATIES

Vol. I, Laws (Compiled to December 1, 1902)

Uintah Valley Reserve

[In the Uintah and Ouray Agency; area, 3,186 square miles; occupied by Goshute, Pavant, Uinta, Yampa, Grand River, Uncompahgre, and White River Ute; acts of May 5, 1864 (13 Stat., 63), and May 24, 1888 (25 Stat., 157).]

DEPARTMENT OF THE INTERIOR,
Washington, October 3, 1861.

SIR: I have the honor herewith to submit for your consideration the recommendation of the Acting Commissioner of Indian Affairs that the Uintah Valley in the Territory of Utah, be set apart and reserved for the use and occupancy of Indian tribes. In the absence of an authorized survey (the valley and surrounding country being as yet unoccupied by settlements of our citizens), I respectfully recommend that you order **the entire valley of the Uintah River within Utah Territory**, extending on both sides of said river to the crest of the first range of contiguous mountains on each side, to be reserved to the United States and set apart as an Indian reservation.

Very respectfully, your obedient servant,
CALEB B. SMITH, Secretary.

The **PRESIDENT**.

EXECUTIVE OFFICE, October 3, 1861.

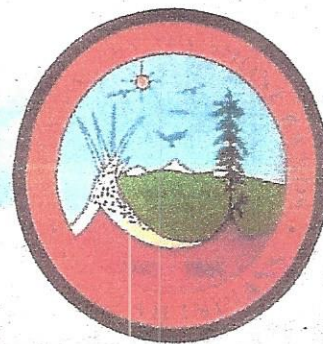
Let the reservation be established, as recommended by the Secretary of the Interior.
A. LINCOLN.

(See acts of Congress, approved May 5, 1864, 13 Stats., 63, June 18, 1878, 20 Stats., 165, and May 24, 1888, 25 Stats., 157.)

INDIAN AFFAIRS: LAWS AND TREATIES June 8, 1865. | Unratified. ARTICLE II.

Uinta Valley/Uinta Indian Reservation, Utah

"the entire valley of the Uintah River within Utah Territory extending on both sides of said river to the crest of the first range of contiguous mountains on each side" which said tract shall be, so far as is necessary, surveyed and marked out, set aside and reserved for their **exclusive use and occupation** nor shall any white person, unless he be in the employ of the Indian authorities, be permitted to reside upon the same, without permission of the said tribe, and of the Superintendent of Indian Affairs or United States Indian Agent. It is however understood that should the President of the United States hereafter see fit to place upon the reservation, any other friendly tribe or bands of Indians of Utah Territory, to occupy the same in common with those above mentioned, he shall be at liberty to do so.



UINTA VALLEY RESERVATION
1861-1864

UINTA VALLEY RESERVATION
Original Boundaries
Executive Order 38-1 of the
President of the United States
ABRAHAM LINCOLN
Established on October 3, 1861
Ratified by Congress on May 5, 1864
(13 Stat 63)

EXHIBIT 2

IDAHO

Wasatch Range

Great Salt Lake

Great Salt Lake

Fremont

400 - 1350 A.D.

Uinta

Fremont

650 - 950 A.D.

Sevier

Fremont

750 - 1300 A.D.

UTAH

San Rafael

Fremont

700 - 1200 A.D.

Parowan Fremont

900 - 1300 A.D.

Mogollon

Anasazi

WYOMING

ROCKY

MOUNTAINS

COLORADO

San Juan Mts.

Fremont Indian Culture

There are seven cultures of ancient people the Anasazi, Mogollon, Honokam, Salado, Sinagua, Hopi and Fremont. The Fremont Indians from the Great Basin settled primarily in Utah in 400 A.D. The Fremont and Anasazi Cultures overlapped in Utah and Colorado.

The Harvard University's Peabody Museum funded the Claflin-Emerson Expedition to study the Prehistoric Indian sites of Utah. A member of the Claflin-Emerson research project, Noel Morss excavated in 1928 and 1929 several prehistoric Indian sites along the Fremont River of central Utah. Morss coined the term Fremont Indians to describe the Native Americans that inhabited these early prehistoric Native American Indian sites. Morss maintained the Fremont Indian culture was clearly influenced by the Southwest Anasazi Culture, but was not an integral part of it.

A question still unanswered is where did the Fremont Indians come from?

- One theory is the Fremont Indians split off from the Anasazi and headed north.
- Another theory is the Fremont Indians, like the Anasazi emerged from an older desert archaic culture.

Dr. Jesse D. Jennings summarized his views on the Desert Culture (or Desert Archaic) model at the Leigh Lecture at the University of Utah in 1975 (Janetski):

From 10,000 or more years ago, until A.D. 400, the only culture represented in Utah, as well as the rest of the Great Basin, was the Desert Archaic. That Culture is characterized as a hunting-gathering one, a flexible, highly adaptive life way that has characterized most of man's worldwide history.

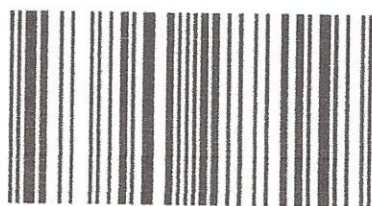
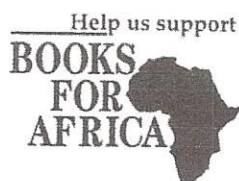
There are 20 Fremont Indian sites throughout the Uinta Valley Indian Reservation. The Utah's are descendants of this ancient Indian culture.

EXHIBIT 3

AUD PUBLISHING

Deseret Power Railroad

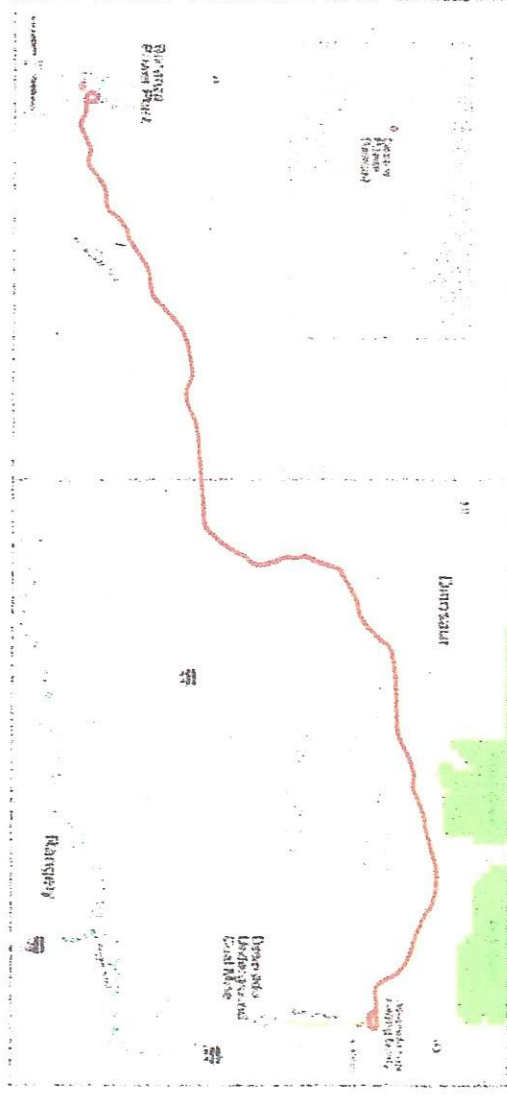
Please note that the content of this book primarily consists of articles available from Wikipedia or other free sources online. The Deseret Power Railroad, formerly known as the Deseret-Western Railway, is a private railroad operating in northeastern Utah and northwestern Colorado. It is owned by the Deseret Generation & Transmission Co-operative, and exists to transport coal from the co-operative's Deserado Coal Mine to their Bonanza Power Plant. The length of the railway is about 35 miles. The railroad is electrified, using an overhead catenary system to supply power to its locomotives. Motive power includes 7 General Electric E60-2 locomotives, two of which were built for the Deseret, and five which were acquired secondhand from the Ferrocarriles Nacionales de México.



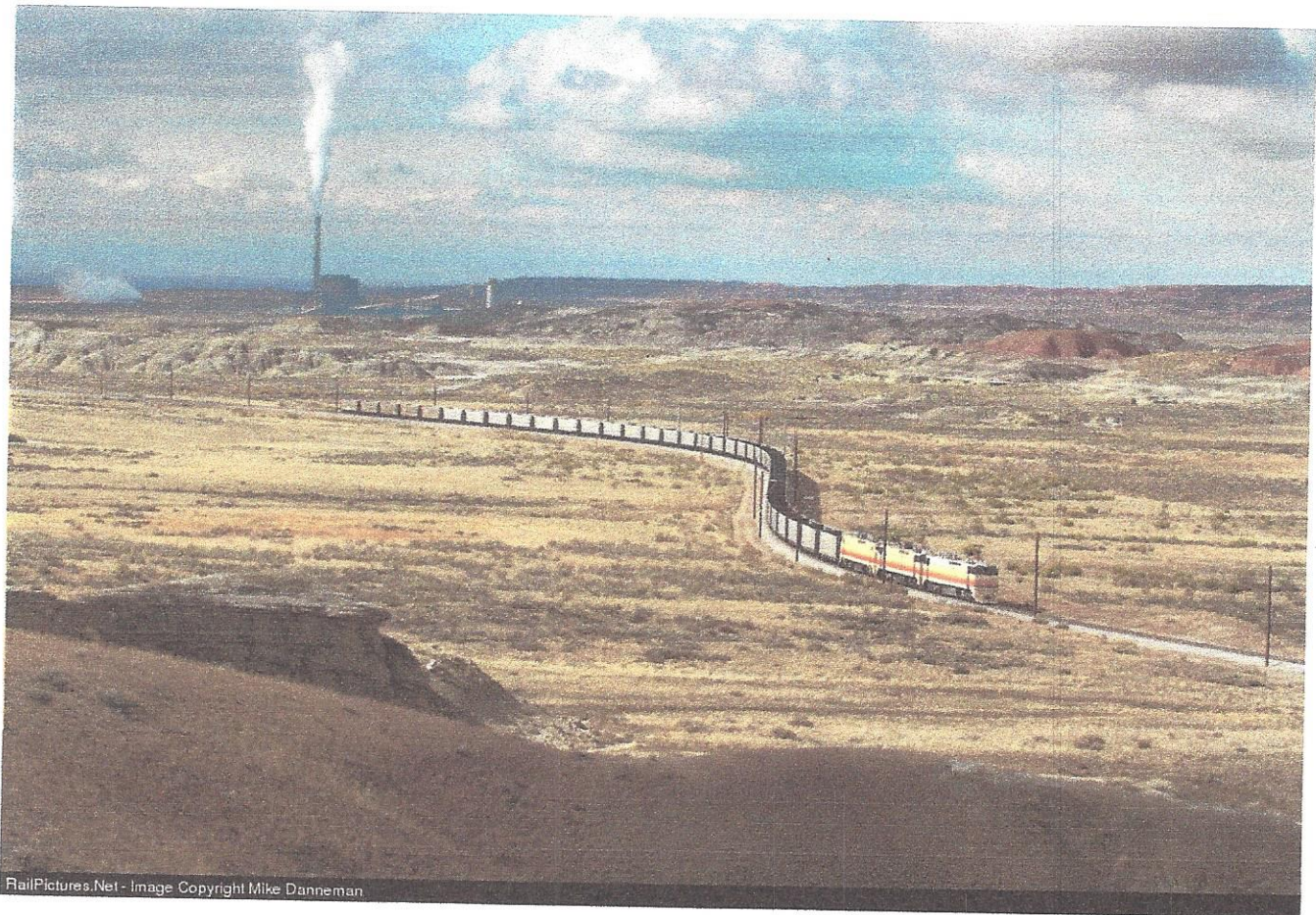
978-620-0-28815-8

Who approved this 35-mile track on Tribal land and by what authority ?

Ask why the new proposed Basin Railway to haul oil and gas off the reservation is not tying into the already existing coal rail at Bonanza that could conceivably hook-up to an already existing freight railway at Craig, Colorado. Why Indian Canyon or Wells Draw?



From the Tribe's perspective, when the State, Counties, Ute Tribe, UDC, outside corporations, and private citizens ignored the allodial ownership of the Uinta Valley Shoshone Tribe, and supplanted its sovereign "management" rights held by authority of its Corporate Charter, they literally lost all semblance of power or authority to authorize or initiate these enterprises within the Uinta River Valley Basin Reservation, (a.k.a., Uinta & Ouray Reservation). By means of the State administered pretense and pretext of the UPTA of 1954 to do so. If you are not the owner, you are not the sovereign, and the UPTA is not justification to enact such subterfuge purely for self-enrichment. That "lie" began in 1934 with the Indian Reorganization Act and the Secretary of the Interior who created a false "Ute Indian Tribe" out of ordinary state Ute citizens of Utah on June 18, 1934; approved on January 19, 1937.



RailPictures.Net - Image Copyright Mike Danneman

Who approved this 35-mile track on Tribal land and by what authority ?

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From: [Hackett - CDPHE, Sean](#)
To: Joshua.Wayland@stb.gov; [Uinta Basin Rail Environment](#)
Subject: Comments on the Seven County Infrastructure Coalition – Uinta Basin Railway Environmental Impact Statement
Date: Monday, August 05, 2019 9:42:33 AM
Attachments: [CDPHE UBR Scoping Comments 080519.pdf](#)

Mr. Wayland:

The Colorado Department of Public Health and Environment (CDPHE) appreciates the opportunity to provide the attached scoping comments on the Seven County Infrastructure Coalition Uinta Basin Railway proposal.

Please let me know if you have any questions.

Sincerely,

Sean Hackett
Energy Liaison



P 303.692.3662 | F 303.691.7702
[4300 Cherry Creek Drive South, Denver, CO 80246](#)
sean.hackett@state.co.us | www.colorado.gov/cdphe



August 5, 2019

Joshua Wayland

Surface Transportation Board c/o ICF

Docket No. FD 36284

9300 Lee Highway

Fairfax, VA 22031

Sent via email to: Joshua.Wayland@stb.gov & uinta.eis@icf.com

Re: Colorado Department of Public Health and Environment's Scoping Comments on the Seven County Infrastructure Coalition - Uinta Basin Railway Environmental Impact Statement

Dear Mr. Wayland:

The Colorado Department of Public Health and Environment (CDPHE) appreciates the opportunity to provide scoping comments on the Seven County Infrastructure Coalition (Coalition) Uinta Basin Railway proposal (Uinta Basin Railway or Railway). We are encouraged to see that the Surface Transportation Board's Office of Environmental Analysis is preparing an Environmental Impact Statement (EIS) that will analyze the potential environmental impacts for the Uinta Basin Railway. CDPHE conducts National Environmental Policy Act (NEPA) reviews and provides comments as a cooperative agency to ensure compliance with applicable Federal and State requirements intended to avoid or minimize impacts to public health and the environment. Based on its potential negative impacts to public health and the environment, as well as potential wildlife impacts identified by Colorado Parks and Wildlife, CDPHE recommends that the Craig route not be chosen as the final route for this project.

CDPHE believes it is essential to expand the study area contemplated for the EIS in order to capture potential effects from enabling more trains every day, some portion of which will be carrying crude oil, gilsonite, coal and other mineral and agricultural products in environmentally sensitive and populated areas in Colorado. Regardless of the alternative chosen, the Coalition estimates that the Uinta Basin Railway will induce additional rail activity— as many as seven trains per day. If the Coalition chooses the Craig Route, this additional rail activity would enter into Colorado via the Union Pacific (UP) rail line east of Axial. After passing through the UP Craig Subdivision, it would travel through the Denver area and then south and east to the Colorado border.

The EIS needs to thoroughly analyze and discuss the safety risks associated with routing additional hazardous rail cargo along the environmentally sensitive corridors to which the Uinta Basin Railway would connect. Any rail traffic induced by the Railway and using the UP system would transit through metropolitan Denver, and depending on the route, through populated areas like Pueblo, Colorado Springs, Glenwood Springs, Steamboat

Springs, Craig, and Grand Junction (along with many other cities and towns). Adding more oil train traffic in particular raises safety risks for the often densely populated areas that must be carefully analyzed. The EIS should include consideration of the environmental justice implications of this additional rail activity.

Similarly, both the Craig Line and main UP line parallel sensitive river systems — the Yampa and Colorado Rivers. Both could be affected by any spills that may occur from incidents associated with the new rail traffic induced by the Uinta Basin Railway. The Yampa River is a vital wild river and the rail line follows the Yampa just upstream of Dinosaur National Park. Any spills could have catastrophic effects on wildlife, recreation, agriculture and drinking water. Similarly, the Colorado River is the most important river in the Southwest United States, providing water supply for millions, habitat for endangered species, heavily-used recreation resources and irrigation water. CDPHE regulates water quality in these river systems.

Air quality impacts from pollutant emissions are limited by regulations, standards and implementation plans established under the federal Clean Air Act, as Administered by CDPHE's Air Pollution Control Division (APCD) under authorization of the U.S. Environmental Protection Agency (EPA). CDPHE recommends that the EIS include a cumulative effects analysis, including climate change impacts, with a description of the anticipated environmental impacts of the proposed action in relationship to all other effects from past, present and reasonably foreseeable future federal, non-federal, and private actions within the spatial and temporal bounds of the proposed project.

While the notice indicates that the EIS will evaluate potential air quality impacts from the operation of trains on the Uinta Basin Railway, the freighted product and rail line construction activities, it does not indicate that the EIS will quantify potential greenhouse gas emissions resulting from the downstream combustion of the crude oil, gilsonite and coal that it will transport. Because the Uinta Basin Railway is a necessary precondition for the downstream combustion of these products, they are connected actions under NEPA and they must be considered together in a single EIS.

The proposed project may require a Land Development Air Pollutant Emissions Notice (APEN). Under Colorado air quality regulations, land development refers to all land clearing activities, including but not limited to land preparation such as excavating or grading, for residential, commercial or industrial development. Land development activities release fugitive dust, a pollutant regulated by APCD. Small land development activities are not subject to the same reporting and permitting requirements as large land activities. Specifically, land development activities that are less than 25 contiguous acres and less than six months in duration do not need to report air emissions to the APCD. However, it is important to note that even if a permit is not required, fugitive dust control measures included in the Land Development APEN Form APCD-223 must be followed at the site. APCD also has APEN requirements for internal combustion engines; however, non-road engines are not required to submit an APEN. APEN forms and guidance documents can be accessed online:

<https://www.colorado.gov/pacific/cdphe/air/air-permit>.

All applicable requirements and permits should be discussed in the EIS.

APCD recognizes that the transportation of products and commodities via rail could potentially reduce transportation emissions as compared to the current method of truck

transportation. However, according to the Uinta Basin Railway website, the proposed action may result in increased oil and gas, agriculture, and mining activity. Emissions from these activities can travel great distances, affecting air quality and public health including in the Denver/North Front Range ozone nonattainment area. In addition, Colorado recently established new greenhouse gas (GHG) emissions reduction goals of 50% GHG reductions by 2030 and 90% GHG reductions by 2050 (based on 2005 levels) stemming from House Bill 1261, which was signed by Governor Polis on May 30, 2019. Therefore, we request an analysis of intrastate and interstate air pollution transport from criteria pollutant and GHG emissions that may result from the proposed project and potential mitigation measures. Consideration of these indirect, secondary and cumulative impacts is required by the Council on Environmental Quality regulations implementing NEPA.

Several sections of the proposed Craig Route are in close proximity to Dinosaur National Monument (DNM). DNM is a class II air quality "floor" under the prevention of significant deterioration federal 1963 Clean Air Act, as amended, but is a class I area by Colorado standards for sulfur dioxide (SO₂). This means that development can be permitted in the vicinity (within 10- 25 kilometers depending on the size of the development) of the park as long as the levels of all criteria pollutants except SO₂ do not exceed the Class II increment requirements. Class I increment consumption requirements apply for SO₂ (Colorado Regulation No. 3, Part D, § VIII.B). According to the National Park Service, ozone, visibility, and nitrogen deposition impacts are of significant concern for DNM. Increased energy development in the Uinta Basin may emit significant quantities of air pollutants in the DNM area, resulting in visibility degradation, adverse effects to human health, and adverse ecosystem effects from nitrogen deposition and ozone impacts to vegetation. These effects should be thoroughly discussed in the EIS.

CDPHE expects that the EIS will thoroughly consider alternatives such as the use of pipelines for oil transportation, along with mitigation for all of the safety risk, water, species, air quality and climate impacts that may be associated with impacts.

CDPHE appreciates the opportunity to provide these scoping comments and looks forward to reviewing the project EIS. If you have any questions or need additional information, please call me at 303-692-3662 or email me at sean.hackett@state.co.us.

Sincerely,

Sean Hackett
CDPHE Energy Liaison

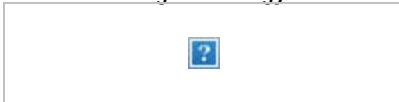
From: [Taylor Elm - DNR](#)
To: [Wayland, Joshua](#); [Uinta Basin Rail Environment](#)
Cc: [J.T. Romatzke](#); [Douglas Vilsack - DNR](#); [Dean Riggs - DNR](#); [Brad Petch - DNR](#); [Bill deVergie - DNR](#); [Lyn Huber - DNR](#)
Subject: CPW Scoping Comments for Uinta Basin Railway EIS
Date: Thursday, August 01, 2019 4:53:35 PM
Attachments: [Uinta Railway Project EIS - CPW Scoping Comments SIGNED.pdf](#)
[Attachment 1 - CPW's Raptor Guidelines.pdf](#)

Hello Joshua,

Attached are Colorado Parks and Wildlife's scoping comments for the proposed Uinta Basin Railway Project - Craig Alignment. Please let us know if you have any questions, or needs for additional information. We appreciate the opportunity to review and submit comments.

Thank you,

Taylor Elm
Northwest Region Energy Liaison



P 970.255.6180 | C 970.986.9767
711 Independent Ave. Grand Junction, CO 81505
taylor.elm@state.co.us | cpw.state.co.us



COLORADO

Parks and Wildlife

Department of Natural Resources

Northwest Regional Office
711 Independent Avenue
Grand Junction, CO 81501

August 1, 2019

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

Sent via email to: Joshua.Wayland@stb.gov & uinta.eis@icf.com

RE: Colorado Parks & Wildlife's Scoping Comments for the Seven County Infrastructure Coalition - Uinta Basin Railway Environmental Impact Statement

Dear Mr. Wayland,

Colorado Parks and Wildlife (CPW) has received the notice of intent to prepare a Draft Environmental Impact Statement (EIS) and Draft Scope of Study for the proposed Seven County Infrastructure Coalition's Uinta Basin Railway Project. CPW submitted preliminary scoping comments to your office on May 2nd, 2019 regarding the proposed Craig railway alignment. The official scoping comments herein are intended to provide a more detailed analysis of the proposed railway route through Northwest Colorado, along with recommendations to avoid, minimize, and mitigate any potential impacts on wildlife and their habitats. CPW hopes this information will be valuable to the Surface Transportation Board as you work towards developing a Draft EIS document.

As you may be aware, CPW's statutory mission is to perpetuate the wildlife resources of the State, to provide a quality State parks system, and to provide enjoyable and sustainable outdoor recreation opportunities that educate and inspire current and future generations to serve as strategic stewards of Colorado's natural resources. This mission is implemented through our 2015 Strategic Plan, and the goals it embraces which are designed to make CPW a national leader in wildlife management, conservation, and sustainable outdoor recreation for current and future generations.

One way CPW works to conserve the wildlife resources of the State is to engage in land use planning decisions such as this. For this proposed railway project, CPW has gathered input from field personnel and relevant geospatial animal use data collected and maintained by CPW staff. This information is used to assess wildlife use of the affected landscape and subsequently develop recommendations to effectively avoid, minimize, and mitigate potential impacts to



wildlife. It is important to note that the mitigation hierarchy begins with avoiding impacts to the greatest extent possible, minimizing any remaining impacts, and finally, compensatory mitigation as a last resort for residual impacts that cannot be avoided or minimized completely.

After thorough review, CPW has identified seven wildlife-specific topics we'd like to see analyzed within the Draft EIS document. These items include: analysis of the cumulative impacts to wildlife resulting from recent and proposed anthropogenic land uses within the project area, impacts to CPW property interests and conservation easements, and potential impacts and mitigations for: aquatic fish and wildlife species, big-game species, greater sage-grouse, Columbian sharp-tailed grouse, and raptors. The following sections contain CPW's concerns and recommendations regarding each item.

Cumulative Impacts

The proposed Craig railway alternative bisects areas of Colorado that have recently received proposals and/or approvals for projects such as two high-voltage transmission lines, a coal mine expansion, federal oil and gas mineral leasing, and sand and gravel mining. While many wildlife species might be able to tolerate a single disturbance, the compounding effects of several projects in the same area could greatly diminish habitat effectiveness.

Specific projects to consider for the cumulative impacts analysis are the Transwest Express Transmission Line, Energy Gateway South Transmission Line, Tri-State's Colowyo coal mine expansion (Collom Pit), federal oil and gas leasing over the past several years, and a recent request for sand and gravel mining on three Colorado State Land Board parcels near Massadona on Highway 40. CPW recommends working with the Bureau of Land Management and the Colorado State Land Board to identify other potential projects that could contribute to cumulative wildlife impacts along the proposed route.

Additionally, the EIS should consider the potential for increased animal-vehicle collisions on CO Highway 40 and Moffat County Road 57 resulting from disrupted movement patterns and potential displacement from historic habitats. Furthermore, CPW expects direct mortalities from train collisions as this already occurs east of Craig and in other areas where railways bisect big-game winter range habitats. CPW is more than willing to provide relevant wildlife data to help assess these cumulative impacts during development of the Draft EIS.

CPW Property Interests and Conservation Easements

CPW has reviewed the proposed Craig alignment with respect to CPW's fee-title properties (State Wildlife Areas), conservation easements, and public access agreements with private landowners and State Land Board's (SLB) State Trust Lands (STL). The following properties will be bisected by the proposed route and CPW's comments and/or concerns are outlined.

Elk Springs #3 STL Public Access Program - This SLB parcel is leased by CPW for public hunting access from August 15th through the end of February. The proposed railway cuts through the northern portion of this property and does not follow the existing alignment of Highway 40. CPW is concerned that the proposed railway could impact public use of this property.

Tuttle Ranch Conservation Easement (CE) - The Tuttle Ranch CE was acquired by CPW in 2012. The intent of this conservation easement was to conserve habitat for wildlife species including elk, mule deer, pronghorn, greater sage-grouse and black-footed ferrets. The proposed Craig alignment contains approximately 3.75 miles of railway through the Tuttle Ranch CE. This use is strictly prohibited by the terms of the conservation easement and inconsistent with the management of the property. CPW strongly recommends that the proposed alignment be adjusted to avoid disturbance within the boundary of this important piece of property.

Cedar Springs STL Public Access Program - This SLB parcel is leased by CPW for public hunting access from September 1st through the end of February. The proposed alignment cuts through the southwest corner of this property. CPW is concerned that the proposed railway could impact public use of this property.

Bitterbrush State Wildlife Area (SWA) - This property is owned and managed by CPW to provide wildlife habitat and public access opportunities for sportspersons. A significant portion of the pronghorn population in this area utilizes the property for year-round habitat. Additionally, this area is extremely important for both resident and migrating mule deer that utilize the SWA in large numbers each year. The Craig alignment bisects the southern end of this property for approximately ½ miles. This proposed use would be inconsistent with CPW's management of the property and right-of-way (ROW) approvals would be unlikely. CPW recommends complete avoidance of the Bitterbrush State Wildlife Area property.

Rattlesnake Hill STL Public Access Program - This SLB parcel is leased by CPW for public hunting access from September 1st through the end of February. The proposed alignment cuts through the far northeast corner of this property. CPW is concerned that disturbance from the new railway could impact public use of this parcel.

South Duffy Mountain STL Public Access Program - This SLB parcel is leased by CPW for public hunting access from September 1st through the end of February. Again, the proposed alignment cuts through the far northeast corner of this property and CPW is concerned that it will impact public use of the parcel.

Kourlis Hunting Lease - CPW maintains a lease with a private landowner to allow public access for hunting. The proposed alignment cuts through approximately 0.32 miles of the leased property and CPW has concerns that the new railway would impact public use of this property.

CPW Wildlife Mitigation Property for Colowyo Mine Expansion - CPW has been engaged with Tri-State Energy in regard to the Collom Pit expansion at the Colowyo Coal Mine. An agreement was made to mitigate impacts to wildlife by transferring ownership of a parcel of property to CPW to manage as wildlife habitat in perpetuity. The transfer of this parcel to CPW is expected within the next 3 to 5 years. The proposed Craig railway alignment would bisect approximately 1 mile of this property. Railroad construction on the parcel would be inconsistent with the purpose of the agreement and ROW agreements would be unlikely. CPW can work with the project proponent to identify where this parcel is located and how best to avoid impacts by rerouting the proposed alignment.

Aquatic Species

The proposed Craig alignment is located between the White River and the Yampa River. These two waterways contain important habitat for federally listed native fish species including: Colorado pikeminnow, bonytail chub, humpback chub, and razorback sucker. Additionally, bluehead sucker, flannelmouth sucker, and roundtail chub are Tier 1 species on the Colorado species of greatest conservation needs list (Colorado 2015 State Wildlife Action Plan). While the railway will not directly intersect the White or Yampa Rivers, it does appear to cross numerous tributaries to these rivers. CPW recommends careful analysis of stream crossings to ensure that fish passage is not impaired. Many native fish species utilize small tributaries for spawning activities and seasonal migrations.

Additionally, CPW maintains standardized recommendations for working in live waters when constructing any necessary crossing structures. These recommendations include items such as disinfection protocols for equipment, seasonal timing restrictions, and sediment control best management practices. CPW will be happy to supply these at the appropriate time during the NEPA analysis.

Big Game Species (Mule Deer, Elk, and Pronghorn)

Northwest Colorado contains some of the largest populations of mule deer, elk and pronghorn in the State of Colorado. CPW maps the distribution and habitat use of these animals through field observations, yearly classification flights, and GPS and VHF telemetry collars. Every four years CPW staff updates the species activity maps (SAM) for this area based on new data and observations. Based on the most recent SAM layers, the proposed Craig railway alignment will bisect a significant amount of seasonal big game habitat. Most important to this area are winter range areas and migration corridors. CPW's publicly available GIS data can be accessed through the State's GeoPortal database located at <https://gisftp.colorado.gov/>. Below is a breakdown by big-game species with CPW's recommended actions.

Mule Deer - A significant portion of the Craig alignment overlaps with mule deer severe winter range and winter concentration areas. These are considered the most crucial winter range areas

where the greatest number of animals congregate during the winter months, and where habitat conditions are adequate to allow at least a portion of the overall population to survive even the most extreme winters. The proposed railway could reduce animals' ability to move within their winter ranges to access resources such as water, forage and cover. Furthermore, depending on the frequency of trains during the winter, there may be a reduction in use of habitats within close proximity to the railway.

In addition to these important winter range habitats, the route also overlaps with known migration patterns of mule deer. CPW is concerned that construction and subsequent use of the railway through these movement areas could impact the ability of animals to successfully migrate between seasonal habitats. At a minimum, design features should be incorporated that would facilitate passage of the railway by wildlife (i.e. overpasses and underpass structures). CPW is currently working with the Colorado Department of Transportation in NW Colorado to identify crossing areas on State highways to reduce animal-vehicle collisions and increase permeability for wildlife.

Finally, the proposed alignment intersects areas of remaining bitterbrush stands that are extremely important for mule deer. Wildfires in this area have recently reduced the amount of available bitterbrush and sagebrush to wintering deer. Displacing animals to less productive winter ranges could increase winter mortality within this deer herd.

Elk - Similar to mule deer, a significant portion of the proposed route overlaps with elk severe winter range and winter concentration areas. Additionally, there are potential conflicts with migration patterns and migration corridors for elk. The same concerns regarding severing movement patterns and impacting animals' use of winter range are also present with elk. CPW recommends that these potential conflicts be analyzed in the Draft EIS and the below big-game recommendations be incorporated.

Pronghorn - There is considerably less overlap with pronghorn severe winter range and winter concentration corridors; however, the route does traverse heavily used year-round pronghorn habitat. There will likely be issues with impacts to seasonal and daily movement patterns for pronghorn and disruptions to their use of seasonal habitats. CPW recommends inclusion of this species within the affected environment section of the Draft EIS.

CPW recommends the following measures for big-game habitats:

- Within big-game severe winter range and/or winter concentration areas, conduct all construction activities outside the time period from December 1st to April 15th.
- Avoid construction within documented big-game migration corridors.
- Work with CPW staff to identify wildlife passage opportunities where construction of the railway could be a barrier for animal movement.

- Reclaim disturbed areas with a native seed mix recommended by CPW or the applicable land management agency.
- Consider methods to reduce operational impacts from the railway (i.e. minimizing sound, daily timing restrictions for rail traffic, etc.).

Greater Sage-grouse

Greater sage-grouse (GrSG) have been a species of concern in Colorado and range-wide for a number of years. Recently, the Bureau of Land Management has amended its sage-grouse resource management plan for NW Colorado. These resource management plans guide federal land managers on decisions such as this proposal. CPW recommends close coordination with local BLM field offices to ensure full compliance with the relevant resource management plans covering the project area.

Based on a GIS analysis of GrSG data, the proposed route passes within one mile of 10 active GrSG lek locations. Four of those leks will be less than ½ mile from the proposed alignment, with one lek approximately 180 feet from the railway. These lek sites are located on a mix of BLM, State Land Board, and private property. Due to the sensitive nature of sage-grouse lek locations and data sharing limitations, CPW would have to work with the applicant and the Surface Transportation Board to ensure these sites are not impacted. There is no effective means to mitigate the loss of a GrSG lek; therefore, CPW recommends full avoidance of areas within one mile of an active lek site, consistent with BLM's NW Colorado GrSG Plan.

Additionally, occupied GrSG habitat is delineated as either priority or general habitat management areas (PHMA or GHMA). The railway overlaps with approximately 59.4 miles of priority habitat and 38.5 miles of general habitat. This is nearly 100% of its length within the State of Colorado. Within both habitat types, CPW recommends a construction timing restriction between the dates of March 1st to June 30th to protect the lekking, nesting, and brood rearing periods. Furthermore, actions should be taken to address noise, minimize tall structures along the railway, minimize collisions with trains or ancillary facilities (i.e. power lines or towers), preclude new nesting substrates for corvids and raptors, and effectively reclaim disturbed vegetation with native seed mixes appropriate to sage-grouse habitats.

Columbian Sharp-tailed Grouse

Similar to greater sage-grouse, Columbian sharp-tailed grouse (CSTG) will congregate at lek locations in the spring so that males can display and breed with females. These locations are considered to be very important for reproduction and new recruitment into the population. The proposed Craig railway alignment is within 0.4 miles (CPW recommended avoidance buffer) of one CSTG lek site. Additionally, there is overlap with approximately 5.0 miles of CSTG production habitat. Within this habitat type, CPW recommends seasonal construction timing

restrictions between the dates of March 15th and July 30th. Also, similar to GrSG, measures should be incorporated to minimize noise impacts, preclude new raptor perches and nesting substrates, and utilize native vegetation for reclamation efforts.

Raptors

CPW's raptor database shows numerous raptor nest locations that have been previously identified in close proximity to the proposed alignment. Species include, but are not limited to: golden eagle, bald eagle, ferruginous hawk, prairie falcon, red-tailed hawk, and Swainson's hawk. To avoid permanently impacting raptor nest locations, CPW recommends that surveys be conducted by certified biologists within ½ mile of the centerline of the proposed alignment. These surveys should be conducted during the breeding season to maximize detectability of active nest sites. See Attachment 1 (CPW's Raptor Guidelines) for recommended seasonal timing restrictions and nest avoidance distances. If power lines or ancillary facilities are needed along the railway, CPW recommends the installation of raptor perch deterrents to prevent electrocutions and collisions. CPW can share known raptor nest locations through a non-disclosure agreement, if the need arises to conduct surveys along this proposed alignment.

Compensatory Mitigation

After all avoidance and minimization actions have been applied to this proposal, CPW still anticipates residual impacts to wildlife species present in the project area. An analysis to determine the magnitude of these remaining impacts would be very valuable within the Draft EIS. Once these remaining wildlife impacts have been quantified, effective compensatory mitigation projects should be implemented to ensure a "no net loss" scenario for wildlife and their habitats. CPW staff is happy to assist in identifying meaningful mitigation projects that will help address the unavoidable impacts that may occur with this proposed alignment.

One additional species for analysis within the Draft EIS would be black-footed ferrets. There have been reintroduction efforts in the past within close proximity to the proposed alignment. Coordination between the U.S. Fish and Wildlife Service, CPW, STB and the project proponent may be necessary to avoid impacting areas where successful reintroduction efforts have occurred. Protection of large white-tailed prairie dog colonies is important to ensure viable areas remain for black-footed ferrets.

Colorado Parks and Wildlife appreciates the opportunity to review and submit comments for this project. To quickly reiterate our previous comments, CPW recommends that the Craig alignment not be chosen as the final alignment for this project. Due to the project area's extremely high value for numerous wildlife species, and the project's potential to adversely affect those species, we suggest that a less ecologically sensitive route be chosen. We look forward to

continuing our relationship with the Surface Transportation Board as the planning process for this project proceeds. If there are any questions or needs for additional information, don't hesitate to contact the Northwest Region Energy Liaison, Taylor Elm, at (970) 255-6180 or Area Wildlife Manager, Bill de Vergie, at (970) 878-6061.

Sincerely,

A handwritten signature in black ink, appearing to read "JT Romatzke", with a stylized flourish at the end.

JT Romatzke,
Northwest Regional Manager

Cc. Doug Vilsack, Dept. of Natural Resources Assistant Director
Dean Riggs, Deputy Regional Manager
Brad Petch, Senior Terrestrial Biologist
Bill de Vergie, Area Wildlife Manager
Taylor Elm, NW Region Energy Liaison
File

Attachments: Colorado Parks & Wildlife's Raptor Guidelines Document



RECOMMENDED BUFFER ZONES AND SEASONAL RESTRICTIONS FOR COLORADO RAPTORS

Tolerance limits to disturbance vary among as well as within raptor species. As a general rule, Ferruginous Hawks and Golden Eagles respond to human activities at greater distances than do Ospreys and America Kestrels. Some individuals within a species also habituate and tolerate human activity at a proximity that would cause the majority of the group to abandon their nests. Other individuals become sensitized to repeated encroachment and react at greater distances. The tolerance of a particular pair may change when a mate is replaced with a less tolerant individual and this may cause the pair to react to activities that were previously ignored. Responses will also vary depending upon the reproductive stage. Although the level of stress is the same, the pair may be more secretive during egg laying and incubation and more demonstrative when the chicks hatch.

The term "disturbance" is ambiguous and experts disagree on what actually constitutes a disturbance. Reactions may be as subtle as elevated pulse rate or as obvious as vigorous defense or abandonment. Impacts of disturbance may not be immediately evident. A pair of raptors may respond to human intrusion by defending the nest, but well after the disturbance has passed, the male may remain in the vicinity for protection rather than forage to feed the nestlings. Golden eagles rarely defend their nests, but merely fly a half mile or more away and perch and watch. Chilling and over heating of eggs or chicks and starvation of nestlings can result from human activities that appeared not to have caused an immediate response.

A 'holistic' approach is recommended when protecting raptor habitats. While it is important for land managers to focus on protecting nest sites, equal attention should focus on defining important foraging areas that support the pair's nesting effort. Hunting habitats of many raptor species are extensive and may necessitate interagency cooperation to assure the continued nest occupancy. Unfortunately, basic knowledge of habitat use is lacking and may require documentation through telemetry investigations or intensive observation. Telemetry is expensive and may be disruptive so a more practical approach is to assume that current open space is important and should be protected.

Although there are exceptions, the buffer areas and seasonal restrictions suggested here reflect an informed opinion that if implemented, should assure that the majority of individuals within a species will continue to occupy the area. Additional factors, such as intervening terrain, vegetation screens, and the cumulative impacts of activities should be considered.

These guidelines were originally developed by CDOW raptor biologist Gerald R. Craig (retired) in December 2002. To provide additional clarity in guidance, incorporate new information, and update the conservation status of some species, the guidelines were revised in January 2008. Further revisions of this document may become necessary as additional information becomes available.

RECOMMENDED BUFFER ZONES AND SEASONAL RESTRICTIONS

BALD EAGLE

Nest Site:

No surface occupancy (beyond that which historically occurred in the area; see 'Definitions' below) within ¼ mile radius of active nests (see 'Definitions' below). Seasonal restriction to human encroachment (see 'Definitions' below) within ½ mile radius of active nests from October 15 through July 31. This closure is more extensive than the National Bald Eagle Management Guidelines (USFWS 2007) due to the generally open habitat used by Colorado's nesting bald eagles.

Winter Night Roost:

No human encroachment from November 15 through March 15 within ¼ mile radius of an active winter night roost (see 'Definitions' below) if there is no direct line of sight between the roost and the encroachment activities. No human encroachment from November 15 through March 15 within ½ mile radius of an active winter night roost if there is a direct line of sight between the roost and the encroachment activities. If periodic visits (such as oil well maintenance work) are required within the buffer zone after development, activity should be restricted to the period between 1000 and 1400 hours from November 15 to March 15.

Hunting Perch:

Diurnal hunting perches (see 'Definitions' below) associated with important foraging areas should also be protected from human encroachment. Preferred perches may be at varying distances from human encroachment and buffer areas will vary. Consult the Colorado Division of Wildlife for recommendations for specific hunting perches.

GOLDEN EAGLE

Nest Site:

No surface occupancy (beyond that which historically occurred in the area) within ¼ mile radius of active nests. Seasonal restriction to human encroachment within ½ mile radius of active nests from December 15 through July 15.

OSPREY

Nest Site:

No surface occupancy (beyond that which historically occurred in the area) within ¼ mile radius of active nests. Seasonal restriction to human encroachment within ¼ mile radius of active nests from April 1 through August 31. Some osprey populations have habituated and are tolerant to human activity in the immediate vicinity of their nests.

FERRUGINOUS HAWK

Nest Site:

No surface occupancy (beyond that which historically occurred in the area) within ½ mile radius of active nests. Seasonal restriction to human encroachment within ½ mile radius of active nests from February 1 through July 15. This species is especially prone to nest abandonment during incubation if disturbed.

RED-TAILED HAWK

Nest Site:

No surface occupancy (beyond that which historically occurred in the area) within 1/3 mile radius of active nests. Seasonal restriction to human encroachment within 1/3 mile radius of active nests from February 15 through July 15. Some members of this species have adapted to urbanization and may

tolerate human habitation to within 200 yards of their nest. Development that encroaches on rural sites is likely to cause abandonment.

SWAINSON'S HAWK

Nest Site:

No surface occupancy (beyond that which historically occurred in the area) within ¼ mile radius of active nests. Seasonal restriction to human encroachment within ¼ mile radius of active nests from April 1 through July 15. Some members of this species have adapted to urbanization and may tolerate human habitation to within 100 yards of their nest.

PEREGRINE FALCON

Nest Site:

No surface occupancy (beyond that which historically occurred in the area) within ½ mile radius of active nests. Seasonal restriction to human encroachment within ½ mile of the nest cliff(s) from March 15 to July 31. Due to propensity to relocate nest sites, sometimes up to ½ mile along cliff faces, it is more appropriate to designate 'Nesting Areas' that encompass the cliff system and a ½ mile buffer around the cliff complex.

PRAIRIE FALCON

Nest Site:

No surface occupancy (beyond that which historically occurred in the area) within ½ mile radius of active nests. Seasonal restriction to human encroachment within ½ mile radius of active nests from March 15 through July 15.

NORTHERN GOSHAWK

No surface occupancy (beyond that which historically occurred in the area) within ½ mile radius of active nests. Seasonal restriction to human encroachment within ½ mile radius of active nests from March 1 through September 15.

BURROWING OWL

Nest Site:

No human encroachment within 150 feet of the nest site from March 15 through October 31. Although Burrowing Owls may not be actively nesting during this entire period, they may be present at burrows up to a month before egg laying and several months after young have fledged. Therefore it is recommended that efforts to eradicate prairie dogs or destroy abandoned towns not occur between March 15 and October 31 when owls may be present. Because nesting Burrowing Owls may not be easily visible, it is recommended that targeted surveys be implemented to determine if burrows are occupied. More detailed recommendations are available in a document entitled "Recommended Survey Protocol and Actions to Protect Nesting Burrowing Owls" which is available from the Colorado Division of Wildlife

Recommended Buffer Zones and Seasonal Restrictions Around Raptor Use Sites

[illegible]

DEFINITIONS

Active nest – Any nest that is frequented or occupied by a raptor during the breeding season, or which has been active in any of the five previous breeding seasons. Many raptors use alternate nests in various years. Thus, a nest may be active even if it is not occupied in a given year.

Active winter night roost – Areas where Bald Eagles gather and perch overnight, and sometimes during the day in the event of inclement weather. Communal roost sites are usually in large trees (live or dead) that are relatively sheltered from wind and are generally in close proximity to foraging areas. These roosts may also serve a social purpose for pair bond formation and communication among eagles. Many roost sites are used year after year.

Human encroachment – Any activity that brings humans in the area. Examples include driving, facilities maintenance, boating, trail access (e.g., hiking, biking), etc.

Hunting perch – Any structure on which a raptor perches for the purpose of hunting for prey. Hunting perches provide a view of suitable foraging habitat. Trees are often used as hunting perches, but other structures may also be used (utility poles, buildings, etc.).

Surface occupancy – Any physical object that is intended to remain on the landscape permanently or for a significant amount of time. Examples include houses, oil and gas wells, tanks, wind turbines, roads, tracks, etc.

CONTACT

For further information contact:

David Klute
Bird Conservation Coordinator
Colorado Division of Wildlife
6060 Broadway
Denver, CO 80216
Phone: 303-291-7320
Email: david.klute@state.co.us

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Revised 02/2008

From: [Todd Thorne](#)
To: [Uinta Basin Rail Environment](#)
Subject: Carbon County Utah comment letter for Docket No. FD36284
Date: Tuesday, September 03, 2019 5:04:15 PM
Attachments: [9-3-19 comment letter of Carbon County, Utah.pdf](#)

Attached is the comment letter for Carbon County, Utah concerning the Uinta Basin Railway Project EIS.

--

Todd Thorne
Carbon County
Director of Planning
Building Official
Office: 435-636-3261
751 E 100 N Price, UT

September 3, 2019

Via Email: uinta.eis@icf.com

Surface Transportation Board
U.S. Department of Transportation
ATTN: Joshua Wayland
9300 Lee Highway
Fairfax, VA 22031

Re: Uinta Basin Railway Project
Environmental Impact Statement
Comments of Carbon County, Utah
(Docket No. FD 36284)

Dear Mr. Wayland,

Carbon County, Utah appreciates this opportunity to comment on the Environmental Impact Statement (EIS) process for the Uinta Basin Railway Project.

Carbon County strongly supports this project and its preferred alternative, the Indian Canyon Route. We also urge the use of all available means to minimize the project's impacts on citizens and their property. The project proponent should be required to promptly reclaim unavoidable impacts and justly compensate for all damage and loss no matter how temporary. In short we want the project to negatively impact the *fewest* number of local residents as possible.

Carbon County is an active and original member of the project's proponent, the Seven County Infrastructure Coalition (SCIC). As its name implies, Carbon County is a key producer of fossil based energy in Utah and very supportive of moving our extracted and produced energy resources to

broadier markets. We need more efficient and effective ways to do this. Tying into the national railway network will help tremendously.

We agree with the SCIC's March 13, 2019 written evaluation alternatives. Bringing the proposed railway line through Indian Canyon to where it ties into the Union Pacific line near Kyune, Utah will be a significant boon to Carbon County. It will result in a safer and faster way to move product through that corridor as opposed to attempting the transport of product by truck through the steep, precarious and often closed Highway 191. The Indian Canyon Route appears to be the most economical and operationally feasible of the three alternatives, because it is shorter in length, it follows flatter and less difficult terrain, it minimizes the length of tunnels, it avoids urban and residential areas, it minimizes environmental impacts, and overall it just looks better suited to economically attract shippers.

In sum, Carbon County goes on record as very much in favor of the proposed project and its preferred alternative, the Indian Canyon Route.

Thank you again for this opportunity to comment.

CARBON COUNTY, UTAH

A handwritten signature in blue ink, appearing to read 'T. Thorne', is written over a horizontal line.

Todd Thorne

Director of Planning and Public Lands



UINTAH COUNTY

STATE OF UTAH

Our Past is The Nation's Future

COMMISSIONERS:

William C. Stringer

Brad G. Horrocks

Bart N. Haslem

ASSESSOR - Barbara Simper

ATTORNEY - Greg Lamb

CLERK-AUDITOR - Michael W. Wilkins

RECORDER - Brenda McDonald

TREASURER - Wendi Long

SHERIFF - Steve Labrum

SURVEYOR - John Slauch

September 3, 2019

Joshua Wayland
Surface Transportation Board
C/O 9300 Lee Highway
Fairfax, VA 22031

ATTN: Environmental Filing Docket No. FD 36284

Mr. Wayland,

Uintah County strongly supports the Uinta Basin Railway project. We support the Seven County Infrastructure Coalition's preferred route through Indian Canyon as it will bring increased economic opportunity, jobs, and stable employment to our County. The railway will enable us to diversify our economy, strengthen our government services, and help keep our families together.

The railway will connect various Uinta Basin industries to regional and national markets, which will lead to a boost in jobs and economic stability for our communities. Not only will direct jobs from the railway and the shipper terminals be a boost to our local economy, but also indirect and induced jobs from the economic opportunities generated by the region's main industries of oil and gas, agriculture and livestock, and mining. This benefits Uintah County through increased taxes and royalty payments that help us with much-needed investments for our shared infrastructure needs, such as roads, utilities and schools.

Uintah County also asks the Surface Transportation Board to consider the need for additional transportation infrastructure and the safety benefits that come from the Uinta Basin Railway.

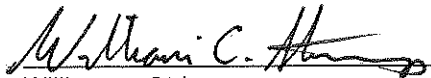
All freight moving in and out of the Uinta Basin is currently limited to semi-trucks travelling along two-lane highways: U.S. Highway 191 and U.S. Highway 40. The safety of our constituents as they travel is significantly important to each of our elected officials and is a growing concern to our communities and constituents.

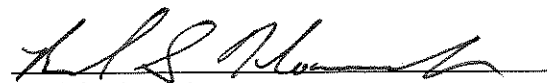
Delays on the two-lane highways in weather conditions that require extreme caution also means long travel times, additional safety concerns and mitigation to roadways that are a financial burden on counties and the State of Utah. The Uinta Basin Railway will alleviate the highway congestion and our public costs of local roadway maintenance and capacity expansion.


Uintah County appreciates the opportunity to submit comment on the Uinta Basin Railway project.

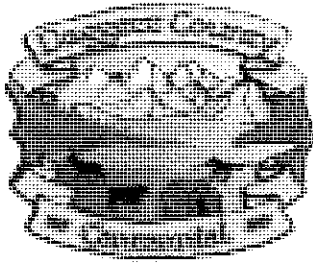
Sincerely,

UINTAH COUNTY COMMISSION


William C. Stringer


Brad G. Horrocks


Bart N. Haslem



DAGGETT COUNTY

STATE OF UTAH

95 North 1st West

P.O. BOX 400

Manila, UT 84046

September 3, 2019

Joshua Wayland
Surface Transportation Board
C/O 9300 Lee Highway
Fairfax, VA 22031

ATTN: Environmental Filing Docket No. FD 36284

Mr. Wayland,

The Daggett County Commission strongly supports the Uinta Basin Railway project. The railway will bring increased economic opportunity, jobs, and stable employment to our county. The railway will enable us to diversify our economy, strengthen our government services, and help keep our families together. The railway will connect various Uinta Basin industries to regional and national markets, which will lead to a boost in jobs and economic stability for our community. Not only will direct jobs from the railway and the shipper terminals be a boost to our local economy, but also indirect and induced jobs from the economic opportunities generated by the region's main industries of oil and gas, agriculture and livestock, and mining. This benefits our county through increased taxes and royalty payments that help us with much-needed investments for our shared infrastructure needs, such as roads, utilities and schools. The Daggett County Commission also asks the Surface Transportation Board to consider the need for additional transportation infrastructure and the safety benefits that come from the Uinta Basin Railway. All freight moving in and out of the Uinta Basin is currently limited to semi-trucks travelling along two-lane highways: U.S. Highway 191 and U.S. Highway 40. The safety of our constituents as they travel is significantly important to each of our elected officials and is a growing concern to our communities and constituents.

Delays on the two-lane highways in weather conditions that require extreme caution also mean longer travel times, additional safety concerns and mitigation to roadways that are a financial burden on counties and the State of Utah. The Uinta Basin Railway will alleviate highway congestion and our public costs of local roadway maintenance and capacity expansion.

Commissioners:

Jack Lytle
jlytle@daggettcountry.org
Randy Asay, Chair
rasay@daggettcountry.org
Matt Tippetts
mttippetts@daggettcountry.org
(435) 784-3218

Clerk/Treasurer:

Brian Raymond
(435) 784-3154
braymond@daggettcountry.org

Auditor/Recorder:

Keri Pallesen
(435) 784-3210
kpallesen@daggettcountry.org

Assessor:

Lesia Asay
(435) 784-3222
lasay@daggettcountry.org

Sheriff:

Erik L. Bailey
(801) 540-9017
ebailey@daggettcountry.org

Attorney:

Niel Lund
nlund@daggettcountry.org
(435) 784-3218 x140
Chad Woolley
cwoolley@me.com
(801) 550-3988

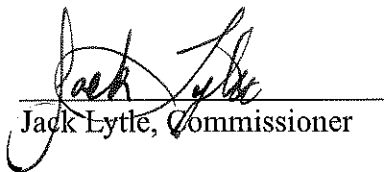
Fax Number is (435) 784-3335

The Daggett County Commission appreciates the opportunity to submit comments on the Uinta Basin Railway project.

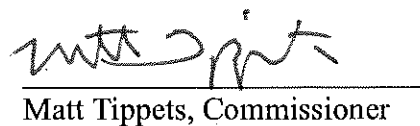
Sincerely,



Randy Asay, Chairman



Jack Lytle, Commissioner



Matt Tippetts, Commissioner

Commissioners:

Jack Lytle
jlytle@daggettcountry.org
Randy Asay, Chair
rasay@daggettcountry.org
Matt Tippetts
mttippetts@daggettcountry.org
(435) 784-3218

Clerk/Treasurer:

Brian Raymond
(435) 784-3154
bryanmond@daggettcountry.org

Auditor/Recorder:

Keri Pallesen
(435) 784-3210
kpallesen@daggettcountry.org

Assessor:

Lesla Asay
(435) 784-3222
lasay@daggettcountry.org

Fax Number is (435) 784-3335

Sheriff:

Erik L. Bailey
(801) 540-9017
ebailey@daggettcountry.org

Attorney:

Niel Lund
nlund@daggettcountry.org
(435) 784-3218 x140
Chad Woolley
cwoolley@me.com
(801) 550-3988

From: [Ruland Gill](#)
To: [Uinta Basin Rail Environment](#)
Subject: Uinta Basin Railway Project -- Support
Date: Tuesday, September 03, 2019 10:31:10 PM

September 03, 2019

Joshua Wayland
U.S. Surface Transportation Board
C/O 9300 Lee Highway
Fairfax, VA 22031

ATTN: Environmental Filing Docket No. FD 36284

Dear Mr. Wayland,

I am the Chair of the Utah Board of Oil, Gas and Mining and am in support of the Uinta Basin Railway Project.

One of the questions you will surely ask the sponsors of this Project is whether the oil and gas reserves are authentic and real. Please relay to the Surface Transportation Board that the oil and gas reserves in the Uintah Basin Pool are significant and noteworthy.

Here are some facts to consider (recognizing that the Long-Lateral Horizontal Play in Utah is at the toddler stage with only 250 horizontal wells drilled to date -- it could be even bigger in areal extent):

- In 2018, the typical "Utah Long-Lateral Horizontal Well" (LLHW) has, in the first 20 months of the well's life, cumulative production of barrels of crude oil of between 200,000 and 250,000. Depending on the world oil prices, this means the wells payout (break-even on the drilling and well completion costs of approximately \$8-10 million) is somewhere between nine and twenty-four months.
- Currently, there are five proven producing zones. Again, depending on world oil prices, the Rates of Return on these five producing zones are in the range of 35% to 113%. That is an impressive return compared to what the average U.S. company or individual can get for similar risk.
- One of the best ways to compare U.S. producing fields is the calculation of "Proven Reserves per Square Mile" (mmbbl/sq.mile). A "Stacked Pay Comparison" of the Uintah field to other fields is also impressive. The number-one field is the Midland Texas field with 50-150 mmbbl/sq.mile. The Uintah Basin comes in second in the nation at 20-60 mmbbl/sq.mile. The other fields in the comparison of million barrels of recoverable crude oil per square mile are the Montney (10-40), the Eagle Ford (20-50), the Niobrara (25-50) and the Bakken (10-20).
- Early estimates are conservative that the entire Uintah Basin Pool contains approximately 55 Billion Barrels of Original Oil in Place. At (1) a 10% recovery factor and (2) a West Texas Intermediate price of \$50 per barrel, that equates to roughly \$275 Billion in gross revenue from the recoverable reserves.
- Most noteworthy is the fact that only six drilling rigs for LLHWs can produce enough crude oil to swamp the entire available refining capacity of Utah of between 75-85 thousand barrels per day.

I believe the Uintah Basin Pool could easily expand to double or triple the daily capacity of the current available market which is the Utah refineries.

Assuming the Uintah Basin Pool is national or international in quality and quantity, the next question is how to get this expanded and large, daily produced-volume to the interstate market. Of all of the options I've studied, it appears that the Uinta Basin Railway Project has the most potential and viability. Therefore, I strongly support the Project.

Being a native of the Uintah Basin, it also appears to me that the route preferred through Indian Canyon (as proposed by the Seven County Infrastructure Coalition) will have a substantial economic benefit to the local area, the State of Utah and the Rocky Mountain Region.

I know Indian Canyon. My fraternal grandfather was one of the original settlers, using the first set of draft horses in the Uintah Basin, to carry winter freight from Duchesne City to Price/Helper Cities, Utah. This is an ideal route because it has been the used for commerce from the date of the original pioneers up to and including the present day.

My understanding is also that Vernal City, Utah, is the largest city in America still not served by a railroad.

I know you hear arguments on both sides of the issue. So, let me add one more argument.

At statehood, Utah was granted by the Federal Government one-ninth of its surface and mineral estates to accomplish the federal doctrine of Equal Footing. It is the Utah Children that benefit most from oil and gas development. Per-pupil spending in Utah is dead last in the country. If its not dead last, it is next to dead last.

The Utah School and Institutional Trust Lands Administration (SITLA) handles the revenues from the one-ninth granted to Utah at statehood.

Without both SITLA revenues from its Endowments, the per-pupil spending in Utah would not be adequate by any measure. The kids of Utah, and the other beneficiaries of the SITLA trusts (like the Agricultural College of Utah State University), need this Project for sustained growth in education.

As the former Chair of the Board of Trustees of SITLA, I am strongly and passionately asking for your approval of the Uinta Basin Railway Project and that the project be routed through Indian Canyon.

Thank you for allowing me to comment.

Sincerely,

Ruland Gill

Chair, Utah Board of Oil, Gas & Mining

Former Chair of Board of Trustees for SITLA



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Skull Valley Band of the Goshute Indians
Chairperson Candace Bear
P.O. Box 448
Grantsville, Utah 84029

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction and Operation in Utah, Carbon, Duchesne, and Uintah Counties, Utah: Notice of Intent to Prepare an Environmental Impact Statement, Draft Scope of Study, Notice of Scoping Meetings, Request for Comments on Draft Scope; Request for Consultation Preferences

Dear Ms. Candace Bear:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed railroad project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition (Coalition), an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

The construction and operation of the Coalition's proposed rail line has the potential to result in significant environmental impacts; therefore, 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.*). Today, OEA issued a Notice of Intent to prepare an EIS, Draft Scope of Study, Notice of Scoping Meetings, and Request for Comments on the Draft Scope of Study, which can be viewed on a Board-sponsored project website at www.UintaBasinRailwayEIS.com by clicking on "Notice of Intent" under "Related Links & Documents." The project website includes a map of the project area, including the Coalition's preferred route and proposed alternative routes. Following the scoping period, OEA will review the scoping comments and then finalize the Scope of Study, including the final list of alternatives for the proposed rail line to be

carried forward for detailed study in the EIS. ICF, OEA's third-party contractor, will be assisting OEA throughout its EIS process.

How to Comment on the Draft Scope of Study

We invite you to participate in this EIS scoping process and would appreciate your written comments on the Draft Scope of Study and potential alternatives to the Coalition's proposed route by the close of the scoping comment period on **August 3, 2019**.

Scoping comments may also be submitted electronically on the Board's website, www.stb.gov, by clicking on the "E-FILING" link on the home page and then selecting "Environmental Comments." Log-in accounts are not needed to file environmental comments electronically, and comments may be typed into the text box provided or attached as a file. If you have difficulties with the e-filing process, please call 202-245-0330.

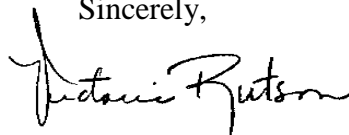
Please send your written comments to Joshua Wayland, PhD, OEA's Project Manager for the EIS, at the address below:

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

The Board is also interested in knowing whether your tribe is interested in consulting with us regarding the broader range of impacts assessed under NEPA including those to tribal lands and resources. To assist you in your response, I have attached a questionnaire regarding any future involvement your tribe may want in the overall NEPA process. I respectfully request that you complete the questionnaire and return it to Joshua Wayland of my staff at your earliest convenience. The Board will also be initiating consultation with Consulting Parties under the National Historic Preservation Act, including any tribe that attaches religious and cultural significance to historic properties that may be affected by this undertaking.

Please sign up to be added to the project's email distribution list to receive future communications. To sign up, please go to the project website, click on "Project Mailing List," and complete and submit the form. If you have any questions or would like to discuss the project in more detail, please feel free to contact Dr. Wayland by phone at 202-245-0330 or email at Joshua.Wayland@stb.gov. We look forward to your participation in the Board's environmental review process.

Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

CONSULTATION QUESTIONNAIRE

Skull Valley Band of the Goshute Indians

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

Project Name: Uinta Basin Railway Environmental Impact Statement

Please check all the appropriate response(s) that apply from the list below and use the back of this form or additional sheets if you wish to make comments:

_____ No further involvement in government-to-government consultation during the EIS process

_____ Continued receipt of project information and participation through the public involvement process

_____ by email

_____ by U.S. mail

_____ Participation in government-to-government consultation

Name of the Skull Valley Band of the Goshute Indians designated contact for the Uinta Basin Railway EIS:

_____ Phone: _____
Please Print Name

E-mail: _____

Signed: _____ Date: _____

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

Or email to: Joshua.Wayland@stb.gov



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Navajo Nation, Arizona, New Mexico and Utah
Supervisory Archaeologist Tim Begay
P.O. Box 4950
Window Rock, Arizona 86515

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction and Operation in Utah, Carbon, Duchesne, and Uintah Counties, Utah: Notice of Intent to Prepare an Environmental Impact Statement, Draft Scope of Study, Notice of Scoping Meetings, Request for Comments on Draft Scope; Request for Consultation Preferences

Dear Mr. Tim Begay:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed railroad project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition (Coalition), an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

The construction and operation of the Coalition's proposed rail line has the potential to result in significant environmental impacts; therefore, 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.*). Today, OEA issued a Notice of Intent to prepare an EIS, Draft Scope of Study, Notice of Scoping Meetings, and Request for Comments on the Draft Scope of Study, which can be viewed on a Board-sponsored project website at www.UintaBasinRailwayEIS.com by clicking on "Notice of Intent" under "Related Links & Documents." The project website includes a map of the project area, including the Coalition's preferred route and proposed alternative routes. Following the scoping period, OEA will review the scoping comments and then finalize the Scope of Study, including the final list of alternatives for the proposed rail line to be

carried forward for detailed study in the EIS. ICF, OEA's third-party contractor, will be assisting OEA throughout its EIS process.

How to Comment on the Draft Scope of Study

We invite you to participate in this EIS scoping process and would appreciate your written comments on the Draft Scope of Study and potential alternatives to the Coalition's proposed route by the close of the scoping comment period on **August 3, 2019**.

Scoping comments may also be submitted electronically on the Board's website, www.stb.gov, by clicking on the "E-FILING" link on the home page and then selecting "Environmental Comments." Log-in accounts are not needed to file environmental comments electronically, and comments may be typed into the text box provided or attached as a file. If you have difficulties with the e-filing process, please call 202-245-0330.

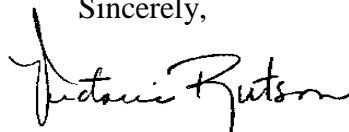
Please send your written comments to Joshua Wayland, PhD, OEA's Project Manager for the EIS, at the address below:

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

The Board is also interested in knowing whether your tribe is interested in consulting with us regarding the broader range of impacts assessed under NEPA including those to tribal lands and resources. To assist you in your response, I have attached a questionnaire regarding any future involvement your tribe may want in the overall NEPA process. I respectfully request that you complete the questionnaire and return it to Joshua Wayland of my staff at your earliest convenience. The Board will also be initiating consultation with Consulting Parties under the National Historic Preservation Act, including any tribe that attaches religious and cultural significance to historic properties that may be affected by this undertaking.

Please sign up to be added to the project's email distribution list to receive future communications. To sign up, please go to the project website, click on "Project Mailing List," and complete and submit the form. If you have any questions or would like to discuss the project in more detail, please feel free to contact Dr. Wayland by phone at 202-245-0330 or email at Joshua.Wayland@stb.gov. We look forward to your participation in the Board's environmental review process.

Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

CONSULTATION QUESTIONNAIRE

Navajo Nation, Arizona, New Mexico and Utah

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

Project Name: Uinta Basin Railway Environmental Impact Statement

Please check all the appropriate response(s) that apply from the list below and use the back of this form or additional sheets if you wish to make comments:

_____ No further involvement in government-to-government consultation during the EIS process

_____ Continued receipt of project information and participation through the public involvement process

_____ by email

_____ by U.S. mail

_____ Participation in government-to-government consultation

Name of the Navajo Nation, Arizona, New Mexico and Utah designated contact for the Uinta Basin Railway EIS:

_____ Phone: _____
Please Print Name

E-mail: _____

Signed: _____ Date: _____

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

Or email to: Joshua.Wayland@stb.gov



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Paiute Indian Tribe of Utah
Chairperson Tamra Borchardt-Slayton
440 N. Paiute Drive
Cedar City, Utah 84720

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction and Operation in Utah, Carbon, Duchesne, and Uintah Counties, Utah: Notice of Intent to Prepare an Environmental Impact Statement, Draft Scope of Study, Notice of Scoping Meetings, Request for Comments on Draft Scope; Request for Consultation Preferences

Dear Ms. Tamra Borchardt-Slayton:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed railroad project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition (Coalition), an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

The construction and operation of the Coalition's proposed rail line has the potential to result in significant environmental impacts; therefore, 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.*). Today, OEA issued a Notice of Intent to prepare an EIS, Draft Scope of Study, Notice of Scoping Meetings, and Request for Comments on the Draft Scope of Study, which can be viewed on a Board-sponsored project website at www.UintaBasinRailwayEIS.com by clicking on "Notice of Intent" under "Related Links & Documents." The project website includes a map of the project area, including the Coalition's preferred route and proposed alternative routes. Following the scoping period, OEA will review the scoping comments and then finalize the Scope of Study, including the final list of alternatives for the proposed rail line to be

carried forward for detailed study in the EIS. ICF, OEA's third-party contractor, will be assisting OEA throughout its EIS process.

How to Comment on the Draft Scope of Study

We invite you to participate in this EIS scoping process and would appreciate your written comments on the Draft Scope of Study and potential alternatives to the Coalition's proposed route by the close of the scoping comment period on **August 3, 2019**.

Scoping comments may also be submitted electronically on the Board's website, www.stb.gov, by clicking on the "E-FILING" link on the home page and then selecting "Environmental Comments." Log-in accounts are not needed to file environmental comments electronically, and comments may be typed into the text box provided or attached as a file. If you have difficulties with the e-filing process, please call 202-245-0330.

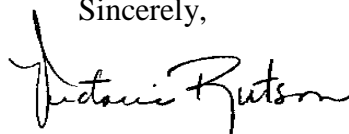
Please send your written comments to Joshua Wayland, PhD, OEA's Project Manager for the EIS, at the address below:

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

The Board is also interested in knowing whether your tribe is interested in consulting with us regarding the broader range of impacts assessed under NEPA including those to tribal lands and resources. To assist you in your response, I have attached a questionnaire regarding any future involvement your tribe may want in the overall NEPA process. I respectfully request that you complete the questionnaire and return it to Joshua Wayland of my staff at your earliest convenience. The Board will also be initiating consultation with Consulting Parties under the National Historic Preservation Act, including any tribe that attaches religious and cultural significance to historic properties that may be affected by this undertaking.

Please sign up to be added to the project's email distribution list to receive future communications. To sign up, please go to the project website, click on "Project Mailing List," and complete and submit the form. If you have any questions or would like to discuss the project in more detail, please feel free to contact Dr. Wayland by phone at 202-245-0330 or email at Joshua.Wayland@stb.gov. We look forward to your participation in the Board's environmental review process.

Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

CONSULTATION QUESTIONNAIRE

Paiute Indian Tribe of Utah

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

Project Name: Uinta Basin Railway Environmental Impact Statement

Please check all the appropriate response(s) that apply from the list below and use the back of this form or additional sheets if you wish to make comments:

_____ No further involvement in government-to-government consultation during the EIS process

_____ Continued receipt of project information and participation through the public involvement process

_____ by email

_____ by U.S. mail

_____ Participation in government-to-government consultation

Name of the Paiute Indian Tribe of Utah designated contact for the Uinta Basin Railway EIS:

_____ Phone: _____
Please Print Name

E-mail: _____

Signed: _____ Date: _____

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

Or email to: Joshua.Wayland@stb.gov



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Shoshone-Bannock Tribes of the Fort Hall Reservation, Idaho
Cultural Resources Coordinator Carolyn Boyer Smith
97 Yakima Street, P.O. Box 306
Fort Hall, Idaho 83203

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction and Operation in Utah, Carbon, Duchesne, and Uintah Counties, Utah: Notice of Intent to Prepare an Environmental Impact Statement, Draft Scope of Study, Notice of Scoping Meetings, Request for Comments on Draft Scope; Request for Consultation Preferences

Dear Ms. Carolyn Boyer Smith:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed railroad project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition (Coalition), an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

The construction and operation of the Coalition's proposed rail line has the potential to result in significant environmental impacts; therefore, 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.*). Today, OEA issued a Notice of Intent to prepare an EIS, Draft Scope of Study, Notice of Scoping Meetings, and Request for Comments on the Draft Scope of Study, which can be viewed on a Board-sponsored project website at www.UintaBasinRailwayEIS.com by clicking on "Notice of Intent" under "Related Links & Documents." The project website includes a map of the project area, including the Coalition's preferred route and proposed alternative routes. Following the scoping period, OEA will review the scoping comments and then finalize the Scope of Study, including the final list of alternatives for the proposed rail line to be

carried forward for detailed study in the EIS. ICF, OEA's third-party contractor, will be assisting OEA throughout its EIS process.

How to Comment on the Draft Scope of Study

We invite you to participate in this EIS scoping process and would appreciate your written comments on the Draft Scope of Study and potential alternatives to the Coalition's proposed route by the close of the scoping comment period on **August 3, 2019**.

Scoping comments may also be submitted electronically on the Board's website, www.stb.gov, by clicking on the "E-FILING" link on the home page and then selecting "Environmental Comments." Log-in accounts are not needed to file environmental comments electronically, and comments may be typed into the text box provided or attached as a file. If you have difficulties with the e-filing process, please call 202-245-0330.

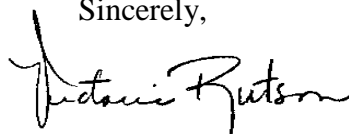
Please send your written comments to Joshua Wayland, PhD, OEA's Project Manager for the EIS, at the address below:

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

The Board is also interested in knowing whether your tribe is interested in consulting with us regarding the broader range of impacts assessed under NEPA including those to tribal lands and resources. To assist you in your response, I have attached a questionnaire regarding any future involvement your tribe may want in the overall NEPA process. I respectfully request that you complete the questionnaire and return it to Joshua Wayland of my staff at your earliest convenience. The Board will also be initiating consultation with Consulting Parties under the National Historic Preservation Act, including any tribe that attaches religious and cultural significance to historic properties that may be affected by this undertaking.

Please sign up to be added to the project's email distribution list to receive future communications. To sign up, please go to the project website, click on "Project Mailing List," and complete and submit the form. If you have any questions or would like to discuss the project in more detail, please feel free to contact Dr. Wayland by phone at 202-245-0330 or email at Joshua.Wayland@stb.gov. We look forward to your participation in the Board's environmental review process.

Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

CONSULTATION QUESTIONNAIRE

Shoshone-Bannock Tribes of the Fort Hall Reservation, Idaho

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

Project Name: Uinta Basin Railway Environmental Impact Statement

Please check all the appropriate response(s) that apply from the list below and use the back of this form or additional sheets if you wish to make comments:

_____ No further involvement in government-to-government consultation during the EIS process

_____ Continued receipt of project information and participation through the public involvement process

_____ by email

_____ by U.S. mail

_____ Participation in government-to-government consultation

Name of the Shoshone-Bannock Tribes of the Fort Hall Reservation, Idaho designated contact for the Uinta Basin Railway EIS:

_____ Phone: _____
Please Print Name

E-mail: _____

Signed: _____ Date: _____

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

Or email to: Joshua.Wayland@stb.gov



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Apache Tribe of Oklahoma
NAGPRA Contact Darin Cisco
P.O. Box 1330
Anadarko, Oklahoma 73005

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction and Operation in Utah, Carbon, Duchesne, and Uintah Counties, Utah: Notice of Intent to Prepare an Environmental Impact Statement, Draft Scope of Study, Notice of Scoping Meetings, Request for Comments on Draft Scope; Request for Consultation Preferences

Dear Mr. Darin Cisco:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed railroad project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition (Coalition), an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

The construction and operation of the Coalition's proposed rail line has the potential to result in significant environmental impacts; therefore, 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.*). Today, OEA issued a Notice of Intent to prepare an EIS, Draft Scope of Study, Notice of Scoping Meetings, and Request for Comments on the Draft Scope of Study, which can be viewed on a Board-sponsored project website at www.UintaBasinRailwayEIS.com by clicking on "Notice of Intent" under "Related Links & Documents." The project website includes a map of the project area, including the Coalition's preferred route and proposed alternative routes. Following the scoping period, OEA will review the scoping comments and then finalize the Scope of Study, including the final list of alternatives for the proposed rail line to be

carried forward for detailed study in the EIS. ICF, OEA's third-party contractor, will be assisting OEA throughout its EIS process.

How to Comment on the Draft Scope of Study

We invite you to participate in this EIS scoping process and would appreciate your written comments on the Draft Scope of Study and potential alternatives to the Coalition's proposed route by the close of the scoping comment period on **August 3, 2019**.

Scoping comments may also be submitted electronically on the Board's website, www.stb.gov, by clicking on the "E-FILING" link on the home page and then selecting "Environmental Comments." Log-in accounts are not needed to file environmental comments electronically, and comments may be typed into the text box provided or attached as a file. If you have difficulties with the e-filing process, please call 202-245-0330.

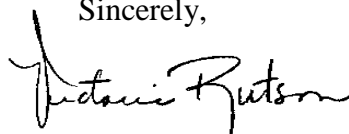
Please send your written comments to Joshua Wayland, PhD, OEA's Project Manager for the EIS, at the address below:

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

The Board is also interested in knowing whether your tribe is interested in consulting with us regarding the broader range of impacts assessed under NEPA including those to tribal lands and resources. To assist you in your response, I have attached a questionnaire regarding any future involvement your tribe may want in the overall NEPA process. I respectfully request that you complete the questionnaire and return it to Joshua Wayland of my staff at your earliest convenience. The Board will also be initiating consultation with Consulting Parties under the National Historic Preservation Act, including any tribe that attaches religious and cultural significance to historic properties that may be affected by this undertaking.

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Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

CONSULTATION QUESTIONNAIRE

Apache Tribe of Oklahoma

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

Project Name: Uinta Basin Railway Environmental Impact Statement

Please check all the appropriate response(s) that apply from the list below and use the back of this form or additional sheets if you wish to make comments:

_____ No further involvement in government-to-government consultation during the EIS process

_____ Continued receipt of project information and participation through the public involvement process

_____ by email

_____ by U.S. mail

_____ Participation in government-to-government consultation

Name of the Apache Tribe of Oklahoma designated contact for the Uinta Basin Railway EIS:

_____ Phone: _____
Please Print Name

E-mail: _____

Signed: _____ Date: _____

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

Or email to: Joshua.Wayland@stb.gov



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

White Mesa/Ute Mountain Ute Tribe, Utah and Colorado
Chairman Harold Cuthair
P.O. Box 248
Towaoc, Colorado 81334

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction and Operation in Utah, Carbon, Duchesne, and Uintah Counties, Utah: Notice of Intent to Prepare an Environmental Impact Statement, Draft Scope of Study, Notice of Scoping Meetings, Request for Comments on Draft Scope; Request for Consultation Preferences

Dear Mr. Harold Cuthair:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed railroad project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition (Coalition), an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

The construction and operation of the Coalition's proposed rail line has the potential to result in significant environmental impacts; therefore, 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.*). Today, OEA issued a Notice of Intent to prepare an EIS, Draft Scope of Study, Notice of Scoping Meetings, and Request for Comments on the Draft Scope of Study, which can be viewed on a Board-sponsored project website at www.UintaBasinRailwayEIS.com by clicking on "Notice of Intent" under "Related Links & Documents." The project website includes a map of the project area, including the Coalition's preferred route and proposed alternative routes. Following the scoping period, OEA will review the scoping comments and then finalize the Scope of Study, including the final list of alternatives for the proposed rail line to be

carried forward for detailed study in the EIS. ICF, OEA's third-party contractor, will be assisting OEA throughout its EIS process.

How to Comment on the Draft Scope of Study

We invite you to participate in this EIS scoping process and would appreciate your written comments on the Draft Scope of Study and potential alternatives to the Coalition's proposed route by the close of the scoping comment period on **August 3, 2019**.

Scoping comments may also be submitted electronically on the Board's website, www.stb.gov, by clicking on the "E-FILING" link on the home page and then selecting "Environmental Comments." Log-in accounts are not needed to file environmental comments electronically, and comments may be typed into the text box provided or attached as a file. If you have difficulties with the e-filing process, please call 202-245-0330.

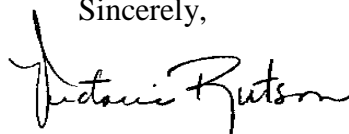
Please send your written comments to Joshua Wayland, PhD, OEA's Project Manager for the EIS, at the address below:

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

The Board is also interested in knowing whether your tribe is interested in consulting with us regarding the broader range of impacts assessed under NEPA including those to tribal lands and resources. To assist you in your response, I have attached a questionnaire regarding any future involvement your tribe may want in the overall NEPA process. I respectfully request that you complete the questionnaire and return it to Joshua Wayland of my staff at your earliest convenience. The Board will also be initiating consultation with Consulting Parties under the National Historic Preservation Act, including any tribe that attaches religious and cultural significance to historic properties that may be affected by this undertaking.

Please sign up to be added to the project's email distribution list to receive future communications. To sign up, please go to the project website, click on "Project Mailing List," and complete and submit the form. If you have any questions or would like to discuss the project in more detail, please feel free to contact Dr. Wayland by phone at 202-245-0330 or email at Joshua.Wayland@stb.gov. We look forward to your participation in the Board's environmental review process.

Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

CONSULTATION QUESTIONNAIRE

White Mesa/Ute Mountain Ute Tribe, Utah and Colorado

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

Project Name: Uinta Basin Railway Environmental Impact Statement

Please check all the appropriate response(s) that apply from the list below and use the back of this form or additional sheets if you wish to make comments:

_____ No further involvement in government-to-government consultation during the EIS process

_____ Continued receipt of project information and participation through the public involvement process

_____ by email

_____ by U.S. mail

_____ Participation in government-to-government consultation

Name of the White Mesa/Ute Mountain Ute Tribe, Utah and Colorado designated contact for the Uinta Basin Railway EIS:

_____ Phone: _____
Please Print Name

E-mail: _____

Signed: _____ Date: _____

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

Or email to: Joshua.Wayland@stb.gov



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Ute Indian Tribe of the Uintah and Ouray Reservation, Utah
Chairman / NAGPRA Contact Luke Duncan
P.O. Box 190
Fort Duchesne, Utah 84026

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction and Operation in Utah, Carbon, Duchesne, and Uintah Counties, Utah: Notice of Intent to Prepare an Environmental Impact Statement, Draft Scope of Study, Notice of Scoping Meetings, Request for Comments on Draft Scope; Request for Consultation Preferences

Dear Mr. Luke Duncan:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed railroad project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition (Coalition), an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

The construction and operation of the Coalition's proposed rail line has the potential to result in significant environmental impacts; therefore, 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.*). Today, OEA issued a Notice of Intent to prepare an EIS, Draft Scope of Study, Notice of Scoping Meetings, and Request for Comments on the Draft Scope of Study, which can be viewed on a Board-sponsored project website at www.UintaBasinRailwayEIS.com by clicking on "Notice of Intent" under "Related Links & Documents." The project website includes a map of the project area, including the Coalition's preferred route and proposed alternative routes. Following the scoping period, OEA will review the scoping comments and then finalize the Scope of Study, including the final list of alternatives for the proposed rail line to be

carried forward for detailed study in the EIS. ICF, OEA's third-party contractor, will be assisting OEA throughout its EIS process.

How to Comment on the Draft Scope of Study

We invite you to participate in this EIS scoping process and would appreciate your written comments on the Draft Scope of Study and potential alternatives to the Coalition's proposed route by the close of the scoping comment period on **August 3, 2019**.

Scoping comments may also be submitted electronically on the Board's website, www.stb.gov, by clicking on the "E-FILING" link on the home page and then selecting "Environmental Comments." Log-in accounts are not needed to file environmental comments electronically, and comments may be typed into the text box provided or attached as a file. If you have difficulties with the e-filing process, please call 202-245-0330.

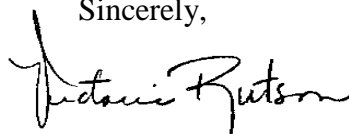
Please send your written comments to Joshua Wayland, PhD, OEA's Project Manager for the EIS, at the address below:

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

The Board is also interested in knowing whether your tribe is interested in consulting with us regarding the broader range of impacts assessed under NEPA including those to tribal lands and resources. To assist you in your response, I have attached a questionnaire regarding any future involvement your tribe may want in the overall NEPA process. I respectfully request that you complete the questionnaire and return it to Joshua Wayland of my staff at your earliest convenience. The Board will also be initiating consultation with Consulting Parties under the National Historic Preservation Act, including any tribe that attaches religious and cultural significance to historic properties that may be affected by this undertaking.

Please sign up to be added to the project's email distribution list to receive future communications. To sign up, please go to the project website, click on "Project Mailing List," and complete and submit the form. If you have any questions or would like to discuss the project in more detail, please feel free to contact Dr. Wayland by phone at 202-245-0330 or email at Joshua.Wayland@stb.gov. We look forward to your participation in the Board's environmental review process.

Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

CONSULTATION QUESTIONNAIRE

Ute Indian Tribe of the Uintah and Ouray Reservation, Utah

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

Project Name: Uinta Basin Railway Environmental Impact Statement

Please check all the appropriate response(s) that apply from the list below and use the back of this form or additional sheets if you wish to make comments:

_____ No further involvement in government-to-government consultation during the EIS process

_____ Continued receipt of project information and participation through the public involvement process

_____ by email

_____ by U.S. mail

_____ Participation in government-to-government consultation

Name of the Ute Indian Tribe of the Uintah and Ouray Reservation, Utah designated contact for the Uinta Basin Railway EIS:

_____ Phone: _____
Please Print Name

E-mail: _____

Signed: _____ Date: _____

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

Or email to: Joshua.Wayland@stb.gov



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Eastern Shoshone Tribe of the Wind River Reservation, Wyoming
NAGPRA Contact Wilferd Ferris
P.O. Box 538
Fort Washakie, Wyoming 82514

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction and Operation in Utah, Carbon, Duchesne, and Uintah Counties, Utah: Notice of Intent to Prepare an Environmental Impact Statement, Draft Scope of Study, Notice of Scoping Meetings, Request for Comments on Draft Scope; Request for Consultation Preferences

Dear Mr. Wilferd Ferris:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed railroad project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition (Coalition), an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

The construction and operation of the Coalition's proposed rail line has the potential to result in significant environmental impacts; therefore, 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.*). Today, OEA issued a Notice of Intent to prepare an EIS, Draft Scope of Study, Notice of Scoping Meetings, and Request for Comments on the Draft Scope of Study, which can be viewed on a Board-sponsored project website at www.UintaBasinRailwayEIS.com by clicking on "Notice of Intent" under "Related Links & Documents." The project website includes a map of the project area, including the Coalition's preferred route and proposed alternative routes. Following the scoping period, OEA will review the scoping comments and then finalize the Scope of Study, including the final list of alternatives for the proposed rail line to be

carried forward for detailed study in the EIS. ICF, OEA's third-party contractor, will be assisting OEA throughout its EIS process.

How to Comment on the Draft Scope of Study

We invite you to participate in this EIS scoping process and would appreciate your written comments on the Draft Scope of Study and potential alternatives to the Coalition's proposed route by the close of the scoping comment period on **August 3, 2019**.

Scoping comments may also be submitted electronically on the Board's website, www.stb.gov, by clicking on the "E-FILING" link on the home page and then selecting "Environmental Comments." Log-in accounts are not needed to file environmental comments electronically, and comments may be typed into the text box provided or attached as a file. If you have difficulties with the e-filing process, please call 202-245-0330.

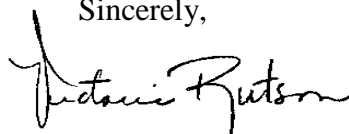
Please send your written comments to Joshua Wayland, PhD, OEA's Project Manager for the EIS, at the address below:

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

The Board is also interested in knowing whether your tribe is interested in consulting with us regarding the broader range of impacts assessed under NEPA including those to tribal lands and resources. To assist you in your response, I have attached a questionnaire regarding any future involvement your tribe may want in the overall NEPA process. I respectfully request that you complete the questionnaire and return it to Joshua Wayland of my staff at your earliest convenience. The Board will also be initiating consultation with Consulting Parties under the National Historic Preservation Act, including any tribe that attaches religious and cultural significance to historic properties that may be affected by this undertaking.

Please sign up to be added to the project's email distribution list to receive future communications. To sign up, please go to the project website, click on "Project Mailing List," and complete and submit the form. If you have any questions or would like to discuss the project in more detail, please feel free to contact Dr. Wayland by phone at 202-245-0330 or email at Joshua.Wayland@stb.gov. We look forward to your participation in the Board's environmental review process.

Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

CONSULTATION QUESTIONNAIRE

Eastern Shoshone Tribe of the Wind River Reservation, Wyoming

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

Project Name: Uinta Basin Railway Environmental Impact Statement

Please check all the appropriate response(s) that apply from the list below and use the back of this form or additional sheets if you wish to make comments:

_____ No further involvement in government-to-government consultation during the EIS process

_____ Continued receipt of project information and participation through the public involvement process

_____ by email

_____ by U.S. mail

_____ Participation in government-to-government consultation

Name of the Eastern Shoshone Tribe of the Wind River Reservation, Wyoming designated contact for the Uinta Basin Railway EIS:

_____ Phone: _____
Please Print Name

E-mail: _____

Signed: _____ Date: _____

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

Or email to: Joshua.Wayland@stb.gov



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Eastern Shoshone Tribe of the Wind River Reservation, Wyoming
Chairman Vernon Hill
P.O. Box 538
Fort Washakie, Wyoming 82514

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction and Operation in Utah, Carbon, Duchesne, and Uintah Counties, Utah: Notice of Intent to Prepare an Environmental Impact Statement, Draft Scope of Study, Notice of Scoping Meetings, Request for Comments on Draft Scope; Request for Consultation Preferences

Dear Mr. Vernon Hill:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed railroad project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition (Coalition), an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

The construction and operation of the Coalition's proposed rail line has the potential to result in significant environmental impacts; therefore, 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.*). Today, OEA issued a Notice of Intent to prepare an EIS, Draft Scope of Study, Notice of Scoping Meetings, and Request for Comments on the Draft Scope of Study, which can be viewed on a Board-sponsored project website at www.UintaBasinRailwayEIS.com by clicking on "Notice of Intent" under "Related Links & Documents." The project website includes a map of the project area, including the Coalition's preferred route and proposed alternative routes. Following the scoping period, OEA will review the scoping comments and then finalize the Scope of Study, including the final list of alternatives for the proposed rail line to be

carried forward for detailed study in the EIS. ICF, OEA's third-party contractor, will be assisting OEA throughout its EIS process.

How to Comment on the Draft Scope of Study

We invite you to participate in this EIS scoping process and would appreciate your written comments on the Draft Scope of Study and potential alternatives to the Coalition's proposed route by the close of the scoping comment period on **August 3, 2019**.

Scoping comments may also be submitted electronically on the Board's website, www.stb.gov, by clicking on the "E-FILING" link on the home page and then selecting "Environmental Comments." Log-in accounts are not needed to file environmental comments electronically, and comments may be typed into the text box provided or attached as a file. If you have difficulties with the e-filing process, please call 202-245-0330.

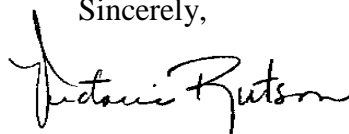
Please send your written comments to Joshua Wayland, PhD, OEA's Project Manager for the EIS, at the address below:

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

The Board is also interested in knowing whether your tribe is interested in consulting with us regarding the broader range of impacts assessed under NEPA including those to tribal lands and resources. To assist you in your response, I have attached a questionnaire regarding any future involvement your tribe may want in the overall NEPA process. I respectfully request that you complete the questionnaire and return it to Joshua Wayland of my staff at your earliest convenience. The Board will also be initiating consultation with Consulting Parties under the National Historic Preservation Act, including any tribe that attaches religious and cultural significance to historic properties that may be affected by this undertaking.

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Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

CONSULTATION QUESTIONNAIRE

Eastern Shoshone Tribe of the Wind River Reservation, Wyoming

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

Project Name: Uinta Basin Railway Environmental Impact Statement

Please check all the appropriate response(s) that apply from the list below and use the back of this form or additional sheets if you wish to make comments:

_____ No further involvement in government-to-government consultation during the EIS process

_____ Continued receipt of project information and participation through the public involvement process

_____ by email

_____ by U.S. mail

_____ Participation in government-to-government consultation

Name of the Eastern Shoshone Tribe of the Wind River Reservation, Wyoming designated contact for the Uinta Basin Railway EIS:

_____ Phone: _____
Please Print Name

E-mail: _____

Signed: _____ Date: _____

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

Or email to: Joshua.Wayland@stb.gov



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

The Hopi Tribe of Arizona
Chairman Herman Honanie
P.O. Box 123
Kykotsmovi, Arizona 86039

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction and Operation in Utah, Carbon, Duchesne, and Uintah Counties, Utah: Notice of Intent to Prepare an Environmental Impact Statement, Draft Scope of Study, Notice of Scoping Meetings, Request for Comments on Draft Scope; Request for Consultation Preferences

Dear Mr. Herman Honanie:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed railroad project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition (Coalition), an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

The construction and operation of the Coalition's proposed rail line has the potential to result in significant environmental impacts; therefore, 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.*). Today, OEA issued a Notice of Intent to prepare an EIS, Draft Scope of Study, Notice of Scoping Meetings, and Request for Comments on the Draft Scope of Study, which can be viewed on a Board-sponsored project website at www.UintaBasinRailwayEIS.com by clicking on "Notice of Intent" under "Related Links & Documents." The project website includes a map of the project area, including the Coalition's preferred route and proposed alternative routes. Following the scoping period, OEA will review the scoping comments and then finalize the Scope of Study, including the final list of alternatives for the proposed rail line to be

carried forward for detailed study in the EIS. ICF, OEA's third-party contractor, will be assisting OEA throughout its EIS process.

How to Comment on the Draft Scope of Study

We invite you to participate in this EIS scoping process and would appreciate your written comments on the Draft Scope of Study and potential alternatives to the Coalition's proposed route by the close of the scoping comment period on **August 3, 2019**.

Scoping comments may also be submitted electronically on the Board's website, www.stb.gov, by clicking on the "E-FILING" link on the home page and then selecting "Environmental Comments." Log-in accounts are not needed to file environmental comments electronically, and comments may be typed into the text box provided or attached as a file. If you have difficulties with the e-filing process, please call 202-245-0330.

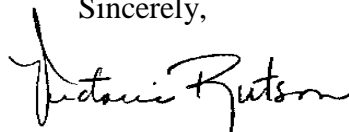
Please send your written comments to Joshua Wayland, PhD, OEA's Project Manager for the EIS, at the address below:

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

The Board is also interested in knowing whether your tribe is interested in consulting with us regarding the broader range of impacts assessed under NEPA including those to tribal lands and resources. To assist you in your response, I have attached a questionnaire regarding any future involvement your tribe may want in the overall NEPA process. I respectfully request that you complete the questionnaire and return it to Joshua Wayland of my staff at your earliest convenience. The Board will also be initiating consultation with Consulting Parties under the National Historic Preservation Act, including any tribe that attaches religious and cultural significance to historic properties that may be affected by this undertaking.

Please sign up to be added to the project's email distribution list to receive future communications. To sign up, please go to the project website, click on "Project Mailing List," and complete and submit the form. If you have any questions or would like to discuss the project in more detail, please feel free to contact Dr. Wayland by phone at 202-245-0330 or email at Joshua.Wayland@stb.gov. We look forward to your participation in the Board's environmental review process.

Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

CONSULTATION QUESTIONNAIRE

The Hopi Tribe of Arizona

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

Project Name: Uinta Basin Railway Environmental Impact Statement

Please check all the appropriate response(s) that apply from the list below and use the back of this form or additional sheets if you wish to make comments:

_____ No further involvement in government-to-government consultation during the EIS process

_____ Continued receipt of project information and participation through the public involvement process

_____ by email

_____ by U.S. mail

_____ Participation in government-to-government consultation

Name of the The Hopi Tribe of Arizona designated contact for the Uinta Basin Railway EIS:

_____ Phone: _____
Please Print Name

E-mail: _____

Signed: _____ Date: _____

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

Or email to: Joshua.Wayland@stb.gov



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Confederated Tribes of the Goshute Reservation, Nevada and Utah
Chairman Virgil Johnson
P.O. Box 6104
Ibapah, Utah 84034

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction and Operation in Utah, Carbon, Duchesne, and Uintah Counties, Utah: Notice of Intent to Prepare an Environmental Impact Statement, Draft Scope of Study, Notice of Scoping Meetings, Request for Comments on Draft Scope; Request for Consultation Preferences

Dear Mr. Virgil Johnson:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed railroad project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition (Coalition), an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

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How to Comment on the Draft Scope of Study

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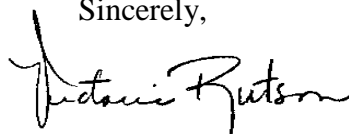
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Joshua Wayland
Surface Transportation Board
Docket No. FD 36284
c/o 9300 Lee Highway
Fairfax, VA 22031

The Board is also interested in knowing whether your tribe is interested in consulting with us regarding the broader range of impacts assessed under NEPA including those to tribal lands and resources. To assist you in your response, I have attached a questionnaire regarding any future involvement your tribe may want in the overall NEPA process. I respectfully request that you complete the questionnaire and return it to Joshua Wayland of my staff at your earliest convenience. The Board will also be initiating consultation with Consulting Parties under the National Historic Preservation Act, including any tribe that attaches religious and cultural significance to historic properties that may be affected by this undertaking.

Please sign up to be added to the project's email distribution list to receive future communications. To sign up, please go to the project website, click on "Project Mailing List," and complete and submit the form. If you have any questions or would like to discuss the project in more detail, please feel free to contact Dr. Wayland by phone at 202-245-0330 or email at Joshua.Wayland@stb.gov. We look forward to your participation in the Board's environmental review process.

Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

CONSULTATION QUESTIONNAIRE

Confederated Tribes of the Goshute Reservation, Nevada and Utah

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

Project Name: Uinta Basin Railway Environmental Impact Statement

Please check all the appropriate response(s) that apply from the list below and use the back of this form or additional sheets if you wish to make comments:

_____ No further involvement in government-to-government consultation during the EIS process

_____ Continued receipt of project information and participation through the public involvement process

_____ by email

_____ by U.S. mail

_____ Participation in government-to-government consultation

Name of the Confederated Tribes of the Goshute Reservation, Nevada and Utah designated contact for the Uinta Basin Railway EIS:

_____ Phone: _____
Please Print Name

E-mail: _____

Signed: _____ Date: _____

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

Or email to: Joshua.Wayland@stb.gov



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

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

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction and Operation in Utah, Carbon, Duchesne, and Uintah Counties, Utah: Notice of Intent to Prepare an Environmental Impact Statement, Draft Scope of Study, Notice of Scoping Meetings, Request for Comments on Draft Scope; Request for Consultation Preferences

Dear Mr. Terry Knight:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed railroad project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition (Coalition), an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

The construction and operation of the Coalition's proposed rail line has the potential to result in significant environmental impacts; therefore, 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.*). Today, OEA issued a Notice of Intent to prepare an EIS, Draft Scope of Study, Notice of Scoping Meetings, and Request for Comments on the Draft Scope of Study, which can be viewed on a Board-sponsored project website at www.UintaBasinRailwayEIS.com by clicking on "Notice of Intent" under "Related Links & Documents." The project website includes a map of the project area, including the Coalition's preferred route and proposed alternative routes. Following the scoping period, OEA will review the scoping comments and then finalize the Scope of Study, including the final list of alternatives for the proposed rail line to be

carried forward for detailed study in the EIS. ICF, OEA's third-party contractor, will be assisting OEA throughout its EIS process.

How to Comment on the Draft Scope of Study

We invite you to participate in this EIS scoping process and would appreciate your written comments on the Draft Scope of Study and potential alternatives to the Coalition's proposed route by the close of the scoping comment period on **August 3, 2019**.

Scoping comments may also be submitted electronically on the Board's website, www.stb.gov, by clicking on the "E-FILING" link on the home page and then selecting "Environmental Comments." Log-in accounts are not needed to file environmental comments electronically, and comments may be typed into the text box provided or attached as a file. If you have difficulties with the e-filing process, please call 202-245-0330.

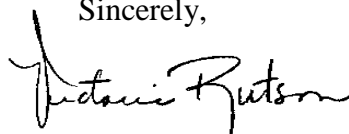
Please send your written comments to Joshua Wayland, PhD, OEA's Project Manager for the EIS, at the address below:

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

The Board is also interested in knowing whether your tribe is interested in consulting with us regarding the broader range of impacts assessed under NEPA including those to tribal lands and resources. To assist you in your response, I have attached a questionnaire regarding any future involvement your tribe may want in the overall NEPA process. I respectfully request that you complete the questionnaire and return it to Joshua Wayland of my staff at your earliest convenience. The Board will also be initiating consultation with Consulting Parties under the National Historic Preservation Act, including any tribe that attaches religious and cultural significance to historic properties that may be affected by this undertaking.

Please sign up to be added to the project's email distribution list to receive future communications. To sign up, please go to the project website, click on "Project Mailing List," and complete and submit the form. If you have any questions or would like to discuss the project in more detail, please feel free to contact Dr. Wayland by phone at 202-245-0330 or email at Joshua.Wayland@stb.gov. We look forward to your participation in the Board's environmental review process.

Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

CONSULTATION QUESTIONNAIRE

White Mesa/Ute Mountain Ute Tribe, Utah and Colorado

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

Project Name: Uinta Basin Railway Environmental Impact Statement

Please check all the appropriate response(s) that apply from the list below and use the back of this form or additional sheets if you wish to make comments:

_____ No further involvement in government-to-government consultation during the EIS process

_____ Continued receipt of project information and participation through the public involvement process

_____ by email

_____ by U.S. mail

_____ Participation in government-to-government consultation

Name of the White Mesa/Ute Mountain Ute Tribe, Utah and Colorado designated contact for the Uinta Basin Railway EIS:

_____ Phone: _____
Please Print Name

E-mail: _____

Signed: _____ Date: _____

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

Or email to: Joshua.Wayland@stb.gov



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Apache Tribe of Oklahoma
Chairman Bobby Komardley
P.O. Box 1330
Anadarko, Oklahoma 73005

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction and Operation in Utah, Carbon, Duchesne, and Uintah Counties, Utah: Notice of Intent to Prepare an Environmental Impact Statement, Draft Scope of Study, Notice of Scoping Meetings, Request for Comments on Draft Scope; Request for Consultation Preferences

Dear Mr. Bobby Komardley:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed railroad project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition (Coalition), an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

The construction and operation of the Coalition's proposed rail line has the potential to result in significant environmental impacts; therefore, 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.*). Today, OEA issued a Notice of Intent to prepare an EIS, Draft Scope of Study, Notice of Scoping Meetings, and Request for Comments on the Draft Scope of Study, which can be viewed on a Board-sponsored project website at www.UintaBasinRailwayEIS.com by clicking on "Notice of Intent" under "Related Links & Documents." The project website includes a map of the project area, including the Coalition's preferred route and proposed alternative routes. Following the scoping period, OEA will review the scoping comments and then finalize the Scope of Study, including the final list of alternatives for the proposed rail line to be

carried forward for detailed study in the EIS. ICF, OEA's third-party contractor, will be assisting OEA throughout its EIS process.

How to Comment on the Draft Scope of Study

We invite you to participate in this EIS scoping process and would appreciate your written comments on the Draft Scope of Study and potential alternatives to the Coalition's proposed route by the close of the scoping comment period on **August 3, 2019**.

Scoping comments may also be submitted electronically on the Board's website, www.stb.gov, by clicking on the "E-FILING" link on the home page and then selecting "Environmental Comments." Log-in accounts are not needed to file environmental comments electronically, and comments may be typed into the text box provided or attached as a file. If you have difficulties with the e-filing process, please call 202-245-0330.

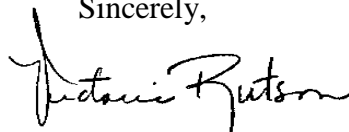
Please send your written comments to Joshua Wayland, PhD, OEA's Project Manager for the EIS, at the address below:

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

The Board is also interested in knowing whether your tribe is interested in consulting with us regarding the broader range of impacts assessed under NEPA including those to tribal lands and resources. To assist you in your response, I have attached a questionnaire regarding any future involvement your tribe may want in the overall NEPA process. I respectfully request that you complete the questionnaire and return it to Joshua Wayland of my staff at your earliest convenience. The Board will also be initiating consultation with Consulting Parties under the National Historic Preservation Act, including any tribe that attaches religious and cultural significance to historic properties that may be affected by this undertaking.

Please sign up to be added to the project's email distribution list to receive future communications. To sign up, please go to the project website, click on "Project Mailing List," and complete and submit the form. If you have any questions or would like to discuss the project in more detail, please feel free to contact Dr. Wayland by phone at 202-245-0330 or email at Joshua.Wayland@stb.gov. We look forward to your participation in the Board's environmental review process.

Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

CONSULTATION QUESTIONNAIRE

Apache Tribe of Oklahoma

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

Project Name: Uinta Basin Railway Environmental Impact Statement

Please check all the appropriate response(s) that apply from the list below and use the back of this form or additional sheets if you wish to make comments:

_____ No further involvement in government-to-government consultation during the EIS process

_____ Continued receipt of project information and participation through the public involvement process

_____ by email

_____ by U.S. mail

_____ Participation in government-to-government consultation

Name of the Apache Tribe of Oklahoma designated contact for the Uinta Basin Railway EIS:

_____ Phone: _____
Please Print Name

E-mail: _____

Signed: _____ Date: _____

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

Or email to: Joshua.Wayland@stb.gov



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

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

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction and Operation in Utah, Carbon, Duchesne, and Uintah Counties, Utah: Notice of Intent to Prepare an Environmental Impact Statement, Draft Scope of Study, Notice of Scoping Meetings, Request for Comments on Draft Scope; Request for Consultation Preferences

Dear Ms. Doreen Martineau:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed railroad project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition (Coalition), an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

The construction and operation of the Coalition's proposed rail line has the potential to result in significant environmental impacts; therefore, 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.*). Today, OEA issued a Notice of Intent to prepare an EIS, Draft Scope of Study, Notice of Scoping Meetings, and Request for Comments on the Draft Scope of Study, which can be viewed on a Board-sponsored project website at www.UintaBasinRailwayEIS.com by clicking on "Notice of Intent" under "Related Links & Documents." The project website includes a map of the project area, including the Coalition's preferred route and proposed alternative routes. Following the scoping period, OEA will review the scoping comments and then finalize the Scope of Study, including the final list of alternatives for the proposed rail line to be

carried forward for detailed study in the EIS. ICF, OEA's third-party contractor, will be assisting OEA throughout its EIS process.

How to Comment on the Draft Scope of Study

We invite you to participate in this EIS scoping process and would appreciate your written comments on the Draft Scope of Study and potential alternatives to the Coalition's proposed route by the close of the scoping comment period on **August 3, 2019**.

Scoping comments may also be submitted electronically on the Board's website, www.stb.gov, by clicking on the "E-FILING" link on the home page and then selecting "Environmental Comments." Log-in accounts are not needed to file environmental comments electronically, and comments may be typed into the text box provided or attached as a file. If you have difficulties with the e-filing process, please call 202-245-0330.

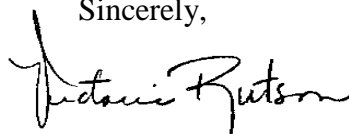
Please send your written comments to Joshua Wayland, PhD, OEA's Project Manager for the EIS, at the address below:

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

The Board is also interested in knowing whether your tribe is interested in consulting with us regarding the broader range of impacts assessed under NEPA including those to tribal lands and resources. To assist you in your response, I have attached a questionnaire regarding any future involvement your tribe may want in the overall NEPA process. I respectfully request that you complete the questionnaire and return it to Joshua Wayland of my staff at your earliest convenience. The Board will also be initiating consultation with Consulting Parties under the National Historic Preservation Act, including any tribe that attaches religious and cultural significance to historic properties that may be affected by this undertaking.

Please sign up to be added to the project's email distribution list to receive future communications. To sign up, please go to the project website, click on "Project Mailing List," and complete and submit the form. If you have any questions or would like to discuss the project in more detail, please feel free to contact Dr. Wayland by phone at 202-245-0330 or email at Joshua.Wayland@stb.gov. We look forward to your participation in the Board's environmental review process.

Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

CONSULTATION QUESTIONNAIRE

Paiute Indian Tribe of Utah

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

Project Name: Uinta Basin Railway Environmental Impact Statement

Please check all the appropriate response(s) that apply from the list below and use the back of this form or additional sheets if you wish to make comments:

_____ No further involvement in government-to-government consultation during the EIS process

_____ Continued receipt of project information and participation through the public involvement process

_____ by email

_____ by U.S. mail

_____ Participation in government-to-government consultation

Name of the Paiute Indian Tribe of Utah designated contact for the Uinta Basin Railway EIS:

_____ Phone: _____
Please Print Name

E-mail: _____

Signed: _____ Date: _____

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

Or email to: Joshua.Wayland@stb.gov



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

The Hopi Tribe of Arizona
NAGPRA Contact Terry Morgart
P.O. Box 123
Kykotsmovi, Arizona 86039

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction and Operation in Utah, Carbon, Duchesne, and Uintah Counties, Utah: Notice of Intent to Prepare an Environmental Impact Statement, Draft Scope of Study, Notice of Scoping Meetings, Request for Comments on Draft Scope; Request for Consultation Preferences

Dear Mr. Terry Morgart:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed railroad project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition (Coalition), an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

The construction and operation of the Coalition's proposed rail line has the potential to result in significant environmental impacts; therefore, 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.*). Today, OEA issued a Notice of Intent to prepare an EIS, Draft Scope of Study, Notice of Scoping Meetings, and Request for Comments on the Draft Scope of Study, which can be viewed on a Board-sponsored project website at www.UintaBasinRailwayEIS.com by clicking on "Notice of Intent" under "Related Links & Documents." The project website includes a map of the project area, including the Coalition's preferred route and proposed alternative routes. Following the scoping period, OEA will review the scoping comments and then finalize the Scope of Study, including the final list of alternatives for the proposed rail line to be

carried forward for detailed study in the EIS. ICF, OEA's third-party contractor, will be assisting OEA throughout its EIS process.

How to Comment on the Draft Scope of Study

We invite you to participate in this EIS scoping process and would appreciate your written comments on the Draft Scope of Study and potential alternatives to the Coalition's proposed route by the close of the scoping comment period on **August 3, 2019**.

Scoping comments may also be submitted electronically on the Board's website, www.stb.gov, by clicking on the "E-FILING" link on the home page and then selecting "Environmental Comments." Log-in accounts are not needed to file environmental comments electronically, and comments may be typed into the text box provided or attached as a file. If you have difficulties with the e-filing process, please call 202-245-0330.

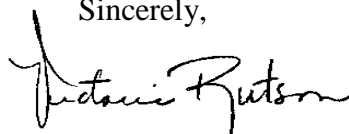
Please send your written comments to Joshua Wayland, PhD, OEA's Project Manager for the EIS, at the address below:

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

The Board is also interested in knowing whether your tribe is interested in consulting with us regarding the broader range of impacts assessed under NEPA including those to tribal lands and resources. To assist you in your response, I have attached a questionnaire regarding any future involvement your tribe may want in the overall NEPA process. I respectfully request that you complete the questionnaire and return it to Joshua Wayland of my staff at your earliest convenience. The Board will also be initiating consultation with Consulting Parties under the National Historic Preservation Act, including any tribe that attaches religious and cultural significance to historic properties that may be affected by this undertaking.

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Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

CONSULTATION QUESTIONNAIRE

The Hopi Tribe of Arizona

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

Project Name: Uinta Basin Railway Environmental Impact Statement

Please check all the appropriate response(s) that apply from the list below and use the back of this form or additional sheets if you wish to make comments:

_____ No further involvement in government-to-government consultation during the EIS process

_____ Continued receipt of project information and participation through the public involvement process

_____ by email

_____ by U.S. mail

_____ Participation in government-to-government consultation

Name of the The Hopi Tribe of Arizona designated contact for the Uinta Basin Railway EIS:

_____ Phone: _____
Please Print Name

E-mail: _____

Signed: _____ Date: _____

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

Or email to: Joshua.Wayland@stb.gov



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Navajo Nation, Arizona, New Mexico and Utah
President Jonathan Nez
P.O. Box 7440
Window Rock, Arizona 86515

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction and Operation in Utah, Carbon, Duchesne, and Uintah Counties, Utah: Notice of Intent to Prepare an Environmental Impact Statement, Draft Scope of Study, Notice of Scoping Meetings, Request for Comments on Draft Scope; Request for Consultation Preferences

Dear Mr. Jonathan Nez:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed railroad project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition (Coalition), an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

The construction and operation of the Coalition's proposed rail line has the potential to result in significant environmental impacts; therefore, 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.*). Today, OEA issued a Notice of Intent to prepare an EIS, Draft Scope of Study, Notice of Scoping Meetings, and Request for Comments on the Draft Scope of Study, which can be viewed on a Board-sponsored project website at www.UintaBasinRailwayEIS.com by clicking on "Notice of Intent" under "Related Links & Documents." The project website includes a map of the project area, including the Coalition's preferred route and proposed alternative routes. Following the scoping period, OEA will review the scoping comments and then finalize the Scope of Study, including the final list of alternatives for the proposed rail line to be

carried forward for detailed study in the EIS. ICF, OEA's third-party contractor, will be assisting OEA throughout its EIS process.

How to Comment on the Draft Scope of Study

We invite you to participate in this EIS scoping process and would appreciate your written comments on the Draft Scope of Study and potential alternatives to the Coalition's proposed route by the close of the scoping comment period on **August 3, 2019**.

Scoping comments may also be submitted electronically on the Board's website, www.stb.gov, by clicking on the "E-FILING" link on the home page and then selecting "Environmental Comments." Log-in accounts are not needed to file environmental comments electronically, and comments may be typed into the text box provided or attached as a file. If you have difficulties with the e-filing process, please call 202-245-0330.

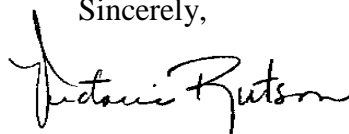
Please send your written comments to Joshua Wayland, PhD, OEA's Project Manager for the EIS, at the address below:

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

The Board is also interested in knowing whether your tribe is interested in consulting with us regarding the broader range of impacts assessed under NEPA including those to tribal lands and resources. To assist you in your response, I have attached a questionnaire regarding any future involvement your tribe may want in the overall NEPA process. I respectfully request that you complete the questionnaire and return it to Joshua Wayland of my staff at your earliest convenience. The Board will also be initiating consultation with Consulting Parties under the National Historic Preservation Act, including any tribe that attaches religious and cultural significance to historic properties that may be affected by this undertaking.

Please sign up to be added to the project's email distribution list to receive future communications. To sign up, please go to the project website, click on "Project Mailing List," and complete and submit the form. If you have any questions or would like to discuss the project in more detail, please feel free to contact Dr. Wayland by phone at 202-245-0330 or email at Joshua.Wayland@stb.gov. We look forward to your participation in the Board's environmental review process.

Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

CONSULTATION QUESTIONNAIRE

Navajo Nation, Arizona, New Mexico and Utah

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

Project Name: Uinta Basin Railway Environmental Impact Statement

Please check all the appropriate response(s) that apply from the list below and use the back of this form or additional sheets if you wish to make comments:

_____ No further involvement in government-to-government consultation during the EIS process

_____ Continued receipt of project information and participation through the public involvement process

_____ by email

_____ by U.S. mail

_____ Participation in government-to-government consultation

Name of the Navajo Nation, Arizona, New Mexico and Utah designated contact for the Uinta Basin Railway EIS:

_____ Phone: _____
Please Print Name

E-mail: _____

Signed: _____ Date: _____

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

Or email to: Joshua.Wayland@stb.gov



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

The Northwestern Band of the Shoshone Nation, Utah
Chairman Darren Parry
707 N Main Street
Brigham City, Utah 84302

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction and Operation in Utah, Carbon, Duchesne, and Uintah Counties, Utah: Notice of Intent to Prepare an Environmental Impact Statement, Draft Scope of Study, Notice of Scoping Meetings, Request for Comments on Draft Scope; Request for Consultation Preferences

Dear Mr. Darren Parry:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed railroad project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition (Coalition), an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

The construction and operation of the Coalition's proposed rail line has the potential to result in significant environmental impacts; therefore, 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.*). Today, OEA issued a Notice of Intent to prepare an EIS, Draft Scope of Study, Notice of Scoping Meetings, and Request for Comments on the Draft Scope of Study, which can be viewed on a Board-sponsored project website at www.UintaBasinRailwayEIS.com by clicking on "Notice of Intent" under "Related Links & Documents." The project website includes a map of the project area, including the Coalition's preferred route and proposed alternative routes. Following the scoping period, OEA will review the scoping comments and then finalize the Scope of Study, including the final list of alternatives for the proposed rail line to be

carried forward for detailed study in the EIS. ICF, OEA's third-party contractor, will be assisting OEA throughout its EIS process.

How to Comment on the Draft Scope of Study

We invite you to participate in this EIS scoping process and would appreciate your written comments on the Draft Scope of Study and potential alternatives to the Coalition's proposed route by the close of the scoping comment period on **August 3, 2019**.

Scoping comments may also be submitted electronically on the Board's website, www.stb.gov, by clicking on the "E-FILING" link on the home page and then selecting "Environmental Comments." Log-in accounts are not needed to file environmental comments electronically, and comments may be typed into the text box provided or attached as a file. If you have difficulties with the e-filing process, please call 202-245-0330.

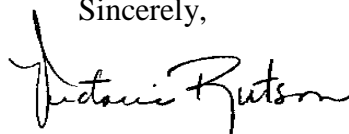
Please send your written comments to Joshua Wayland, PhD, OEA's Project Manager for the EIS, at the address below:

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

The Board is also interested in knowing whether your tribe is interested in consulting with us regarding the broader range of impacts assessed under NEPA including those to tribal lands and resources. To assist you in your response, I have attached a questionnaire regarding any future involvement your tribe may want in the overall NEPA process. I respectfully request that you complete the questionnaire and return it to Joshua Wayland of my staff at your earliest convenience. The Board will also be initiating consultation with Consulting Parties under the National Historic Preservation Act, including any tribe that attaches religious and cultural significance to historic properties that may be affected by this undertaking.

Please sign up to be added to the project's email distribution list to receive future communications. To sign up, please go to the project website, click on "Project Mailing List," and complete and submit the form. If you have any questions or would like to discuss the project in more detail, please feel free to contact Dr. Wayland by phone at 202-245-0330 or email at Joshua.Wayland@stb.gov. We look forward to your participation in the Board's environmental review process.

Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

CONSULTATION QUESTIONNAIRE

The Northwestern Band of the Shoshone Nation, Utah

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

Project Name: Uinta Basin Railway Environmental Impact Statement

Please check all the appropriate response(s) that apply from the list below and use the back of this form or additional sheets if you wish to make comments:

_____ No further involvement in government-to-government consultation during the EIS process

_____ Continued receipt of project information and participation through the public involvement process

_____ by email

_____ by U.S. mail

_____ Participation in government-to-government consultation

Name of the The Northwestern Band of the Shoshone Nation, Utah designated contact for the Uinta Basin Railway EIS:

_____ Phone: _____
Please Print Name

E-mail: _____

Signed: _____ Date: _____

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

Or email to: Joshua.Wayland@stb.gov



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Shoshone-Bannock Tribes of the Fort Hall Reservation, Idaho
Chairman Ladd Edmo
97 Yakima Street, P.O. Box 306
Fort Hall, Idaho 83203

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction and Operation in Utah, Carbon, Duchesne, and Uintah Counties, Utah: Notice of Intent to Prepare an Environmental Impact Statement, Draft Scope of Study, Notice of Scoping Meetings, Request for Comments on Draft Scope; Request for Consultation Preferences

Dear Mr. Ladd Edmo:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed railroad project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition (Coalition), an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

The construction and operation of the Coalition's proposed rail line has the potential to result in significant environmental impacts; therefore, 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.*). Today, OEA issued a Notice of Intent to prepare an EIS, Draft Scope of Study, Notice of Scoping Meetings, and Request for Comments on the Draft Scope of Study, which can be viewed on a Board-sponsored project website at www.UintaBasinRailwayEIS.com by clicking on "Notice of Intent" under "Related Links & Documents." The project website includes a map of the project area, including the Coalition's preferred route and proposed alternative routes. Following the scoping period, OEA will review the scoping comments and then finalize the Scope of Study, including the final list of alternatives for the proposed rail line to be

carried forward for detailed study in the EIS. ICF, OEA's third-party contractor, will be assisting OEA throughout its EIS process.

How to Comment on the Draft Scope of Study

We invite you to participate in this EIS scoping process and would appreciate your written comments on the Draft Scope of Study and potential alternatives to the Coalition's proposed route by the close of the scoping comment period on **August 3, 2019**.

Scoping comments may also be submitted electronically on the Board's website, www.stb.gov, by clicking on the "E-FILING" link on the home page and then selecting "Environmental Comments." Log-in accounts are not needed to file environmental comments electronically, and comments may be typed into the text box provided or attached as a file. If you have difficulties with the e-filing process, please call 202-245-0330.

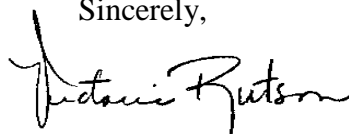
Please send your written comments to Joshua Wayland, PhD, OEA's Project Manager for the EIS, at the address below:

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

The Board is also interested in knowing whether your tribe is interested in consulting with us regarding the broader range of impacts assessed under NEPA including those to tribal lands and resources. To assist you in your response, I have attached a questionnaire regarding any future involvement your tribe may want in the overall NEPA process. I respectfully request that you complete the questionnaire and return it to Joshua Wayland of my staff at your earliest convenience. The Board will also be initiating consultation with Consulting Parties under the National Historic Preservation Act, including any tribe that attaches religious and cultural significance to historic properties that may be affected by this undertaking.

Please sign up to be added to the project's email distribution list to receive future communications. To sign up, please go to the project website, click on "Project Mailing List," and complete and submit the form. If you have any questions or would like to discuss the project in more detail, please feel free to contact Dr. Wayland by phone at 202-245-0330 or email at Joshua.Wayland@stb.gov. We look forward to your participation in the Board's environmental review process.

Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

CONSULTATION QUESTIONNAIRE

Shoshone-Bannock Tribes of the Fort Hall Reservation, Idaho

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

Project Name: Uinta Basin Railway Environmental Impact Statement

Please check all the appropriate response(s) that apply from the list below and use the back of this form or additional sheets if you wish to make comments:

_____ No further involvement in government-to-government consultation during the EIS process

_____ Continued receipt of project information and participation through the public involvement process

_____ by email

_____ by U.S. mail

_____ Participation in government-to-government consultation

Name of the Shoshone-Bannock Tribes of the Fort Hall Reservation, Idaho designated contact for the Uinta Basin Railway EIS:

_____ Phone: _____
Please Print Name

E-mail: _____

Signed: _____ Date: _____

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

Or email to: Joshua.Wayland@stb.gov



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

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

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction and Operation in Utah, Carbon, Duchesne, and Uintah Counties, Utah: Notice of Intent to Prepare an Environmental Impact Statement, Draft Scope of Study, Notice of Scoping Meetings, Request for Comments on Draft Scope; Request for Consultation Preferences

Dear Mr. Rupert Steele:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed railroad project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition (Coalition), an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

The construction and operation of the Coalition's proposed rail line has the potential to result in significant environmental impacts; therefore, 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.*). Today, OEA issued a Notice of Intent to prepare an EIS, Draft Scope of Study, Notice of Scoping Meetings, and Request for Comments on the Draft Scope of Study, which can be viewed on a Board-sponsored project website at www.UintaBasinRailwayEIS.com by clicking on "Notice of Intent" under "Related Links & Documents." The project website includes a map of the project area, including the Coalition's preferred route and proposed alternative routes. Following the scoping period, OEA will review the scoping comments and then finalize the Scope of Study, including the final list of alternatives for the proposed rail line to be

carried forward for detailed study in the EIS. ICF, OEA's third-party contractor, will be assisting OEA throughout its EIS process.

How to Comment on the Draft Scope of Study

We invite you to participate in this EIS scoping process and would appreciate your written comments on the Draft Scope of Study and potential alternatives to the Coalition's proposed route by the close of the scoping comment period on **August 3, 2019**.

Scoping comments may also be submitted electronically on the Board's website, www.stb.gov, by clicking on the "E-FILING" link on the home page and then selecting "Environmental Comments." Log-in accounts are not needed to file environmental comments electronically, and comments may be typed into the text box provided or attached as a file. If you have difficulties with the e-filing process, please call 202-245-0330.

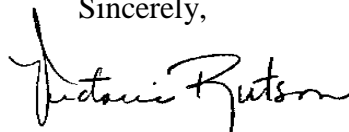
Please send your written comments to Joshua Wayland, PhD, OEA's Project Manager for the EIS, at the address below:

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

The Board is also interested in knowing whether your tribe is interested in consulting with us regarding the broader range of impacts assessed under NEPA including those to tribal lands and resources. To assist you in your response, I have attached a questionnaire regarding any future involvement your tribe may want in the overall NEPA process. I respectfully request that you complete the questionnaire and return it to Joshua Wayland of my staff at your earliest convenience. The Board will also be initiating consultation with Consulting Parties under the National Historic Preservation Act, including any tribe that attaches religious and cultural significance to historic properties that may be affected by this undertaking.

Please sign up to be added to the project's email distribution list to receive future communications. To sign up, please go to the project website, click on "Project Mailing List," and complete and submit the form. If you have any questions or would like to discuss the project in more detail, please feel free to contact Dr. Wayland by phone at 202-245-0330 or email at Joshua.Wayland@stb.gov. We look forward to your participation in the Board's environmental review process.

Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

CONSULTATION QUESTIONNAIRE

Confederated Tribes of the Goshute Reservation, Nevada and Utah

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

Project Name: Uinta Basin Railway Environmental Impact Statement

Please check all the appropriate response(s) that apply from the list below and use the back of this form or additional sheets if you wish to make comments:

_____ No further involvement in government-to-government consultation during the EIS process

_____ Continued receipt of project information and participation through the public involvement process

_____ by email

_____ by U.S. mail

_____ Participation in government-to-government consultation

Name of the Confederated Tribes of the Goshute Reservation, Nevada and Utah designated contact for the Uinta Basin Railway EIS:

_____ Phone: _____
Please Print Name

E-mail: _____

Signed: _____ Date: _____

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

Or email to: Joshua.Wayland@stb.gov



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

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

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction and Operation in Utah, Carbon, Duchesne, and Uintah Counties, Utah: Notice of Intent to Prepare an Environmental Impact Statement, Draft Scope of Study, Notice of Scoping Meetings, Request for Comments on Draft Scope; Request for Consultation Preferences

Dear Ms. Patty Timbimboo-Madsen:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed railroad project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition (Coalition), an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

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carried forward for detailed study in the EIS. ICF, OEA's third-party contractor, will be assisting OEA throughout its EIS process.

How to Comment on the Draft Scope of Study

We invite you to participate in this EIS scoping process and would appreciate your written comments on the Draft Scope of Study and potential alternatives to the Coalition's proposed route by the close of the scoping comment period on **August 3, 2019**.

Scoping comments may also be submitted electronically on the Board's website, www.stb.gov, by clicking on the "E-FILING" link on the home page and then selecting "Environmental Comments." Log-in accounts are not needed to file environmental comments electronically, and comments may be typed into the text box provided or attached as a file. If you have difficulties with the e-filing process, please call 202-245-0330.

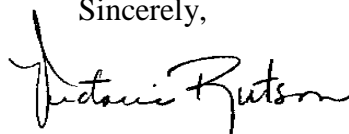
Please send your written comments to Joshua Wayland, PhD, OEA's Project Manager for the EIS, at the address below:

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

The Board is also interested in knowing whether your tribe is interested in consulting with us regarding the broader range of impacts assessed under NEPA including those to tribal lands and resources. To assist you in your response, I have attached a questionnaire regarding any future involvement your tribe may want in the overall NEPA process. I respectfully request that you complete the questionnaire and return it to Joshua Wayland of my staff at your earliest convenience. The Board will also be initiating consultation with Consulting Parties under the National Historic Preservation Act, including any tribe that attaches religious and cultural significance to historic properties that may be affected by this undertaking.

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Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

CONSULTATION QUESTIONNAIRE

The Northwestern Band of the Shoshone Nation, Utah

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

Project Name: Uinta Basin Railway Environmental Impact Statement

Please check all the appropriate response(s) that apply from the list below and use the back of this form or additional sheets if you wish to make comments:

_____ No further involvement in government-to-government consultation during the EIS process

_____ Continued receipt of project information and participation through the public involvement process

_____ by email

_____ by U.S. mail

_____ Participation in government-to-government consultation

Name of the The Northwestern Band of the Shoshone Nation, Utah designated contact for the Uinta Basin Railway EIS:

_____ Phone: _____
Please Print Name

E-mail: _____

Signed: _____ Date: _____

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

Or email to: Joshua.Wayland@stb.gov



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Fort Belknap Indian Community of the Fort Belknap Reservation of Montana
President Andrew Werk
RR 1, Box 66
Harlem, Montana 59526

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction and Operation in Utah, Carbon, Duchesne, and Uintah Counties, Utah: Notice of Intent to Prepare an Environmental Impact Statement, Draft Scope of Study, Notice of Scoping Meetings, Request for Comments on Draft Scope; Request for Consultation Preferences

Dear Mr. Andrew Werk:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed railroad project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition (Coalition), an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

The construction and operation of the Coalition's proposed rail line has the potential to result in significant environmental impacts; therefore, 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.*). Today, OEA issued a Notice of Intent to prepare an EIS, Draft Scope of Study, Notice of Scoping Meetings, and Request for Comments on the Draft Scope of Study, which can be viewed on a Board-sponsored project website at www.UintaBasinRailwayEIS.com by clicking on "Notice of Intent" under "Related Links & Documents." The project website includes a map of the project area, including the Coalition's preferred route and proposed alternative routes. Following the scoping period, OEA will review the scoping comments and then finalize the Scope of Study, including the final list of alternatives for the proposed rail line to be

carried forward for detailed study in the EIS. ICF, OEA's third-party contractor, will be assisting OEA throughout its EIS process.

How to Comment on the Draft Scope of Study

We invite you to participate in this EIS scoping process and would appreciate your written comments on the Draft Scope of Study and potential alternatives to the Coalition's proposed route by the close of the scoping comment period on **August 3, 2019**.

Scoping comments may also be submitted electronically on the Board's website, www.stb.gov, by clicking on the "E-FILING" link on the home page and then selecting "Environmental Comments." Log-in accounts are not needed to file environmental comments electronically, and comments may be typed into the text box provided or attached as a file. If you have difficulties with the e-filing process, please call 202-245-0330.

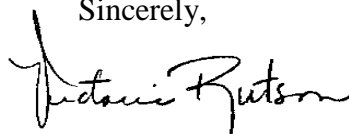
Please send your written comments to Joshua Wayland, PhD, OEA's Project Manager for the EIS, at the address below:

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

The Board is also interested in knowing whether your tribe is interested in consulting with us regarding the broader range of impacts assessed under NEPA including those to tribal lands and resources. To assist you in your response, I have attached a questionnaire regarding any future involvement your tribe may want in the overall NEPA process. I respectfully request that you complete the questionnaire and return it to Joshua Wayland of my staff at your earliest convenience. The Board will also be initiating consultation with Consulting Parties under the National Historic Preservation Act, including any tribe that attaches religious and cultural significance to historic properties that may be affected by this undertaking.

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Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

CONSULTATION QUESTIONNAIRE

Fort Belknap Indian Community of the Fort Belknap Reservation of Montana

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

Project Name: Uinta Basin Railway Environmental Impact Statement

Please check all the appropriate response(s) that apply from the list below and use the back of this form or additional sheets if you wish to make comments:

_____ No further involvement in government-to-government consultation during the EIS process

_____ Continued receipt of project information and participation through the public involvement process

_____ by email

_____ by U.S. mail

_____ Participation in government-to-government consultation

Name of the Fort Belknap Indian Community of the Fort Belknap Reservation of Montana designated contact for the Uinta Basin Railway EIS:

_____ Phone: _____
Please Print Name

E-mail: _____

Signed: _____ Date: _____

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

Or email to: Joshua.Wayland@stb.gov



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

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

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction and Operation in Utah, Carbon, Duchesne, and Uintah Counties, Utah: Notice of Intent to Prepare an Environmental Impact Statement, Draft Scope of Study, Notice of Scoping Meetings, Request for Comments on Draft Scope; Request for Consultation Preferences

Dear Mr. Leon Bear:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed railroad project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition (Coalition), an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

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How to Comment on the Draft Scope of Study

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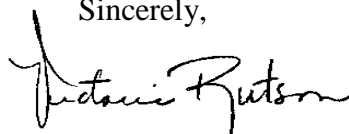
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Joshua Wayland
Surface Transportation Board
Docket No. FD 36284
c/o 9300 Lee Highway
Fairfax, VA 22031

The Board is also interested in knowing whether your tribe is interested in consulting with us regarding the broader range of impacts assessed under NEPA including those to tribal lands and resources. To assist you in your response, I have attached a questionnaire regarding any future involvement your tribe may want in the overall NEPA process. I respectfully request that you complete the questionnaire and return it to Joshua Wayland of my staff at your earliest convenience. The Board will also be initiating consultation with Consulting Parties under the National Historic Preservation Act, including any tribe that attaches religious and cultural significance to historic properties that may be affected by this undertaking.

Please sign up to be added to the project's email distribution list to receive future communications. To sign up, please go to the project website, click on "Project Mailing List," and complete and submit the form. If you have any questions or would like to discuss the project in more detail, please feel free to contact Dr. Wayland by phone at 202-245-0330 or email at Joshua.Wayland@stb.gov. We look forward to your participation in the Board's environmental review process.

Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

CONSULTATION QUESTIONNAIRE

Skull Valley Band of the Goshute Indians

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

Project Name: Uinta Basin Railway Environmental Impact Statement

Please check all the appropriate response(s) that apply from the list below and use the back of this form or additional sheets if you wish to make comments:

_____ No further involvement in government-to-government consultation during the EIS process

_____ Continued receipt of project information and participation through the public involvement process

_____ by email

_____ by U.S. mail

_____ Participation in government-to-government consultation

Name of the Skull Valley Band of the Goshute Indians designated contact for the Uinta Basin Railway EIS:

_____ Phone: _____
Please Print Name

E-mail: _____

Signed: _____ Date: _____

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

Or email to: Joshua.Wayland@stb.gov



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

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

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction and Operation in Utah, Carbon, Duchesne, and Uintah Counties, Utah: Notice of Intent to Prepare an Environmental Impact Statement, Draft Scope of Study, Notice of Scoping Meetings, Request for Comments on Draft Scope; Request for Consultation Preferences

Dear Ms. Lynette Bell:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed railroad project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition (Coalition), an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

The construction and operation of the Coalition's proposed rail line has the potential to result in significant environmental impacts; therefore, 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.*). Today, OEA issued a Notice of Intent to prepare an EIS, Draft Scope of Study, Notice of Scoping Meetings, and Request for Comments on the Draft Scope of Study, which can be viewed on a Board-sponsored project website at www.UintaBasinRailwayEIS.com by clicking on "Notice of Intent" under "Related Links & Documents." The project website includes a map of the project area, including the Coalition's preferred route and proposed alternative routes. Following the scoping period, OEA will review the scoping comments and then finalize the Scope of Study, including the final list of alternatives for the proposed rail line to be

carried forward for detailed study in the EIS. ICF, OEA's third-party contractor, will be assisting OEA throughout its EIS process.

How to Comment on the Draft Scope of Study

We invite you to participate in this EIS scoping process and would appreciate your written comments on the Draft Scope of Study and potential alternatives to the Coalition's proposed route by the close of the scoping comment period on **August 3, 2019**.

Scoping comments may also be submitted electronically on the Board's website, www.stb.gov, by clicking on the "E-FILING" link on the home page and then selecting "Environmental Comments." Log-in accounts are not needed to file environmental comments electronically, and comments may be typed into the text box provided or attached as a file. If you have difficulties with the e-filing process, please call 202-245-0330.

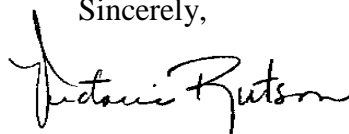
Please send your written comments to Joshua Wayland, PhD, OEA's Project Manager for the EIS, at the address below:

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

The Board is also interested in knowing whether your tribe is interested in consulting with us regarding the broader range of impacts assessed under NEPA including those to tribal lands and resources. To assist you in your response, I have attached a questionnaire regarding any future involvement your tribe may want in the overall NEPA process. I respectfully request that you complete the questionnaire and return it to Joshua Wayland of my staff at your earliest convenience. The Board will also be initiating consultation with Consulting Parties under the National Historic Preservation Act, including any tribe that attaches religious and cultural significance to historic properties that may be affected by this undertaking.

Please sign up to be added to the project's email distribution list to receive future communications. To sign up, please go to the project website, click on "Project Mailing List," and complete and submit the form. If you have any questions or would like to discuss the project in more detail, please feel free to contact Dr. Wayland by phone at 202-245-0330 or email at Joshua.Wayland@stb.gov. We look forward to your participation in the Board's environmental review process.

Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

CONSULTATION QUESTIONNAIRE

Eastern Shoshone Tribe of the Wind River Reservation, Wyoming

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

Project Name: Uinta Basin Railway Environmental Impact Statement

Please check all the appropriate response(s) that apply from the list below and use the back of this form or additional sheets if you wish to make comments:

_____ No further involvement in government-to-government consultation during the EIS process

_____ Continued receipt of project information and participation through the public involvement process

_____ by email

_____ by U.S. mail

_____ Participation in government-to-government consultation

Name of the Eastern Shoshone Tribe of the Wind River Reservation, Wyoming designated contact for the Uinta Basin Railway EIS:

_____ Phone: _____
Please Print Name

E-mail: _____

Signed: _____ Date: _____

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

Or email to: Joshua.Wayland@stb.gov



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

Fort Belknap Indian Community of the Fort Belknap Reservation of Montana
THPO Michael Blackwolf
656 Agency Main Street
Harlem, MT 59526

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction and Operation in Utah, Carbon, Duchesne, and Uintah Counties, Utah: Notice of Intent to Prepare an Environmental Impact Statement, Draft Scope of Study, Notice of Scoping Meetings, Request for Comments on Draft Scope; Request for Consultation Preferences

Dear Mr. Michael Blackwolf:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed railroad project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition (Coalition), an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

The construction and operation of the Coalition's proposed rail line has the potential to result in significant environmental impacts; therefore, 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.*). Today, OEA issued a Notice of Intent to prepare an EIS, Draft Scope of Study, Notice of Scoping Meetings, and Request for Comments on the Draft Scope of Study, which can be viewed on a Board-sponsored project website at www.UintaBasinRailwayEIS.com by clicking on "Notice of Intent" under "Related Links & Documents." The project website includes a map of the project area, including the Coalition's preferred route and proposed alternative routes. Following the scoping period, OEA will review the scoping comments and then finalize the Scope of Study, including the final list of alternatives for the proposed rail line to be

carried forward for detailed study in the EIS. ICF, OEA's third-party contractor, will be assisting OEA throughout its EIS process.

How to Comment on the Draft Scope of Study

We invite you to participate in this EIS scoping process and would appreciate your written comments on the Draft Scope of Study and potential alternatives to the Coalition's proposed route by the close of the scoping comment period on **August 3, 2019**.

Scoping comments may also be submitted electronically on the Board's website, www.stb.gov, by clicking on the "E-FILING" link on the home page and then selecting "Environmental Comments." Log-in accounts are not needed to file environmental comments electronically, and comments may be typed into the text box provided or attached as a file. If you have difficulties with the e-filing process, please call 202-245-0330.

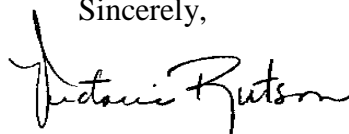
Please send your written comments to Joshua Wayland, PhD, OEA's Project Manager for the EIS, at the address below:

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

The Board is also interested in knowing whether your tribe is interested in consulting with us regarding the broader range of impacts assessed under NEPA including those to tribal lands and resources. To assist you in your response, I have attached a questionnaire regarding any future involvement your tribe may want in the overall NEPA process. I respectfully request that you complete the questionnaire and return it to Joshua Wayland of my staff at your earliest convenience. The Board will also be initiating consultation with Consulting Parties under the National Historic Preservation Act, including any tribe that attaches religious and cultural significance to historic properties that may be affected by this undertaking.

Please sign up to be added to the project's email distribution list to receive future communications. To sign up, please go to the project website, click on "Project Mailing List," and complete and submit the form. If you have any questions or would like to discuss the project in more detail, please feel free to contact Dr. Wayland by phone at 202-245-0330 or email at Joshua.Wayland@stb.gov. We look forward to your participation in the Board's environmental review process.

Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

CONSULTATION QUESTIONNAIRE

Fort Belknap Indian Community of the Fort Belknap Reservation of Montana

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

Project Name: Uinta Basin Railway Environmental Impact Statement

Please check all the appropriate response(s) that apply from the list below and use the back of this form or additional sheets if you wish to make comments:

_____ No further involvement in government-to-government consultation during the EIS process

_____ Continued receipt of project information and participation through the public involvement process

_____ by email

_____ by U.S. mail

_____ Participation in government-to-government consultation

Name of the Fort Belknap Indian Community of the Fort Belknap Reservation of Montana designated contact for the Uinta Basin Railway EIS:

_____ Phone: _____
Please Print Name

E-mail: _____

Signed: _____ Date: _____

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

Or email to: Joshua.Wayland@stb.gov



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

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

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction and Operation in Utah, Carbon, Duchesne, and Uintah Counties, Utah: Notice of Intent to Prepare an Environmental Impact Statement, Draft Scope of Study, Notice of Scoping Meetings, Request for Comments on Draft Scope; Request for Consultation Preferences

Dear Ms. Betsy Chapoose:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed railroad project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition (Coalition), an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

The construction and operation of the Coalition's proposed rail line has the potential to result in significant environmental impacts; therefore, 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.*). Today, OEA issued a Notice of Intent to prepare an EIS, Draft Scope of Study, Notice of Scoping Meetings, and Request for Comments on the Draft Scope of Study, which can be viewed on a Board-sponsored project website at www.UintaBasinRailwayEIS.com by clicking on "Notice of Intent" under "Related Links & Documents." The project website includes a map of the project area, including the Coalition's preferred route and proposed alternative routes. Following the scoping period, OEA will review the scoping comments and then finalize the Scope of Study, including the final list of alternatives for the proposed rail line to be

carried forward for detailed study in the EIS. ICF, OEA's third-party contractor, will be assisting OEA throughout its EIS process.

How to Comment on the Draft Scope of Study

We invite you to participate in this EIS scoping process and would appreciate your written comments on the Draft Scope of Study and potential alternatives to the Coalition's proposed route by the close of the scoping comment period on **August 3, 2019**.

Scoping comments may also be submitted electronically on the Board's website, www.stb.gov, by clicking on the "E-FILING" link on the home page and then selecting "Environmental Comments." Log-in accounts are not needed to file environmental comments electronically, and comments may be typed into the text box provided or attached as a file. If you have difficulties with the e-filing process, please call 202-245-0330.

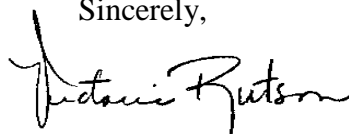
Please send your written comments to Joshua Wayland, PhD, OEA's Project Manager for the EIS, at the address below:

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

The Board is also interested in knowing whether your tribe is interested in consulting with us regarding the broader range of impacts assessed under NEPA including those to tribal lands and resources. To assist you in your response, I have attached a questionnaire regarding any future involvement your tribe may want in the overall NEPA process. I respectfully request that you complete the questionnaire and return it to Joshua Wayland of my staff at your earliest convenience. The Board will also be initiating consultation with Consulting Parties under the National Historic Preservation Act, including any tribe that attaches religious and cultural significance to historic properties that may be affected by this undertaking.

Please sign up to be added to the project's email distribution list to receive future communications. To sign up, please go to the project website, click on "Project Mailing List," and complete and submit the form. If you have any questions or would like to discuss the project in more detail, please feel free to contact Dr. Wayland by phone at 202-245-0330 or email at Joshua.Wayland@stb.gov. We look forward to your participation in the Board's environmental review process.

Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

CONSULTATION QUESTIONNAIRE

Ute Indian Tribe of the Uintah and Ouray Reservation

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

Project Name: Uinta Basin Railway Environmental Impact Statement

Please check all the appropriate response(s) that apply from the list below and use the back of this form or additional sheets if you wish to make comments:

_____ No further involvement in government-to-government consultation during the EIS process

_____ Continued receipt of project information and participation through the public involvement process

_____ by email

_____ by U.S. mail

_____ Participation in government-to-government consultation

Name of the Ute Indian Tribe of the Uintah and Ouray Reservation designated contact for the Uinta Basin Railway EIS:

_____ Phone: _____
Please Print Name

E-mail: _____

Signed: _____ Date: _____

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

Or email to: Joshua.Wayland@stb.gov



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

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

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction and Operation in Utah, Carbon, Duchesne, and Uintah Counties, Utah: Notice of Intent to Prepare an Environmental Impact Statement, Draft Scope of Study, Notice of Scoping Meetings, Request for Comments on Draft Scope; Request for Consultation Preferences

Dear Ms. Louise Dixey:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed railroad project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition (Coalition), an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

The construction and operation of the Coalition's proposed rail line has the potential to result in significant environmental impacts; therefore, 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.*). Today, OEA issued a Notice of Intent to prepare an EIS, Draft Scope of Study, Notice of Scoping Meetings, and Request for Comments on the Draft Scope of Study, which can be viewed on a Board-sponsored project website at www.UintaBasinRailwayEIS.com by clicking on "Notice of Intent" under "Related Links & Documents." The project website includes a map of the project area, including the Coalition's preferred route and proposed alternative routes. Following the scoping period, OEA will review the scoping comments and then finalize the Scope of Study, including the final list of alternatives for the proposed rail line to be

carried forward for detailed study in the EIS. ICF, OEA's third-party contractor, will be assisting OEA throughout its EIS process.

How to Comment on the Draft Scope of Study

We invite you to participate in this EIS scoping process and would appreciate your written comments on the Draft Scope of Study and potential alternatives to the Coalition's proposed route by the close of the scoping comment period on **August 3, 2019**.

Scoping comments may also be submitted electronically on the Board's website, www.stb.gov, by clicking on the "E-FILING" link on the home page and then selecting "Environmental Comments." Log-in accounts are not needed to file environmental comments electronically, and comments may be typed into the text box provided or attached as a file. If you have difficulties with the e-filing process, please call 202-245-0330.

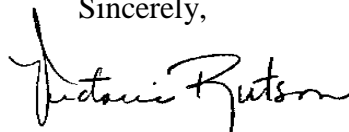
Please send your written comments to Joshua Wayland, PhD, OEA's Project Manager for the EIS, at the address below:

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

The Board is also interested in knowing whether your tribe is interested in consulting with us regarding the broader range of impacts assessed under NEPA including those to tribal lands and resources. To assist you in your response, I have attached a questionnaire regarding any future involvement your tribe may want in the overall NEPA process. I respectfully request that you complete the questionnaire and return it to Joshua Wayland of my staff at your earliest convenience. The Board will also be initiating consultation with Consulting Parties under the National Historic Preservation Act, including any tribe that attaches religious and cultural significance to historic properties that may be affected by this undertaking.

Please sign up to be added to the project's email distribution list to receive future communications. To sign up, please go to the project website, click on "Project Mailing List," and complete and submit the form. If you have any questions or would like to discuss the project in more detail, please feel free to contact Dr. Wayland by phone at 202-245-0330 or email at Joshua.Wayland@stb.gov. We look forward to your participation in the Board's environmental review process.

Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

CONSULTATION QUESTIONNAIRE

Shoshone-Bannock Tribes of the Fort Hall Reservation, Idaho

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

Project Name: Uinta Basin Railway Environmental Impact Statement

Please check all the appropriate response(s) that apply from the list below and use the back of this form or additional sheets if you wish to make comments:

_____ No further involvement in government-to-government consultation during the EIS process

_____ Continued receipt of project information and participation through the public involvement process

_____ by email

_____ by U.S. mail

_____ Participation in government-to-government consultation

Name of the Shoshone-Bannock Tribes of the Fort Hall Reservation, Idaho designated contact for the Uinta Basin Railway EIS:

_____ Phone: _____
Please Print Name

E-mail: _____

Signed: _____ Date: _____

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

Or email to: Joshua.Wayland@stb.gov



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

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

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction and Operation in Utah, Carbon, Duchesne, and Uintah Counties, Utah: Notice of Intent to Prepare an Environmental Impact Statement, Draft Scope of Study, Notice of Scoping Meetings, Request for Comments on Draft Scope; Request for Consultation Preferences

Dear Mr. Stewart Koyiyumptewa:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed railroad project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition (Coalition), an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

The construction and operation of the Coalition's proposed rail line has the potential to result in significant environmental impacts; therefore, 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.*). Today, OEA issued a Notice of Intent to prepare an EIS, Draft Scope of Study, Notice of Scoping Meetings, and Request for Comments on the Draft Scope of Study, which can be viewed on a Board-sponsored project website at www.UintaBasinRailwayEIS.com by clicking on "Notice of Intent" under "Related Links & Documents." The project website includes a map of the project area, including the Coalition's preferred route and proposed alternative routes. Following the scoping period, OEA will review the scoping comments and then finalize the Scope of Study, including the final list of alternatives for the proposed rail line to be

carried forward for detailed study in the EIS. ICF, OEA's third-party contractor, will be assisting OEA throughout its EIS process.

How to Comment on the Draft Scope of Study

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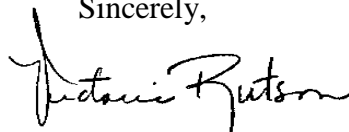
Please send your written comments to Joshua Wayland, PhD, OEA's Project Manager for the EIS, at the address below:

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

The Board is also interested in knowing whether your tribe is interested in consulting with us regarding the broader range of impacts assessed under NEPA including those to tribal lands and resources. To assist you in your response, I have attached a questionnaire regarding any future involvement your tribe may want in the overall NEPA process. I respectfully request that you complete the questionnaire and return it to Joshua Wayland of my staff at your earliest convenience. The Board will also be initiating consultation with Consulting Parties under the National Historic Preservation Act, including any tribe that attaches religious and cultural significance to historic properties that may be affected by this undertaking.

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Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

CONSULTATION QUESTIONNAIRE

The Hopi Tribe of Arizona

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

Project Name: Uinta Basin Railway Environmental Impact Statement

Please check all the appropriate response(s) that apply from the list below and use the back of this form or additional sheets if you wish to make comments:

_____ No further involvement in government-to-government consultation during the EIS process

_____ Continued receipt of project information and participation through the public involvement process

_____ by email

_____ by U.S. mail

_____ Participation in government-to-government consultation

Name of the The Hopi Tribe of Arizona designated contact for the Uinta Basin Railway EIS:

_____ Phone: _____
Please Print Name

E-mail: _____

Signed: _____ Date: _____

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

Or email to: Joshua.Wayland@stb.gov



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

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

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction and Operation in Utah, Carbon, Duchesne, and Uintah Counties, Utah: Notice of Intent to Prepare an Environmental Impact Statement, Draft Scope of Study, Notice of Scoping Meetings, Request for Comments on Draft Scope; Request for Consultation Preferences

Dear Ms. Crystal Lightfoot:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed railroad project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition (Coalition), an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

The construction and operation of the Coalition's proposed rail line has the potential to result in significant environmental impacts; therefore, 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.*). Today, OEA issued a Notice of Intent to prepare an EIS, Draft Scope of Study, Notice of Scoping Meetings, and Request for Comments on the Draft Scope of Study, which can be viewed on a Board-sponsored project website at www.UintaBasinRailwayEIS.com by clicking on "Notice of Intent" under "Related Links & Documents." The project website includes a map of the project area, including the Coalition's preferred route and proposed alternative routes. Following the scoping period, OEA will review the scoping comments and then finalize the Scope of Study, including the final list of alternatives for the proposed rail line to be

carried forward for detailed study in the EIS. ICF, OEA's third-party contractor, will be assisting OEA throughout its EIS process.

How to Comment on the Draft Scope of Study

We invite you to participate in this EIS scoping process and would appreciate your written comments on the Draft Scope of Study and potential alternatives to the Coalition's proposed route by the close of the scoping comment period on **August 3, 2019**.

Scoping comments may also be submitted electronically on the Board's website, www.stb.gov, by clicking on the "E-FILING" link on the home page and then selecting "Environmental Comments." Log-in accounts are not needed to file environmental comments electronically, and comments may be typed into the text box provided or attached as a file. If you have difficulties with the e-filing process, please call 202-245-0330.

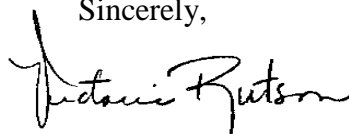
Please send your written comments to Joshua Wayland, PhD, OEA's Project Manager for the EIS, at the address below:

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

The Board is also interested in knowing whether your tribe is interested in consulting with us regarding the broader range of impacts assessed under NEPA including those to tribal lands and resources. To assist you in your response, I have attached a questionnaire regarding any future involvement your tribe may want in the overall NEPA process. I respectfully request that you complete the questionnaire and return it to Joshua Wayland of my staff at your earliest convenience. The Board will also be initiating consultation with Consulting Parties under the National Historic Preservation Act, including any tribe that attaches religious and cultural significance to historic properties that may be affected by this undertaking.

Please sign up to be added to the project's email distribution list to receive future communications. To sign up, please go to the project website, click on "Project Mailing List," and complete and submit the form. If you have any questions or would like to discuss the project in more detail, please feel free to contact Dr. Wayland by phone at 202-245-0330 or email at Joshua.Wayland@stb.gov. We look forward to your participation in the Board's environmental review process.

Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

CONSULTATION QUESTIONNAIRE

Apache Tribe of Oklahoma

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

Project Name: Uinta Basin Railway Environmental Impact Statement

Please check all the appropriate response(s) that apply from the list below and use the back of this form or additional sheets if you wish to make comments:

_____ No further involvement in government-to-government consultation during the EIS process

_____ Continued receipt of project information and participation through the public involvement process

_____ by email

_____ by U.S. mail

_____ Participation in government-to-government consultation

Name of the Apache Tribe of Oklahoma designated contact for the Uinta Basin Railway EIS:

_____ Phone: _____
Please Print Name

E-mail: _____

Signed: _____ Date: _____

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

Or email to: Joshua.Wayland@stb.gov



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

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

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction and Operation in Utah, Carbon, Duchesne, and Uintah Counties, Utah: Notice of Intent to Prepare an Environmental Impact Statement, Draft Scope of Study, Notice of Scoping Meetings, Request for Comments on Draft Scope; Request for Consultation Preferences

Dear Mr. Richard M. Begay:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed railroad project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition (Coalition), an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

The construction and operation of the Coalition's proposed rail line has the potential to result in significant environmental impacts; therefore, 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.*). Today, OEA issued a Notice of Intent to prepare an EIS, Draft Scope of Study, Notice of Scoping Meetings, and Request for Comments on the Draft Scope of Study, which can be viewed on a Board-sponsored project website at www.UintaBasinRailwayEIS.com by clicking on "Notice of Intent" under "Related Links & Documents." The project website includes a map of the project area, including the Coalition's preferred route and proposed alternative routes. Following the scoping period, OEA will review the scoping comments and then finalize the Scope of Study, including the final list of alternatives for the proposed rail line to be

carried forward for detailed study in the EIS. ICF, OEA's third-party contractor, will be assisting OEA throughout its EIS process.

How to Comment on the Draft Scope of Study

We invite you to participate in this EIS scoping process and would appreciate your written comments on the Draft Scope of Study and potential alternatives to the Coalition's proposed route by the close of the scoping comment period on **August 3, 2019**.

Scoping comments may also be submitted electronically on the Board's website, www.stb.gov, by clicking on the "E-FILING" link on the home page and then selecting "Environmental Comments." Log-in accounts are not needed to file environmental comments electronically, and comments may be typed into the text box provided or attached as a file. If you have difficulties with the e-filing process, please call 202-245-0330.

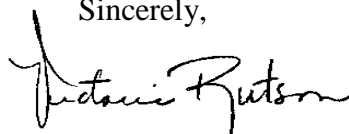
Please send your written comments to Joshua Wayland, PhD, OEA's Project Manager for the EIS, at the address below:

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

The Board is also interested in knowing whether your tribe is interested in consulting with us regarding the broader range of impacts assessed under NEPA including those to tribal lands and resources. To assist you in your response, I have attached a questionnaire regarding any future involvement your tribe may want in the overall NEPA process. I respectfully request that you complete the questionnaire and return it to Joshua Wayland of my staff at your earliest convenience. The Board will also be initiating consultation with Consulting Parties under the National Historic Preservation Act, including any tribe that attaches religious and cultural significance to historic properties that may be affected by this undertaking.

Please sign up to be added to the project's email distribution list to receive future communications. To sign up, please go to the project website, click on "Project Mailing List," and complete and submit the form. If you have any questions or would like to discuss the project in more detail, please feel free to contact Dr. Wayland by phone at 202-245-0330 or email at Joshua.Wayland@stb.gov. We look forward to your participation in the Board's environmental review process.

Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

CONSULTATION QUESTIONNAIRE

Navajo Nation, Arizona, New Mexico, and Utah

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

Project Name: Uinta Basin Railway Environmental Impact Statement

Please check all the appropriate response(s) that apply from the list below and use the back of this form or additional sheets if you wish to make comments:

_____ No further involvement in government-to-government consultation during the EIS process

_____ Continued receipt of project information and participation through the public involvement process

_____ by email

_____ by U.S. mail

_____ Participation in government-to-government consultation

Name of the Navajo Nation, Arizona, New Mexico, and Utah designated contact for the Uinta Basin Railway EIS:

_____ Phone: _____
Please Print Name

E-mail: _____

Signed: _____ Date: _____

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

Or email to: Joshua.Wayland@stb.gov



SURFACE TRANSPORTATION BOARD
Washington, DC 20423
Office of Environmental Analysis

June 19, 2019

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

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction and Operation in Utah, Carbon, Duchesne, and Uintah Counties, Utah: Notice of Intent to Prepare an Environmental Impact Statement, Draft Scope of Study, Notice of Scoping Meetings, Request for Comments on Draft Scope; Request for Consultation Preferences

Dear Mr. Rupert Steele:

I am writing to let you know that a Notice of Intent to prepare an Environmental Impact Statement for a proposed railroad project in eastern Utah has been issued today and is available at www.UintaBasinRailwayEIS.com.

Description of the Proposed Project

The Seven County Infrastructure Coalition (Coalition), an intergovernmental entity established by the counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah in Utah plans to seek authority from the Surface Transportation Board (Board) to construct and operate an approximately 80-mile rail line between two terminus points within the Uinta Basin in Utah and an existing Union Pacific rail line near Kyune, Utah. According to the Coalition, approximately seven trains would move along the proposed rail line per day, on average, carrying such commodities as crude oil, fracturing equipment and supplies, and other mineral and agricultural products.

The Notice of Intent

The construction and operation of the Coalition's proposed rail line has the potential to result in significant environmental impacts; therefore, 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.*). Today, OEA issued a Notice of Intent to prepare an EIS, Draft Scope of Study, Notice of Scoping Meetings, and Request for Comments on the Draft Scope of Study, which can be viewed on a Board-sponsored project website at www.UintaBasinRailwayEIS.com by clicking on "Notice of Intent" under "Related Links & Documents." The project website includes a map of the project area, including the Coalition's preferred route and proposed alternative routes. Following the scoping period, OEA will review the scoping comments and then finalize the Scope of Study, including the final list of alternatives for the proposed rail line to be

carried forward for detailed study in the EIS. ICF, OEA's third-party contractor, will be assisting OEA throughout its EIS process.

How to Comment on the Draft Scope of Study

We invite you to participate in this EIS scoping process and would appreciate your written comments on the Draft Scope of Study and potential alternatives to the Coalition's proposed route by the close of the scoping comment period on **August 3, 2019**.

Scoping comments may also be submitted electronically on the Board's website, www.stb.gov, by clicking on the "E-FILING" link on the home page and then selecting "Environmental Comments." Log-in accounts are not needed to file environmental comments electronically, and comments may be typed into the text box provided or attached as a file. If you have difficulties with the e-filing process, please call 202-245-0330.

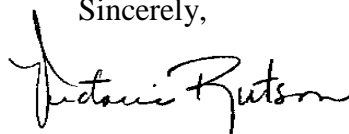
Please send your written comments to Joshua Wayland, PhD, OEA's Project Manager for the EIS, at the address below:

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

The Board is also interested in knowing whether your tribe is interested in consulting with us regarding the broader range of impacts assessed under NEPA including those to tribal lands and resources. To assist you in your response, I have attached a questionnaire regarding any future involvement your tribe may want in the overall NEPA process. I respectfully request that you complete the questionnaire and return it to Joshua Wayland of my staff at your earliest convenience. The Board will also be initiating consultation with Consulting Parties under the National Historic Preservation Act, including any tribe that attaches religious and cultural significance to historic properties that may be affected by this undertaking.

Please sign up to be added to the project's email distribution list to receive future communications. To sign up, please go to the project website, click on "Project Mailing List," and complete and submit the form. If you have any questions or would like to discuss the project in more detail, please feel free to contact Dr. Wayland by phone at 202-245-0330 or email at Joshua.Wayland@stb.gov. We look forward to your participation in the Board's environmental review process.

Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

CONSULTATION QUESTIONNAIRE

Confederated Tribes of the Goshute Reservation, Nevada and Utah

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

Project Name: Uinta Basin Railway Environmental Impact Statement

Please check all the appropriate response(s) that apply from the list below and use the back of this form or additional sheets if you wish to make comments:

_____ No further involvement in government-to-government consultation during the EIS process

_____ Continued receipt of project information and participation through the public involvement process

_____ by email

_____ by U.S. mail

_____ Participation in government-to-government consultation

Name of the Confederated Tribes of the Goshute Reservation, Nevada and Utah designated contact for the Uinta Basin Railway EIS:

_____ Phone: _____
Please Print Name

E-mail: _____

Signed: _____ Date: _____

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

Or email to: Joshua.Wayland@stb.gov



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

December 10, 2019

Luke Duncan, Chairman
Ute Indian Tribe
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; Continuing government-to-government consultation

Dear Chairman Duncan:

Thank you for meeting with members of my staff on November 20, 2019 in Fort Duchesne, Utah as part of our ongoing government-to-government consultation in the above-referenced proposal by the Seven County Infrastructure Coalition (Coalition). As you know, the Coalition intends to request authority from the Surface Transportation Board (Board) to construct and operate a new line of railroad connecting the Uinta Basin to the interstate railroad network. My office at the Board—the Office of Environmental Analysis (OEA)—is currently preparing an Environmental Impact Statement (EIS) examining the Coalition's proposal, as part of the Board's responsibilities under the National Environmental Policy Act, Section 106 of the National Historic Preservation Act, and related laws and regulations.

The EIS that OEA is preparing will consider a reasonable range of alternatives that would meet the project's purpose and need. Two of the alternatives being considered, including the Coalition's preferred alternative, would cross Tribal trust lands in the Uintah and Ouray Reservation and all of the alternatives would cross lands on which the Ute Indian Tribe (the Tribe) has historical interests. Therefore, ongoing coordination and consultation with the Tribe is a critical component of OEA's environmental review process here. The November 20, 2019 meeting followed up on previous meetings between my staff and members of the Ute Indian Tribal Business Committee (Business Committee) in Fort Duchesne on February 6, 2019 and at the Board's office in Washington, D.C. on May 30, 2019 and September 12, 2019. While those previous meetings focused on OEA providing updates to the Business Committee on the status of OEA's environmental review process, the November 20, 2019 meeting primarily focused on the importance of incorporating input from the Tribe into our analysis while continuing to move the environmental review process forward in a timely and efficient manner.

We understand that the Business Committee has established a Task Force to evaluate the Coalition's proposal, including the potential impacts of the construction and operation on Tribal trust lands. Some of the Task Force members were present at the November 20, 2019 meeting,

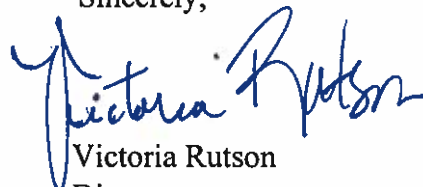
and we appreciate the opportunity to discuss the proposed project and the ongoing environmental review process with them. As discussed at the meeting, my office is interested in receiving the findings of the Task Force in time to consider them in the EIS and in making our recommendations to the Board. It is especially important that our environmental analysis and recommendations consider the potential impacts to cultural resources on Tribal trust lands and on other lands in which the Tribe has historical interests, including any known archeological sites, historic properties, and traditional cultural properties that could be affected by the Coalition's proposal. We are also particularly interested in any guidance that the Task Force can provide regarding plant and animal species in the area and of importance to the Tribe so that we can ensure that we are considering those species appropriately in our environmental analysis. To the extent that the information compiled by the Task Force may be confidential, we will treat it as such, as directed and advised by the Business Committee and the Task Force.

As also discussed at the November 20, 2019 meeting, my staff would be willing to consult directly with members of the Task Force by email and regular conference calls, if appropriate, in order to facilitate a positive and transparent working relationship. We would like to ask for your permission to directly reach out to the Task Force members to coordinate consultation by conference call. Please let us know as soon as possible if this approach would be acceptable to you.

We are also interested in coordinating a follow-up meeting in Fort Duchesne. Depending on your preferences, we are happy to meet directly with the Task Force, with the Business Committee, and with other representatives of the Tribe, as appropriate. We would like to recommend the week of January 20, 2020 for this meeting, but we understand that the Business Committee and the Task Force have many responsibilities and commitments, and therefore we are open to other suggestions for potential meeting dates. Please let us know as soon as possible what dates and times would be convenient for you.

Finally, I would like to extend an open invitation for the Business Committee and any other representatives of the Tribe to meet with us again at our offices in Washington, D.C. whenever you are next in town. Please feel free to reach out to Josh Wayland of my staff at (202) 245-0330 or joshua.wayland@stb.gov. Alan Tabachnick, OEA's cultural resources specialist for this project, is also available and may be contacted at (202) 245-0367 or alan.tabachnick@stb.gov. Thank you for your time and for your continued guidance and cooperation.

Sincerely,

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

Victoria Rutson

Director

Office of Environmental Analysis



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).

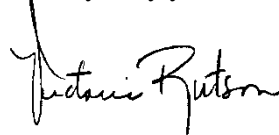
- Ute Indian Tribe of the Uintah and Ouray Reservation, Utah
- Apache Tribe of Oklahoma
- Eastern Shoshone Tribe of the Wind River Reservation, Wyoming
- Confederated Tribes of the Goshute Reservation, Nevada and Utah
- Fort Belknap Indian Community of the Fort Belknap Reservation of Montana
- Hopi Tribe 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

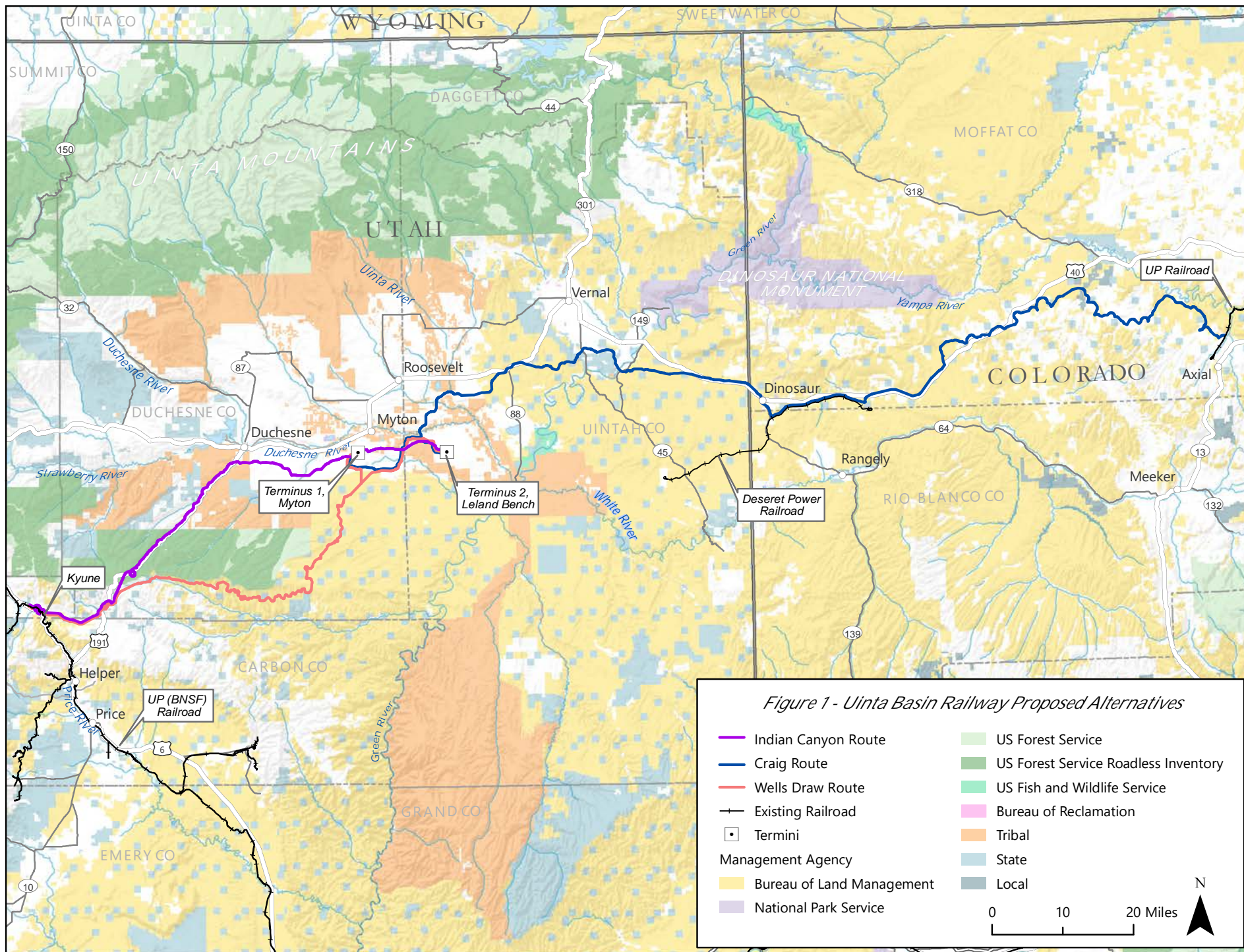
Enclosures:

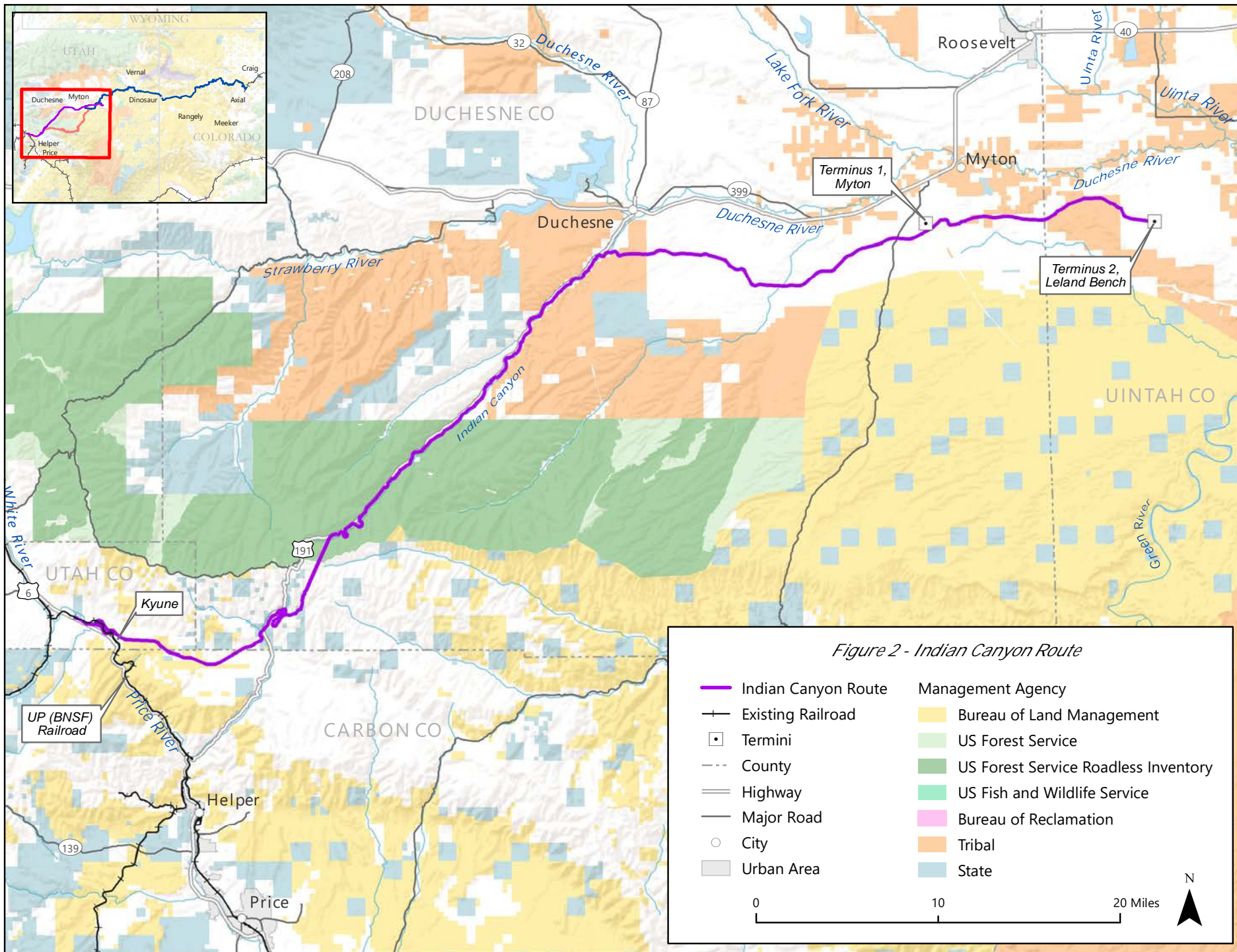
Figure 1 - Uinta Basin Railway Proposed Alternatives

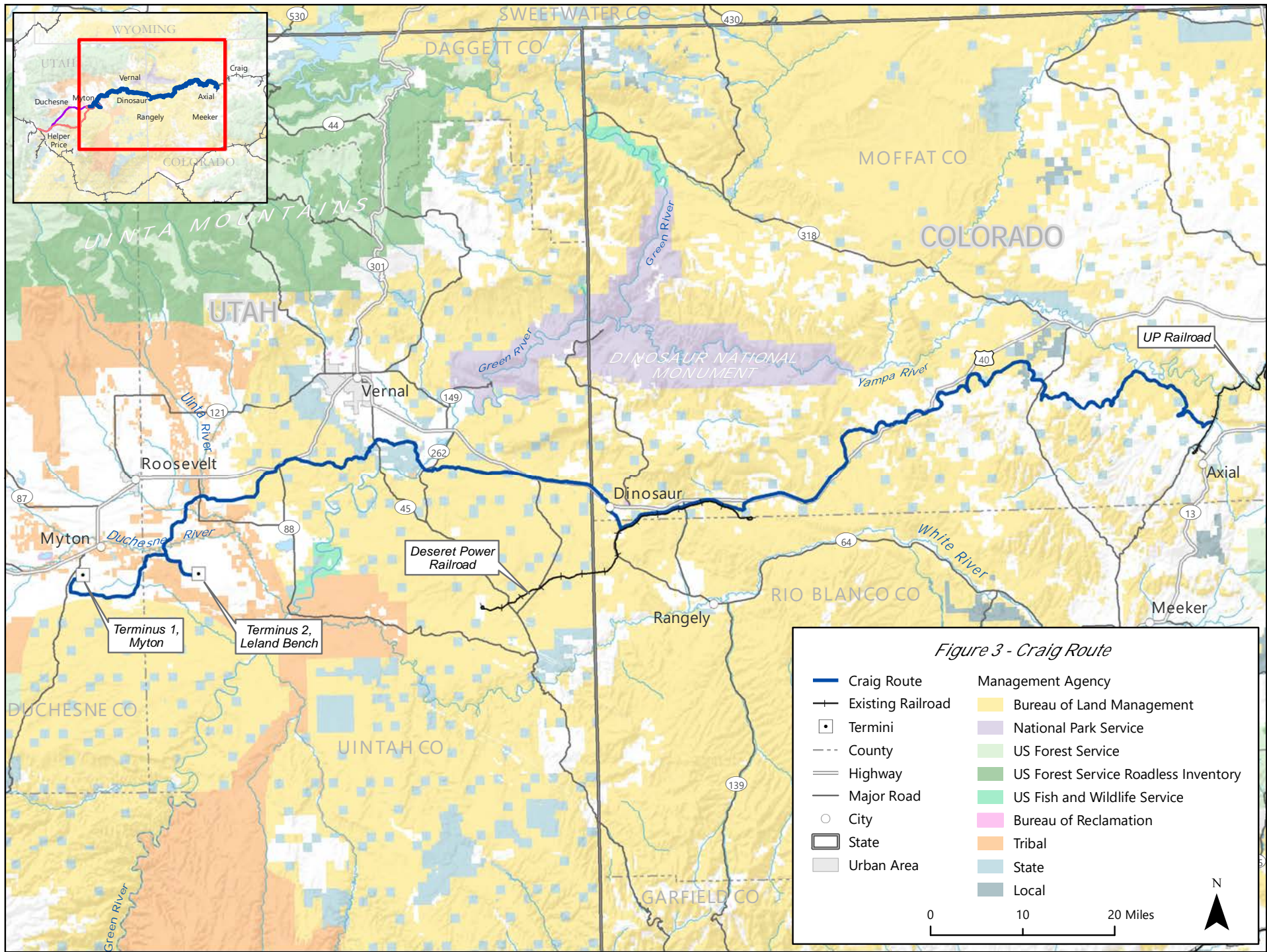
Figure 2 - Indian Canyon Route

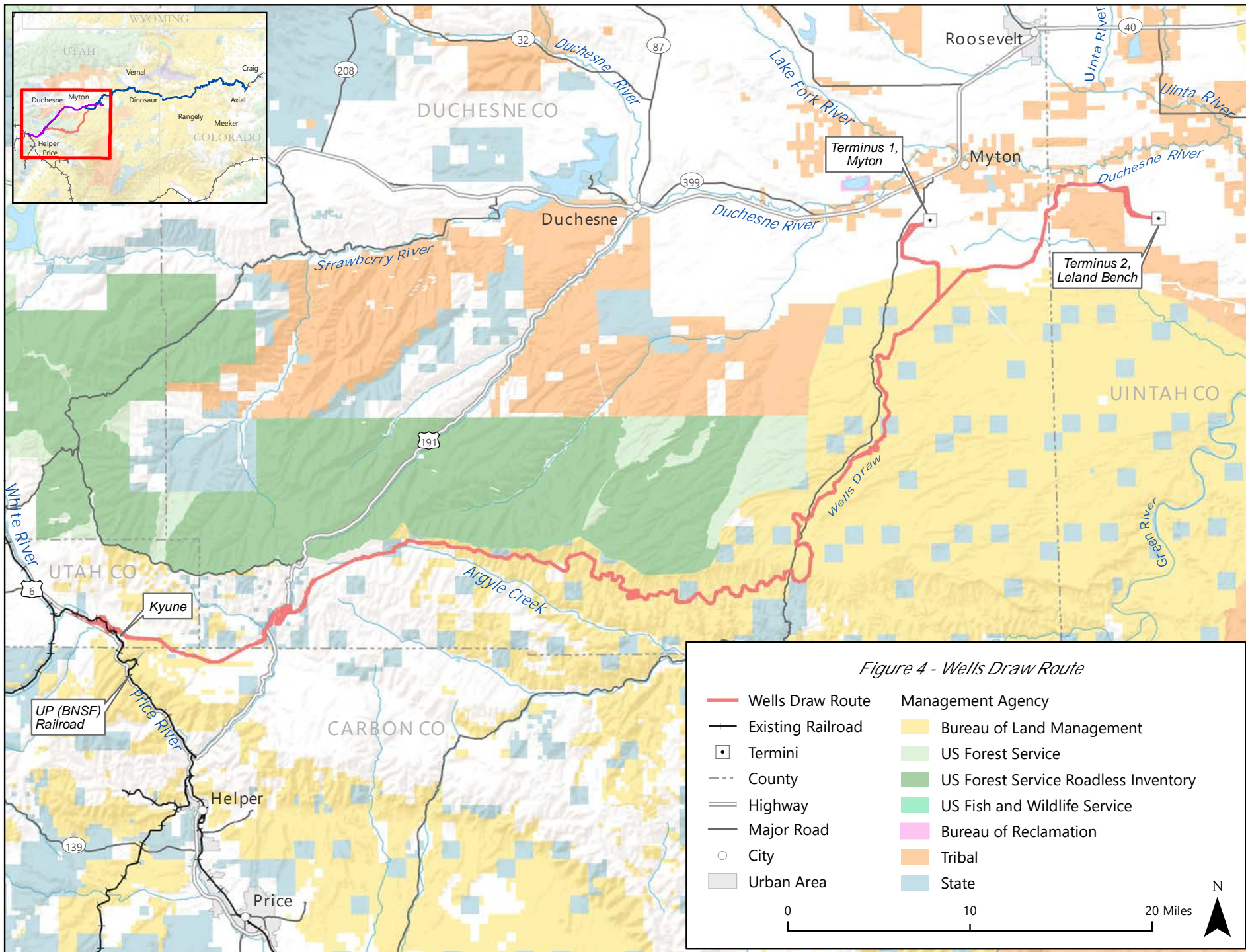
Figure 3 - Craig Route

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 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

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

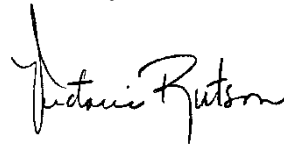
hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- 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 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

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

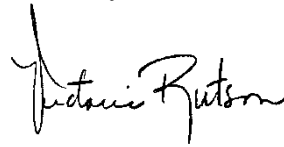
hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- 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,

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

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

June 19, 2019

Page 2

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- 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

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.

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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

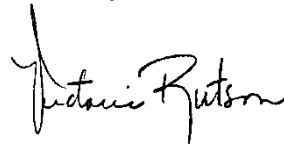
hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- 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.

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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

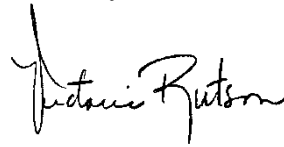
hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- 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

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

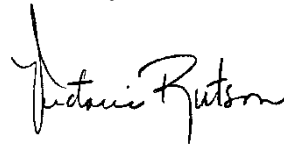
hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- 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

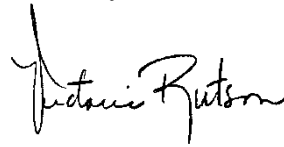
hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- 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,

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

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,

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

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

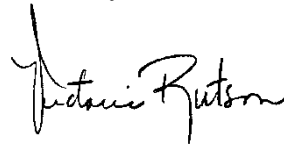
we do not hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- 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,



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

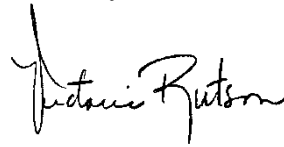
hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- 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,

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

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

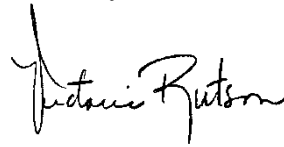
we do not hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- 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" 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

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

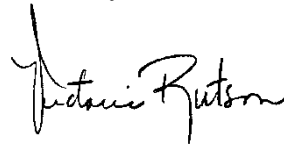
we do not hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- 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

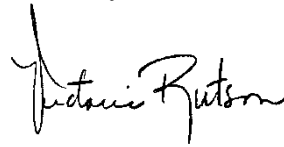
we do not hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- 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

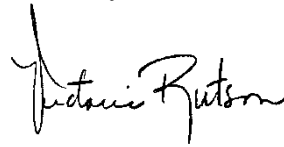
we do not hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- 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,

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

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

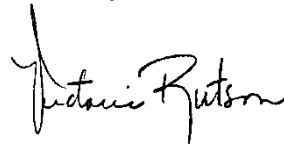
we do not hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- 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" 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 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

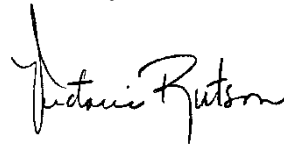
we do not hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- 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,



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,

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

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,



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

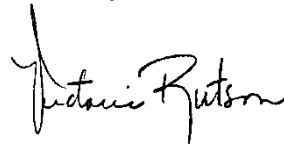
we do not hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- 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,

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

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

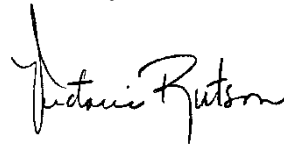
we do not hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- 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,



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

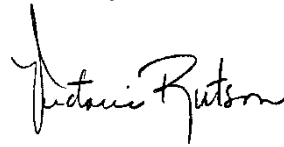
hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- 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,

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 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

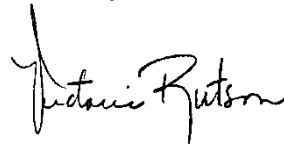
we do not hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- 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

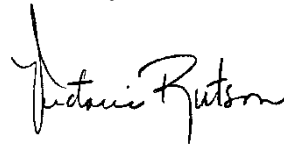
we do not hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- 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,



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,

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 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

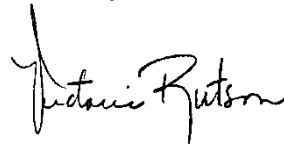
hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- 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

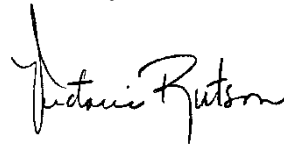
we do not hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- 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,

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

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:

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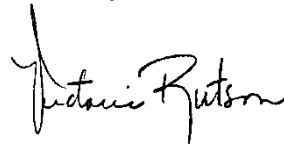
we do not hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- 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 a stylized "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

From: Tabachnick, Alan [<mailto:alan.tabachnick@stb.gov>]

Sent: Monday, January 06, 2020 1:54 PM

Cc: Wayland, Joshua <Joshua.Wayland@stb.gov>; Rogers, Debra <Debra.Rogers@icf.com>; Davis, Colleen <Colleen.Davis@icf.com>

Subject: Uinta Basin Railway Project Section 106 Consulting Party Monthly Meeting Conference Calls

Re: Uinta Basin Railway Project (Docket No. FD 36284)
Section 106 Consulting Party Monthly Conference Calls Beginning on January 22, 2020

Dear Section 106 Consulting Party:

As you are aware, the Seven County Infrastructure Coalition is requesting Surface Transportation Board (Board) approval to construct and operate a new rail line between the Uinta Basin in northeastern Utah and an existing rail line near Kyune, Utah that would transport crude oil, and potentially other mineral and agricultural products, to markets across the United States.

The Board's Office of Environmental Analysis (OEA) is preparing an Environmental Impact Statement (EIS) that will evaluate the potential environmental impacts of the proposed rail line. Information about the EIS process, including maps of the alternatives that will be analyzed in the EIS, can be found on the Board-sponsored project website at <http://www.UintaBasinRailwayEIS.com/>.

OEA is also evaluating the potential effects of the proposed rail line on cultural resources under Section 106 of the National Historic Preservation Act. The Section 106 process includes defining the Area of Potential Effects; identifying resources that are listed on, or eligible for listing on, the National Register of Historic Places; assessing project effects to those properties; and developing measures to avoid, minimize, or mitigate potential adverse effects. You are receiving this email because you have indicated that you would like to participate in the Board's Section 106 process as a consulting party.

The Section 106 process is consultative, and your participation and input are essential. To help us consult with you effectively, OEA is initiating a monthly Section 106 consulting party conference call. During these monthly calls, OEA will present the current status of the cultural resource studies, review the progress of the Section 106 process, and solicit input from the participating consulting parties. We ask that if you have views to share that you participate actively during these calls. Once a topic has been added to the agenda, presented, and discussed during the conference call, that topic will be considered decided and we will move on to the next topic for discussion and decision.

The kick-off conference call will occur on January 22, 2020, at 1pm MST (3pm EST). Subsequent conference calls will occur monthly on the 3rd Wednesday of each month, at 1pm MST. Please be aware that OEA will be distributing a meeting invitation with a call-in number and passcode in the next several days.

I look forward to talking with you at our upcoming Section 106 consulting party conference call on January 22nd, 2020. Feel free to contact me at 202-245-0367 or Alan.Tabachnick@stb.gov at any time with questions.

Alan Tabachnick

Historic Preservation Specialist
Office of Environmental Analysis
Surface Transportation Board

395 E Street SW
Washington, DC 20423
Office: 202-245-0367
Cell: 215-370-3579

From: Tabachnick, Alan [<mailto:alan.tabachnick@stb.gov>]

Sent: Monday, January 06, 2020 1:51 PM

Cc: Wayland, Joshua <Joshua.Wayland@stb.gov>; Rogers, Debra <Debra.Rogers@icf.com>; Davis, Colleen <Colleen.Davis@icf.com>

Subject: Uinta Basin Railway Project, Final Request for Section 106 Consulting Party Status

Re: Uinta Basin Railway Project (Docket No. FD 36284)
Final Request for Section 106 Consulting Party Status

Dear Potential Section 106 Consulting Party:

As you are aware, the Seven County Infrastructure Coalition is requesting Surface Transportation Board (Board) approval to construct and operate a new rail line between the Uinta Basin in northeastern Utah and an existing rail line near Kyune, Utah that would transport crude oil, and potentially other mineral and agricultural products, to markets across the United States.

The Board's Office of Environmental Analysis (OEA) is preparing an Environmental Impact Statement (EIS) that will evaluate the potential environmental impacts of the proposed rail line. Information about the EIS process, including maps of the alternatives that will be analyzed in the EIS, can be found on the Board-sponsored project website at <http://www.uintabasinrailwayeis.com/>.

OEA has been reaching out to your organization along with all the other potential Section 106 consulting parties, to invite you to participate in the Section 106 process. We have been unsuccessful in confirming your interest in becoming a consulting party. We are having our initial Section 106 consulting party kick-off conference call on January 22, 2020 at 1pm MST (3pm EST) and are reaching out to you one final time to ask if you wish to be a consulting party and therefore be invited to participate in the kick-off conference call on January 22. Following the kick-off conference call, the Section 106 consulting party conference calls will occur on a monthly basis.

Please confirm your interest in participating as a Section 106 consulting party and attending the monthly coordination meetings. If OEA does not receive a response from you by Friday, January 10th, we will conclude that you are not interested in participating. You will, of course, be able to follow the project by checking the project website as noted above and are welcome to provide comments on the Draft EIS.

Feel free to contact me at 202-245-0367 or Alan.Tabachnick@stb.gov at any time with questions.

Alan Tabachnick

Historic Preservation Specialist
Office of Environmental Analysis
Surface Transportation Board
395 E Street SW
Washington, DC 20423
Office: 202-245-0367
Cell: 215-370-3579



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

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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



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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.

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		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>
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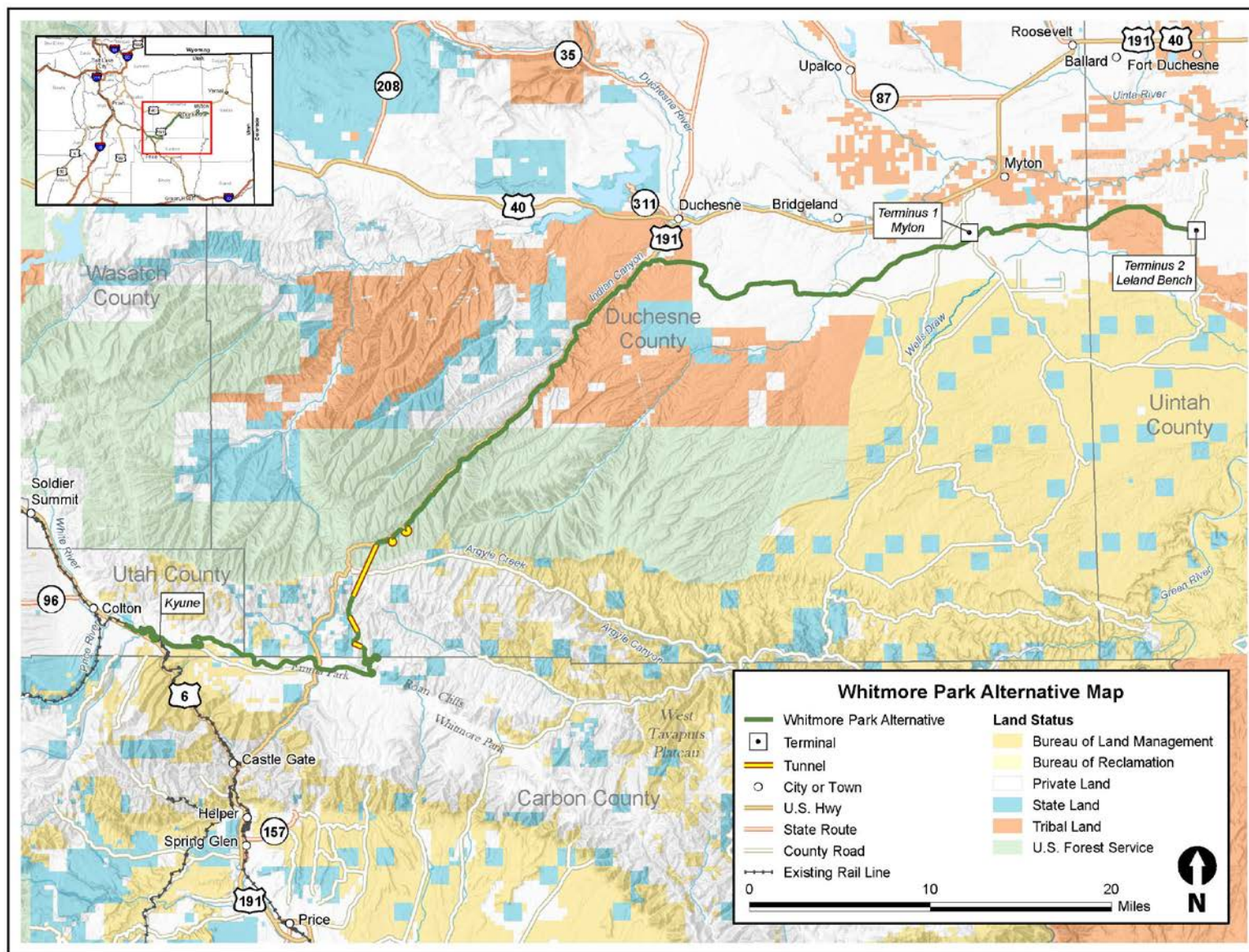


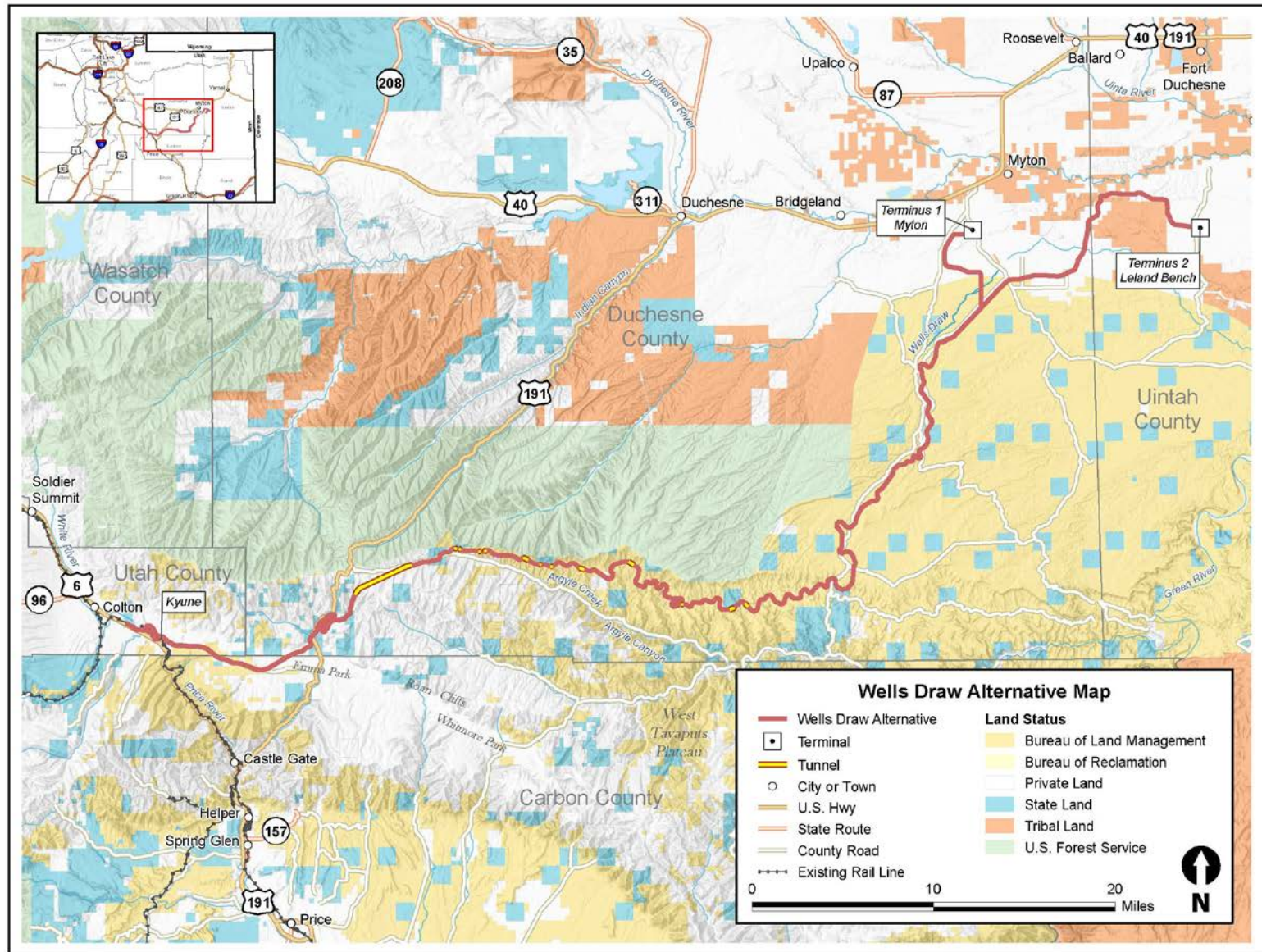
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Appendix 2. Uinta Basin Railway EIS Project Alternatives Maps

ADVISORY COUNCIL ON HISTORIC PRESERVATION

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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.

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		<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>

		<p>Consulting Party invitation in October 2019.</p> <p>Invited to Consulting Party call in January 2020.</p>
FRA Office of Program Delivery	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>
Moffat County	Declined Invitation	<p>Invited to consult in June 2019.</p> <p>No further interest in Consulting Party status after the removal of Colorado routes.</p>
National Park Service, Cultural Resources, Intermountain Region	Declined Invitation	<p>Invited to consult in June 2019.</p> <p>No further interest in Consulting Party status after the removal of Colorado routes.</p>
National Trust for Historic Preservation	Declined Invitation	<p>Invited to consult in June 2019.</p> <p>Declined Consulting Party status in October 2019.</p>
Navajo Nation, Arizona, New Mexico, and Utah	Declined Invitation	<p>Invited to consult in June 2019.</p> <p>Declined Consulting Party status in December 2019.</p>
Nine Mile Canyon Coalition	Accepted Invitation	<p>Invited to consult in June 2019.</p> <p>Invited to Consulting Party call in January 2020.</p> <p>Accepted Consulting Party</p>

		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.
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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: Greg Todd

Phone: 435-823-5755

E-mail: gtodd@duchesne.utah.gov

Signed: Greg Todd

Date: June 24, 2019

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

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: Kristy Groves

Phone: 435-781-5203

E-mail: Kristy.groves@usda.gov

Signed: [Signature] Date: 6/24/2019

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

USDA, FOREST SERVICE
Ashley National Forest
Duchesne Ranger District
PO Box 981
Duchesne, UT 84021

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PENALTY FOR PRIVATE USE, \$300

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UT 840

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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, ATA
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 -

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: Stewart B. Koyiyumptewa

Stewart B. Koyiyumptewa

928 734 3000

skoyiyumptewa@hopi.nsn.us

Phone: 928 734 3000

E-mail: skoyiyumptewa@hopi.nsn.us

Signed: [Signature]

Date: 6-26-19

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



P.O. Box 123
Kykotsmovi, Arizona
86039

4688 1000 34100 7460



Smell

Joshua Wayland
Surface Transportation Board
Docket No. FD 36284
c/o 9300 Lee Hwy
Fairfax, VA 22031

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: Tim Donaldson

Tim Donaldson

801 538 5104

Phone: 801.538.5104

timdonaldson@utah.gov

E-mail: timdonaldson@utah.gov

Signed: [Signature]

Date: 6/26/19

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

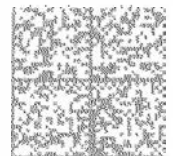
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OFFICE OF THE GOVERNOR

SALT LAKE CITY 84114



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Joshua Wayland
Surface Transportation Board
Docket No. FD 36284
c/o 9300 Lee Highway

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S Mail

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.uintah.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

Wayland, Joshua

From: Fresard, Nicole D CIV USARMY CESPK (USA) <Nicole.D.Fresard@usace.army.mil>
Sent: Monday, August 26, 2019 1:07 PM
To: Wayland, Joshua
Subject: Section 106 Consultation (UNCLASSIFIED)
Attachments: Corps Section 106 Consultation Form.pdf

CLASSIFICATION: UNCLASSIFIED

Good morning Josh, please see the NHPA consultation form attached.
Thank you,

Nicole Fresard
Senior Project Manager
U.S. Army Corps of Engineers
Nevada-Utah Regulatory Section
533 West 2600 South
Bountiful, UT 84010
801-295-8380 x 8321
Nicole.D.Fresard@usace.army.mil

Let us know how we're doing. Please complete the survey at:

https://gcc01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fcorpsmapu.usace.army.mil%2Fcm_apex%2Ff%3Fp%3Dregulatory_survey&data=02%7C01%7CJoshua.Wayland%40stb.gov%7C2fe396b41bf548f24dcc08d72a480f0c%7Cbc02aaca24c420db143ce9537c42d7b%7C0%7C1%7C637024361336197526&sdata=%2BBsVvrQ2YZOYK0sVLeF5g5HZ6BXWFjScY5%2Fw2EFEjVc%3D&reserved=0

CLASSIFICATION: UNCLASSIFIED

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: Nicole FRESARD

Phone: 801 295 8380 x 8321

E-mail: NICOLE.D.FRESARD@USACE.ARMY.MIL

Signed: Nicole Fresard

Date: Aug 26, 2019

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

Lourie, GraceAnne

From: Remley, Deirdre (FHWA) <deirdre.remley@dot.gov>
Sent: Tuesday, June 25, 2019 2:54 PM
To: Joshua.Wayland@stb.gov
Cc: Clarke, David (FHWA)
Subject: Docket No. FD 36284 Invitation to Section 106 Consultation
Attachments: Scan2019-06-25-140001.pdf

Hello Joshua,

Our office received the attached letter inviting the Federal Highway Administration (FHWA) to consult on Section 106 of the National Historic Preservation Act (NHPA) for STB's review of a proposed rail project and its alternatives in Utah and Colorado as described in the attached letter. For the alternative that may impact resources in Colorado, I will forward this letter to our Division Office for their information and action, as appropriate.

For Utah, the Utah Department of Transportation (UDOT) has assumed the FHWA's environmental review responsibilities under the National Environmental Policy Act (NEPA) and Section 106 of the NHPA, among other environmental laws. The UDOT is solely responsible for Section 106 consultation, with the exception of government-to-government consultation with tribes, for all highway projects and approvals in the State of Utah. The contact information for the Environmental Services Director at UDOT is listed below. I recommend reaching out to him to determine where you should send your letter inviting the UDOT to consult on Section 106 for the referenced project.

Brandon Weston, Environmental Services Director brandonweston@utah.gov
(801) 965-4603 (office)
(801) 965-4564 (fax)

If you need contact information for direct communications with our FHWA Division Office in Colorado, please let me know.

Thank you.

Deirdre M. Remley
Environmental Protection Specialist/Research Coordinator FHWA Office of Project Development and Environmental Review deirdre.remley@dot.gov
Office: 202-366-0524

Lourie, GraceAnne

From: Gibson, Stephanie (FHWA) <Stephanie.Gibson@dot.gov>
Sent: Monday, July 1, 2019 5:13 PM
To: Joshua.Wayland@stb.gov
Cc: Remley, Deirdre (FHWA); Lisa Schoch (Lisa.Schoch@state.co.us)
Subject: RE: STB Docket No. FD 36284 Invitation to Section 106 Consultation

Dear Mr. Wayland,

I was forwarded information to see if I or someone else in Colorado should be a consulting party for the referenced project. Although FHWA is not the owner or responsible party for any historic resources in Colorado, it appears that one of the alternatives for your project may affect the US 40 highway, which is a historic resource. As such, I would like to recommend that the Colorado Department of Transportation (CDOT) be included as a consulting party. I have forwarded the information to CDOT's Senior Historian, Lisa Schoch (also copied on this email).

I have not filled out the Section 106 Consultation Options Form for FHWA, as I am not sure if the FHWA office in Utah may want to participate in the Section 106 consultation. The FHWA Colorado Division does not need to be included in future consultation for this project.

Sincerely,

Stephanie Gibson
Environmental Program Manager
Federal Highway Administration – Colorado Division
12300 West Dakota Avenue, Suite 180
Lakewood, CO 80228
720-963-3013
Stephanie.Gibson@dot.gov

From: Remley, Deirdre (FHWA)
Sent: Friday, June 28, 2019 2:30 PM
To: Gibson, Stephanie (FHWA) <Stephanie.Gibson@dot.gov>;
Subject: STB Docket No. FD 36284 Invitation to Section 106 Consultation

Hi Stephanie,

We got this letter from Surface Transportation Board for a rail project that has one alternative that would go through Colorado. Could you pass this on to whoever in Colorado should review this if it is not you. Thank you.

Also, I assume Dave told you he is on a rotational assignment to another agency for 4 months. I will be out next week but back the rest of the month. If you need anything from HQ in my absence, please contact acting Team Leader for the DFS West States, James Gavin.

Thanks and have a great weekend.

Deirdre

Deirdre M. Remley

Environmental Protection Specialist/Research Coordinator FHWA Office of Project Development and Environmental
Review deirdre.remley@dot.gov
Office: 202-366-0524

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: Jerry D. Spangler

Phone: 801-388-3387

E-mail: jerry_cpaa@comcast.net

Signed: [Signature]

Date: 8 Nov 2019

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

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

☒

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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:

Richard M Begay, THPO

Phone:

928-871-7198

E-mail:

r.begay@navajo-nm.gov

Signed:

Richard M Begay

Date:

12/2/19

Please mail to:

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

144440

X

James M. Smith
144440

804-148-850

top. man - general manager

J. M. Smith

15/5/51

From: utahrockartresearchassoc@gmail.com
To: ["Tabachnick, Alan"](#)
Cc: [Wolff, Mikenna](#); ["Troy Scotter"](#)
Subject: Uinta Basin Railway - Invitation to Section 106 Consultation
Date: Tuesday, April 21, 2020 6:52:36 PM
Attachments: [2020_0421_UBR_106consultationinvite_URARA-Attachmet A signed.pdf](#)

Dear Mr. Tabachnick

The Utah Rock Art Research Association (URARA) would like to participate as a "Consulting Party" in the Section 106 of the NHPA process for the proposed Uinta Basin Railway project. Please find attached the signed Attachment A from your invitation letter. Troy Scotter, our representative for this project, will be joining the teleconference tomorrow, April 22nd.

Sincerely,

Werner Duecker, President

Utah Rock Art Research Association (URARA)

www.utahrockart.org

cell: 970-685-9630

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: Troy Scotter

Phone: (801) 362-1206

E-mail: troyscotter@gmail.com

Signed: 
Werner Duecker, President

Date: April 21, 2020

Please email to: Alan Tabachnick
Alan.Tabachnick@stb.gov

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.

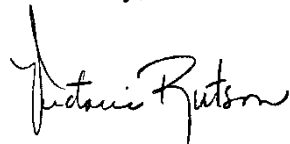
The Board's Office of Environmental Analysis is conducting an environmental and historic preservation review of the proposed rail line construction project in compliance with the National Environmental Policy Act and related laws and regulations, including Section 106, and its implementing regulations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



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

Ute Indian Tribe
P.O. Box 190
Fort Duchesne, UT 84026

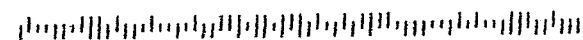
DENVER CO 802

9 MAR 2021 PM 2 L



Joshua Wayland, Ph.D.
Office of Environmental Analysis
Surface Transportation Board
9300 Lee Highway
Fairfax, VA 22031

22031-605099





UTE INDIAN TRIBE

P. O. Box 190
Fort Duchesne, Utah 84026
Phone (435) 722-5141 • Fax (435) 722-5072

March 8, 2021

Joshua Wayland, Ph.D.
Office of Environmental Analysis
Surface Transportation Board
9300 Lee Highway
Fairfax, VA 22031

Re: Support for Uintah Basin Railway Project and Energy Development on the Uintah and Ouray Reservation

Dear Dr. Wayland:

On behalf of the Ute Indian Tribe Business Committee, I am writing in support of the Uintah Basin Railway Project, Docket No. FD 36284, and the Surface Transportation Board's January 4, 2021, decision on the Seven County Infrastructure Coalition's request for exemption under 49 U.S.C. § 10502.

Oil and gas production on the Uintah and Ouray Reservation is the most significant source of revenue for the Ute Indian Tribe, and the Tribal membership relies on a steady revenue stream derived from energy mineral royalties. The Tribe has established its own Energy and Minerals Department to oversee and administer oil and gas production on the Reservation, as well as a wholly tribally-owned limited liability company to engage in energy development business activities on the Uintah and Ouray Reservation for the benefit of the Tribe and its members.

The Ute Indian Tribe has long been a leader among energy producing tribes. Currently, the Tribe leases approximately 400,000 acres for energy mineral development. However, current infrastructure only allows access to regional refineries, preventing the Tribe from fully availing itself to the economic potential of its vast mineral estate. The Uintah Basin Railway Project would provide much-needed infrastructure to allow the Tribe to expand to energy markets nationwide. Therefore, the Tribe supports this Project and the increase in on-Reservation oil development that may result. The Tribe also supports the STB's January 4, 2021, decision granting the Seven County Infrastructure Coalition's petition for exemption under 49 U.S.C. § 10502 and confirming the transportation merits of the Project.

Joshua Wayland, Ph.D.
Office of Environmental Analysis
March 8, 2021
Page 2

The views of the Ute Indian Tribe and its affiliates relating to oil and gas development on the Uintah and Ouray Reservation must take precedence over the views of outside organizations that have no affiliation with the Tribe and no management authority over the Tribe's Reservation.

On Behalf of the Ute Indian Tribe Business Committee:



Luke Duncan
Business Committee Chairman

From: [Tabachnick, Alan](#)
To: susan.eickhoff@usda.gov
Cc: [Rust, Jeffrey A -FS](#); [Groves, Kristy L -FS](#)
Subject: Uinta Basin Railway Final PA for Signature
Date: Thursday, March 11, 2021 8:03:59 AM
Attachments: [Uinta Basin Railway PA Cover Letter US Forest Service.pdf](#)
[Uinta Basin Railway PA Final.pdf](#)
[Uinta Basin Railway PA Final US Forest Service digital signature page.pdf](#)
[Uinta Basin Railway PA Final US Forest Service signature page.pdf](#)

Dear Consulting Party,

The Section 106 Programmatic Agreement (PA) for the Uinta Basin Railway project has been finalized and will be distributed to consulting parties individually for signature. Thank you all for your past review and comment. Your input is valuable and has made this PA as effective as possible. All Signatories, Invited Signatories, and Concurring Parties to the PA will receive a separate email from me containing the final PA files and your respective signature pages. We ask that these consulting parties please sign and return the final PA by Wednesday, March 24th.

Please feel free to email or call me with questions or concerns. Thank you for your ongoing participation in Section 106 consultation and stay safe.

Alan Tabachnick

Historic Preservation Specialist
Office of Environmental Analysis
Surface Transportation Board
395 E Street SW
Washington, DC 20423
Office: 202-245-0367
Cell: 215-370-3579

From: [Tabachnick, Alan](#)
To: luked@utetribes.com
Cc: betsyc@utetribes.com; devinp@utetribes.com; [Rollie Wilson](#)
Subject: Uinta Basin Railway Final PA for Signature
Date: Thursday, March 11, 2021 8:09:53 AM
Attachments: [Uinta Basin Railway PA Cover Letter Ute Indian Tribe.pdf](#)
[Uinta Basin Railway PA Final.pdf](#)
[Uinta Basin Railway PA Final Ute Indian Tribe signature page.pdf](#)

Dear Chairman Duncan,

The Section 106 Programmatic Agreement (PA) for the Uinta Basin Railway project has been finalized and will be distributed to consulting parties individually for signature. Thank you all for your past review and comment. Your input is valuable and has made this PA as effective as possible. All Signatories, Invited Signatories, and Concurring Parties to the PA will receive a separate email from me containing the final PA files and your respective signature pages. We ask that these consulting parties please sign and return the final PA by Wednesday, March 24th.

Please feel free to email or call me with questions or concerns. Thank you for your ongoing participation in Section 106 consultation and stay safe.

Alan Tabachnick

**Historic Preservation Specialist
Office of Environmental Analysis
Surface Transportation Board
395 E Street SW
Washington, DC 20423
Office: 202-245-0367
Cell: 215-370-3579**

From: [Tabachnick, Alan](#)
To: [Christopher Merritt](#)
Cc: [Savanna Agardy](#)
Subject: Uinta Basin Railway Final PA for Signature
Date: Thursday, March 11, 2021 8:16:56 AM
Attachments: [Uinta Basin Railway PA Cover Letter Utah SHPO.pdf](#)
[Uinta Basin Railway PA Final.pdf](#)
[Uinta Basin Railway PA Final Utah SHPO signature page.pdf](#)
[Uinta Basin Railway PA Final Utah SHPO digital signature page.pdf](#)

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Alan Tabachnick

Historic Preservation Specialist
Office of Environmental Analysis
Surface Transportation Board
395 E Street SW
Washington, DC 20423
Office: 202-245-0367
Cell: 215-370-3579

From: [Tabachnick, Alan](#)
To: Bryan.bowker@bia.gov
Cc: [Cantley, Garry](#); [Secakuku, Christopher](#); [Lewis, Charles](#)
Subject: Uinta Basin Railway Final PA for Signature
Date: Thursday, March 11, 2021 8:21:09 AM
Attachments: [Uinta Basin Railway PA Cover Letter BIA.pdf](#)
[Uinta Basin Railway PA Final.pdf](#)
[Uinta Basin Railway PA Final BIA digital signature page.pdf](#)
[Uinta Basin Railway PA Final BIA signature page.pdf](#)

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Alan Tabachnick

Historic Preservation Specialist
Office of Environmental Analysis
Surface Transportation Board
395 E Street SW
Washington, DC 20423
Office: 202-245-0367
Cell: 215-370-3579

From: [Tabachnick, Alan](#)
To: gsheehan@blm.gov
Cc: [Lohman, Nicole E](#); [Nathan Thomas](#)
Subject: Uinta Basin Railway Final PA for Signature
Date: Thursday, March 11, 2021 8:25:08 AM
Attachments: [Uinta Basin Railway PA Cover Letter BLM.pdf](#)
[Uinta Basin Railway PA Final.pdf](#)
[Uinta Basin Railway PA Final BLM digital signature page.pdf](#)
[Uinta Basin Railway PA Final BLM signature page.pdf](#)

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Alan Tabachnick

Historic Preservation Specialist
Office of Environmental Analysis
Surface Transportation Board
395 E Street SW
Washington, DC 20423
Office: 202-245-0367
Cell: 215-370-3579

From: [Tabachnick, Alan](#)
To: jason.a.gipson@usace.army.mil
Cc: [Fresard, Nicole D CIV USARMY CESPCK \(USA\)](#)
Subject: Uinta Basin Railway Final PA for Signature
Date: Thursday, March 11, 2021 8:27:47 AM
Attachments: [Uinta Basin Railway PA Cover Letter US Army Corps of Engineers.pdf](#)
[Uinta Basin Railway PA Final.pdf](#)
[Uinta Basin Railway PA Final US Army Corps of Engineers digital signature page.pdf](#)
[Uinta Basin Railway PA Final US Army Corps of Engineers signature page.pdf](#)

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Alan Tabachnick

Historic Preservation Specialist
Office of Environmental Analysis
Surface Transportation Board
395 E Street SW
Washington, DC 20423
Office: 202-245-0367
Cell: 215-370-3579

From: [Tabachnick, Alan](#)
To: dure@utah.gov
Cc: [Joel Boomgarden](#)
Subject: Uinta Basin Railway Final PA for Signature
Date: Thursday, March 11, 2021 9:16:27 AM
Attachments: [Uinta_Basin_Railway_PA_Final.pdf](#)
[Uinta_Basin_Railway_PA_Cover_Letter_SITLA.pdf](#)
[Uinta_Basin_Railway_PA_Final_SITLA_signature_page.pdf](#)
[Uinta_Basin_Railway_PA_Final_SITLA_digital_signature_page.pdf](#)

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Alan Tabachnick

Historic Preservation Specialist
Office of Environmental Analysis
Surface Transportation Board
395 E Street SW
Washington, DC 20423
Office: 202-245-0367
Cell: 215-370-3579

From: [Tabachnick, Alan](#)
To: redgejohnson@utah.gov
Cc: [Kris Carambelas](#); [Sindy Smith](#)
Subject: Uinta Basin Railway Final PA for Signature
Date: Thursday, March 11, 2021 9:20:28 AM
Attachments: [Uinta Basin Railway PA Final.pdf](#)
[Uinta Basin Railway PA Cover Letter PLPCO.pdf](#)
[Uinta Basin Railway PA Final PLPCO signature page.pdf](#)
[Uinta Basin Railway PA Final PLPCO digital signature page.pdf](#)

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Alan Tabachnick

Historic Preservation Specialist
Office of Environmental Analysis
Surface Transportation Board
395 E Street SW
Washington, DC 20423
Office: 202-245-0367
Cell: 215-370-3579

From: [Tabachnick, Alan](#)
To: [Mike McKee](#)
Cc: [Kevin Keller](#); [Floyd, Kathryn K.](#); Brian@jonesanddemille.com
Subject: Uinta Basin Railway Final PA for Signature
Date: Thursday, March 11, 2021 9:28:41 AM
Attachments: [Uinta Basin Railway PA Final.pdf](#)
[Uinta Basin Railway PA Cover Letter Coalition.pdf](#)
[Uinta Basin Railway PA Final Coalition digital signature page.pdf](#)
[Uinta Basin Railway PA Final Coalition signature page.pdf](#)

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Alan Tabachnick

Historic Preservation Specialist
Office of Environmental Analysis
Surface Transportation Board
395 E Street SW
Washington, DC 20423
Office: 202-245-0367
Cell: 215-370-3579

From: [Tabachnick, Alan](#)
To: robertclayton@utah.gov
Cc: [Liz Robinson](#)
Subject: Uinta Basin Railway Final PA for Signature
Date: Thursday, March 11, 2021 9:30:39 AM
Attachments: [Uinta_Basin_Railway_PA_Final.pdf](#)
[Uinta_Basin_Railway_PA_Cover_Letter_UDOT.pdf](#)
[Uinta_Basin_Railway_PA_Final_UDOT_digital_signature_page.pdf](#)
[Uinta_Basin_Railway_PA_Final_UDOT_signature_page.pdf](#)

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Alan Tabachnick

Historic Preservation Specialist
Office of Environmental Analysis
Surface Transportation Board
395 E Street SW
Washington, DC 20423
Office: 202-245-0367
Cell: 215-370-3579

From: [Tabachnick, Alan](#)
To: [Casey Hopes](#)
Subject: Uinta Basin Railway Final PA for Signature
Date: Thursday, March 11, 2021 9:36:39 AM
Attachments: [Uinta Basin Railway PA Cover Letter Carbon County.pdf](#)
[Uinta Basin Railway PA Final Concurring Party signature page.pdf](#)
[Uinta Basin Railway PA Final Concurring Party digital signature page.pdf](#)
[Uinta Basin Railway PA Final.pdf](#)

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Alan Tabachnick

**Historic Preservation Specialist
Office of Environmental Analysis
Surface Transportation Board
395 E Street SW
Washington, DC 20423
Office: 202-245-0367
Cell: 215-370-3579**

From: [Tabachnick, Alan](#)
To: Jerry_cpaa@comcast.net
Subject: Uinta Basin Railway Final PA for Signature
Date: Thursday, March 11, 2021 9:36:54 AM
Attachments: [Uinta Basin Railway PA Final.pdf](#)
[Uinta Basin Railway PA Cover Letter Colorado Plateau Archaeological Alliance.pdf](#)
[Uinta Basin Railway PA Final Concurring Party digital signature page.pdf](#)
[Uinta Basin Railway PA Final Concurring Party signature page.pdf](#)

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Alan Tabachnick

**Historic Preservation Specialist
Office of Environmental Analysis
Surface Transportation Board
395 E Street SW
Washington, DC 20423
Office: 202-245-0367
Cell: 215-370-3579**

From: [Tabachnick, Alan](#)
To: [Gregory Todd](#)
Subject: Uinta Basin Railway Final PA for Signature
Date: Thursday, March 11, 2021 9:38:38 AM
Attachments: [Uinta Basin Railway PA Final.pdf](#)
[Uinta Basin Railway PA Cover Letter Duchesne County.pdf](#)
[Uinta Basin Railway PA Final Concurring Party digital signature page.pdf](#)
[Uinta Basin Railway PA Final Concurring Party signature page.pdf](#)

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Alan Tabachnick

**Historic Preservation Specialist
Office of Environmental Analysis
Surface Transportation Board
395 E Street SW
Washington, DC 20423
Office: 202-245-0367
Cell: 215-370-3579**

From: [Tabachnick, Alan](#)
To: skoyiyumptewa@hopi.nsn.us
Subject: Uinta Basin Railway Final PA for Signature
Date: Thursday, March 11, 2021 9:41:13 AM
Attachments: [Uinta Basin Railway PA Final Concurring Party digital signature page.pdf](#)
[Uinta Basin Railway PA Final Concurring Party signature page.pdf](#)
[Uinta Basin Railway PA Final.pdf](#)
[Uinta Basin Railway PA Cover Letter Hopi Tribe of Arizona.pdf](#)

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Alan Tabachnick

**Historic Preservation Specialist
Office of Environmental Analysis
Surface Transportation Board
395 E Street SW
Washington, DC 20423
Office: 202-245-0367
Cell: 215-370-3579**

From: [Tabachnick, Alan](#)
To: Mcazier@uintah.utah.gov
Cc: rwatkins@uintah.utah.gov
Subject: Uinta Basin Railway Final PA for Signature
Date: Thursday, March 11, 2021 9:47:26 AM
Attachments: [Uinta_Basin_Railway_PA_Final.pdf](#)
[Uinta_Basin_Railway_PA_Cover_Letter_Uintah_County.pdf](#)
[Uinta_Basin_Railway_PA_Final_Concurring_Party_digital_signature_page.pdf](#)
[Uinta_Basin_Railway_PA_Final_Concurring_Party_signature_page.pdf](#)

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Alan Tabachnick

Historic Preservation Specialist
Office of Environmental Analysis
Surface Transportation Board
395 E Street SW
Washington, DC 20423
Office: 202-245-0367
Cell: 215-370-3579

From: [Tabachnick, Alan](#)
To: [Hubner, Matt](#)
Subject: Uinta Basin Railway Final PA for Signature
Date: Thursday, March 11, 2021 9:47:35 AM
Attachments: [Uinta Basin Railway PA Final.pdf](#)
[Uinta Basin Railway PA Cover Letter US EPA.pdf](#)
[Uinta Basin Railway PA Final Concurring Party digital signature page.pdf](#)
[Uinta Basin Railway PA Final Concurring Party signature page.pdf](#)

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Alan Tabachnick

**Historic Preservation Specialist
Office of Environmental Analysis
Surface Transportation Board
395 E Street SW
Washington, DC 20423
Office: 202-245-0367
Cell: 215-370-3579**

From: [Tabachnick, Alan](#)
To: willis-works@emerytelcom.net
Subject: Uinta Basin Railway Final PA for Signature
Date: Thursday, March 11, 2021 9:47:35 AM
Attachments: [Uinta Basin Railway PA Final.pdf](#)
[Uinta Basin Railway PA Cover Letter Nine Mile Canyon Coalition.pdf](#)
[Uinta Basin Railway PA Final Concurring Party signature page.pdf](#)
[Uinta Basin Railway PA Final Concurring Party digital signature page.pdf](#)

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**Historic Preservation Specialist
Office of Environmental Analysis
Surface Transportation Board
395 E Street SW
Washington, DC 20423
Office: 202-245-0367
Cell: 215-370-3579**

From: [Tabachnick, Alan](#)
To: utahrockartresearchassoc@gmail.com
Cc: ["Troy Scotter"](#)
Subject: Uinta Basin Railway Final PA for Signature
Date: Thursday, March 11, 2021 9:48:24 AM
Attachments: [Uinta Basin Railway PA Cover Letter Utah Rock Art Research Association.pdf](#)
[Uinta Basin Railway PA Final.pdf](#)
[Uinta Basin Railway PA Final Concurring Party digital signature page.pdf](#)
[Uinta Basin Railway PA Final Concurring Party signature page.pdf](#)

Dear Consulting Party,

The Section 106 Programmatic Agreement (PA) for the Uinta Basin Railway project has been finalized and will be distributed to consulting parties individually for signature. Thank you all for your past review and comment. Your input is valuable and has made this PA as effective as possible. All Signatories, Invited Signatories, and Concurring Parties to the PA will receive a separate email from me containing the final PA files and your respective signature pages. We ask that these consulting parties please sign and return the final PA by Wednesday, March 24th.

Please feel free to email or call me with questions or concerns. Thank you for your ongoing participation in Section 106 consultation and stay safe.

Alan Tabachnick

Historic Preservation Specialist
Office of Environmental Analysis
Surface Transportation Board
395 E Street SW
Washington, DC 20423
Office: 202-245-0367
Cell: 215-370-3579

From: [Tabachnick, Alan](#)
To: [Eickhoff, Susan - FS](#)
Cc: [Rust, Jeffrey A -FS](#); [Groves, Kristy L -FS](#)
Subject: Uinta Basin Railway Executed Programmatic Agreement
Date: Friday, March 26, 2021 1:56:39 PM
Attachments: [Uinta Basin Railway PA DistroLetter Ashley National Forest.pdf](#)
[Uinta Basin Railway PA Final Executed Version.pdf](#)

Attached please find the final executed PA for the Uinta Basin Railway project. Thank you for all of your hard work and input – it has been helpful and appreciated. We look forward to continuing our Section 106 consultation with you in the future. A Section 106 Consulting Parties meeting will be scheduled in the next few weeks to talk about our next steps.

Thanks again and please, stay safe.

Alan Tabachnick

Historic Preservation Specialist
Office of Environmental Analysis
Surface Transportation Board
395 E Street SW
Washington, DC 20423
Office: 202-245-0367
Cell: 215-370-3579

From: [Tabachnick, Alan](#)
To: [Luke Duncan](#)
Cc: betsyc@utetribes.com; devinp@utetribes.com; [Rollie Wilson](#)
Subject: Uinta Basin Railway Project Executed Programmatic Agreement
Date: Friday, March 26, 2021 1:59:44 PM
Attachments: [Uinta Basin Railway PA DistroLetter Ute Indian Tribe.pdf](#)
[Uinta Basin Railway PA Final Executed Version.pdf](#)

Dear Chairman Duncan,

Attached please find the final executed PA for the Uinta Basin Railway project. Thank you for all of your hard work and input – it has been helpful and appreciated. We look forward to continuing our Section 106 consultation with you in the future. A Section 106 Consulting Parties meeting will be scheduled in the next few weeks to talk about our next steps.

Thanks again and please, stay safe.

Alan Tabachnick

Historic Preservation Specialist
Office of Environmental Analysis
Surface Transportation Board
395 E Street SW
Washington, DC 20423
Office: 202-245-0367
Cell: 215-370-3579

From: [Tabachnick, Alan](#)
To: [Christopher Merritt](#)
Cc: [Savanna Agardy](#)
Subject: Uinta Basin Railway Project Executed Programmatic Agreement
Date: Friday, March 26, 2021 2:03:03 PM
Attachments: [Uinta Basin Railway PA Final Executed Version.pdf](#)
[Uinta Basin Railway PA DistroLetter Utah State Historic Preservation Office.pdf](#)

Dear Consulting Party,

Attached please find the final executed PA for the Uinta Basin Railway project. Thank you for all of your hard work and input – it has been very helpful and appreciated. We look forward to continuing our Section 106 consultation with you in the future. A Section 106 Consulting Parties meeting will be scheduled in the next few weeks to talk about our next steps.

Thanks again and please, stay safe.

Alan Tabachnick

Historic Preservation Specialist
Office of Environmental Analysis
Surface Transportation Board
395 E Street SW
Washington, DC 20423
Office: 202-245-0367
Cell: 215-370-3579

From: [Tabachnick, Alan](#)
To: [Gipson, Jason A CIV USARMY CESPCK \(USA\)](#)
Cc: [Fresard, Nicole D CIV USARMY CESPCK \(USA\)](#)
Subject: Uinta Basin Railway Project Executed Programmatic Agreement
Date: Friday, March 26, 2021 2:07:44 PM
Attachments: [Uinta_Basin_Railway_PA_Final_Executed_Version.pdf](#)
[Uinta_Basin_Railway_PA_DistroLetter_US_Army_Corps_of_Engineers.pdf](#)

Dear Consulting Party,

Attached please find the final executed PA for the Uinta Basin Railway project. Thank you for all of your hard work and input – it has been very helpful and appreciated. We look forward to continuing our Section 106 consultation with you in the future. A Section 106 Consulting Parties meeting will be scheduled in the next few weeks to talk about our next steps.

Thanks again and please, stay safe.

Alan Tabachnick

Historic Preservation Specialist
Office of Environmental Analysis
Surface Transportation Board
395 E Street SW
Washington, DC 20423
Office: 202-245-0367
Cell: 215-370-3579

From: [Tabachnick, Alan](#)
To: [David Ure](#)
Cc: [Joel Boomgarden](#)
Subject: Uinta Basin Railway Project Executed Programmatic Agreement
Date: Friday, March 26, 2021 2:10:46 PM
Attachments: [Uinta Basin Railway PA Final Executed Version.pdf](#)
[Uinta Basin Railway PA DistroLetter State of Utah School and Institutional Trust Lands Administration.pdf](#)

Dear Consulting Party,

Attached please find the final executed PA for the Uinta Basin Railway project. Thank you for all of your hard work and input – it has been very helpful and appreciated. We look forward to continuing our Section 106 consultation with you in the future. A Section 106 Consulting Parties meeting will be scheduled in the next few weeks to talk about our next steps.

Thanks again and please, stay safe.

Alan Tabachnick

Historic Preservation Specialist
Office of Environmental Analysis
Surface Transportation Board
395 E Street SW
Washington, DC 20423
Office: 202-245-0367
Cell: 215-370-3579

From: [Tabachnick, Alan](#)
To: redgejohnson@utah.gov
Cc: [Kris Carambelas](#); [Sindy Smith](#)
Subject: Uinta Basin Railway Project Executed Programmatic Agreement
Date: Friday, March 26, 2021 2:12:20 PM
Attachments: [Uinta_Basin_Railway_PA_Final_Executed_Version.pdf](#)
[Uinta_Basin_Railway_PA_DistroLetter_Utah_Public_Lands_Policy_Coordinating_Office.pdf](#)

Dear Consulting Party,

Attached please find the final executed PA for the Uinta Basin Railway project. Thank you for all of your hard work and input – it has been very helpful and appreciated. We look forward to continuing our Section 106 consultation with you in the future. A Section 106 Consulting Parties meeting will be scheduled in the next few weeks to talk about our next steps.

Thanks again and please, stay safe.

Alan Tabachnick

Historic Preservation Specialist
Office of Environmental Analysis
Surface Transportation Board
395 E Street SW
Washington, DC 20423
Office: 202-245-0367
Cell: 215-370-3579

From: [Tabachnick, Alan](#)
To: [Mike McKee](#)
Cc: [Kevin Keller](#); [Floyd Kathryn](#); Brian@jonesanddemille.com
Subject: Uinta Basin Railway Executed Programmatic Agreement
Date: Friday, March 26, 2021 2:14:21 PM
Attachments: [Uinta Basin Railway PA Final Executed Version.pdf](#)
[Uinta Basin Railway PA DistroLetter Seven County Infrastructure Coalition.pdf](#)

Dear Consulting Party,

Attached please find the final executed PA for the Uinta Basin Railway project. Thank you for all of your hard work and input – it has been very helpful and appreciated. We look forward to continuing our Section 106 consultation with you in the future. A Section 106 Consulting Parties meeting will be scheduled in the next few weeks to talk about our next steps.

Thanks again and please, stay safe.

Alan Tabachnick

Historic Preservation Specialist
Office of Environmental Analysis
Surface Transportation Board
395 E Street SW
Washington, DC 20423
Office: 202-245-0367
Cell: 215-370-3579

From: [Tabachnick, Alan](#)
To: [Rob Clayton](#)
Cc: [Liz Robinson](#)
Subject: Uinta Basin Railway Project Executed Programmatic Agreement
Date: Friday, March 26, 2021 2:15:45 PM
Attachments: [Uinta Basin Railway PA Final Executed Version.pdf](#)
[Uinta Basin Railway PA DistroLetter Utah Department of Transportation.pdf](#)

Dear Consulting Party,

Attached please find the final executed PA for the Uinta Basin Railway project. Thank you for all of your hard work and input – it has been very helpful and appreciated. We look forward to continuing our Section 106 consultation with you in the future. A Section 106 Consulting Parties meeting will be scheduled in the next few weeks to talk about our next steps.

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Alan Tabachnick

Historic Preservation Specialist
Office of Environmental Analysis
Surface Transportation Board
395 E Street SW
Washington, DC 20423
Office: 202-245-0367
Cell: 215-370-3579

From: [Tabachnick, Alan](#)
To: [Casey Hopes](#)
Subject: Uinta Basin Railway Project Executed Programmatic Agreement
Date: Friday, March 26, 2021 2:16:58 PM
Attachments: [Uinta Basin Railway PA Final Executed Version.pdf](#)
[Uinta Basin Railway PA DistroLetter Carbon County.pdf](#)

Dear Consulting Party,

Attached please find the final executed PA for the Uinta Basin Railway project. Thank you for all of your hard work and input – it has been very helpful and appreciated. We look forward to continuing our Section 106 consultation with you in the future. A Section 106 Consulting Parties meeting will be scheduled in the next few weeks to talk about our next steps.

Thanks again and please, stay safe.

Alan Tabachnick

**Historic Preservation Specialist
Office of Environmental Analysis
Surface Transportation Board
395 E Street SW
Washington, DC 20423
Office: 202-245-0367
Cell: 215-370-3579**

From: [Tabachnick, Alan](#)
To: [JERRY SPANGLER](#)
Subject: Uinta Basin Railway Project Executed Programmatic Agreement
Date: Friday, March 26, 2021 2:18:33 PM
Attachments: [Uinta Basin Railway PA Final Executed Version.pdf](#)
[Uinta Basin Railway PA DistroLetter Colorado Plateau Archaeological Alliance.pdf](#)

Dear Consulting Party,

Attached please find the final executed PA for the Uinta Basin Railway project. Thank you for all of your hard work and input – it has been very helpful and appreciated. We look forward to continuing our Section 106 consultation with you in the future. A Section 106 Consulting Parties meeting will be scheduled in the next few weeks to talk about our next steps.

Thanks again and please, stay safe.

Alan Tabachnick

**Historic Preservation Specialist
Office of Environmental Analysis
Surface Transportation Board
395 E Street SW
Washington, DC 20423
Office: 202-245-0367
Cell: 215-370-3579**

From: [Tabachnick, Alan](#)
To: [Gregory Todd](#)
Subject: Uinta Basin Railway Project Executed Programmatic Agreement
Date: Friday, March 26, 2021 2:19:53 PM
Attachments: [Uinta Basin Railway PA Final Executed Version.pdf](#)
[Uinta Basin Railway PA DistroLetter Duchesne County.pdf](#)

Dear Consulting Party,

Attached please find the final executed PA for the Uinta Basin Railway project. Thank you for all of your hard work and input – it has been very helpful and appreciated. We look forward to continuing our Section 106 consultation with you in the future. A Section 106 Consulting Parties meeting will be scheduled in the next few weeks to talk about our next steps.

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Alan Tabachnick

**Historic Preservation Specialist
Office of Environmental Analysis
Surface Transportation Board
395 E Street SW
Washington, DC 20423
Office: 202-245-0367
Cell: 215-370-3579**

From: [Tabachnick, Alan](#)
To: [Stewart Koyiyumptewa \(skoyiyumptewa@hopi.nsn.us\)](mailto:skoyiyumptewa@hopi.nsn.us)
Subject: Uinta Basin Railway Project Executed Programmatic Agreement
Date: Friday, March 26, 2021 2:21:13 PM
Attachments: [Uinta Basin Railway PA Final Executed Version.pdf](#)
[Uinta Basin Railway PA DistroLetter The Hopi Tribe of Arizona.pdf](#)

Dear Consulting Party,

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Thanks again and please, stay safe.

Alan Tabachnick

**Historic Preservation Specialist
Office of Environmental Analysis
Surface Transportation Board
395 E Street SW
Washington, DC 20423
Office: 202-245-0367
Cell: 215-370-3579**

From: [Tabachnick, Alan](#)
To: [Dennis Willis](#)
Subject: Uinta Basin Railway Project Executed Programmatic Agreement
Date: Friday, March 26, 2021 2:22:44 PM
Attachments: [Uinta Basin Railway PA Final Executed Version.pdf](#)
[Uinta Basin Railway PA DistroLetter Nine Mile Canyon Coalition.pdf](#)

Dear Consulting Party,

Attached please find the final executed PA for the Uinta Basin Railway project. Thank you for all of your hard work and input – it has been very helpful and appreciated. We look forward to continuing our Section 106 consultation with you in the future. A Section 106 Consulting Parties meeting will be scheduled in the next few weeks to talk about our next steps.

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Alan Tabachnick

**Historic Preservation Specialist
Office of Environmental Analysis
Surface Transportation Board
395 E Street SW
Washington, DC 20423
Office: 202-245-0367
Cell: 215-370-3579**

From: [Tabachnick, Alan](#)
To: [Matthew Cazier](#)
Cc: rwatkins@uintah.utah.gov
Subject: Uinta Basin Railway Project Executed Programmatic Agreement
Date: Friday, March 26, 2021 2:24:09 PM
Attachments: [Uinta_Basin_Railway_PA_Final_Executed_Version.pdf](#)
[Uinta_Basin_Railway_PA_DistroLetter_Uintah_County.pdf](#)

Dear Consulting Party,

Attached please find the final executed PA for the Uinta Basin Railway project. Thank you for all of your hard work and input – it has been very helpful and appreciated. We look forward to continuing our Section 106 consultation with you in the future. A Section 106 Consulting Parties meeting will be scheduled in the next few weeks to talk about our next steps.

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Surface Transportation Board
395 E Street SW
Washington, DC 20423
Office: 202-245-0367
Cell: 215-370-3579

From: [Tabachnick, Alan](#)
To: [Hubner, Matt](#)
Subject: Uinta Basin Railway Project Executed Programmatic Agreement
Date: Friday, March 26, 2021 2:25:28 PM
Attachments: [Uinta Basin Railway PA Final Executed Version.pdf](#)
[Uinta Basin Railway PA DistroLetter US Environmental Protection Agency.pdf](#)

Dear Consulting Party,

Attached please find the final executed PA for the Uinta Basin Railway project. Thank you for all of your hard work and input – it has been very helpful and appreciated. We look forward to continuing our Section 106 consultation with you in the future. A Section 106 Consulting Parties meeting will be scheduled in the next few weeks to talk about our next steps.

Thanks again and please, stay safe.

Alan Tabachnick

**Historic Preservation Specialist
Office of Environmental Analysis
Surface Transportation Board
395 E Street SW
Washington, DC 20423
Office: 202-245-0367
Cell: 215-370-3579**

From: [Tabachnick, Alan](#)
To: [Utah Rock Art Research Association](#)
Cc: ["Troy Scotter"](#)
Subject: Uinta Basin Railway Project Executed Programmatic Agreement
Date: Friday, March 26, 2021 2:26:28 PM
Attachments: [Uinta_Basin_Railway_PA_Final_Executed_Version.pdf](#)
[Uinta_Basin_Railway_PA_DistroLetter_Utah_Rock_Art_Research_Association.pdf](#)

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Thanks again and please, stay safe.

Alan Tabachnick

Historic Preservation Specialist
Office of Environmental Analysis
Surface Transportation Board
395 E Street SW
Washington, DC 20423
Office: 202-245-0367
Cell: 215-370-3579

From: [Tabachnick, Alan](#)
To: Bryan.bowker@bia.gov
Cc: [Cantley, Garry](#); [Secakuku, Christopher](#)
Subject: Uinta Basin Railway Project Executed Programmatic Agreement
Date: Friday, March 26, 2021 2:31:07 PM
Attachments: [Uinta_Basin_Railway_PA_Final_Executed_Version.pdf](#)
[Uinta_Basin_Railway_PA_DistroLetter_Bureau_of_Indian_Affairs.pdf](#)

Dear Consulting Party,

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Thanks again and please, stay safe.

Alan Tabachnick

Historic Preservation Specialist
Office of Environmental Analysis
Surface Transportation Board
395 E Street SW
Washington, DC 20423
Office: 202-245-0367
Cell: 215-370-3579

From: [Tabachnick, Alan](#)
To: [Wolff, Mikenna](#); [Rogers, Debra](#); [Davis, Colleen](#)
Cc: [Wayland, Joshua](#)
Subject: FW: Uinta Basin Railway Project Executed Programmatic Agreement
Date: Tuesday, April 6, 2021 6:49:32 AM
Attachments: [Uinta_Basin_Railway_PA_Final_Executed_Version.pdf](#)
[Uinta_Basin_Railway_PA_DistroLetter_Bureau_of_Land_Management.pdf](#)

Here is a copy of the email to BLM. If someone else addressed this last week, I apologize. Just catching up on my emails.

Alan Tabachnick

Historic Preservation Specialist
Office of Environmental Analysis
Surface Transportation Board
395 E Street SW
Washington, DC 20423
Office: 202-245-0367
Cell: 215-370-3579

From: Tabachnick, Alan
Sent: Friday, March 26, 2021 4:05 PM
To: Sheehan, Gregory J <gsheehan@blm.gov>
Cc: Nicole Lohman <nlohman@blm.gov>; Nathan Thomas <nthomas@blm.gov>
Subject: Uinta Basin Railway Project Executed Programmatic Agreement

Dear Consulting Party,

Attached please find the final executed PA for the Uinta Basin Railway project. Thank you for all of your hard work and input – it has been very helpful and appreciated. We look forward to continuing our Section 106 consultation with you in the future. A Section 106 Consulting Parties meeting will be scheduled in the next few weeks to talk about our next steps.

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Alan Tabachnick

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Office of Environmental Analysis
Surface Transportation Board
395 E Street SW
Washington, DC 20423
Office: 202-245-0367
Cell: 215-370-3579



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

March 18, 2021

Ms. Yvette Converse
U.S. Fish and Wildlife Service
Utah Ecological Services Field Office
2369 Orton Circle, Suite 50
West Valley City, UT 84119

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uinta Counties, Utah;
Endangered Species Act (ESA) Section 7(a)(2) Concurrence Request and Formal Consultation Request

Dear Ms. Converse:

As you are aware, the Surface Transportation Board's Office of Environmental Analysis (OEA) is preparing an Environmental Impact Statement for a proposal by the Seven County Infrastructure Coalition to construct and operate a new line of railroad in Utah. The purpose of this letter is to transmit the attached Biological Assessment (BA), request concurrence on our effects determinations for two federally listed species, and to initiate formal consultation on eight federally listed species.

As described in the enclosed BA, the proposed project would have **no effect** on the endangered June sucker and threatened Western yellow-billed cuckoo. The proposed project **may affect, but is not likely to adversely affect** the threatened Canada lynx and Mexican spotted owl; per ESA Section 7(a)(2), OEA requests your concurrence with the effects determinations for these two species. The proposed project **may affect, and is likely to adversely affect** the Colorado pikeminnow, humpback chub, bonytail, razorback sucker, Barneby ridge-cress, Pariette cactus, Uinta Basin hookless cactus, and Ute ladies'-tresses; per ESA Section 7(a)(2), OEA requests initiation of formal consultation for these eight species.

If you have any questions please contact Josh Wayland at 202-245-0330 or Joshua.Wayland@stb.gov, or Debi Rogers of ICF, our independent third-party contractor for this project, at 202-714-1508 or Debra.Rogers@icf.com.

Very truly yours,

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

Danielle Gosselin
Acting Director
Office of Environmental Analysis

Enclosure