

# UINTA BASIN RAILWAY

DOCKET NUMBER FD 36284

**DRAFT EIS**  
**PUBLIC MEETING**  
November 30, 2020

## ADVANCED REPORTING SOLUTIONS

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DRAFT EIS PUBLIC MEETING  
November 30, 2020

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SURFACE TRANSPORTATION BOARD  
UINTA BASIN RAILWAY  
DOCKET NUMBER FD 36284  
DRAFT ENVIRONMENTAL IMPACT STATEMENT  
PUBLIC MEETING

-ooOoo-

Monday, November 30, 2020  
6:00 p.m. to 8:00 p.m.

Reported by: Abigail D.W. Johnson, RPR, CRR, CRC

1 November 30, 2020 6:00 p.m.

2 P R O C E E D I N G S

3 -o0o-

4 JENNIFER PIGGOTT: Good evening, ladies and  
5 gentlemen. The time is 6:00 p.m. local time, and we  
6 will now start the Surface Transportation Board Office  
7 of Environmental Analysis or OEA online public meeting.  
8 This online public meeting is for the Uinta Basin  
9 Railway Draft Environmental Impact Statement or EIS.

10 Thank you everyone for participating. My  
11 name is Jennifer Piggott, and I will serve as your  
12 neutral facilitator. I am with ICF, who is supporting  
13 OEA as an independent third-party contractor. Also on  
14 the line is Josh Wayland, the EIS project manager with  
15 the Surface Transportation Board Office of  
16 Environmental Analysis.

17 This online public meeting is being  
18 recorded and transcribed. The same presentation will  
19 be made available at each of the six scheduled online  
20 public meetings.

21 If you need assistance with Zoom during the  
22 meeting, you can use the chat feature located at the  
23 bottom of your screen to message the meeting host. We  
24 appreciate your participation in this online public  
25 meeting. We would much rather be with you in person;

1 but with the current conditions, we want to provide all  
2 of the information we can while protecting everyone's  
3 health.

4 We are going to conduct this as closely as  
5 possible to a typical in-person public meeting. Please  
6 make note of the phone number of this meeting. The  
7 phone number is 877-853-5247, Meeting ID:  
8 874-8149-6515, Password: 05649357.

9 If you experience difficulty with your  
10 Internet connection at any point during this meeting,  
11 you can call this number to listen to the meeting.  
12 Additionally, individual Internet connections and band  
13 widths may impact your viewing experience this evening.  
14 We recommend closing all apps and programs and limiting  
15 the other streaming or downloads during this meeting.

16 Finally, we're running this meeting using  
17 Zoom Webinar, which mutes all participants and  
18 restricts video feeds. Only the meeting host can  
19 unmute you.

20 For any media representatives that join  
21 this evening, please contact the EIS project manager,  
22 Josh Wayland, for any media queries or interview  
23 requests. Mr. Wayland can be reached at  
24 [joshua.wayland@stb.gov](mailto:joshua.wayland@stb.gov).

25 You can see the meeting topics on the

1 slide. We will conduct the online public meeting in  
2 two parts.

3 First, OEA will provide an overview of the  
4 proposed project and the environmental review process  
5 followed by a facilitated comment session where  
6 interested parties can provide oral comments for the  
7 record.

8 Before we begin, I'd like to review some  
9 ground rules for tonight's online public meeting. As  
10 previously stated, we will show a presentation and then  
11 receive oral comments. We will not host a  
12 question-and-answer session during this meeting.

13 Please remember the meeting is being  
14 recorded and transcribed, so no inappropriate or  
15 threatening language. Commenters will be called on in  
16 the order in which they registered with the elected  
17 officials given the opportunity to speak first. If you  
18 did not preregister to provide an oral comment at  
19 tonight's meeting and would like to do so, please send  
20 a chat message to the meeting host, raise your hand  
21 using the hand raise icon next to the name, or for  
22 call-in only users, press star 9 to raise your hand.  
23 We will receive as many comments as time allows.

24 If you are not called on to provide an oral  
25 comment this evening, you may provide a written comment

1 electronically through the project website or through  
2 the mail or provide an oral comment at another online  
3 public meeting. Again, we will make every effort to  
4 receive as many oral comments as possible during  
5 tonight's meeting.

6           Please submit comments by the close of the  
7 comment period, which is December 14th, 2020. We  
8 invite you to submit comments orally at one of the  
9 remaining online public meetings, in writing via the  
10 Board-sponsored project website at  
11 [www.uintabasinrailwayeis.com](http://www.uintabasinrailwayeis.com), or in writing to Joshua  
12 Wayland, Surface Transportation Board, c/o ICF, 9300  
13 Lee Highway, Fairfax, Virginia, 22031, Attention:  
14 Environmental filing, Docket No. FD 36284.

15           OEA will make today's presentation  
16 available on the project website. We appreciate the  
17 chance to share the proposed project and environmental  
18 process with all of you. We wish we could be together  
19 in person, but we are glad to come together virtually.

20           Again, the purpose of this online public  
21 meeting is to share information about the Draft  
22 Environmental Impact Statement, provide information on  
23 how to provide comments, and to receive oral comments.

24           Now I would like to introduce Joshua  
25 Wayland, the EIS project manager with the Surface

1 Transportation Board Office of Environmental Analysis,  
2 for his welcome remarks. Josh?

3 JOSHUA WAYLAND: Thank you, Jennifer.  
4 Hello and welcome everyone. I hope that you are all  
5 staying safe and healthy out there and taking care of  
6 yourselves during these difficult times.

7 Thanks very much for taking the time to  
8 join the meeting this evening. As Jennifer said, we're  
9 very sorry we're not able to be there with you in  
10 person for these public meetings, but we are glad that  
11 we're able to meet with you using this online format  
12 and are very much looking forward to hearing any  
13 comments you might have a little bit later in the  
14 meeting.

15 My name is Josh Wayland. I am an  
16 environmental protection specialist with the Surface  
17 Transportation Board's Office of Environmental  
18 Analysis, and I am the project manager for the Uinta  
19 Basin Railway Environmental Impact Statement.

20 I see that at this time, we -- it looks  
21 like we have 15 people on the line tonight, including  
22 those who have joined the webinar and anyone who's  
23 called in by phone.

24 I don't believe that we have anyone here  
25 tonight representing any of the cooperating agencies

1 that are working with us on the environmental review,  
2 but if there are any cooperating agency representatives  
3 or other agency representatives with us, then thank you  
4 for joining and welcome.

5           Before we move into the comment portion of  
6 tonight's meeting, we would like to play a brief  
7 presentation for you that will provide you with an  
8 overview of the proposed Uinta Basin Railway Project  
9 and the EIS process, as well as some of the major  
10 conclusions of the Draft EIS.

11           This presentation will be available on the  
12 Surface Transportation Board-sponsored project website,  
13 which is [uintabasinrailwayeis.com](http://uintabasinrailwayeis.com) in case you want to  
14 download it and watch it later.

15           So, at this point, I'll just thank everyone  
16 once again for attending this evening's meeting and ask  
17 Jennifer to go ahead and please start the presentation.

18           Hello and welcome to this online public  
19 meeting for the Uinta Basin Railway Draft Environmental  
20 Impact Statement. The Environmental Impact Statement,  
21 or EIS, is being prepared by the Surface Transportation  
22 Board, which is the federal agency that authorizes the  
23 construction and operation of new rail lines.

24           My name is Josh Wayland, and I work for the  
25 Surface Transportation Board's Office of Environmental



1 Analysis. In this presentation, I will provide a very  
2 brief overview of the environmental review process, the  
3 conclusions of the Draft EIS, and how you can submit  
4 your comments on the Draft EIS.

5 Here is the agenda for this presentation.  
6 I will start out by providing an overview of the role  
7 of my agency, the Surface Transportation Board, as well  
8 as the cooperating agencies that are working with us,  
9 the Seven County Infrastructure Coalition, which is the  
10 project applicant, and the Coalition's proposed  
11 project.

12 Next, I will discuss the environmental  
13 review process, including the different resource areas  
14 that we have analyzed in the Draft EIS, the major  
15 conclusions of the Draft EIS, and our preliminary  
16 recommendations for mitigating environmental impacts.

17 Then, I will discuss how to access more  
18 information about the proposed project and the  
19 environmental review. I will then discuss the comment  
20 period and the public meetings. And finally, I will  
21 explain how you can submit your comments on the Draft  
22 EIS.

23 Let's begin with an overview of the  
24 proposed project. As I mentioned earlier, I work for a  
25 federal agency called the Surface Transportation Board.

1 The Board is the lead agency for the Uinta Basin  
2 Railway EIS. It is a bi-partisan independent  
3 adjudicatory board with broad economic regulatory  
4 oversight over railroads, including railroad rates and  
5 service, as well as acquisition, abandonment,  
6 construction, and operation of rail lines.

7           When considering whether or not to  
8 authorize the construction and operation of a new line  
9 of railroad, the Board considers both the  
10 transportation merits of the proposal and the potential  
11 environmental impacts.

12           The Board's Office of Environmental  
13 Analysis, or OEA, is the office at the Board that is  
14 responsible for conducting the environmental review for  
15 new railroad construction proposals.

16           OEA works under the National Environmental  
17 Policy Act, or NEPA, as well as related environmental  
18 laws. In this case, OEA is working with five  
19 cooperating agencies to conduct the environmental  
20 review, including four federal agencies and one state  
21 agency. Those agencies are the Bureau of Land  
22 Management, the U.S. Forest Service, the U.S. Army  
23 Corps of Engineers, the Bureau of Indian Affairs, and  
24 the State of Utah's Public Lands Policy Coordinating  
25 Office.

1           The Draft EIS contains more information  
2 about the decisions that the cooperating agencies would  
3 be responsible for making if the Board were to  
4 authorize the construction and operation of the  
5 proposed Uinta Basin Railway.

6           The Uinta Basin Railway is not being  
7 proposed, funded, or sponsored by the Federal  
8 Government. The project applicant is the Seven County  
9 Infrastructure Coalition, or the Coalition. The  
10 Coalition proposes to construct and operate an  
11 approximately 85-mile rail line extending from two  
12 terminus points in the Uinta Basin near South Myton  
13 Bench and Leland Bench to an existing Union Pacific  
14 Railroad Company rail line near Kyune, Utah.

15           The purpose of the proposed rail line would  
16 be to provide common carrier rail service connecting  
17 the Uinta Basin to the Interstate Common Carrier Rail  
18 Network using a route that would provide shippers with  
19 a viable alternative to trucking. The coalition  
20 anticipates that the proposed rail line would primarily  
21 be used to transport crude oil produced in the Uinta  
22 Basin to markets across the United States, but trains  
23 on the proposed rail line could also carry other  
24 product and commodities, potentially including frac  
25 sand, other proppant material, steel, machinery, and

1 mineral and agricultural products and commodities.

2           The volume of rail traffic on the proposed  
3 rail line would depend on future market conditions,  
4 including demand for crude oil produced in the Uinta  
5 Basin. Depending on those market conditions, the  
6 Coalition estimates that between approximately 3.68 and  
7 approximately 10.52 trains could operate on the  
8 proposed rail line each day on average, and that  
9 estimate includes both loaded and unloaded trains.

10           The National Environmental Policy Act, or  
11 NEPA, requires that federal agencies consider  
12 reasonable alternatives to a proposed action. In the  
13 case of the Uinta Basin Railway, there are relatively  
14 few potential routes for a rail line to take due to the  
15 mountainous terrain that surrounds the Uinta Basin.  
16 However, OEA identified three reasonable alternatives  
17 that would be logistically feasible and practical to  
18 construct and operate.

19           In the Draft EIS, these alternatives are  
20 referred to as the Action Alternatives. The Action  
21 Alternatives are the Indian Canyon Alternative, the  
22 Wells Draw Alternative, and the Whitmore Park  
23 Alternative. I will present maps of these three Action  
24 Alternatives in just a moment. In addition to the  
25 Action Alternatives, though the Draft EIS also

1 considers the potential environmental impacts of the  
2 No-Action Alternative, which would occur if the  
3 Coalition did not construct and operate the proposed  
4 rail line.

5           This map shows the route of the Indian  
6 Canyon Alternative. From terminus points near South  
7 Myton Bench and Leland Bench, this alternative would  
8 extend westward and would then head southwest through  
9 Indian Canyon, paralleling Route 191.

10           There would be three tunnels on this route  
11 to maintain a safe grade while traversing the mountains  
12 that surround the Uinta Basin. South of Indian Canyon,  
13 the alternative would head west to a connection with an  
14 existing Union Pacific Railroad rail line near Kyune.  
15 The Indian Canyon Alternative would be approximately  
16 81 miles long, and it would cross land that is owned or  
17 managed by the Ute Indian Tribe, the U.S. Forest  
18 Service, the State of Utah, and the Bureau of Land  
19 Management, as well as private land.

20           The Wells Draw Alternative would also  
21 connect two terminus points in the Uinta Basin near  
22 South Myton Bench and Leland Bench to the existing  
23 Union Pacific rail line near Kyune. This alternative  
24 would follow a different route between those end points  
25 compared to Indian Canyon Alternative, however. South

1 of Myton, the route would follow Wells Draw toward its  
2 head waters and then would turn west into Argyle  
3 Canyon.

4           The Wells Draw Alternative would cross very  
5 rugged terrain and require 13 tunnels to maintain a  
6 safe grade. It would be approximately 103 miles long  
7 and would cross land managed by the Bureau of Land  
8 Management and the State of Utah, as well as private  
9 land.

10           Early in the EIS process, the Coalition  
11 developed a new alternative to avoid certain  
12 environmental impacts that had been identified. This  
13 is the Whitmore Park Alternative. It would be similar  
14 to the Indian Canyon Alternative because it would also  
15 parallel Route 191 through Indian Canyon. However, to  
16 the north and south of Indian Canyon, the Whitmore Park  
17 Alternative would follow a different route. To the  
18 north, the Whitmore Park Alternative would go around  
19 the Duchesne Mini Ranches area of Duchesne County to  
20 avoid impacts on residences there.

21           To the South of Indian Canyon, the Whitmore  
22 Park Alternative would be located further north  
23 compared to the Indian Canyon Alternative and the Wells  
24 Draw Alternative in order to avoid or minimize impacts  
25 on greater sage-grouse in the Carbon Sage-Grouse

1 Management Area.

2           The Whitmore Park Alternative would have  
3 five tunnels and would be approximately 88 miles long.  
4 In its request for Board authority to construct and  
5 operate the rail line, the Coalition identified the  
6 Whitmore Park Alternative as its preferred alternative.

7           I will turn now to a summary of the  
8 environmental review process. The first step in the  
9 EIS process is scoping. For this project, scoping  
10 began on June 19, 2019, when OEA issued a notice of  
11 intent to prepare an EIS. During scoping, OEA  
12 requested public and agency comments on the  
13 alternatives and the topics to be analyzed in the EIS.

14           OEA held six public meetings in the project  
15 area as part of scoping. After receiving comments on  
16 the scope of study for the EIS, OEA issued a final  
17 scope of study in December 2019. Following the end of  
18 scoping, OEA prepared the Draft EIS in consultation  
19 with the cooperating agencies. The Draft EIS analyzes  
20 the potential environmental impacts of the three Action  
21 Alternatives. It also sets forth OEA preliminary  
22 mitigation measures for addressing those impacts, and  
23 it identifies the Whitmore Park Alternative as OEA's  
24 preliminary environmentally preferred alternative. The  
25 Draft EIS also sets the schedule for the public comment

1 period and the online public meetings. The Draft EIS  
2 was published on October 30, 2020.

3           After the end of the public comment period  
4 for the Draft EIS, OEA will prepare a final EIS. The  
5 final EIS will respond to comments received during the  
6 comment period, and it will make OEA final  
7 recommendations to the board, including the final  
8 recommended mitigation measures. The Board will then  
9 consider the entire record, including OEA's  
10 recommendations as it makes its final decision. In its  
11 final decision, the Board may decide to deny the  
12 Coalition's request for authority to construct and  
13 operate the proposed rail line. It may grant authority  
14 to construct and operate the proposed rail line, or it  
15 may grant authority with conditions, including  
16 environmental conditions. If the Board should decide  
17 to authorize the proposed rail line, the coalition  
18 would then need to obtain rights of way or permits from  
19 one or more of the cooperating agencies. Those  
20 agencies would then need to decide whether to grant  
21 those rights of way or permits. The Draft EIS presents  
22 more detailed information about the decisions that the  
23 cooperating agencies could make depending on which, if  
24 any, alternative is authorized by the Board.

25           Now, I will briefly review some of the



1 major findings and conclusions of the Draft EIS.

2           The Draft EIS analyzed the potential  
3 environmental impacts of the proposed rail line across  
4 a range of resource areas. These include vehicle  
5 safety and delay, rail operation safety, water  
6 resources, biological resources, geology, soils,  
7 seismic hazards and hazardous waste, noise and  
8 vibration, air quality and greenhouse gases, energy,  
9 cultural resources, paleontological resources, land use  
10 and recreation, visual resources, socioeconomics,  
11 environmental justice, and cumulative impacts.

12           The Draft EIS concludes that any of the  
13 Action Alternatives would have significant  
14 environmental impacts. Any of the Action Alternatives  
15 would cross surface waters and wetlands, which would  
16 result in unavoidable impacts on water resources.  
17 Among the Action Alternatives, the Wells Draw  
18 Alternative would permanently affect the largest area  
19 of surface waters and wetlands. While the Whitmore  
20 Park Alternative would permanently affect the smallest  
21 area.

22           Any of the Action Alternatives would also  
23 affect vegetation and wildlife, including species that  
24 are listed as threatened or endangered under the  
25 Endangered Species Act, as well as other species that

1 are managed by federal, state, and tribal agencies.  
2 For example, any the Action Alternatives would cross  
3 habitat for greater sage-grouse, which is a species  
4 that is protected by the Bureau of Land Management and  
5 the State of Utah.

6           For this species, the Whitmore Park  
7 Alternative would minimize impacts by avoiding  
8 sage-grouse lek and summer brood-rearing habitats.

9           The proposed rail line would create noise  
10 that could disturb people who live near the proposed  
11 rail line. Wayside noise refers to the noise from  
12 locomotive engines, as well as from train wheels on  
13 rail. Depending on the number of trains that would  
14 move on the rail line each day, wayside noise could  
15 exceed the Surface Transportation Board's noise impact  
16 thresholds at up to six residences for the Indian  
17 Canyon Alternative, up to two residents for the  
18 Whitmore Park Alternative, and up to one residence for  
19 the Wells Draw Alternative.

20           The proposed rail line would have both  
21 positive and negative socioeconomic impacts.  
22 Beneficial impacts would include creating new jobs  
23 during construction and during rail operations, as well  
24 as generating tax revenue. Adverse socioeconomic  
25 impacts would include the acquisition and displacement

1 of residences and of economic activities, such as  
2 ranching or farming.

3           The proposed rail line would affect land  
4 uses on public, private, or tribal lands. The effects  
5 on land use would depend on the alternative. Any of  
6 the Action Alternatives would cross state land and  
7 private land. In addition, the Indian Canyon  
8 Alternative and the Whitmore Park Alternative would  
9 each cross inventoried roadless areas within Ashley  
10 National Forest and tribal trust lands within the Ute  
11 Indian Tribe's Uintah and Ouray Reservation.

12           The Indian Canyon Alternative and the Wells  
13 Draw Alternative would both cross Bureau of Land  
14 Management land. And the Wells Draw Alternative would  
15 cross parts of the Bureau of Land Management's Lears  
16 Canyon area of critical environmental concern, as well  
17 as areas with wilderness characteristics.

18           Among many other resource areas, the Draft  
19 EIS specifically analyzes areas that OEA learned are of  
20 concern to the Ute Indian Tribe, including impacts  
21 relating to vehicle safety and delay, rail operations  
22 safety, biological resources, air emissions, and  
23 cultural resources.

24           Based on OEA's analysis, and in  
25 consultation with the cooperating agencies, OEA has

1 preliminarily identified the Whitmore Park Alternative  
2 as the environmentally preferred alternative because  
3 that action alternative would avoid or minimize  
4 environmental impacts compared to the Indian Canyon  
5 Alternative and the Wells Draw Alternative. In  
6 particular, the Whitmore Park Alternative would avoid  
7 or minimize impacts on water resources, greater  
8 sage-grouse, and residential areas in the Duchesne Mini  
9 Ranches area and the Argyle Canyon area of Duchesne  
10 County.

11           For these reasons, OEA is preliminarily  
12 recommending that if the Board decides to authorize a  
13 proposed rail line, the Board should only authorize the  
14 Whitmore Park Alternative to minimize environmental  
15 impacts.

16           We welcome your comments on this  
17 preliminary recommendation, as well as any of the other  
18 conclusions presented in the Draft EIS.

19           If the Board should authorize the proposed  
20 rail line, OEA also recommends that the Board impose  
21 mitigation measures to mitigate impacts on the  
22 environment. The Coalition has proposed 56 voluntary  
23 mitigation measures, which are described in Chapter 4  
24 of the Draft EIS.

25           In addition to those 56 voluntary

1 mitigation measures, OEA is also recommending an  
2 additional 73 preliminary mitigation measures. Those  
3 recommended mitigation measures are also set forth in  
4 Chapter 4 of the Draft EIS. We welcome your comments  
5 on these preliminary mitigation measures with the  
6 voluntary mitigation measures and the additional  
7 recommended mitigation measures.

8           After considering all public comments on  
9 the Draft EIS, OEA will make its final recommendations  
10 on mitigation to the Board in the final EIS.

11           Now, I will discuss how you can access the  
12 Draft EIS and find more information about the  
13 environmental review process.

14           This is a screenshot of the Board-sponsored  
15 project website for the EIS. You can find it at  
16 [www.uintabasinrailwayeis.com](http://www.uintabasinrailwayeis.com), or you can do a search  
17 for Uinta Basin Railway Environmental Impact Statement.  
18 On this website, the Draft EIS is available for  
19 download and you can also view an interactive map of  
20 the Action Alternatives on the website and review many  
21 project-related documents, including the field surveys  
22 that were conducted to support the environmental  
23 review.

24           You can also provide your comments on the  
25 Draft EIS through this website. To do so, just click

1 on the public involvement page, which provides a link  
2 to a comment form and instructions.

3           This is what the comment form looks like.  
4 You can type your comment right into the comment box,  
5 or you can upload your comment as one or more  
6 attachments. The comment box can be used for comments  
7 up to 4,000 characters long. If you would like to  
8 submit a comment that is longer than 4,000 characters,  
9 you can upload your comment in the form of a picture, a  
10 word document, a PDF file, or as another format.

11           Another place where you can find  
12 information about the proposed project is the Board's  
13 website at [stb.gov](http://stb.gov) or do a search for the Surface  
14 Transportation Board. The Board's website looks like  
15 this. To find information about the Uinta  
16 Basin Railway Project, you can click on the link that  
17 says, "Search STB Records." To do a search on the  
18 Board's website, you will need to know the docket  
19 number for the case. For the Uinta Basin Railway, the  
20 Docket Number is FD 36284. If you conduct a search for  
21 Docket No. FD 36284, you will find filings and  
22 decisions about the case. These include the Draft EIS,  
23 which was issued on October 30th, as well as the  
24 Coalition's petition seeking authority to construct and  
25 operate the proposed rail line.

1           The Draft EIS is currently available for  
2 public review and comment. The comment period is  
3 45 days long. It began on October 30th, 2020, and is  
4 scheduled to end on December 14th, 2020. To be  
5 considered in the final EIS, therefore, your written  
6 comments must be submitted or postmarked by  
7 December 14th. You can submit your oral comments at  
8 any of the six public meetings that we are holding  
9 during the comment period.

10           Due to the ongoing Covid-19 pandemic, all  
11 of the public meetings are being held online. The  
12 dates and times of the online public meetings are shown  
13 on this slide, and information on how to register for a  
14 public meeting is available on the Board-sponsored  
15 public website at [uintabasinrailwayeis.com](http://uintabasinrailwayeis.com).

16           Before finishing today's presentation, I  
17 would like to briefly review the ways in which you can  
18 submit your comments on the Draft EIS. There are  
19 several different options for submitting comments and  
20 OEA will consider all comments equally, regardless of  
21 how you choose to submit them. You may give an oral  
22 comment at today's online public meeting or another  
23 online public meeting. You can find information about  
24 how to register for a meeting at the board-sponsored  
25 project website. Alternatively, you can submit a

1 written comment electronically through the project  
2 website. There is also an option of mailing your  
3 comment if you prefer. You can send your written  
4 comments to me, Joshua Wayland, Surface Transportation  
5 Board, c/o ICF, 9300 Lee Highway, Fairfax, Virginia  
6 22031, Attention: Environmental Filing Docket No. FD  
7 36284. We ask that you please do refer to Docket No.  
8 FD 36284 in your mailed comments.

9           This brings us to the end of today's  
10 presentation. We really do appreciate your interest in  
11 and participation in the Surface Transportation Board's  
12 environmental review process for this proposed Uinta  
13 Basin Railway Project. We look forward to receiving  
14 your comments and continuing to consult with you  
15 throughout the remainder of the EIS process. Thank you  
16 all very much.

17           JENNIFER PIGGOTT: Thank you, Josh. We've  
18 now reached the second part of the online public  
19 meeting, the facilitated comment section. If you have  
20 not already registered to provide an oral comment and  
21 would like to speak, please send a chat message to the  
22 meeting host or raise your hand using the raise hand  
23 icon next to your name if you are on Zoom; or for  
24 call-in only users, press star 9 to raise your hand,  
25 and we will add you to the commenter list. We will



1 call you on if time allows after those who have  
2 preregistered have made their comments.

3 As a reminder, each commenter will have  
4 three minutes to make their comments. At the start of  
5 your comments, please state your full name for the  
6 record.

7 Ladies and gentlemen, our first speaker  
8 this evening is Quinn Bennion.

9 Yeah, good evening. Full name is Quinn  
10 Bennion, and I live in Vernal, and I currently work as  
11 City Manager of the City of Vernal and appreciate all  
12 of the presentation and information and making it  
13 available online, really, really thorough.

14 My comments relate to the economics of the  
15 railway in the EIS referred to as the socioeconomic  
16 section. I am supportive of the railway primarily for  
17 the economics.

18 I, and many, work diligently to try to  
19 boost and help our local economy in the basin. We are  
20 making some strides, but it is very difficult to change  
21 an economy that currently is heavily in oil and gas.

22 I look at the railway as a way to diversify  
23 the economy. It's much better and much easier to  
24 diversify and move into other markets or other types of  
25 industry with a railway than without a railway.

1 I know there's a lot of negative comments  
2 from certain groups about the use of the rail in  
3 for-extraction product oil -- oil crude, particularly.  
4 And I, you know, respect those comments. However, I  
5 see long term this allows the basin to -- to get into  
6 other industries to help and grow our economy that  
7 needs it. I appreciate. Those are my comments and  
8 my -- my point and thank you.

9 JENNIFER PIGGOTT: Thank you for your  
10 comments.

11 Our next registered speaker is William  
12 Reese. And Mr. Reese, I'm not seeing you on the Zoom  
13 webinar, so if you're one of the call-in users tonight,  
14 please press star 9 to raise your hand so I can  
15 identify you. William Reese, R-e-e-s-e.

16 Okay. I'm not seeing any hands raised.  
17 Our next speaker is Mark Winterton. And Mr. Winterton,  
18 I'm not seeing you on the Zoom this evening either. If  
19 you have called in, please press star 9 to raise your  
20 hand so I can identify you. Mark Winterton,  
21 W-i-n-t-e-r-t-o-n.

22 Okay. I'm not seeing any hands. Our next  
23 registered speaker is Steve Mason, Steve Mason. And  
24 Mr. Mason, I'm not seeing you on the Zoom this evening.  
25 If you're a call-in only user, please press star 9 to

1 raise your hand so I can identify you. Steve Mason,  
2 M-a-s-o-n.

3 Okay. I'm not seeing any hands raised.  
4 Ladies and gentlemen, we've heard from everyone who  
5 requested to speak and still have plenty of time left.  
6 For those using the Zoom Webinar feed, please raise  
7 your hand by using the raise hand feature located next  
8 to your name if you have not provided an oral comment  
9 and would like to provide an oral comment this evening.

10 For our call-in only users, please press  
11 star 9 if you would like to provide an oral comment,  
12 and I will call on you as time permits.

13 Ladies and gentleman, is there anyone who  
14 has spoken who would like to elaborate on their  
15 previous comments?

16 Not seeing any hands. Ladies and  
17 gentlemen, while it appears there are no more speakers  
18 at this time, we will continue to stay on the line  
19 until the end of the scheduled meeting to ensure  
20 everyone has an opportunity to comment.

21 Ladies and gentlemen, we have plenty of  
22 time remaining if you'd like to make an oral comment.  
23 To do so, please send the host a chat message, raise  
24 your hand by using the raise hand feature located next  
25 to your name, or for call-in only users, press star 9

1 to raise your hand.

2           While we won't be presenting any additional  
3 information or new content this evening, we will stay  
4 on the line until the published end time to receive  
5 your oral comments.

6           (Pause.)

7           JENNIFER PIGGOTT: Ladies and gentlemen, we  
8 have plenty of time remaining if you'd like to make an  
9 oral comment. To do so, please send the host a chat  
10 message, raise your hand by using the raise hand  
11 feature located next to your name, or for call-in only  
12 users, press star 9 to raise your hand.

13           While we won't be presenting any additional  
14 information or new content this evening, we will stay  
15 on the line until the published end time to receive  
16 your oral comments.

17           (Pause.)

18           JENNIFER PIGGOTT: Ladies and gentlemen, we  
19 have plenty of time remaining if you'd like to make an  
20 oral comment. To do so, please send the host a chat  
21 message, raise your hand by using the raise hand  
22 feature located next to your name, or for call-in only  
23 users, press star 9 to raise your hand.

24           While we won't be presenting any additional  
25 information or new content this evening, we will stay

1 on the line until the published end time to receive  
2 your oral comments.

3 (Pause.)

4 JENNIFER PIGGOTT: Ladies and gentlemen, we  
5 have plenty of time remaining if you'd like to make an  
6 oral comment. To do so, please send the host a chat  
7 message, raise your hand by using the raise hand  
8 feature located next to your name, or for call-in only  
9 users, press star 9 to raise your hand.

10 While we won't be presenting any additional  
11 information or new content this evening, we will stay  
12 on the line until the published end time to receive  
13 your oral comments.

14 (Pause.)

15 JENNIFER PIGGOTT: Ladies and gentlemen, we  
16 have plenty of time remaining if you'd like to make an  
17 oral comment. To do so, please send the host a chat  
18 message, raise your hand by using the raise hand  
19 feature located next to your name, or for call-in only  
20 users, press star 9 to raise your hand.

21 While we won't be presenting any additional  
22 information or new content this evening, we will stay  
23 on the line until the published end time to receive  
24 your oral comments.

25 (Pause.)

1                   JENNIFER PIGGOTT: Ladies and gentlemen, we  
2 have plenty of time remaining if you'd like to make an  
3 oral comment. To do so, please send the host a chat  
4 message, raise your hand by using the raise hand  
5 feature located next to your name, or for call-in only  
6 users, press star 9 to raise your hand.

7                   While we won't be presenting any additional  
8 information or new content this evening, we will stay  
9 on the line until the published end time to receive  
10 your oral comments.

11                   (Pause.)

12                   JENNIFER PIGGOTT: Ladies and gentlemen, I  
13 see a hand raised. The hand raised is for a name  
14 "Idaho." I am going to ask the user who logged in with  
15 the name Idaho to unmute.

16                   Okay. The participant who logged in with  
17 the name Idaho, I see your hand is raised. You should  
18 hear a prompt asking you to unmute, so you can go ahead  
19 and unmute your line to begin your comments.

20                   And Zoom participant with the name Idaho, I  
21 sent you a chat message to see if I can assist you with  
22 unmuting your line.

23                   And again, for the Zoom participant that  
24 logged in with the name Idaho, I see that your hand is  
25 raised, and I'm asking you to unmute your line. I've

1 also sent you a chat message. If you're speaking, we  
2 cannot hear you, and you need to unmute on your side.  
3 You can also call in via your phone or cell phone at  
4 the phone number listed on the Zoom slide in front of  
5 you and in the chat message, which is 877-853-5247,  
6 Meeting ID 874-8149-6515, Password 05649357.

7 (Pause.)

8 IDAHO: Again, I am just working out the  
9 bugs here so I can listen to your presentation  
10 tomorrow.

11 JENNIFER PIGGOTT: There you are. Go  
12 ahead. If you would state your full name for the  
13 record, and you have three minutes.

14 IDAHO: Well, wait a minute. I haven't  
15 even listened to the program yet. It's tomorrow. I  
16 know you had one on November 30th, but I was not  
17 available. So I want to participate in it before I  
18 register my comments.

19 Are you still there?

20 JENNIFER PIGGOTT: Yes. Okay. Thank you.

21 IDAHO: Oh, you are?

22 JENNIFER PIGGOTT: Yes, we're here.

23 IDAHO: So is that okay? I'm just checking  
24 to make sure I can do this. I will have to go  
25 somewhere else to use a computer. I am using a phone

1 at the moment, but I might go use the computer  
2 tomorrow, but I have to go to where I have Internet.

3 JENNIFER PIGGOTT: Yes. We can hear you  
4 just fine. And we'll have the same presentation and  
5 opportunity to provide oral comments at the next  
6 meeting as well.

7 IDAHO: Okay. Well, that's mainly what I'm  
8 concerned about. I want to find out more about the  
9 particular EIS report, whatever. And so I'm -- oh,  
10 there it is. Uinta Basin Railway, yeah.

11 I have one little quick question. Are you  
12 still there?

13 JENNIFER PIGGOTT: Yes. We're not doing a  
14 question-and-answer session this evening, ma'am.

15 IDAHO: Information. Information.  
16 Information only.

17 Is Uinta Basin Railroad part of the UP  
18 railroad system.

19 JENNIFER PIGGOTT: Again, we're not doing a  
20 question-and-answer session this evening. We had a  
21 video --

22 IDAHO: How about information? Just  
23 information. Like I said, Uinta Basin Railway, I want  
24 to know if it's affiliated with the Union Pacific  
25 Railroad. Is that part of the same thing, or this is a



1 short line?

2 JENNIFER PIGGOTT: Again, ma'am, we can  
3 take that as a comment, but we're not having a  
4 question-and-answer session as part of these meetings.  
5 And again, you're welcome to provide an oral comment  
6 this evening or attend one of the other meetings to  
7 hear their presentation and to provide an oral comment.

8 IDAHO: Okay. Where am I going to find  
9 more information on this? Because I assumed I would  
10 find it in the presentation. So is the site tapable  
11 somewhere that will give me information regarding the  
12 environmental impact statement?

13 JENNIFER PIGGOTT: Yes. More information  
14 can be found on the project website at  
15 [www.uintabasinrailwayeis.com](http://www.uintabasinrailwayeis.com).

16 IDAHO: Okay.

17 JENNIFER PIGGOTT: And I will send you that  
18 link in a chat message.

19 IDAHO: That is what I was going for. I  
20 don't always assoc- -- press -- what do you call it,  
21 e-mails or websites on this phone. Okay. Will do,  
22 thank you.

23 JENNIFER PIGGOTT: Thank you.

24 IDAHO: Bye-bye.

25 JENNIFER PIGGOTT: Again, ladies and

1 gentlemen, we have plenty of time remaining if you'd  
2 like to make an oral comment. To do so, please send  
3 the host a chat message, raise your hand by using the  
4 raise hand feature located next to your name, or for  
5 call-in only users, press star 9 to raise your hand.

6           While we won't be presenting any additional  
7 information or new content this evening, we will stay  
8 on the line until the published end time to receive  
9 your oral comments.

10           (Pause.)

11           JENNIFER PIGGOTT: Ladies and gentlemen, we  
12 have plenty of time remaining if you'd like to make an  
13 oral comment. To do so, please send the host a chat  
14 message, raise your hand by using the raise hand  
15 feature located next to your name, or for call-in only  
16 users, press star 9 to raise your hand.

17           While we won't be presenting any additional  
18 information or new content this evening, we will stay  
19 on the line until the published end time to receive  
20 your oral comments.

21           (Pause.)

22           JENNIFER PIGGOTT: Ladies and gentlemen, we  
23 have plenty of time remaining if you'd like to make an  
24 oral comment. To do so, please send the host a chat  
25 message, raise your hand by using the raise hand

1 feature located next to your name, or for call-in only  
2 users, press star 9 to raise your hand.

3           While we won't be presenting any additional  
4 information or new content this evening, we will stay  
5 on the line until the published end time to receive  
6 your oral comments.

7           (Pause.)

8           JENNIFER PIGGOTT: Ladies and gentlemen, we  
9 have plenty of time remaining if you'd like to make an  
10 oral comment. To do so, please send the host a chat  
11 message, raise your hand by using the raise hand  
12 feature located next to your name, or for call-in only  
13 users, press star 9 to raise your hand.

14           While we won't be presenting any additional  
15 information or new content this evening, we will stay  
16 on the line until the published end time to receive  
17 your oral comments.

18           (Pause.)

19           JENNIFER PIGGOTT: Ladies and gentlemen,  
20 thank you for participating in this online public  
21 meeting. All comments, whether submitted orally,  
22 electronically, through the project website, or in  
23 writing through the U.S. Mail, will receive equal  
24 consideration in preparing the final EIS.

25           Please submit your comments electronically

1 via the Board-sponsored project website  
2 [www.uintabasinrailwayeis.com](http://www.uintabasinrailwayeis.com), or you can mail comments  
3 to Joshua Wayland, Surface Transportation Board, c/o  
4 ICF, 9300 Lee Highway, Fairfax, Virginia 22031,  
5 Attention: Environmental Filing, Docket No. FD 36284.

6 To be considered in the final EIS, all  
7 substantive comments should be received or postmarked  
8 by the close of the comment period on December 14th,  
9 2020. Remember that the Draft EIS is available on the  
10 Board-sponsored project website at  
11 [www.uintabasinrailwayeis.com](http://www.uintabasinrailwayeis.com) and at libraries in the  
12 project area.

13 Thank you for attending. This meeting is  
14 adjourned.

15 (Adjourned at 8:00 p.m.)

16 -ooOoo-

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