Service Date:
October 30, 2020

Uinta Basin Railway

Draft Environmental Impact Statement

STB Finance Docket No. FD 36284

Volume II: Appendices



Project Applicant:
Seven County Infrastructure Coalition

Lead Agency:
Surface Transportation Board
Office of Environmental Analysis

Cooperating Agencies:
Department of the Army, U.S. Army Corps of Engineers
State of Utah Public Lands Policy Coordinating Office
U.S. Department of Agriculture, Forest Service
U.S. Department of the Interior, Bureau of Indian Affairs
U.S. Department of the Interior, Bureau of Land Management

Decision # 50473

Comment Due Date: December 14, 2020

Appendix A

Action Alternatives Supporting Information

Table A-1. Indian Canyon Alternative Project Features by Land Status

	Land Status						
	BLM	**Private**	**SITLA**	**Tribal**	**UDOT**	**Forest Service**	**Total**
Project Footprint (Acres)							
Rail Line Footprint	46.3	847.3	158.5	121.2	0.3	166.9	1,340.5
Temporary Footprint	72.8	1,613.9	285.4	257.3	4.3	234.1	2,467.8
Project Footprint (Total)	**119.1**	**2,461.1**	**443.9**	**378.5**	**4.5**	**401.1**	**3,808.2**
Alignment Length by Route Part (Miles)							
Mainline	2.4	51.4	4.4	8.1	--	12.0	78.2
Wye (Eastbound)	0.1	1.0	--	--	--	--	1.1
Wye (Westbound)	--	0.9	0.4	--	--	--	1.2
Total	**2.5**	**53.2**	**4.8**	**8.1**	**--**	**12.0**	**80.5**
Alignment Length by Grade (Miles)							
At-Grade	2.5	50.4	4.2	8.1	--	9.3	74.5
Bridge	0.0	1.1	0.6	0.0	--	0.0	1.7
Tunnel	--	1.7	--	--	--	2.6	4.3
Total	**2.5**	**53.2**	**4.8**	**8.1**	**--**	**12.0**	**80.5**
Tunnels - From/To Milepost (Miles)							
MP: 18.366 - 21.45	--	1.7	--	--	--	1.4	3.1
MP: 22.501 - 23.046	--	--	--	--	--	0.5	0.5
MP: 23.948 - 24.616	--	--	--	--	--	0.7	0.7
Total	**--**	**1.7**	**--**	**--**	**--**	**2.6**	**4.3**
Sidings (Miles)							
Sidings	--	6.8	--	2.0	--	3.7	12.4
Communications Towers (Number)							
Towers	--	4	--	--	--	--	4
Cut/Fill (Acres)							
Area of Cut/Fill	40.5	655.6	149.0	87.5	0.1	136.5	1,069.2
Road Relocations (Miles)							
Road Relocations	0.33	9.08	1.52	0.62	0.01	0.24	11.79
Stream Realignments (Miles)							
Stream Realignments	--	2.4	0.2	0.3	--	1	3.9
Bridges and Culverts (Number)							
Rail Bridges	--	26	4	--	--	1	31
Road Bridges	--	1	--	1	--	--	2
Culverts	13	240	19	51	--	49	372
Road Crossings (Number)[a]							
At-Grade - Public	--	--	--	--	--	--	8
At-Grade - Private	--	--	--	--	--	--	45
Total At-Grade Crossings	**--**	**--**	**--**	**--**	**--**	**--**	**53**

	Land Status						
	BLM	**Private**	**SITLA**	**Tribal**	**UDOT**	**Forest Service**	**Total**
Grade-Separated - Public	--	--	--	--	--	--	10
Grade-Separated - Private	--	--	--	--	--	--	6
Total Grade-Separated Crossings	**--**	**--**	**--**	**--**	**--**	**--**	**16**

Notes:

[a] Management of public and private roads varies by land ownership type; therefore, only the total number of crossings are shown.

BLM = Bureau of Land Management; SITLA = School and Institutional Trust Lands Administration; UDOT = Utah Department of Transportation; Forest Service = United States Forest Service; MP = Milepost

Table A-2. Wells Draw Alternative Project Features by Land Status

	Land Status						
	BLM	**Private**	**SITLA**	**Tribal**	**UDOT**	**Forest Service**	**Total**
Project Footprint (Acres)							
Rail Line Footprint	1,571.1	662.2	326.7	--	0.0	--	2,560.1
Temporary Footprint	3,246.2	1,293.2	554.4	--	1.5	--	5,095.2
Project Footprint (Total)	**4,817.3**	**1,955.4**	**881.1**	**--**	**1.5**	**--**	**7,655.3**
Alignment Length by Route Part (Miles)							
Mainline	57.0	35.4	8.5	--	--	--	100.9
Wye (Eastbound)	0.1	1.0	--	--	--	--	1.1
Wye (Westbound)	--	0.9	0.4	--	--	--	1.2
Total	**57.2**	**37.2**	**8.8**	**--**	**--**	**--**	**103.3**
Alignment Length by Grade (Miles)							
At-Grade	55.1	32.5	8.0	--	--	--	95.6
Bridge	0.3	0.9	0.8	--	--	--	2.1
Tunnel	1.7	3.8	0.1	--	--	--	5.6
Total	**57.2**	**37.2**	**8.8**	**--**	**--**	**--**	**103.3**
Tunnels - From/To Milepost (Miles)							
MP: 18.366 - 21.893	--	3.5	--	--	--	--	3.5
MP: 24.629 - 24.765	--	0.1	--	--	--	--	0.1
MP: 24.888 - 24.992	--	0.1	--	--	--	--	0.1
MP: 25.996 - 26.09	0.1	--	--	--	--	--	0.1
MP: 26.346 - 26.431	0.1	--	--	--	--	--	0.1
MP: 28.626 - 28.913	0.3	--	--	--	--	--	0.3
MP: 29.604 - 29.689	--	--	0.1	--	--	--	0.1
MP: 30.236 - 30.343	0.1	--	--	--	--	--	0.1
MP: 32.102 - 32.389	0.3	--	--	--	--	--	0.3
MP: 35.751 - 36.073	0.3	--	--	--	--	--	0.3
MP: 42.733 - 42.818	0.1	--	--	--	--	--	0.1
MP: 46.276 - 46.522	0.2	--	--	--	--	--	0.2

	Land Status						
	BLM	**Private**	**SITLA**	**Tribal**	**UDOT**	**Forest Service**	**Total**
MP: 47.346 - 47.554	0.2	--	--	--	--	--	0.2
Total	**1.7**	**3.8**	**0.1**	**--**	**--**	**--**	**5.6**
Sidings (Miles)							
Sidings	2.7	0.6	1.9	--	--	--	5.2
Communications Towers (Number)							
Towers	3	1	--	--	--	--	4
Cut/Fill (Acres)							
Area of Cut/Fill	1,441.7	542.1	308.0	--	--	--	2,291.7
Road Relocations (Miles)							
Road Relocations	5.72	5.34	2.67	--	0.01	--	13.74
Stream Realignments (Miles)							
Stream Realignments	0.2	0.6	0.6	--	--	--	1.4
Bridges and Culverts (Number)							
Rail Bridges	13	15	5	--	--	--	33
Road Bridges	2	1	--	--	--	--	3
Culverts	290	168	38	--	--	--	496
Road Crossings (Number)[a]							
At-Grade - Public	--	--	--	--	--	--	27
At-Grade - Private	--	--	--	--	--	--	34
Total At-Grade Crossings	**--**	**--**	**--**	**--**	**--**	**--**	**61**
Grade-Separated - Public	--	--	--	--	--	--	19
Grade-Separated - Private	--	--	--	--	--	--	10
Total Grade-Separated Crossings	**--**	**--**	**--**	**--**	**--**	**--**	**29**

Notes:

[a] Management of public and private roads varies by land ownership type; therefore, only the total number of crossings are shown.

BLM = Bureau of Land Management; SITLA = School and Institutional Trust Lands Administration; UDOT = Utah Department of Transportation; Forest Service = United States Forest Service

Table A-3. Whitmore Park Alternative Project Features by Land Status

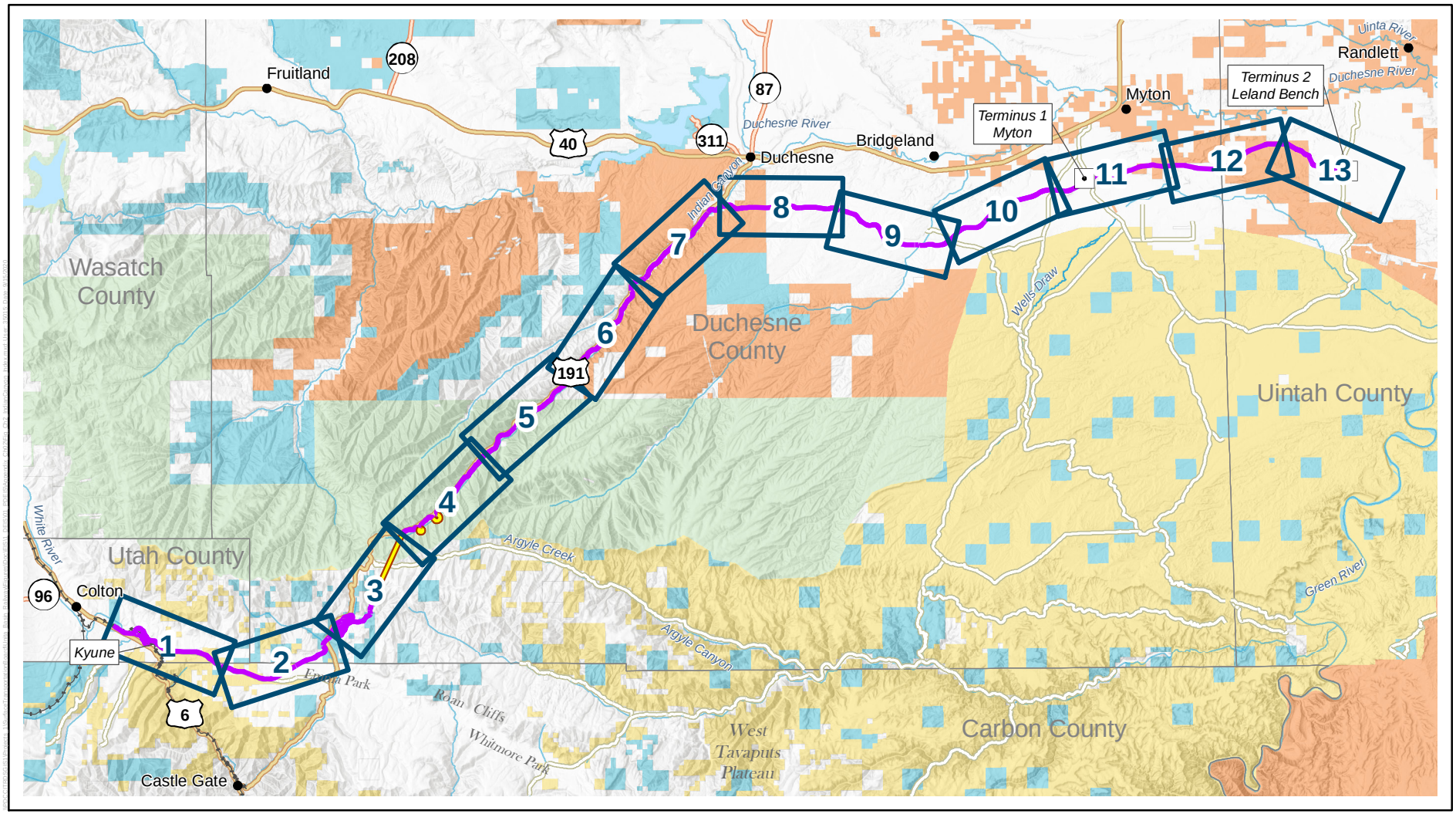
	Land Status						
	BLM	**Private**	**SITLA**	**Tribal**	**UDOT**	**Forest Service**	**Total**
Project Footprint (Acres)							
Rail Line Footprint	--	1,042.4	102.5	118.4	0.2	167.1	1,430.6
Temporary Footprint	--	2,312.4	283.0	254.9	3.6	233.8	3,087.7
Project Footprint (Total)	**--**	**3,354.8**	**385.5**	**373.3**	**3.8**	**400.9**	**4,518.3**
Alignment Length by Route Part (Miles)							
Mainline	--	61.1	4.1	8.1	--	12.0	85.2
Wye (Eastbound)	--	1.4	--	--	--	--	1.4

	Land Status						
	BLM	**Private**	**SITLA**	**Tribal**	**UDOT**	**Forest Service**	**Total**
Wye (Westbound)	--	0.7	0.4	--	--	--	1.1
Total	**--**	**63.2**	**4.5**	**8.1**	**--**	**12.0**	**87.7**
Alignment Length by Grade (Miles)							
At-Grade	--	59.4	3.9	8.1	--	9.3	80.6
Bridge	--	1.1	0.2	0.0	--	0.0	1.4
Tunnel	--	2.7	0.3	--	--	2.6	5.7
Total	**--**	**63.2**	**4.5**	**8.1**	**--**	**12.0**	**87.7**
Tunnels - From/To Milepost (Miles)							
MP: 20.397 - 20.839	--	0.4	--	--	--	--	0.4
MP: 21.635 - 22.547	--	0.6	0.3	--	--	--	0.9
MP: 23.775 - 26.859	--	1.7	--	--	--	1.4	3.1
MP: 27.91 - 28.455	--	--	--	--	--	0.5	0.5
MP: 29.357 - 30.025	--	--	--	--	--	0.7	0.7
Total	**--**	**2.7**	**0.3**	**--**	**--**	**2.6**	**5.7**
Sidings (Miles)							
Sidings	--	12.4	--	1.9	--	3.7	18.0
Communications Towers (Number)							
Towers	--	4	--	--	--	--	4
Cut/Fill (Acres)							
Area of Cut/Fill	--	829.0	94.8	83.7	0.1	136.8	1,144.4
Road Relocations (Miles)							
Road Relocations	--	11.21	1.78	0.62	--	0.24	13.84
Stream Realignments (Miles)							
Stream Realignments	--	2.5	0.1	0.2	--	0.9	3.8
Bridges and Culverts (Number)							
Rail Bridges	--	26	3	--	--	1	30
Road Bridges	--	--	--	1	--	--	1
Culverts	--	309	13	52	--	49	423
Road Crossings (Number)[a]							
At-Grade - Public	--	--	--	--	--	--	17
At-Grade - Private	--	--	--	--	--	--	49
Total At-Grade Crossings	**--**	**--**	**--**	**--**	**--**	**--**	**66**
Grade-Separated - Public	--	--	--	--	--	--	7
Grade-Separated - Private	--	--	--	--	--	--	7
Total Grade-Separated Crossings	**--**	**--**	**--**	**--**	**--**	**--**	**14**

Notes:

[a] Management of public and private roads varies by land ownership type; therefore, only the total number of crossings are shown.

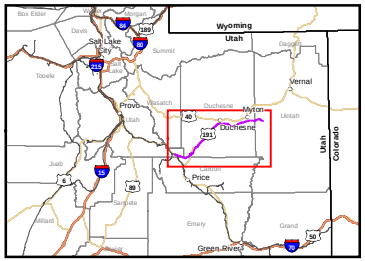
BLM = Bureau of Land Management; SITLA = School and Institutional Trust Lands Administration; UDOT = Utah Department of Transportation; Forest Service = United States Forest Service



Indian Canyon Alternative
Terminal
Tunnel
Existing Rail Line
Map Sheet Index

U.S. Hwy
State Route
County Road
Stream
Lake

Land Status
Bureau of Land Management
Bureau of Reclamation
Private Land
State Land
Tribal Trust Land
U.S. Forest Service



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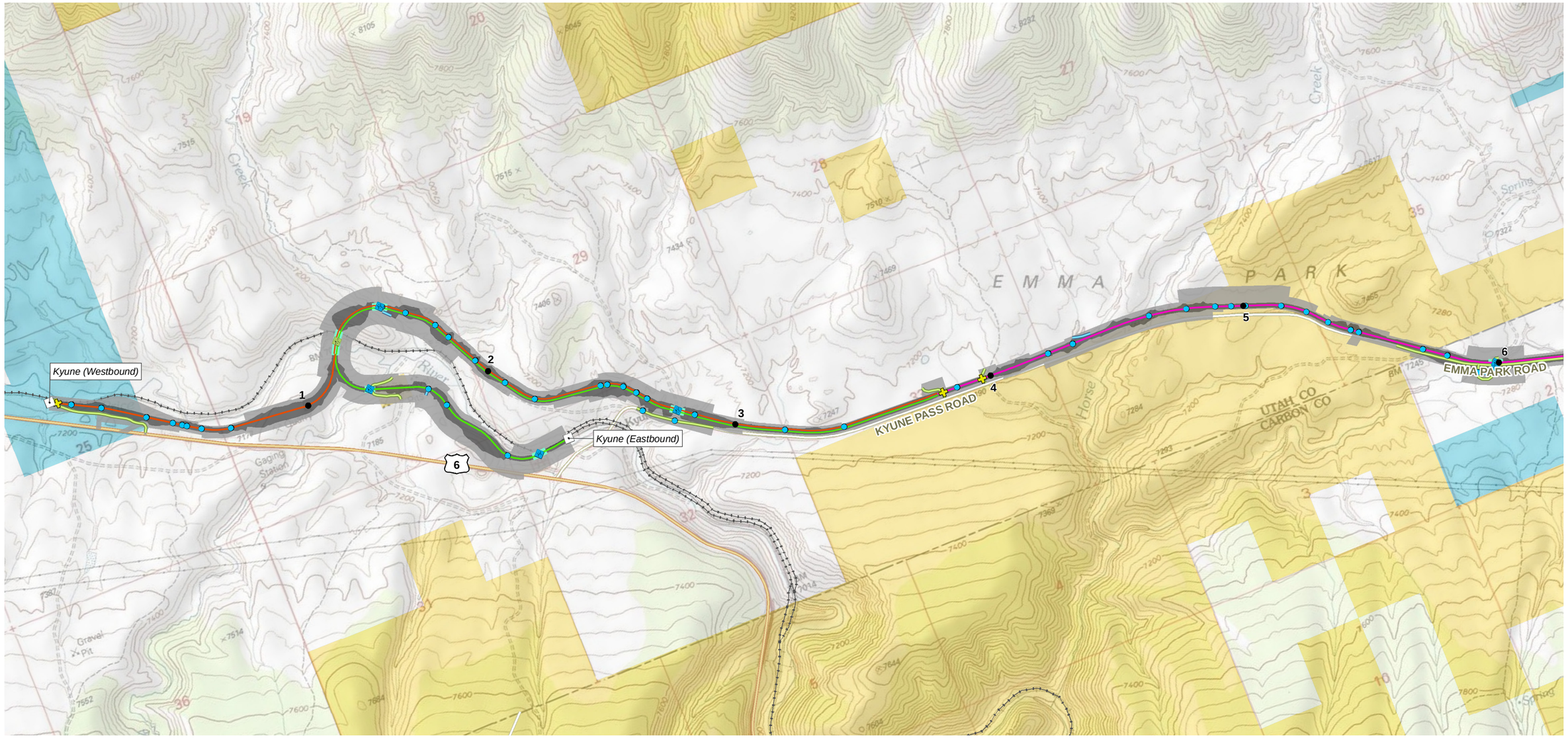
0 5 10 Miles

Indian Canyon Alternative Project Features



- Track - Mainline
- Wye - Eastbound
- Wye - Westbound
- Terminal

Project Footprint

- Rail Line Footprint
- Temporary Footprint

- Milepost
- Road Relocation
- Stream Realignment
- Culvert
- Bridge

At-Grade Road Crossings

- Private Road

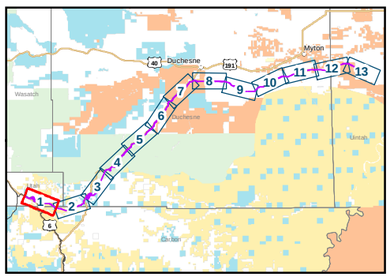
Bridge Span Type

- Built-up Steel Girder Span w/ Steel Pan Deck
- Precast Prestressed Concrete Double Cell Box Beam Span

- Interstate Hwy
- U.S. Hwy
- State Route
- County Road
- Existing Rail Line

Land Status

- Bureau of Land Management
- Private Land
- State Land



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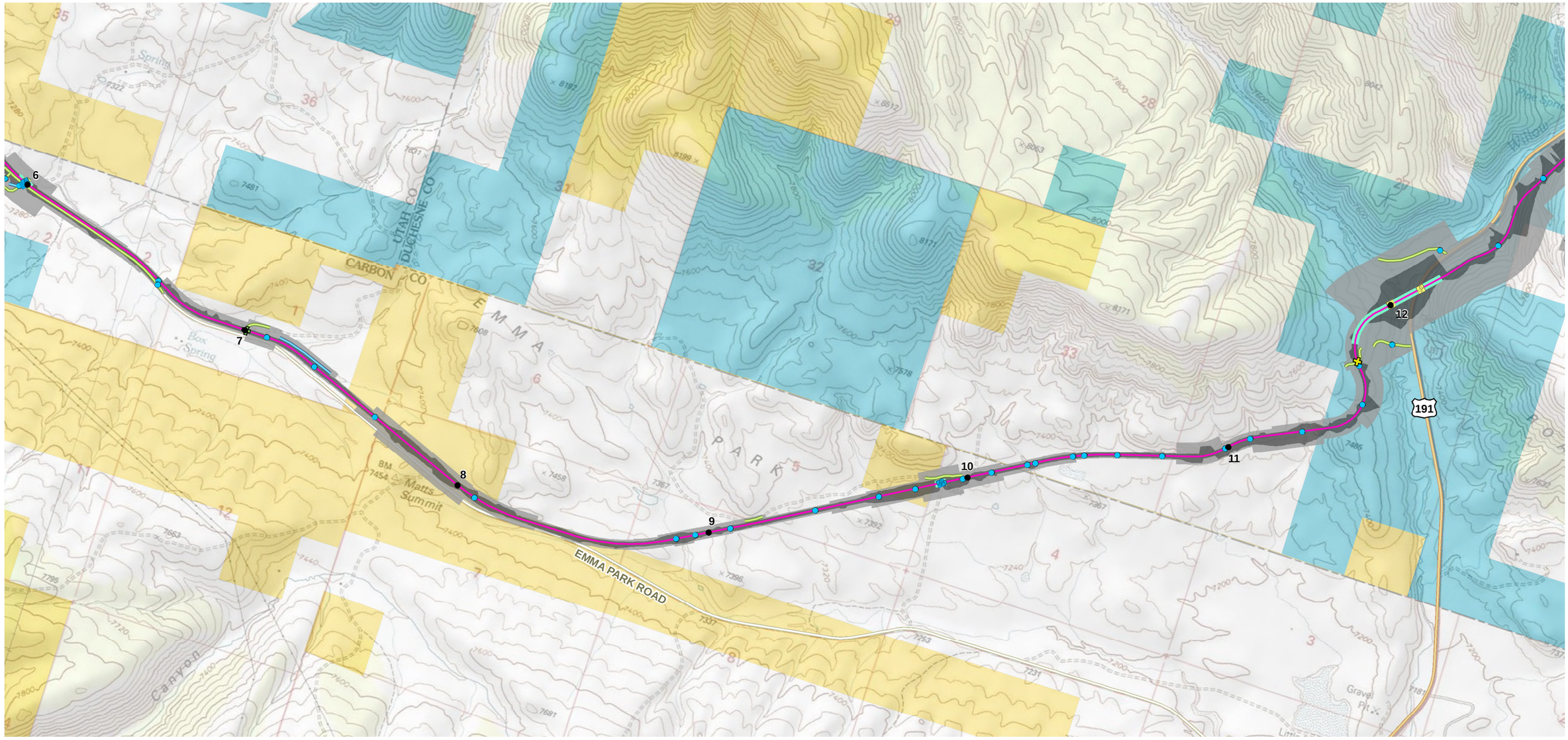
Indian Canyon Alternative Project Features
Sheet 1 of 13



Track - Mainline

Project Footprint
- Rail Line Footprint
- Temporary Footprint

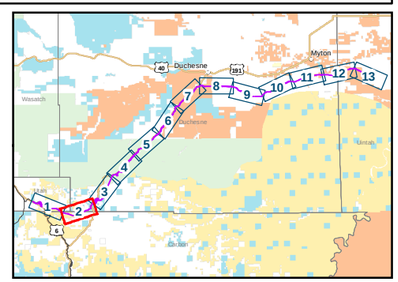
- Milepost
- Road Relocation
- Stream Realignment
- Culvert
- Bridge

At-Grade Road Crossings
- Public Road
- Private Road

Bridge Span Type
- Precast Prestressed Concrete Double Cell Box Beam Span
- Structural Steel Plate Arch

- Interstate Hwy
- U.S. Hwy
- State Route
- County Road

Land Status
- Bureau of Land Management
- Private Land
- State Land



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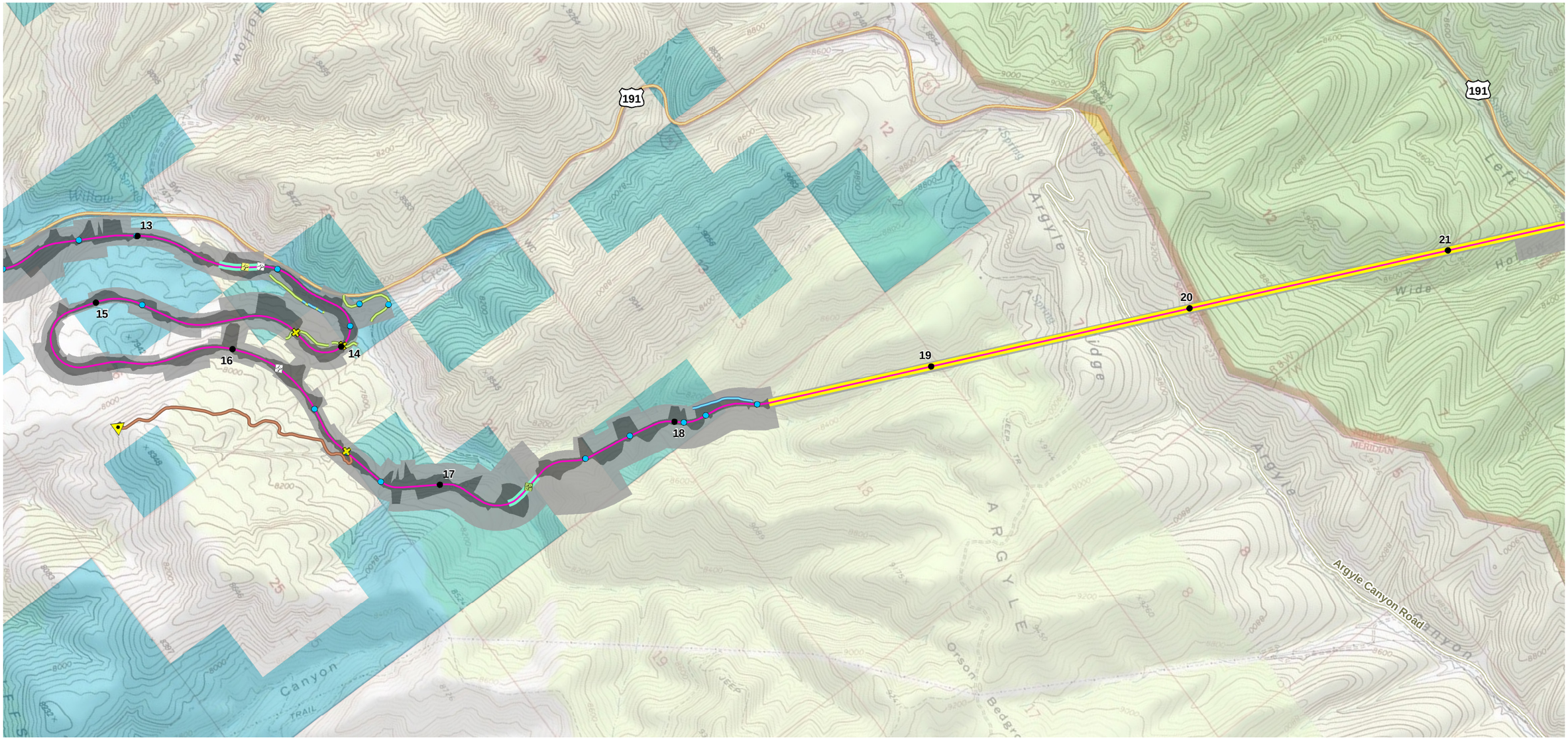
Indian Canyon Alternative Project Features
Sheet 2 of 13



- Track - Mainline

Project Footprint

- Rail Line Footprint
- Temporary Footprint
- Communication Tower
- Milepost
- Road Relocation
- Access Road
- Stream Realignment
- Culvert
- Tunnel
- Bridge

At-Grade Road Crossings

- Private Road

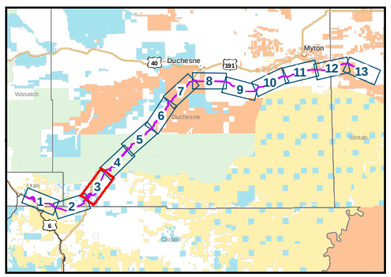
Bridge Span Type

- Built-up Steel Girder Span w/ Steel Pan Deck
- Structural Steel Plate Arch
- To Be Determined

- Interstate Hwy
- U.S. Hwy
- State Route
- County Road

Land Status

- Bureau of Land Management
- Private Land
- State Land
- U.S. Forest Service



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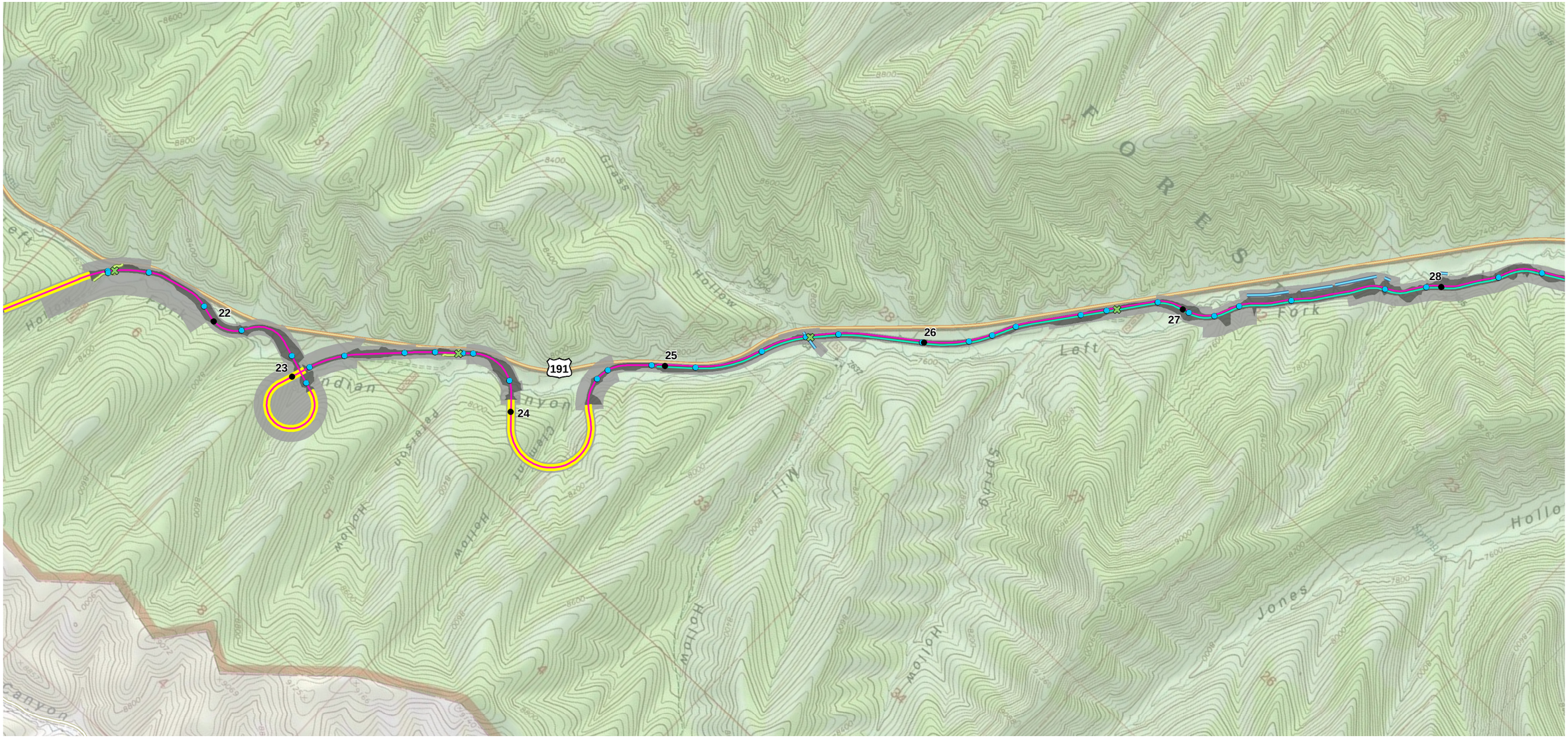
Indian Canyon Alternative Project Features
Sheet 3 of 13



Track - Mainline
Track Mainline/Siding

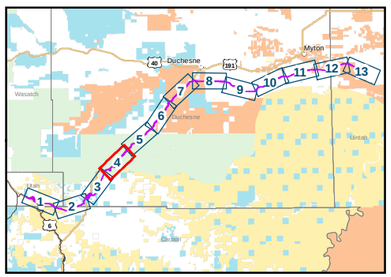
Project Footprint
Rail Line Footprint
Temporary Footprint

Milepost
Road Relocation
Stream Realignment
Culvert
Tunnel

At-Grade Road Crossings
Public Road

Interstate Hwy
U.S. Hwy
State Route
County Road

Land Status
Private Land
U.S. Forest Service



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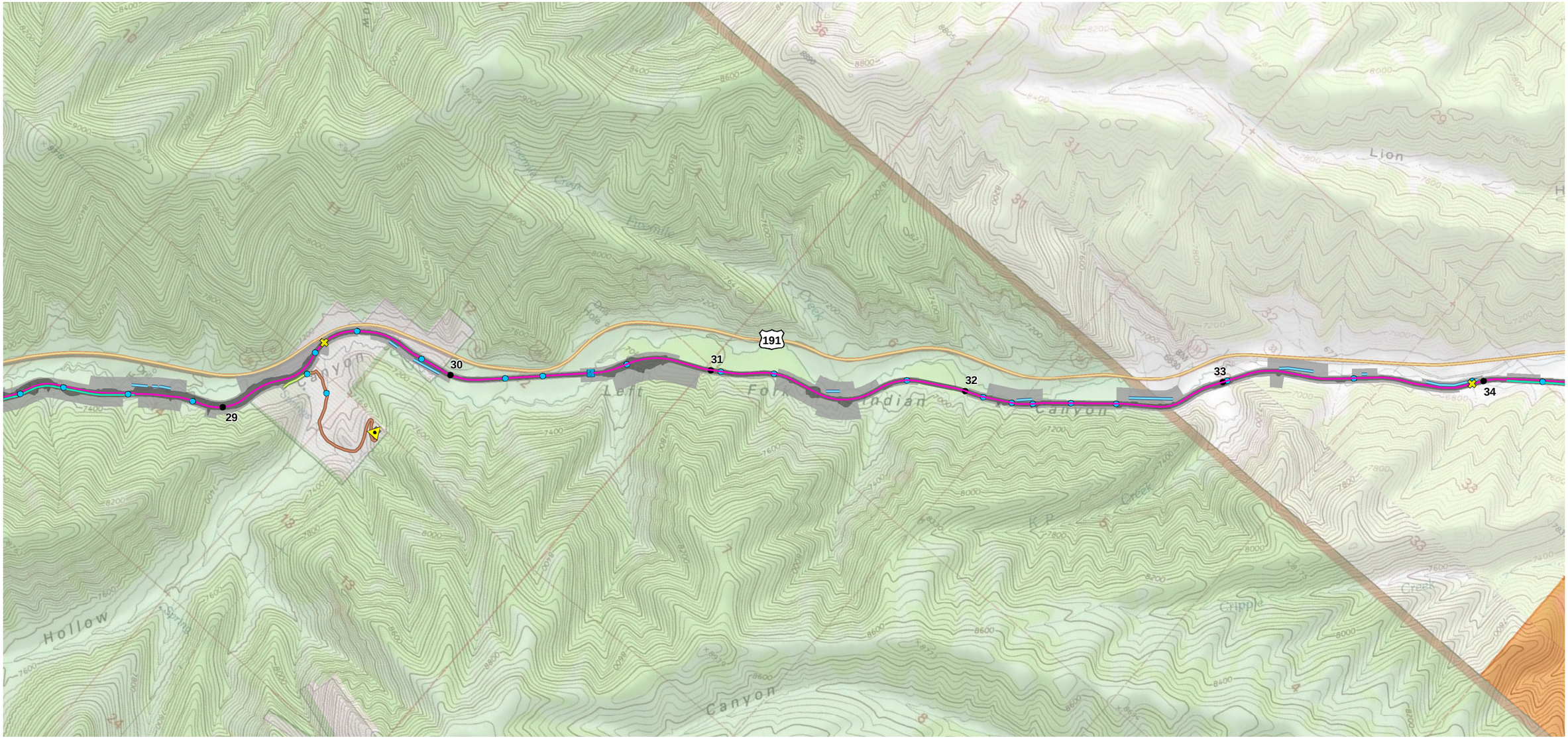
Indian Canyon Alternative Project Features
Sheet 4 of 13



Track - Mainline
Track Mainline/Siding

Project Footprint
Rail Line Footprint
Temporary Footprint
Communication Tower

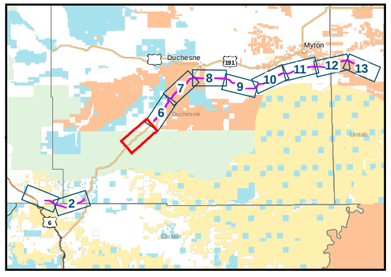
Milepost
Road Relocation
Access Road
Stream Realignment
Culvert
Bridge

At-Grade Road Crossings
Private Road

Bridge Span Type
Precast Prestressed Concrete Double Cell Box Beam Span

Interstate Hwy
U.S. Hwy
State Route

Land Status
Private Land
Tribal Trust Land
U.S. Forest Service



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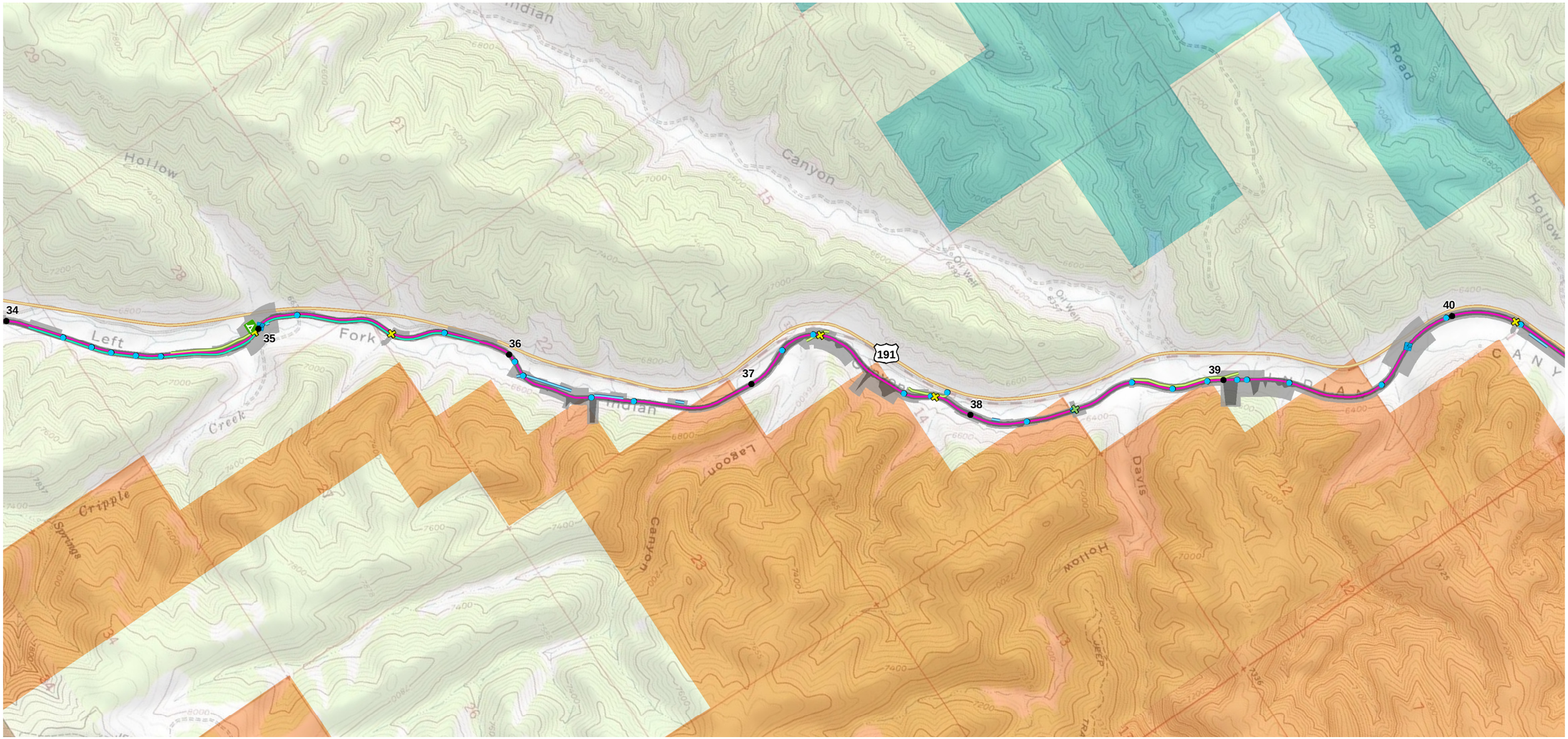
Indian Canyon Alternative Project Features
Sheet 5 of 13



Track - Mainline
Track Mainline/Siding

Project Footprint
Rail Line Footprint
Temporary Footprint
Temporary Housing Camp

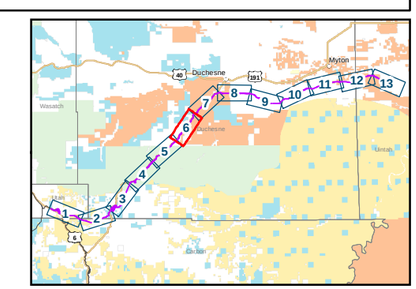
Milepost
Road Relocation
Stream Realignment
Culvert
Bridge

At-Grade Road Crossings
Public Road
Private Road

Bridge Span Type
Precast Prestressed Concrete Double Cell Box Beam Span

Interstate Hwy
U.S. Hwy
State Route

Land Status
Private Land
State Land
Tribal Trust Land
U.S. Forest Service



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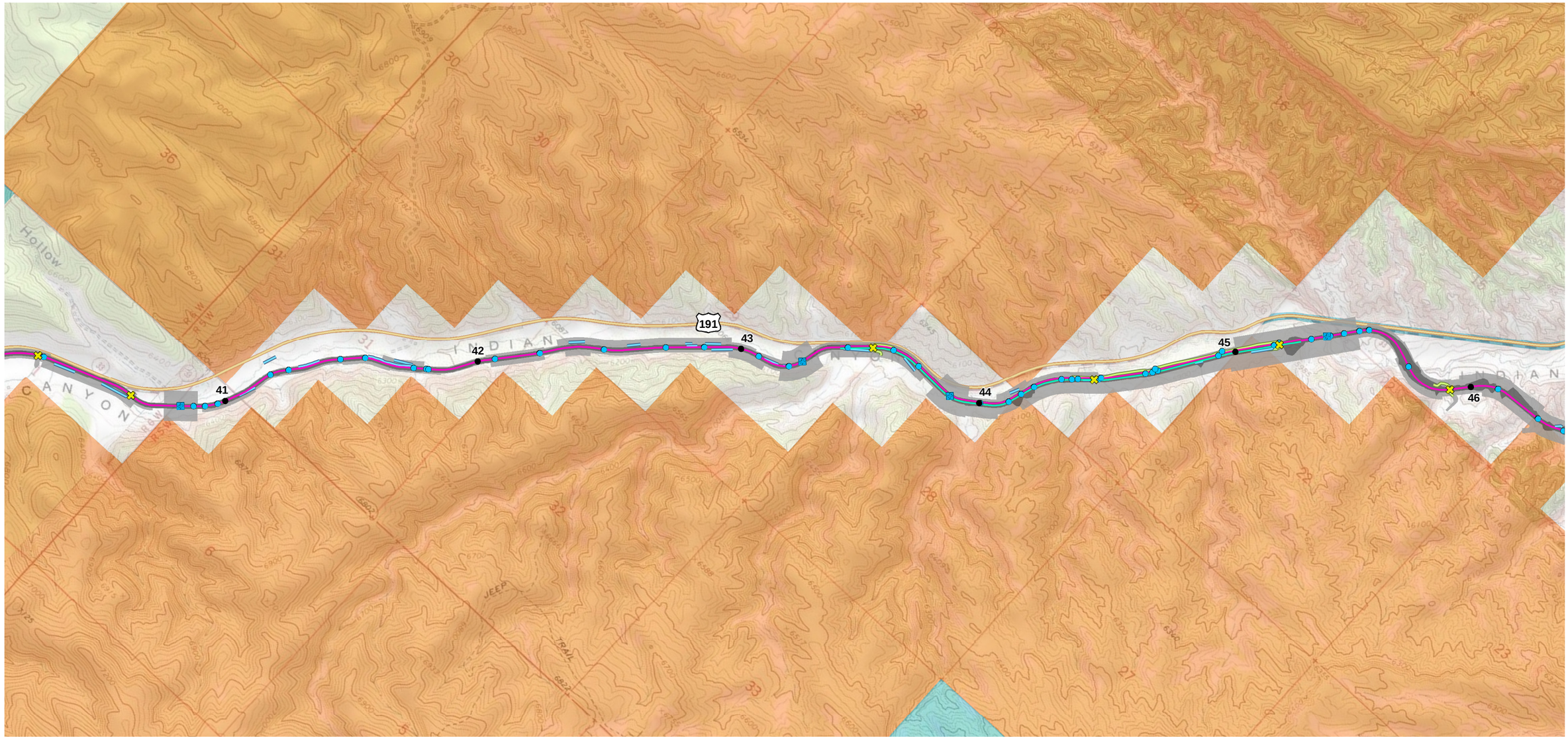
Indian Canyon Alternative Project Features
Sheet 6 of 13



Project Footprint
- Rail Line Footprint
- Temporary Footprint

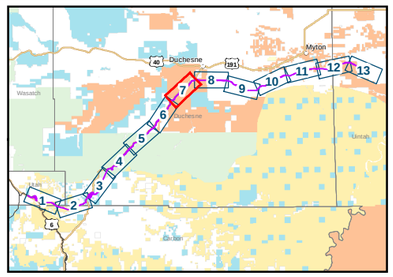
- Track - Mainline
- Track Mainline/Siding
- Milepost
- Road Relocation
- Stream Realignment
- Culvert
- Bridge

At-Grade Road Crossings
- Private Road

Bridge Span Type
- Precast Prestressed Concrete Double Cell Box Beam Span

- Interstate Hwy
- U.S. Hwy
- State Route

Land Status
- Private Land
- State Land
- Tribal Trust Land



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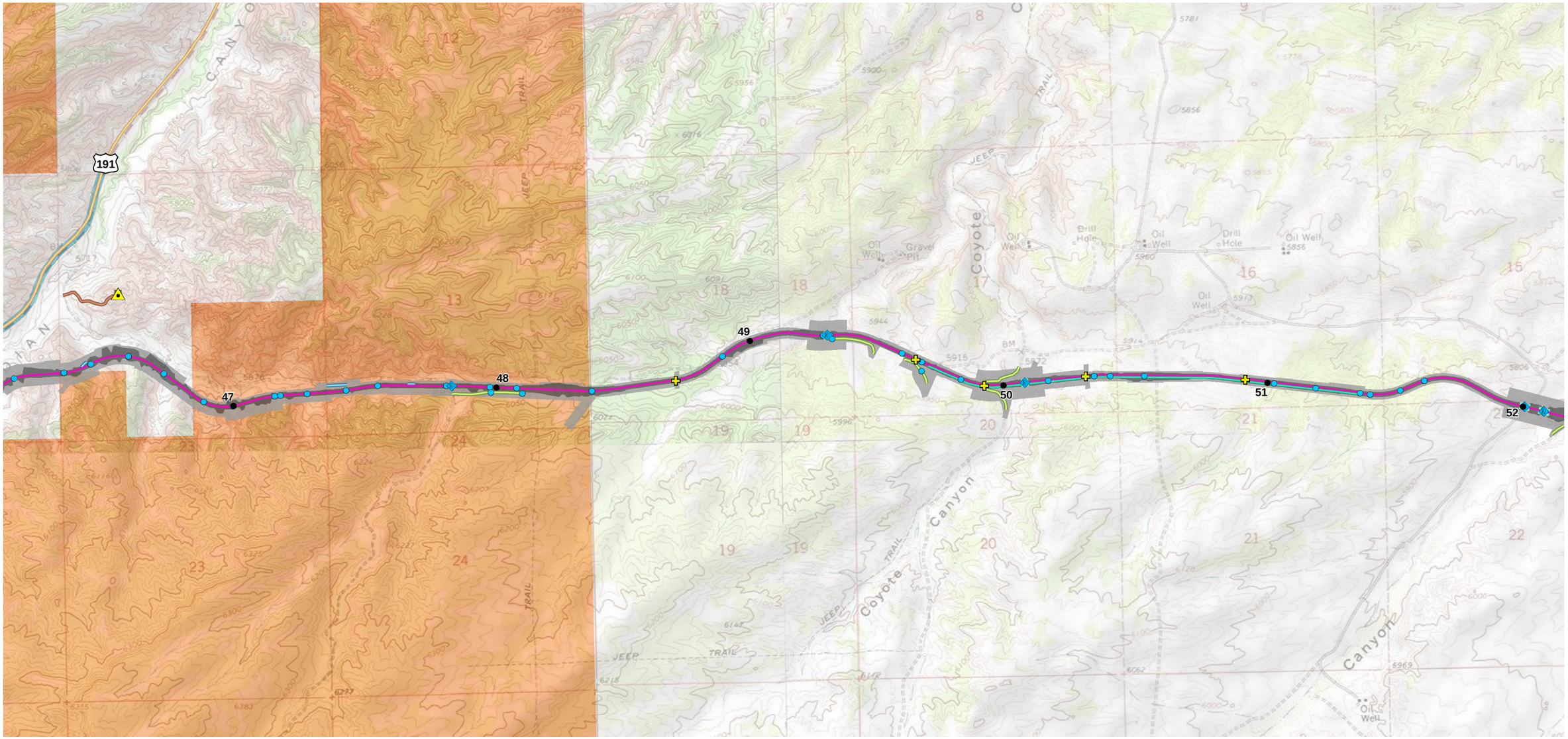
Indian Canyon Alternative Project Features
Sheet 7 of 13



Track - Mainline
Track Mainline/Siding

Project Footprint
Rail Line Footprint
Temporary Footprint
Communication Tower

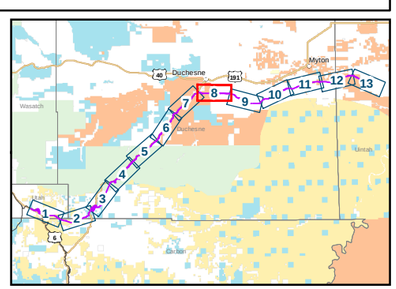
Milepost
Road Relocation
Access Road
Stream Realignment
Culvert
Bridge

At-Grade Road Crossings
Private Road

Bridge Span Type
Precast Prestressed Concrete Double Cell Box Beam Span

Interstate Hwy
U.S. Hwy
State Route

Land Status
Private Land
State Land
Tribal Trust Land



0 0.5 1 Miles
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Indian Canyon Alternative Project Features
Sheet 8 of 13



Track - Mainline

Project Footprint

Rail Line Footprint

Temporary Footprint

Milepost

Road Relocation

Culvert

Bridge

At-Grade Road Crossings

Private Road

Bridge Span Type

Built-up Steel Girder Span w/ Steel Pan Deck

Precast Prestressed Concrete Double Cell Box Beam Span

Rolled Steel Beam Span w/ Steel Pan Deck

Interstate Hwy

U.S. Hwy

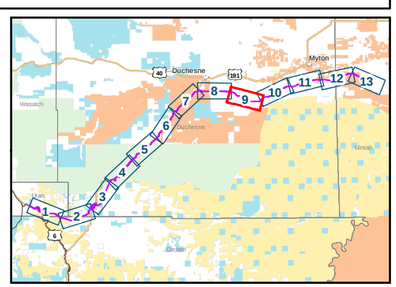
State Route

County Road

Land Status

Private Land

Tribal Trust Land



0 0.5 1 Miles

1:24,000

Indian Canyon Alternative Project Features
Sheet 9 of 13



Track - Mainline
Track Mainline/Siding

Project Footprint
Rail Line Footprint
Temporary Footprint
Communication Tower

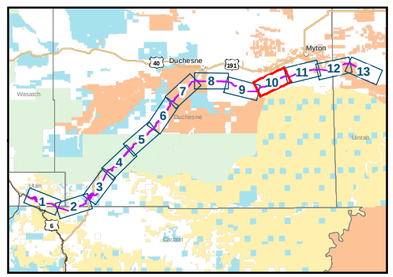
Milepost
Road Relocation
Access Road
Culvert
Bridge

At-Grade Road Crossings
Private Road

Bridge Span Type
Precast Prestressed Concrete Double Cell Box Beam Span
To Be Determined

Interstate Hwy
U.S. Hwy
State Route
County Road

Land Status
Private Land
Tribal Trust Land



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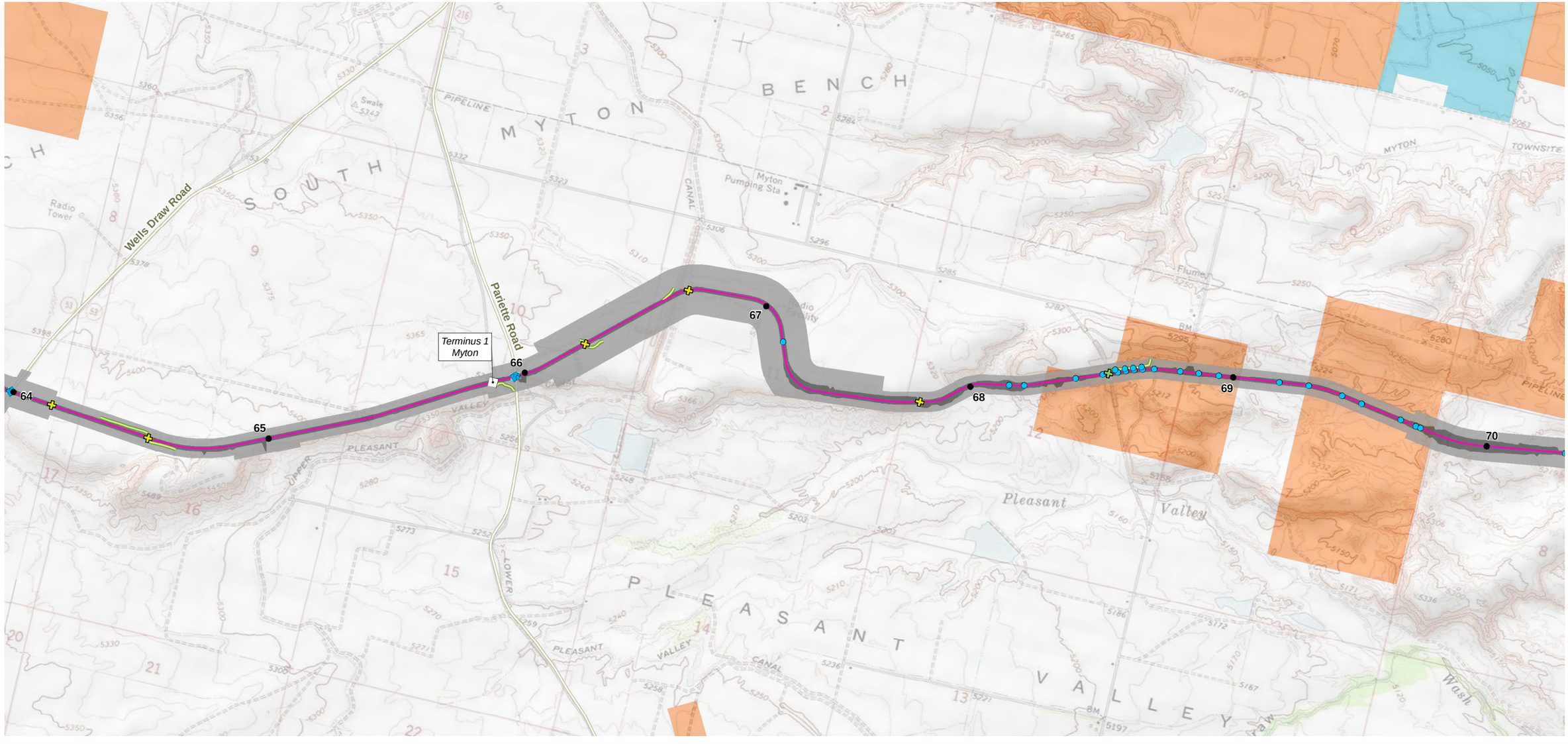
Uinta Basin Railway Draft Environmental Impact Statement

Indian Canyon Alternative Project Features
Sheet 10 of 13



Track - Mainline
Terminal

Project Footprint
Rail Line Footprint
Temporary Footprint

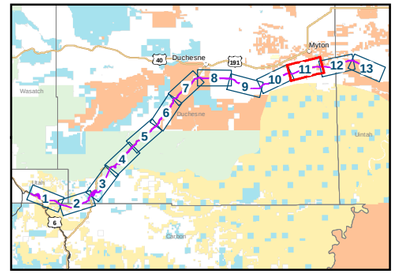
Milepost
Road Relocation
Culvert
Bridge

At-Grade Road Crossings
Public Road
Private Road

Bridge Span Type
Precast Prestressed Concrete Double Cell Box Beam Span

Interstate Hwy
U.S. Hwy
State Route
County Road

Land Status
Private Land
State Land
Tribal Trust Land



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Indian Canyon Alternative Project Features
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Track - Mainline
Track Mainline/Siding

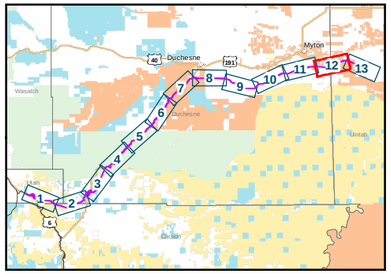
Project Footprint
Rail Line Footprint
Temporary Footprint

Milepost
Road Relocation
Stream Realignment
Culvert

At-Grade Road Crossings
Private Road

Interstate Hwy
U.S. Hwy
State Route

Land Status
Private Land
Tribal Trust Land



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Indian Canyon Alternative Project Features
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Track - Mainline
Track Mainline/Siding
Terminal

Project Footprint

Rail Line Footprint
Temporary Footprint

Milepost
Road Relocation
Access Road
Stream Realignment
Culvert

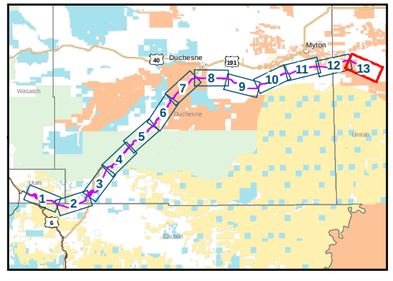
At-Grade Road Crossings

Public Road
Private Road

Interstate Hwy
U.S. Hwy
State Route
County Road

Land Status

Private Land
Tribal Trust Land



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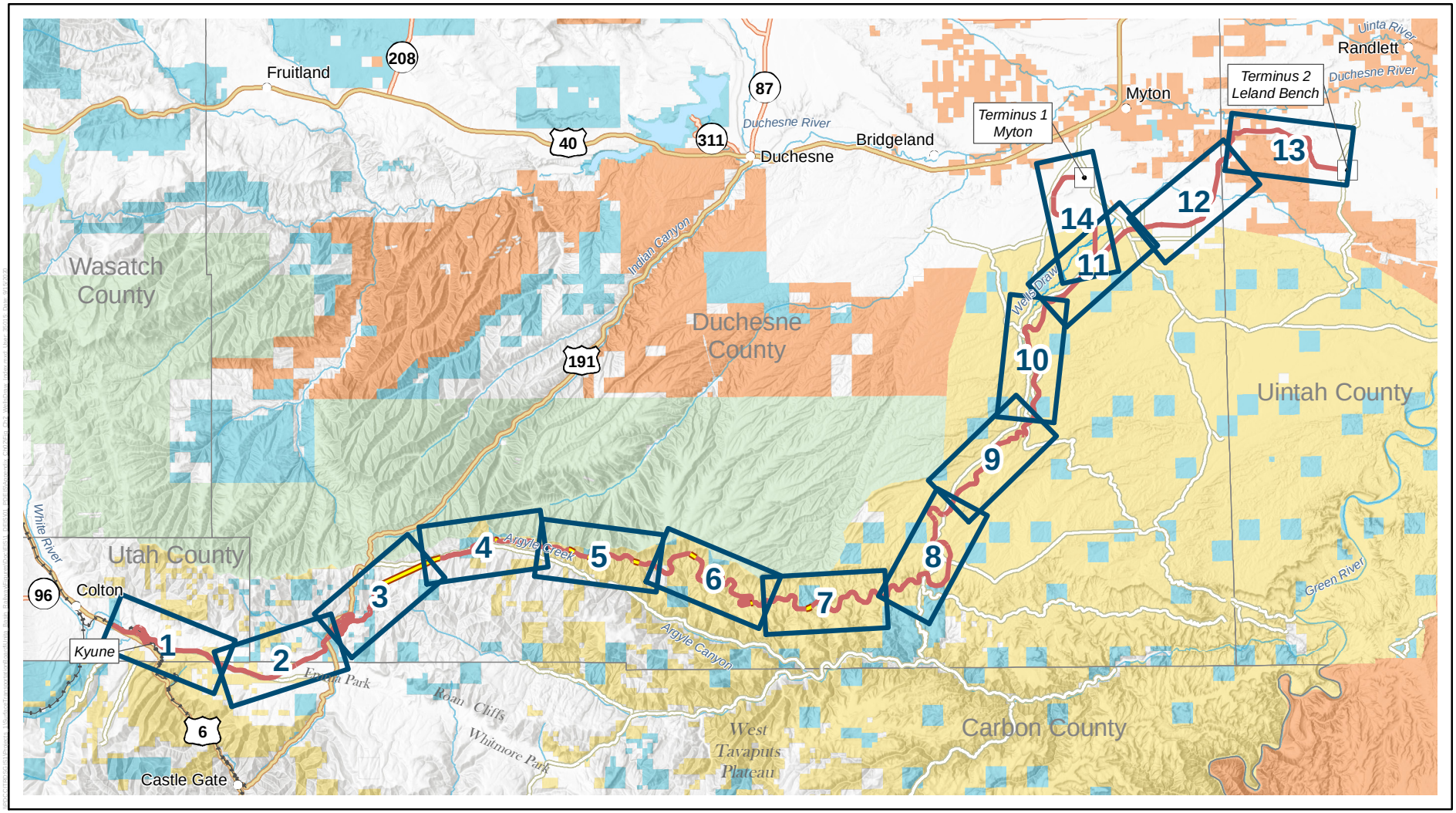
Uinta Basin Railway Draft Environmental Impact Statement

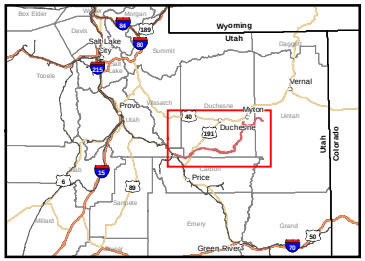
Indian Canyon Alternative Project Features
Sheet 13 of 13



Wells Draw Alternative
Terminal
Tunnel
Existing Rail Line
Map Sheet Index

U.S. Hwy
State Route
County Road
Stream
Lake

Land Status
Bureau of Land Management
Bureau of Reclamation
Private Land
State Land
Tribal Trust Land
U.S. Forest Service



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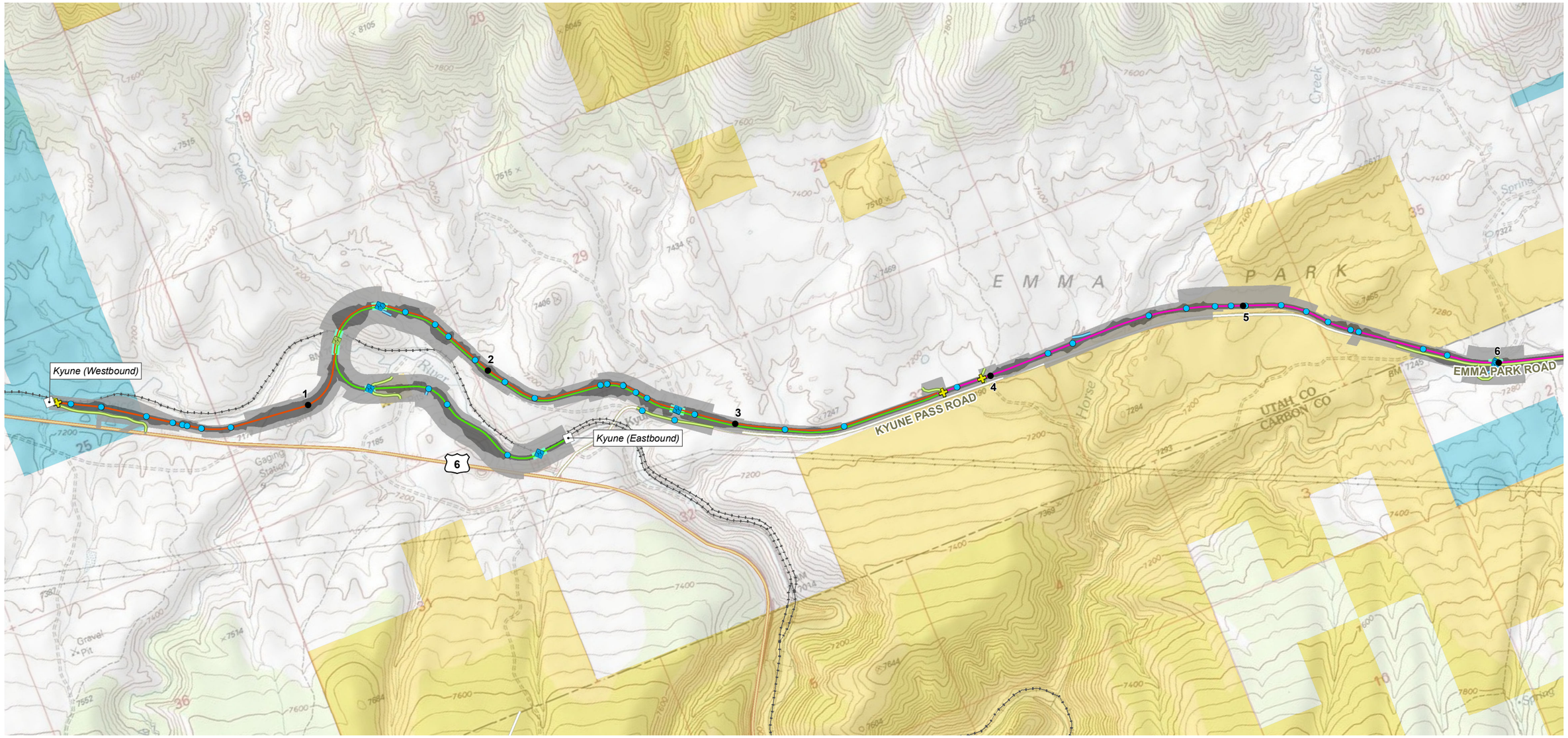
Wells Draw Alternative Project Features



Track - Mainline
Wye - Eastbound
Wye - Westbound
Terminal

Project Footprint
Rail Line Footprint
Temporary Footprint

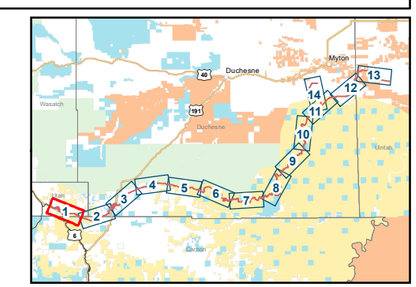
Milepost
Road Relocation
Stream Realignment
Culvert
Bridge

At-Grade Road Crossings
Private Road

Bridge Span Type
Built-up Steel Girder Span w/ Steel Pan Deck
Precast Prestressed Concrete Double Cell Box Beam Span

Interstate Hwy
U.S. Hwy
State Route
County Road
Existing Rail Line

Land Status
Bureau of Land Management
Private Land
State Land



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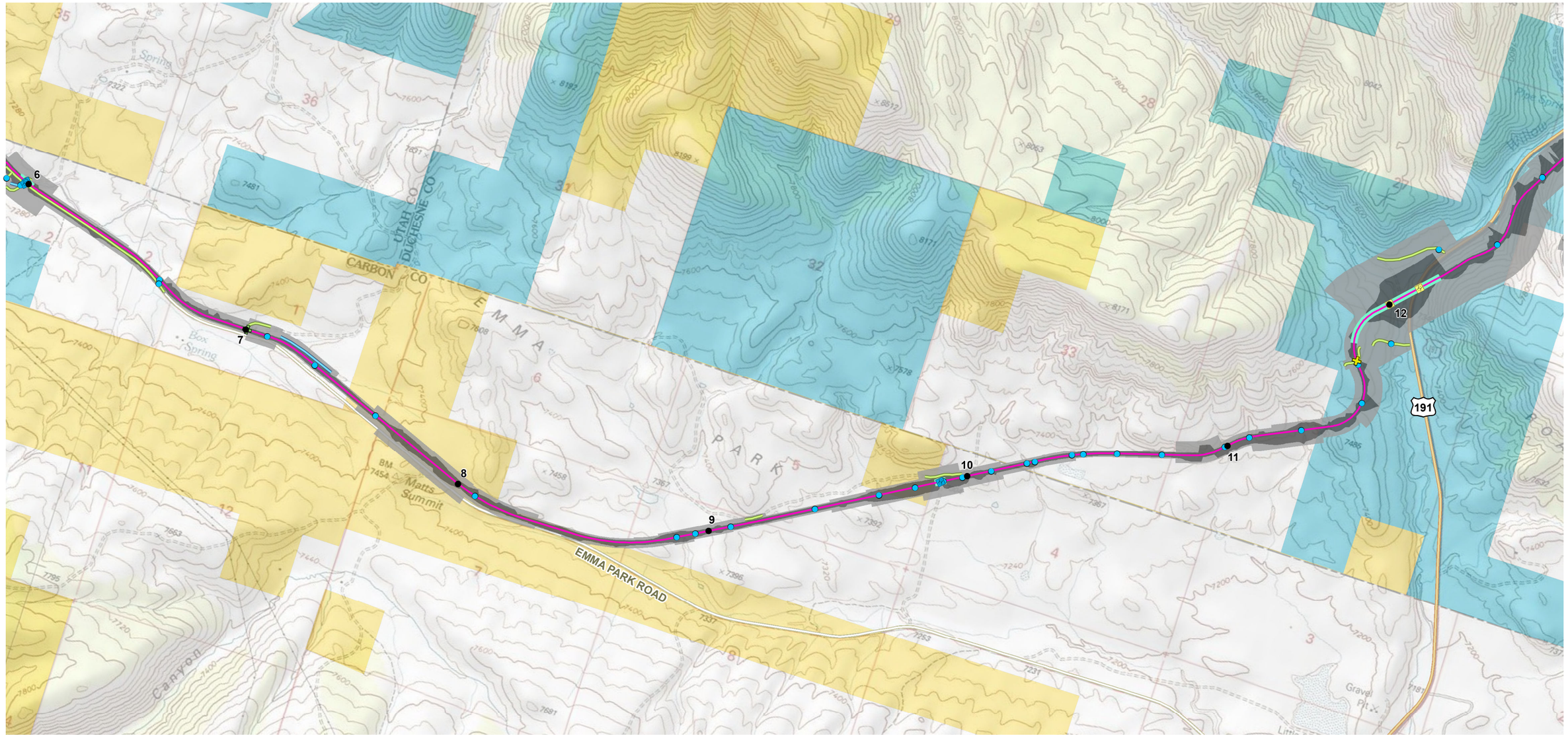
Wells Draw Alternative Project Features
Sheet 1 of 14



Track - Mainline

Project Footprint

Rail Line Footprint

Temporary Footprint

Milepost

Road Relocation

Stream Realignment

Culvert

Bridge

At-Grade Road Crossings

Public Road

Private Road

Bridge Span Type

Precast Prestressed Concrete Double Cell Box Beam Span

Structural Steel Plate Arch

Interstate Hwy

U.S. Hwy

State Route

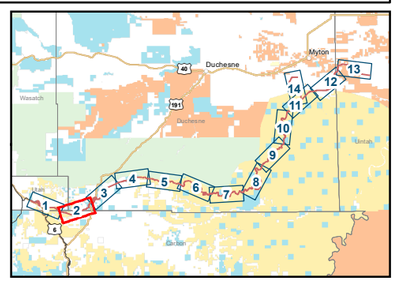
County Road

Land Status

Bureau of Land Management

Private Land

State Land



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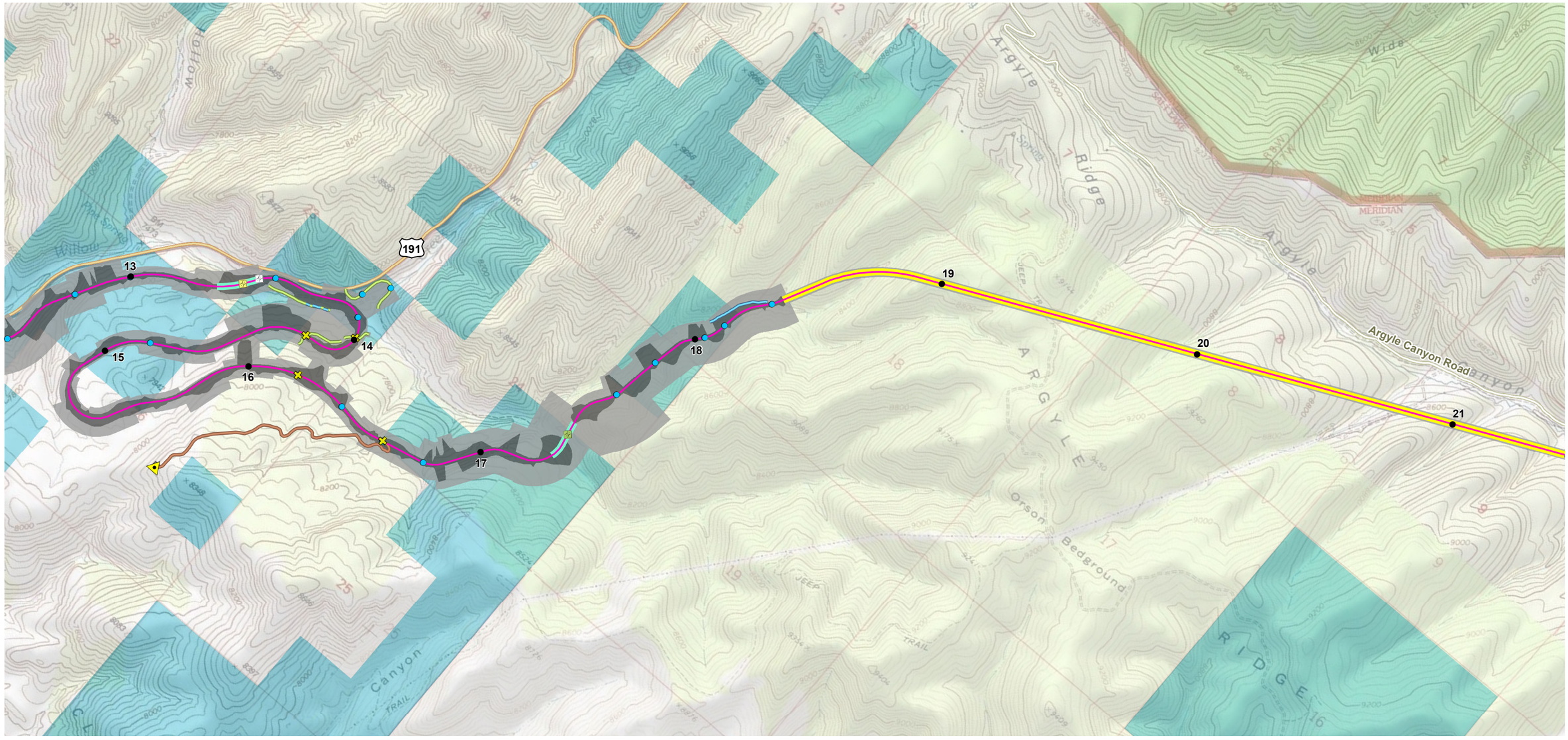
Wells Draw Alternative Project Features
Sheet 2 of 14



Track - Mainline

Project Footprint

- Rail Line Footprint
- Temporary Footprint
- Communication Tower
- Milepost
- Road Relocation
- Access Road
- Stream Realignment
- Culvert
- Tunnel
- Bridge

At-Grade Road Crossings

- Private Road

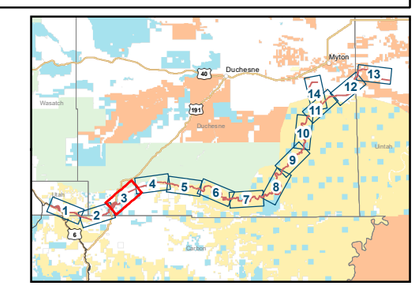
Bridge Span Type

- Built-up Steel Girder Span w/ Steel Pan Deck
- Structural Steel Plate Arch
- To Be Determined

- Interstate Hwy
- U.S. Hwy
- State Route
- County Road

Land Status

- Bureau of Land Management
- Private Land
- State Land
- U.S. Forest Service



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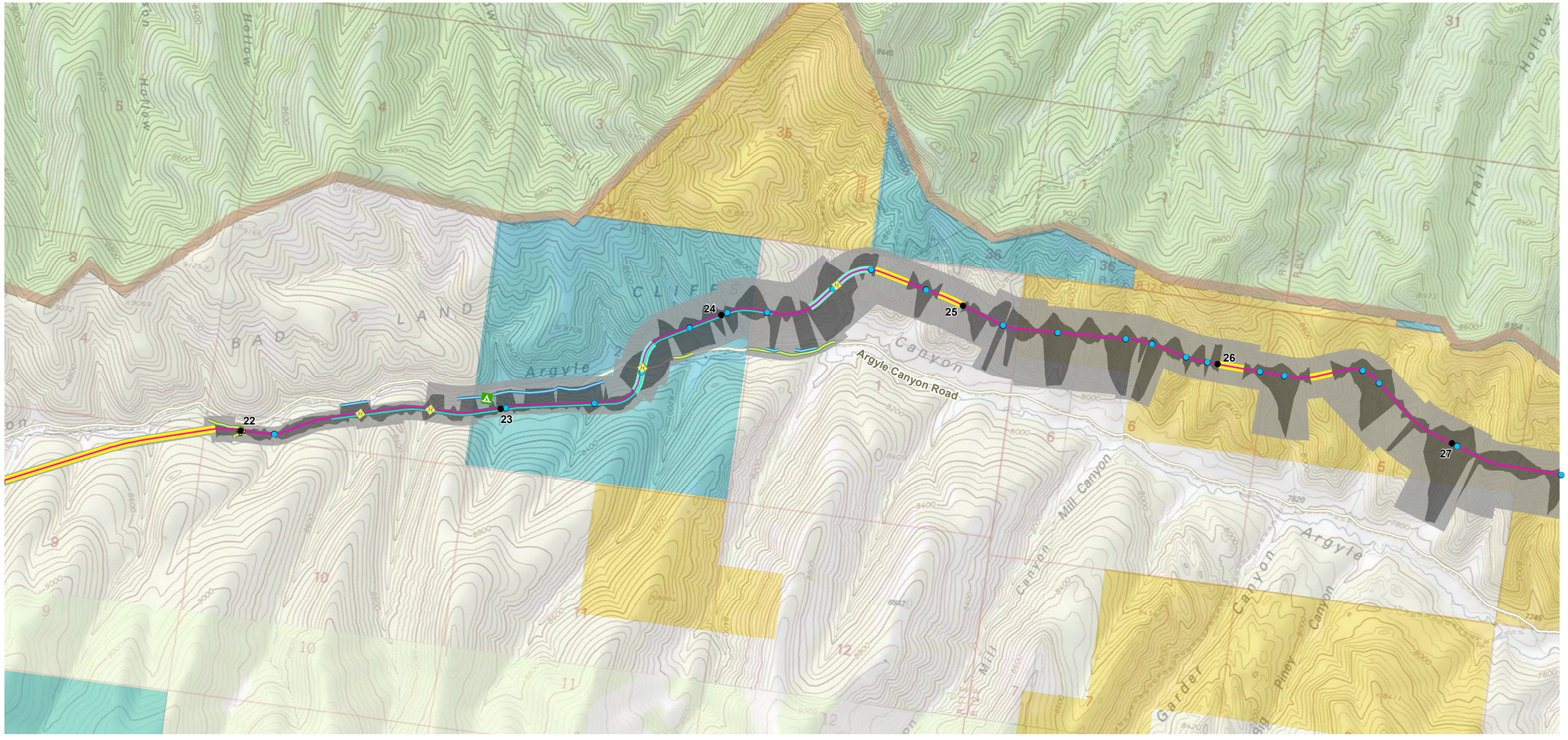
Wells Draw Alternative Project Features
Sheet 3 of 14



Track - Mainline
Track Mainline/Siding

Project Footprint
Rail Line Footprint
Temporary Footprint
Temporary Housing Camp

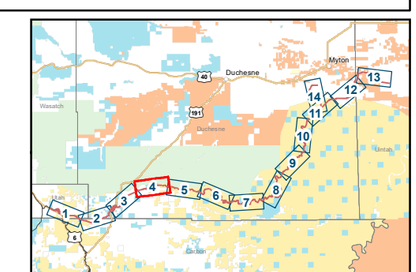
Milepost
Road Relocation
Stream Realignment
Culvert
Tunnel
Bridge

At-Grade Road Crossings
Private Road

Bridge Span Type
Structural Steel Plate Arch

Interstate Hwy
U.S. Hwy
State Route
County Road

Land Status
Bureau of Land Management
Private Land
State Land
U.S. Forest Service



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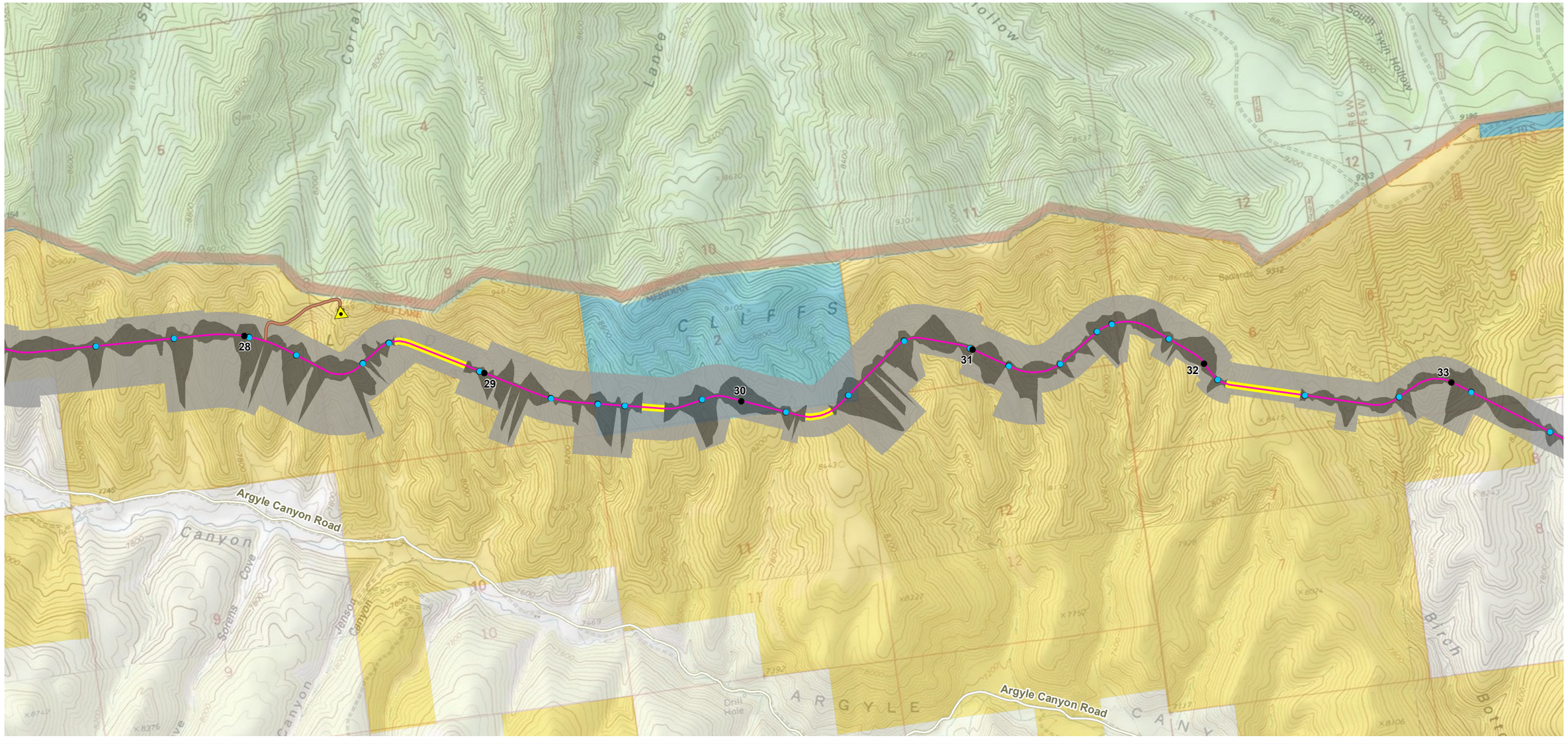
Wells Draw Alternative Project Features
Sheet 4 of 14



Track - Mainline

Project Footprint

Rail Line Footprint

Temporary Footprint

Communication Tower

Milepost

Access Road

Culvert

Tunnel

Interstate Hwy

U.S. Hwy

State Route

County Road

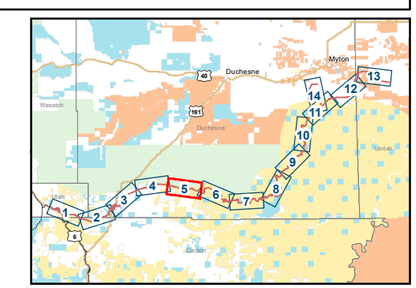
Land Status

Bureau of Land Management

Private Land

State Land

U.S. Forest Service



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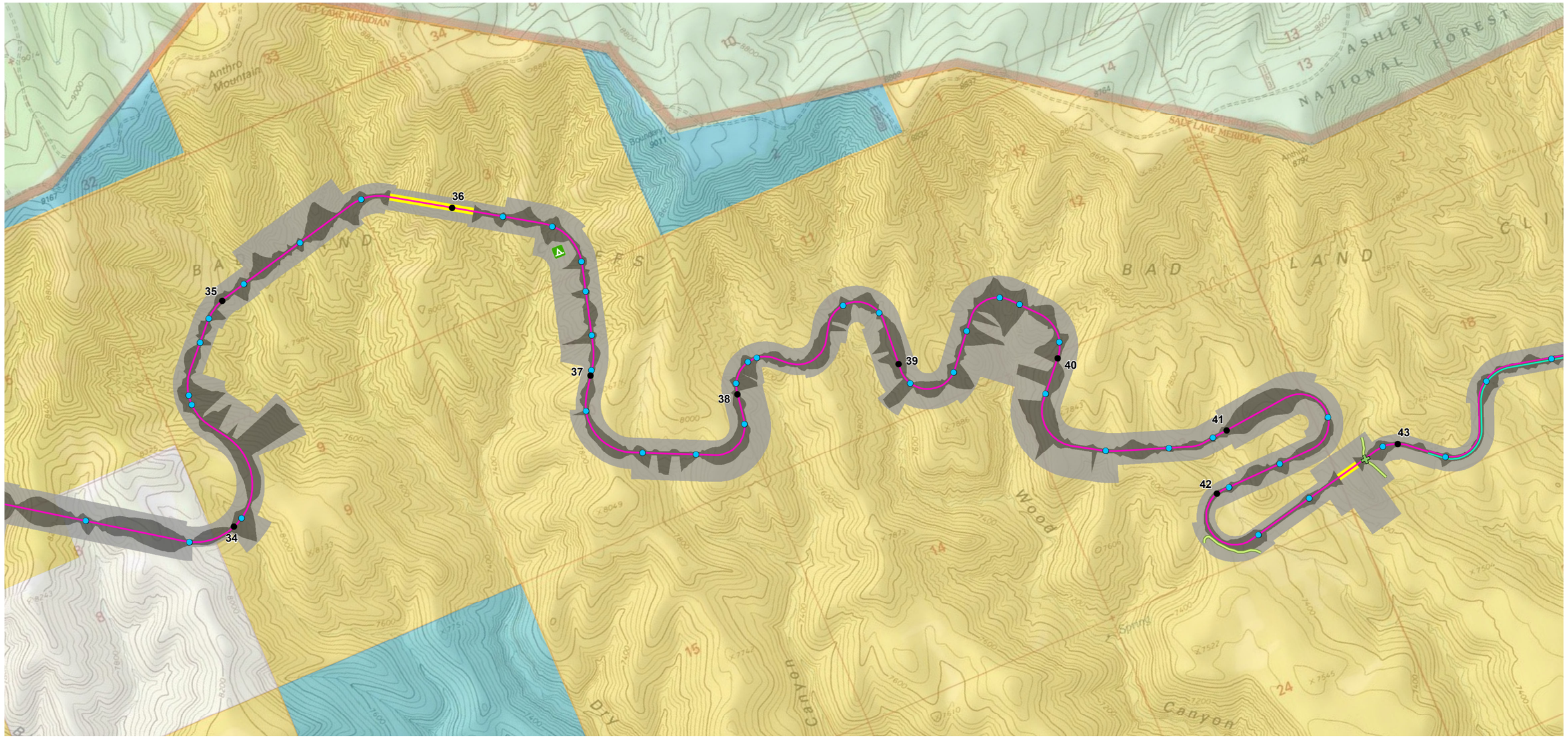
Wells Draw Alternative Project Features
Sheet 5 of 14



Track - Mainline
Track Mainline/Siding

Project Footprint

Rail Line Footprint
Temporary Footprint
Temporary Housing Camp

Milepost
Road Relocation
Culvert
Tunnel

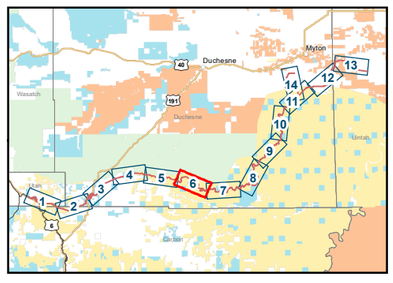
At-Grade Road Crossings

Public Road

Interstate Hwy
U.S. Hwy
State Route

Land Status

Bureau of Land Management
Private Land
State Land
U.S. Forest Service



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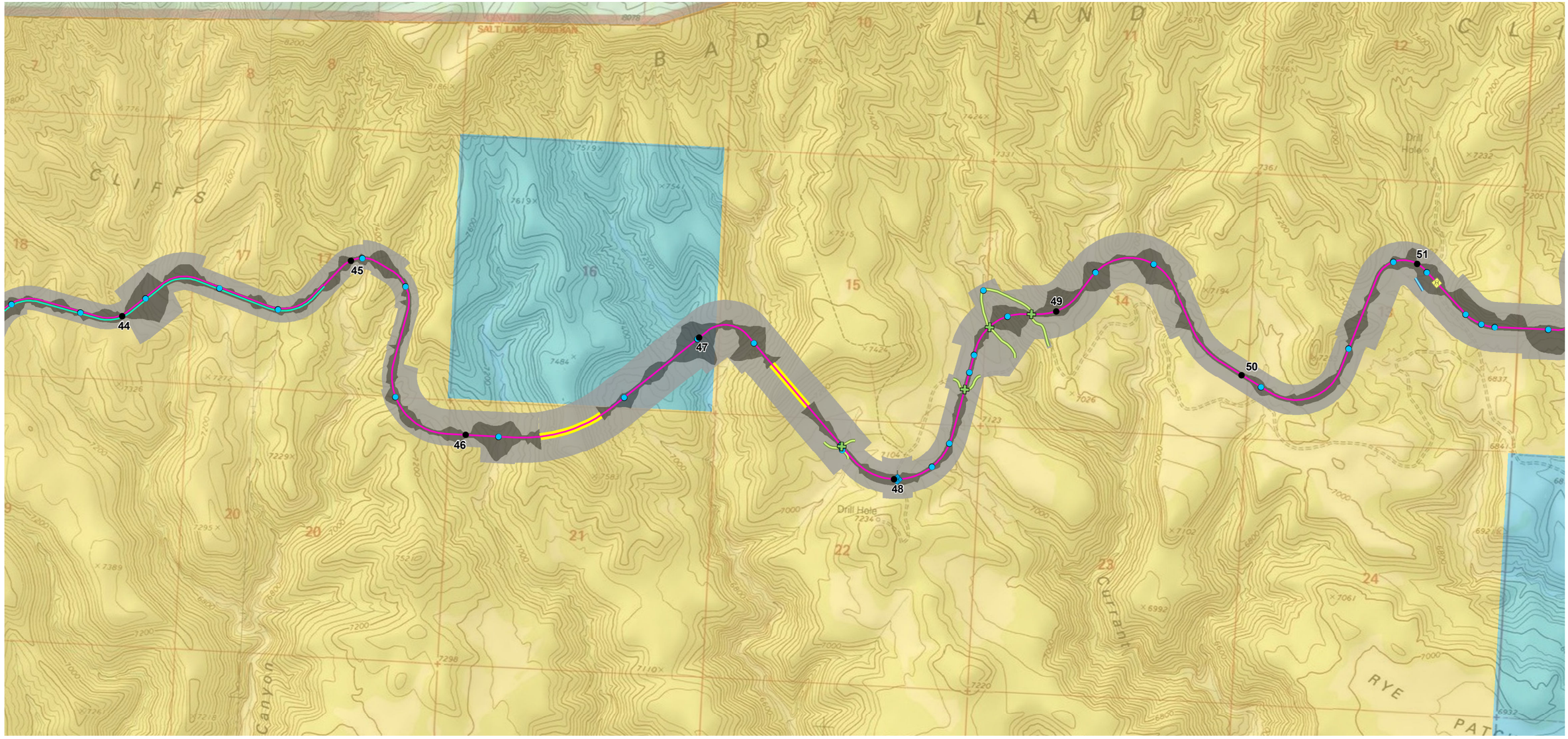
Wells Draw Alternative Project Features
Sheet 6 of 14



Track - Mainline
Track Mainline/Siding

Project Footprint
Rail Line Footprint
Temporary Footprint

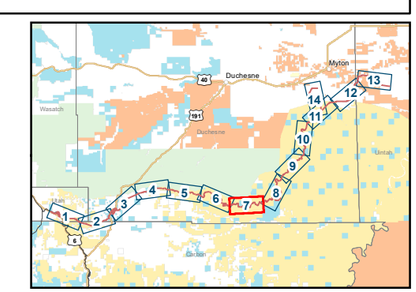
Milepost
Road Relocation
Stream Realignment
Culvert
Tunnel

At-Grade Road Crossings
Public Road

Bridge Span Type
Precast Prestressed Concrete Double Cell Box Beam Span
Structural Steel Plate Arch

Interstate Hwy
U.S. Hwy
State Route

Land Status
Bureau of Land Management
State Land
U.S. Forest Service



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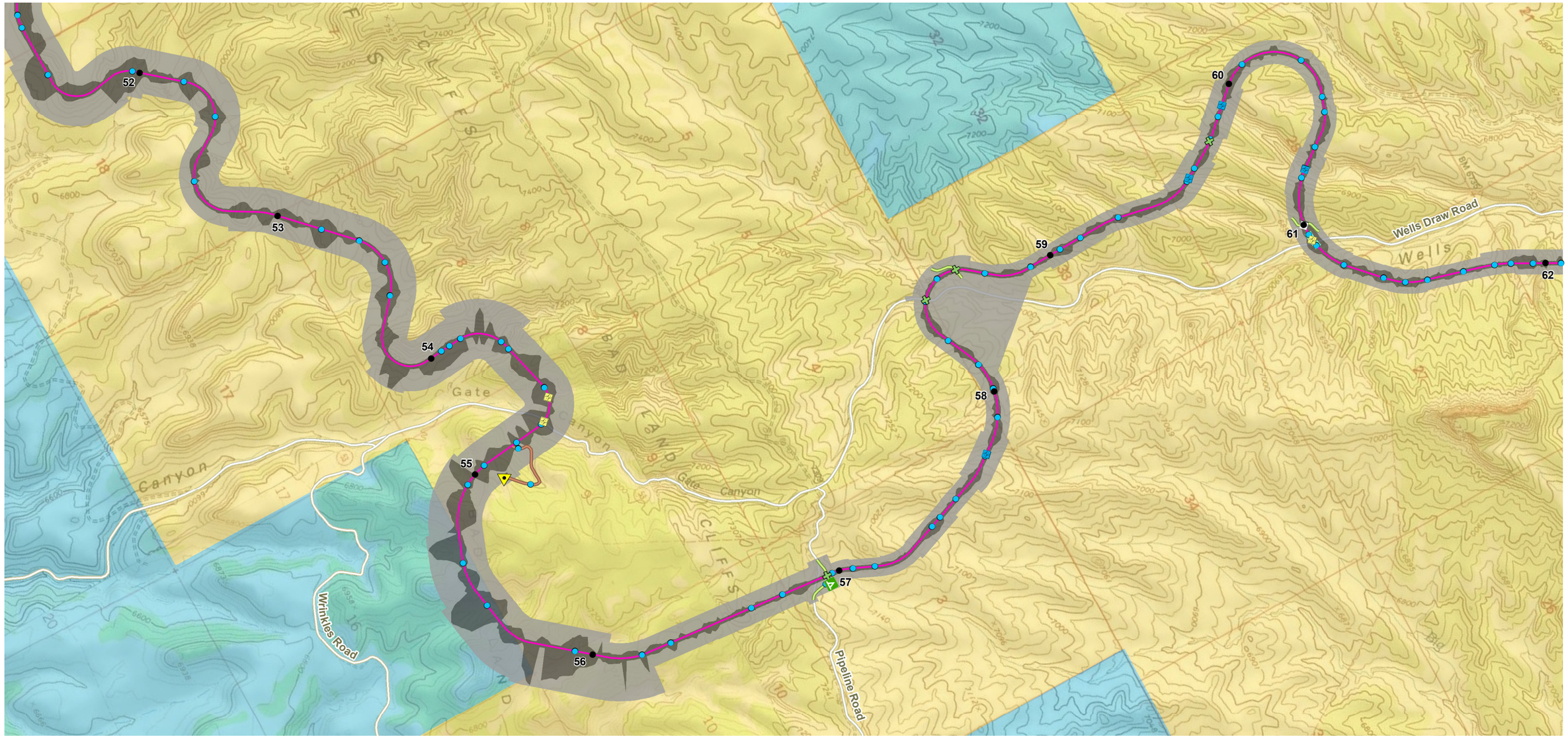
1:24,000

Wells Draw Alternative Project Features
Sheet 7 of 14



Track - Mainline

Project Footprint

- Rail Line Footprint
- Temporary Footprint
- Temporary Housing Camp
- Communication Tower

- Milepost
- Road Relocation
- Access Road
- Culvert
- Bridge

At-Grade Road Crossings

- Public Road

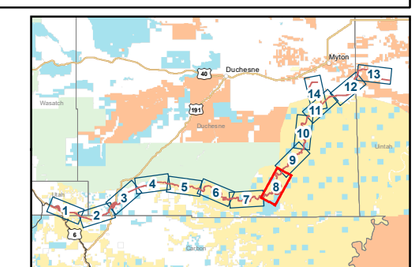
Bridge Span Type

- Precast Prestressed Concrete Double Cell Box Beam Span
- Structural Steel Plate Arch
- To Be Determined

- Interstate Hwy
- U.S. Hwy
- State Route
- County Road

Land Status

- Bureau of Land Management
- State Land



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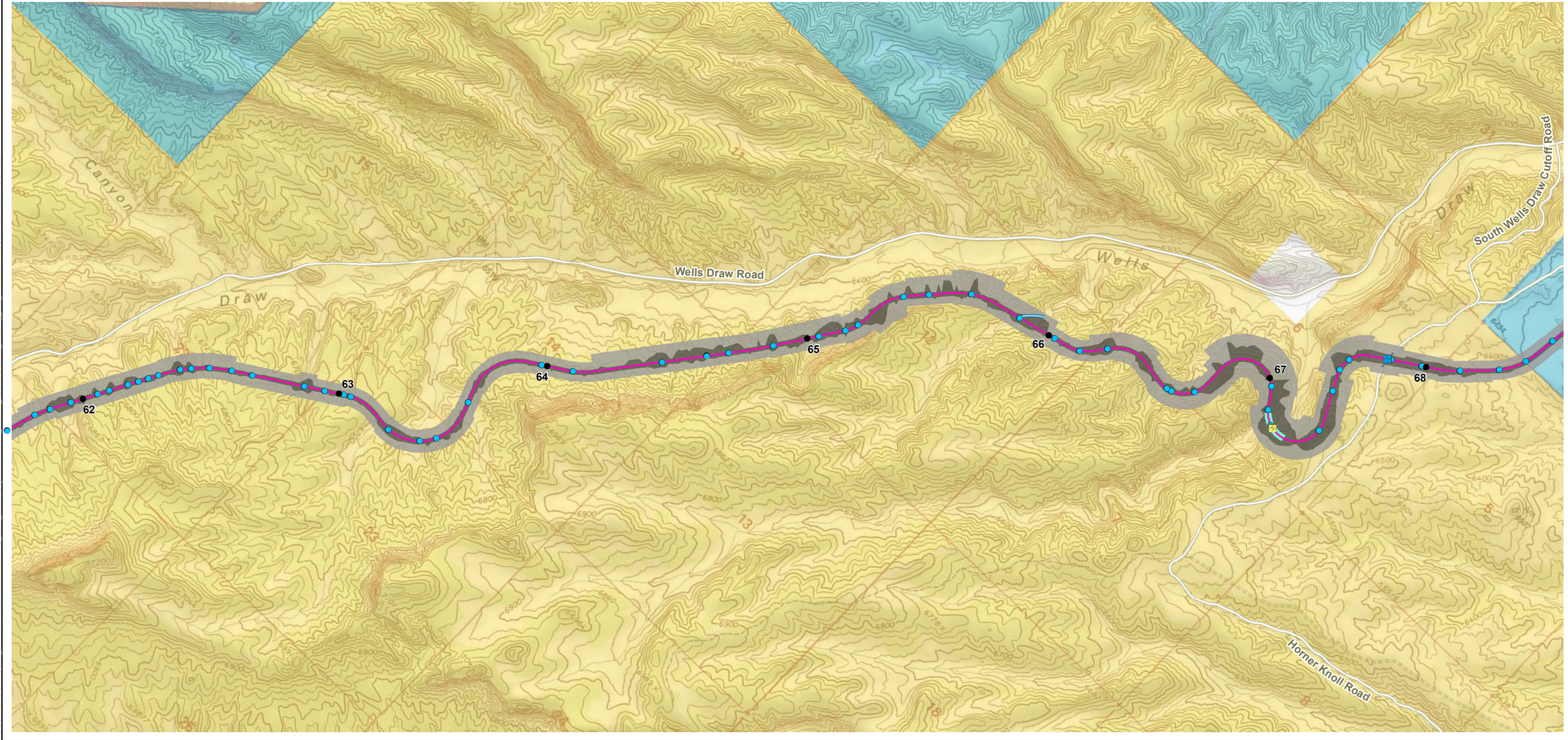
Wells Draw Alternative Project Features
Sheet 8 of 14



Track - Mainline

Project Footprint

Rail Line Footprint

Temporary Footprint

Milepost

Stream Realignment

Culvert

Bridge

Bridge Span Type

Precast Prestressed Concrete Double Cell Box Beam Span

Structural Steel Plate Arch

Interstate Hwy

U.S. Hwy

State Route

County Road

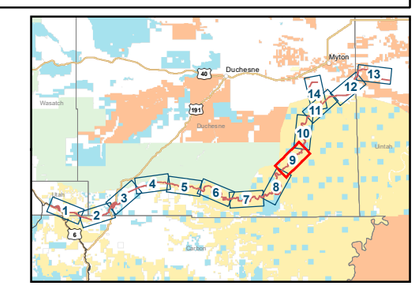
Land Status

Bureau of Land Management

Private Land

State Land

U.S. Forest Service



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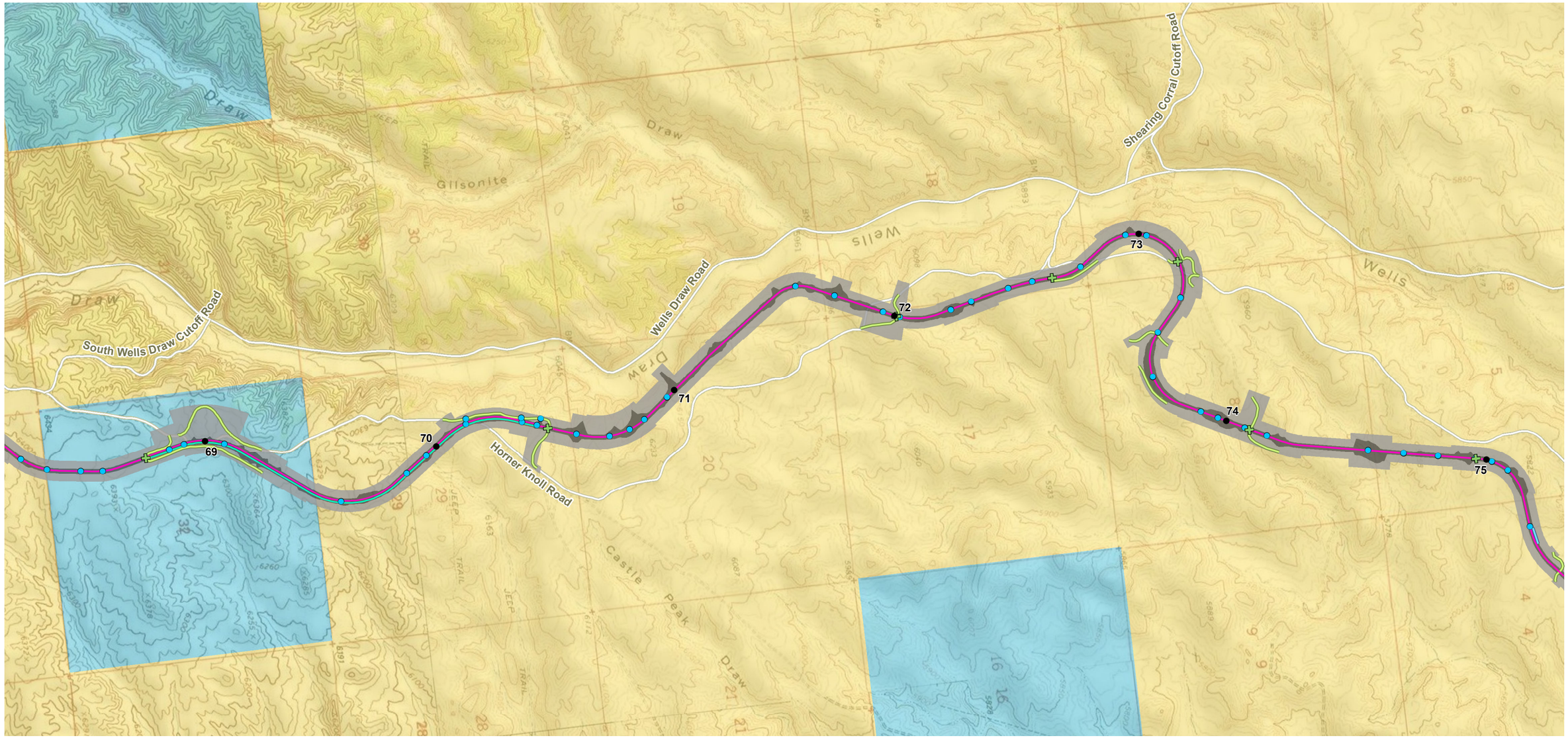
0 0.5 1 Miles

1:24,000

Wells Draw Alternative Project Features
Sheet 9 of 14



Track - Mainline
Track Mainline/Siding

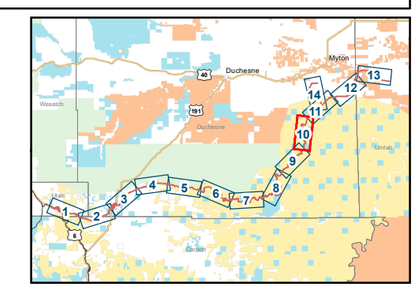
Project Footprint
Rail Line Footprint
Temporary Footprint

Milepost
Road Relocation
Stream Realignment
Culvert

At-Grade Road Crossings
Public Road

Interstate Hwy
U.S. Hwy
State Route
County Road

Land Status
Bureau of Land Management
State Land



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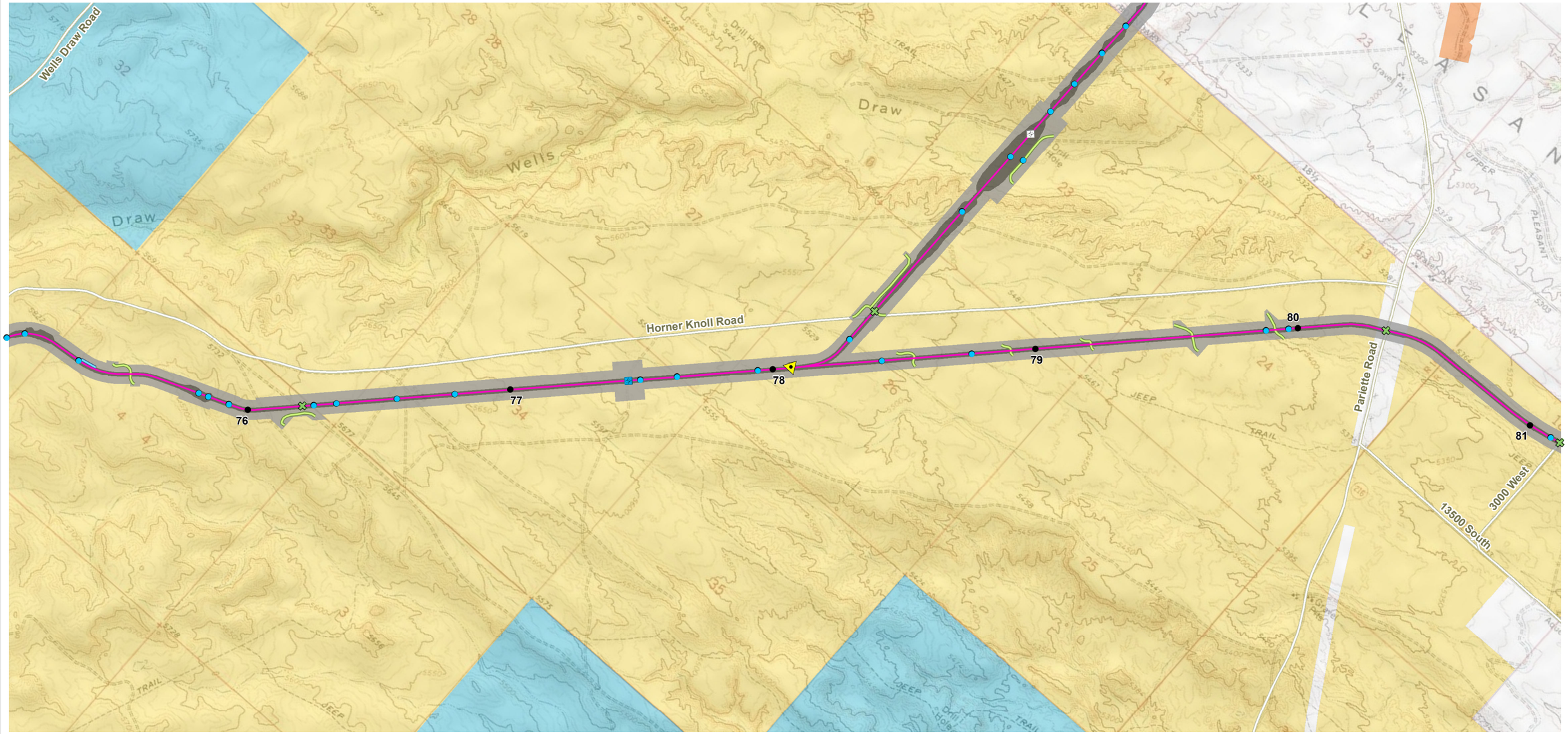
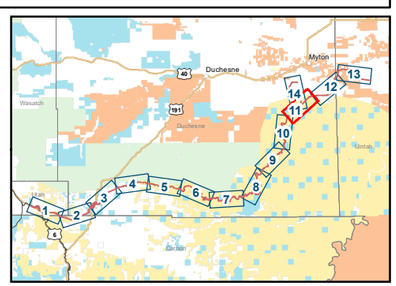
1:24,000

Wells Draw Alternative Project Features
Sheet 10 of 14





Wells Draw Alternative Project Features
Sheet 11 of 14



Track - Mainline

Project Footprint
- Rail Line Footprint
- Temporary Footprint

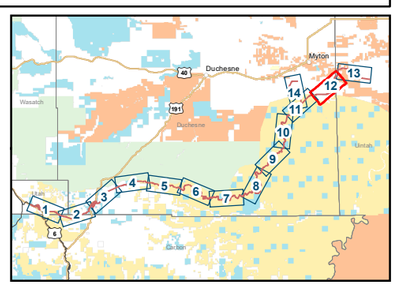
- Milepost
- Road Relocation
- Stream Realignment
- Culvert

At-Grade Road Crossings
- Public Road
- Private Road

Bridge Span Type
- To be Determined

- Interstate Hwy
- U.S. Hwy
- State Route
- County Road

Land Status
- Bureau of Land Management
- Private Land
- Tribal Trust Land



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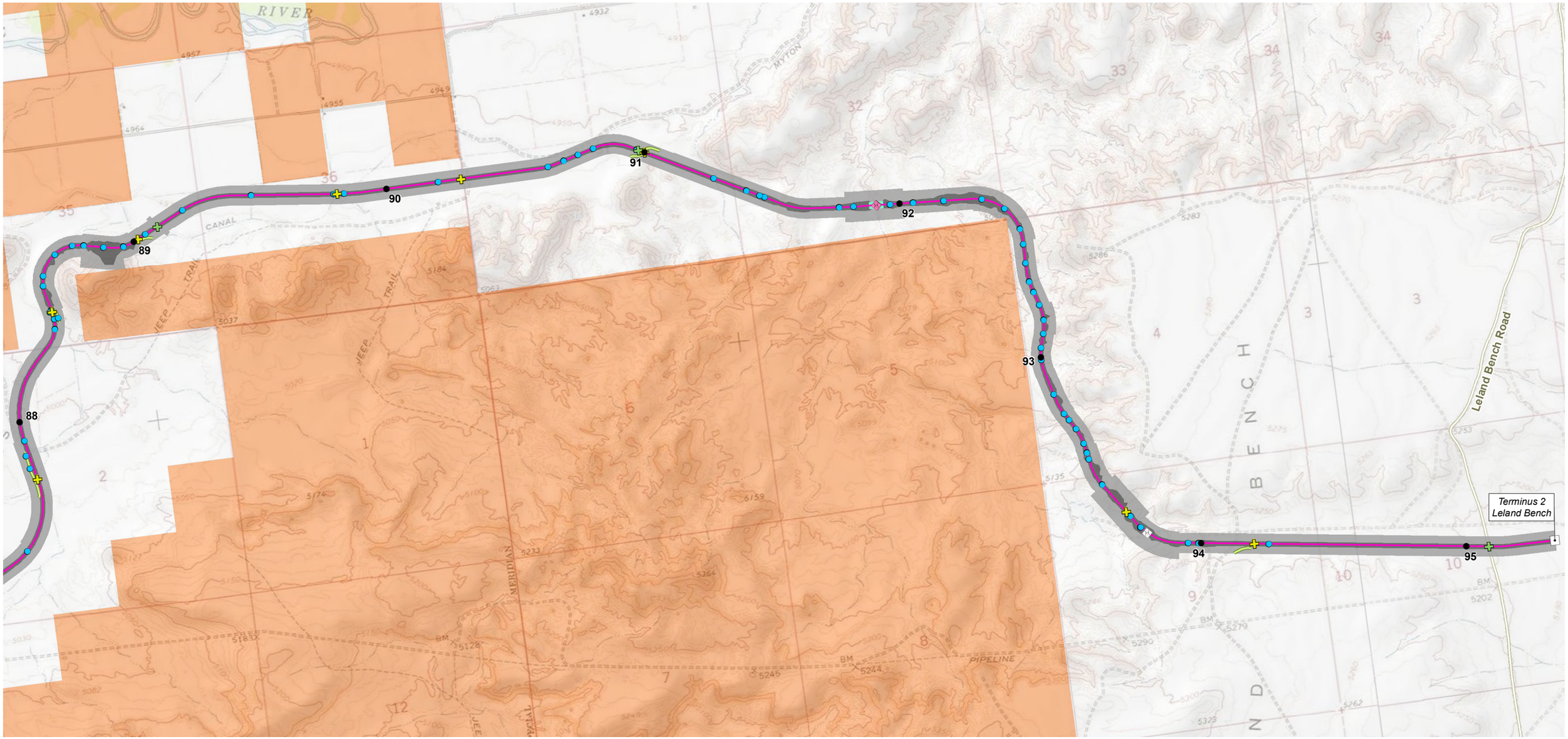
0 0.5 1 Miles

1:24,000

Wells Draw Alternative Project Features
Sheet 12 of 14



Track - Mainline
Terminal

Project Footprint
Rail Line Footprint
Temporary Footprint

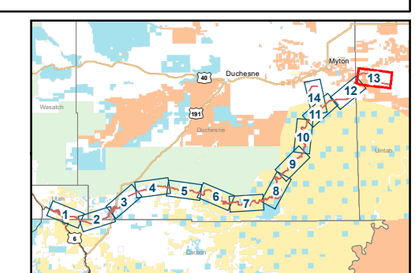
Milepost
Road Relocation
Culvert
Bridge

At-Grade Road Crossings
Public Road
Private Road

Bridge Span Type
Rolled Steel Beam Span w/ Steel Pan Deck
To Be Determined

Interstate Hwy
U.S. Hwy
State Route
County Road

Land Status
Private Land
Tribal Trust Land



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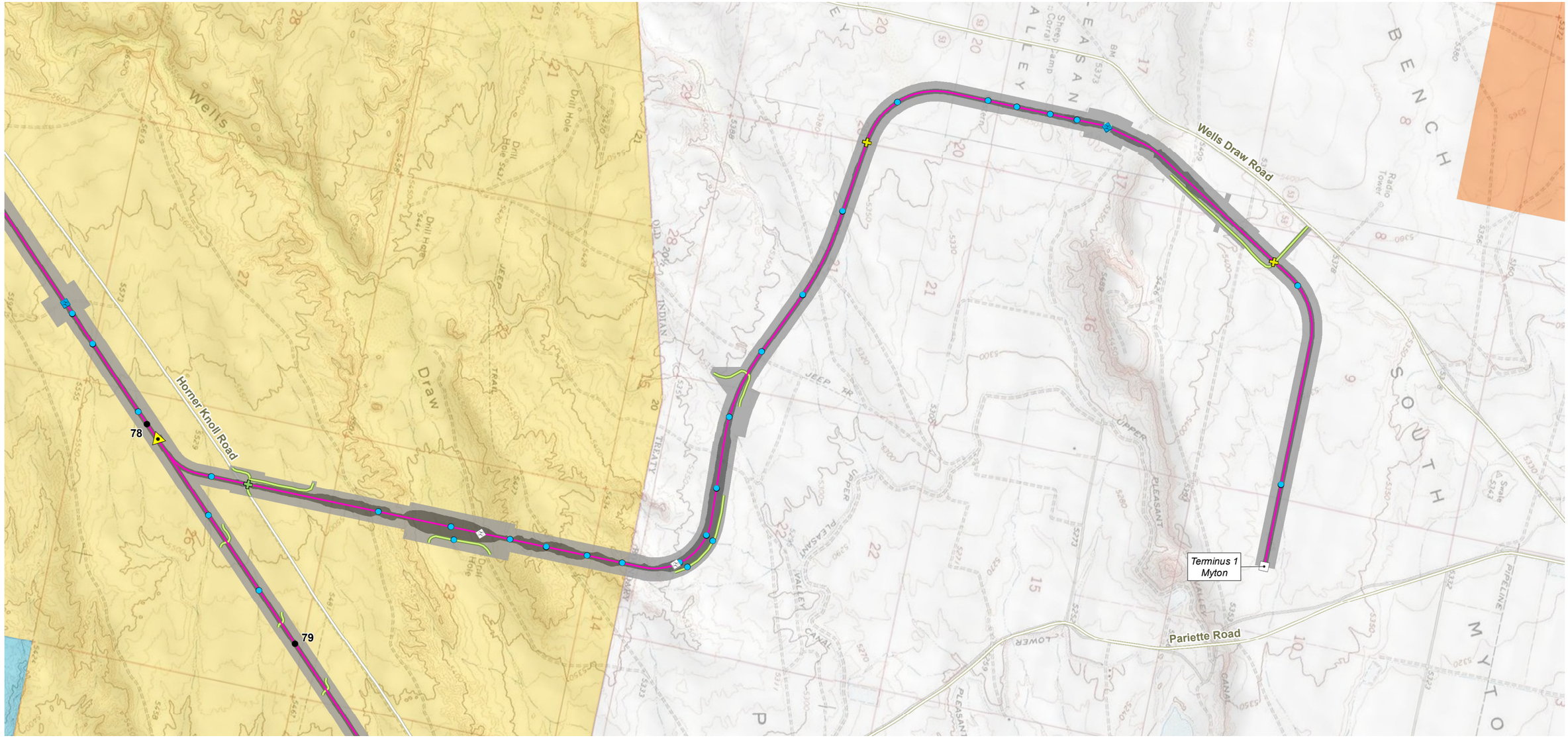
Wells Draw Alternative Project Features
Sheet 13 of 14



Track - Mainline
Terminal

Project Footprint
Rail Line Footprint
Temporary Footprint
Communication Tower

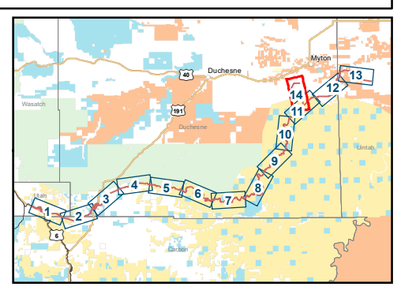
Milepost
Road Relocation
Access Road
Culvert
Bridge

At-Grade Road Crossings
Public Road
Private Road

Bridge Span Type
Precast Prestressed Concrete Double Cell Box Beam Span
To Be Determined

Interstate Hwy
U.S. Hwy
State Route
County Road

Land Status
Bureau of Land Management
Private Land
State Land
Tribal Trust Land



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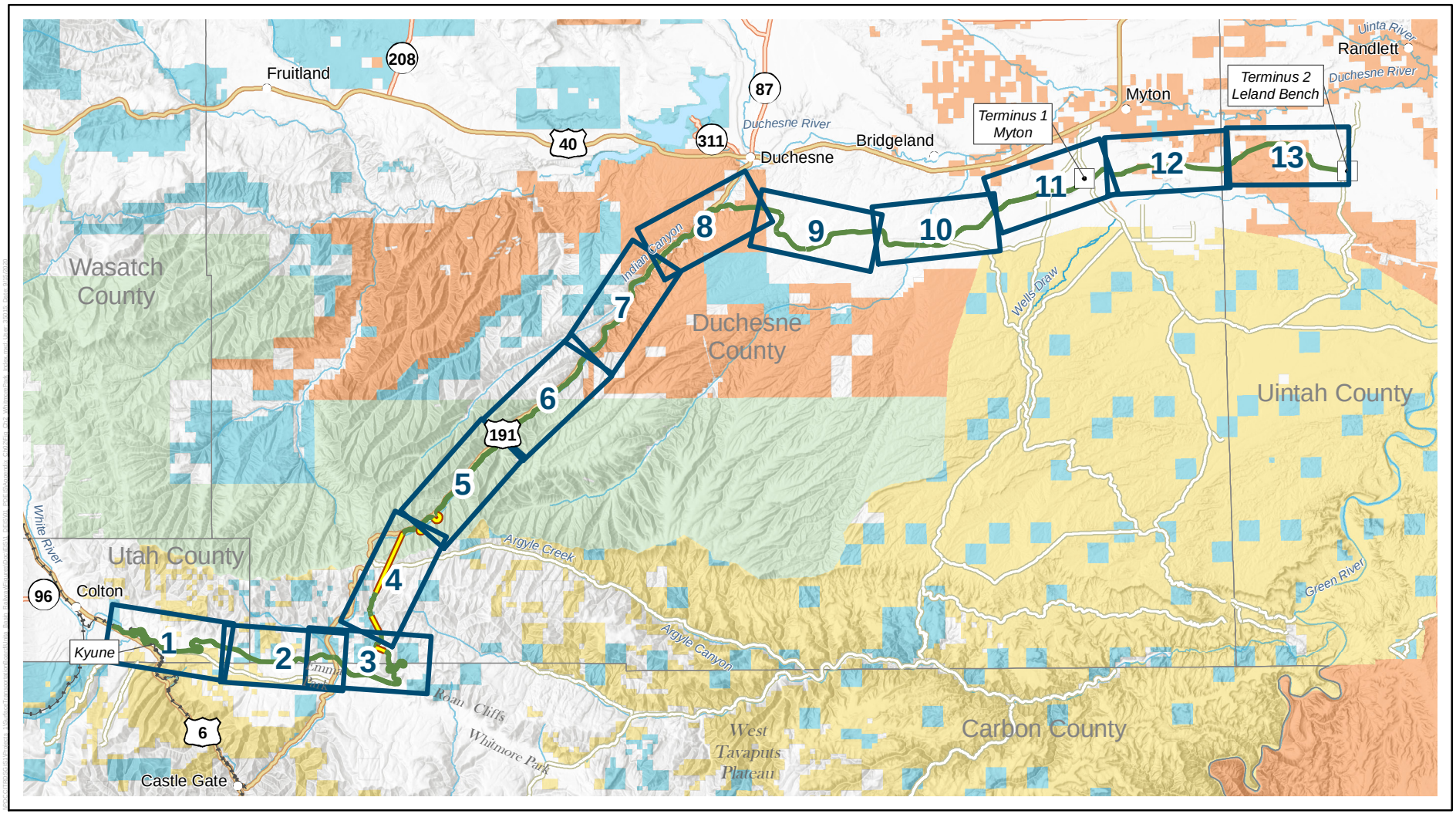
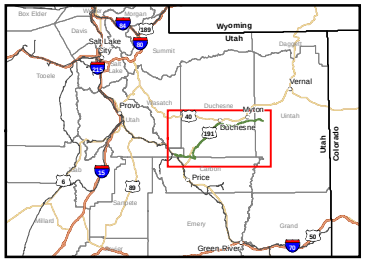
Wells Draw Alternative Project Features
Sheet 14 of 14



Whitmore Park Alternative
Terminal
Tunnel
Existing Rail Line
Map Sheet Index

U.S. Hwy
State Route
County Road
Stream
Lake

Land Status
Bureau of Land Management
Bureau of Reclamation
Private Land
State Land
Tribal Trust Land
U.S. Forest Service



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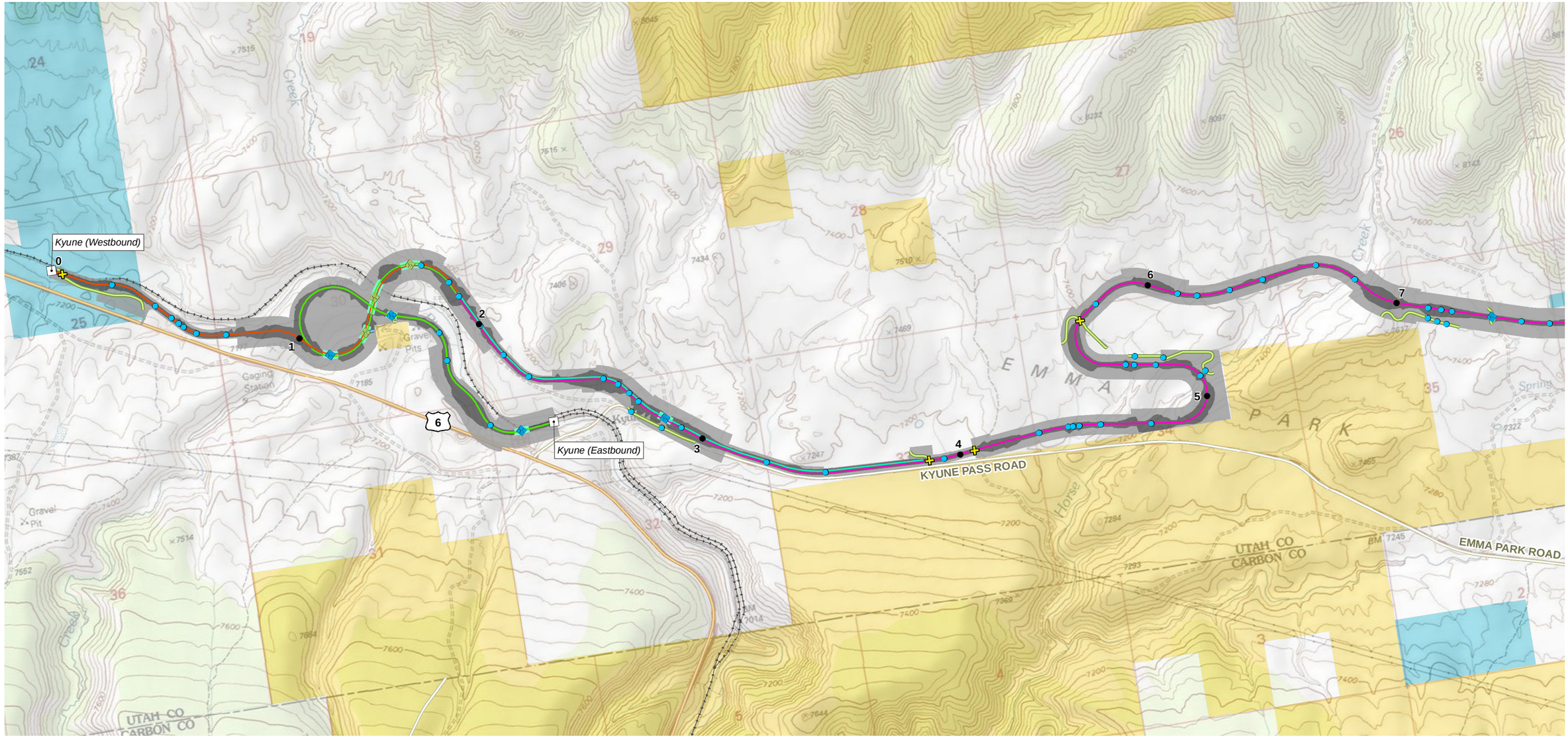
0 5 10 Miles

Whitmore Park Alternative Project Features



- Track - Mainline
- Track Mainline/Siding
- Wye - Eastbound
- Wye - Westbound
- Terminal
- Milepost
- Road Relocation
- Stream Realignment
- Culvert
- Bridge

Project Footprint

- Rail Line Footprint
- Temporary Footprint

At-Grade Road Crossings

- Private Road

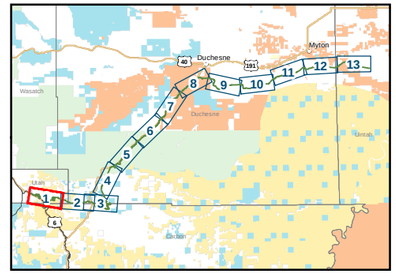
Bridge Span Type

- Built-up Steel Girder Span w/ Steel Pan Deck
- Precast Prestressed Concrete Double Cell Box Beam Span

- Interstate Hwy
- U.S. Hwy
- State Route
- County Road
- Existing Rail Line

Land Status

- Bureau of Land Management
- Private Land
- State Land

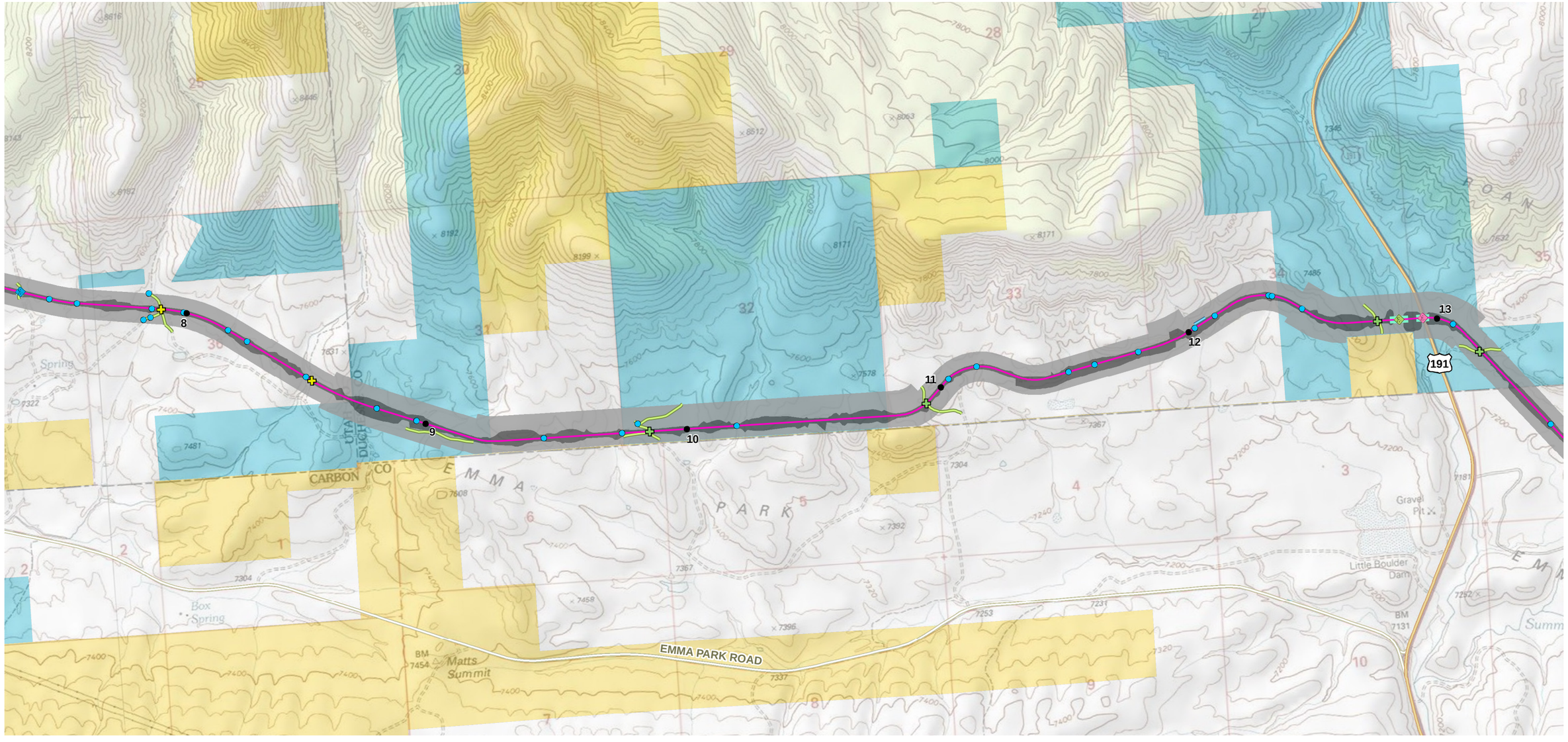


0 0.5 1 Miles

1:24,000

Uinta Basin Railway Draft Environmental Impact Statement

Whitmore Park Alternative Project Features
Sheet 1 of 13



Track - Mainline

Project Footprint

Rail Line Footprint

Temporary Footprint

Milepost

Road Relocation

Stream Realignment

Culvert

Bridge

At-Grade Road Crossings

Public Road

Private Road

Bridge Span Type

Built-up Steel Girder Span w/ Steel Pan Deck

Precast Prestressed Concrete Double Cell Box Beam Span

Rolled Steel Beam Span w/ Steel Pan Deck

Interstate Hwy

U.S. Hwy

State Route

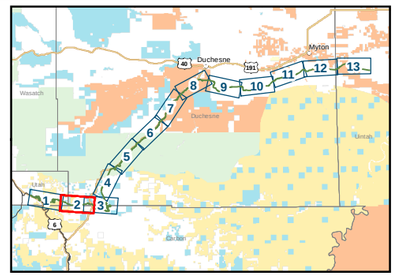
County Road

Land Status

Bureau of Land Management

Private Land

State Land



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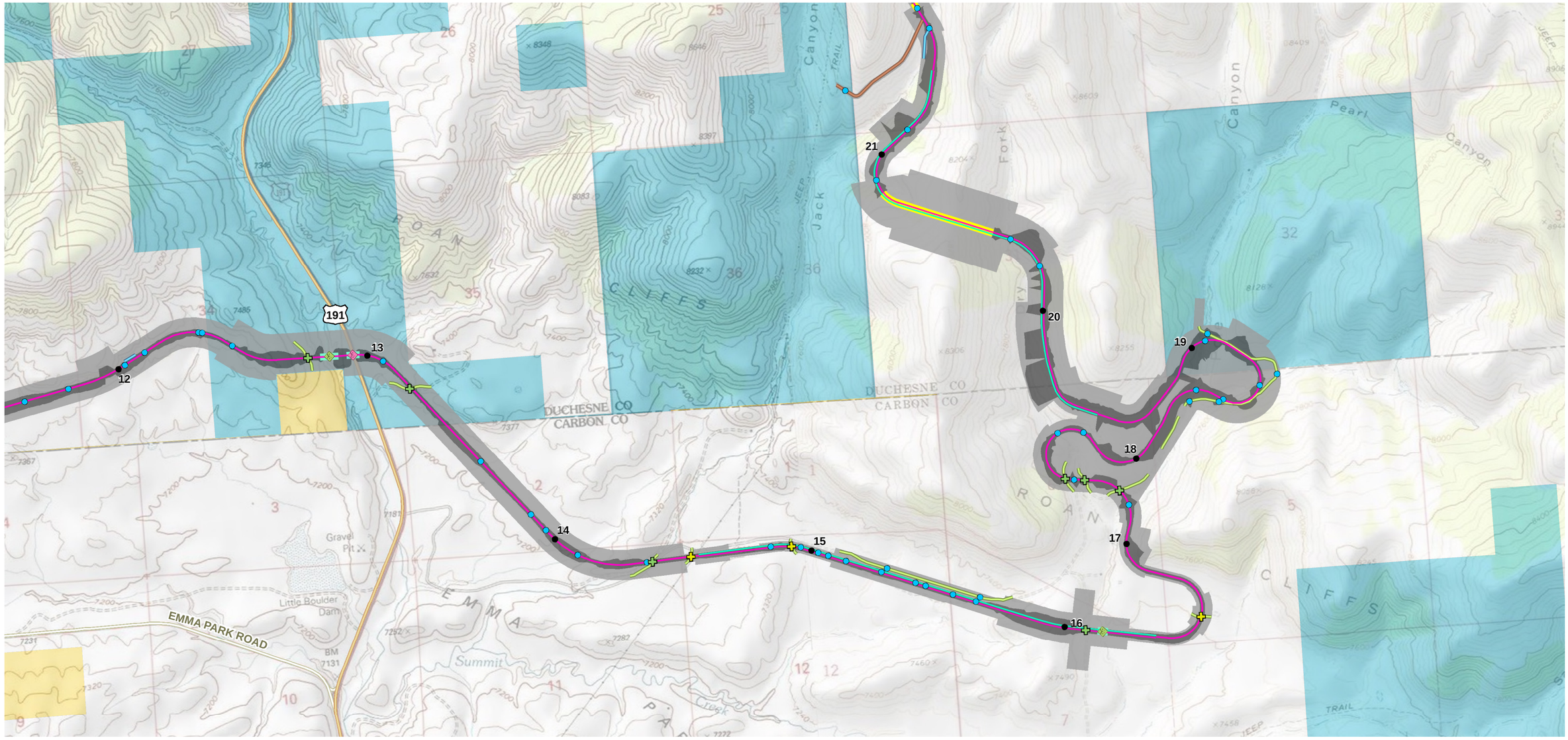
Whitmore Park Alternative Project Features
Sheet 2 of 13



Track - Mainline
Track Mainline/Siding

Project Footprint

Rail Line Footprint
Temporary Footprint

Milepost
Road Relocation
Access Road
Stream Realignment
Culvert
Tunnel
Bridge

At-Grade Road Crossings

Public Road
Private Road

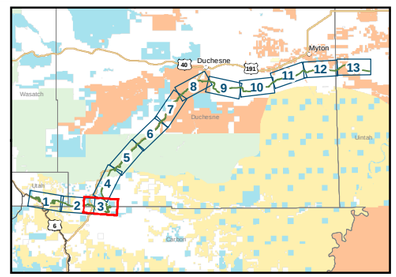
Bridge Span Type

Built-up Steel Girder Span w/ Steel Pan Deck
Rolled Steel Beam Span w/ Steel Pan Deck

Interstate Hwy
U.S. Hwy
State Route
County Road

Land Status

Bureau of Land Management
Private Land
State Land



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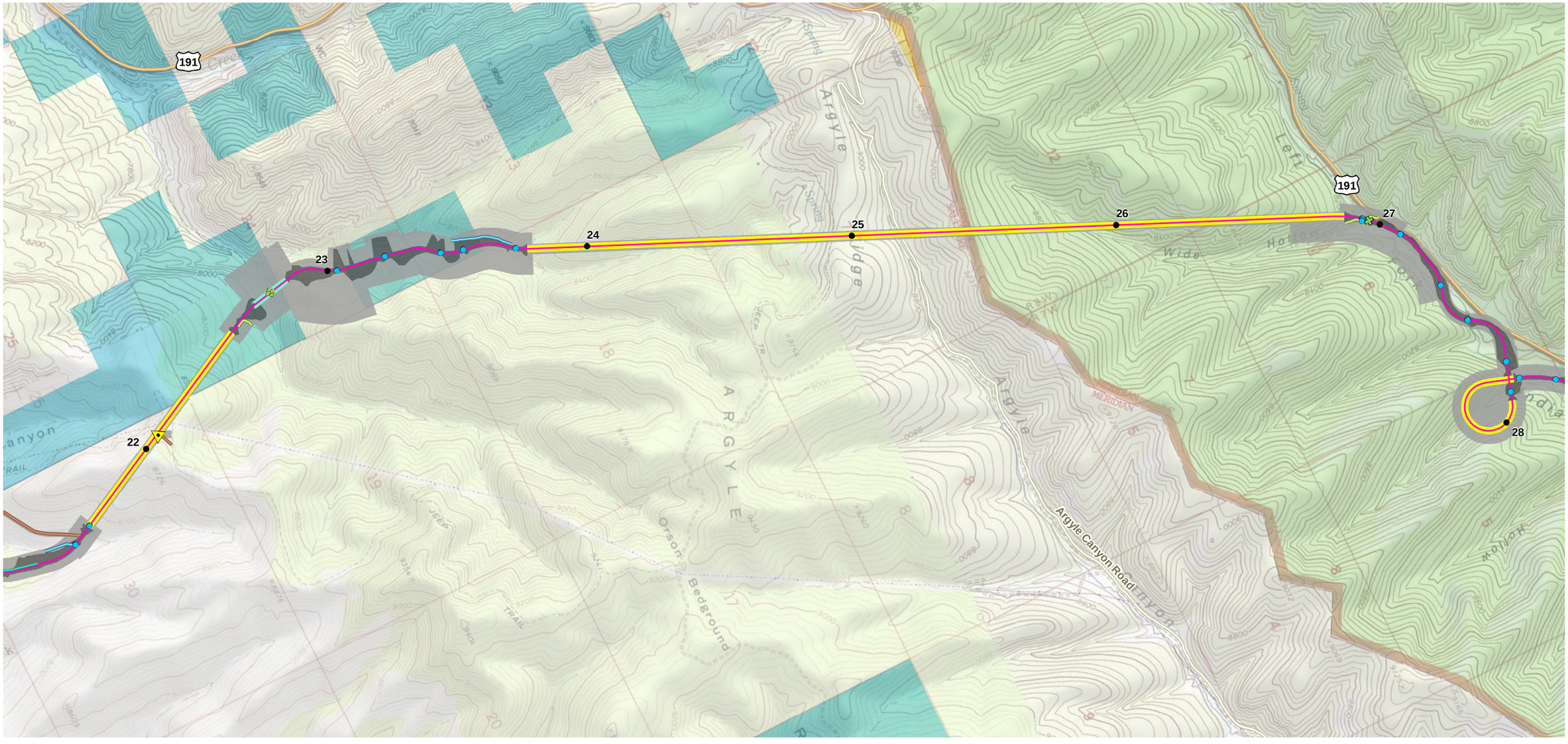
Whitmore Park Alternative Project Features
Sheet 3 of 13



Track - Mainline
Track Mainline/Siding

Project Footprint
Rail Line Footprint
Temporary Footprint
Communication Tower

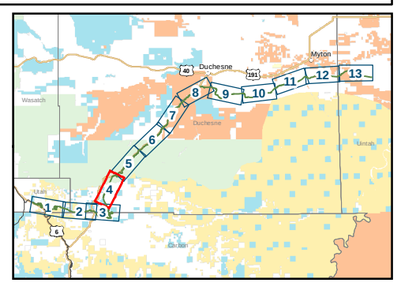
Milepost
Road Relocation
Access Road
Stream Realignment
Culvert
Tunnel
Bridge

At-Grade Road Crossings
Public Road

Bridge Span Type
Built-up Steel Girder Span w/ Steel Pan Deck

Interstate Hwy
U.S. Hwy
State Route
County Road

Land Status
Bureau of Land Management
Private Land
State Land
U.S. Forest Service



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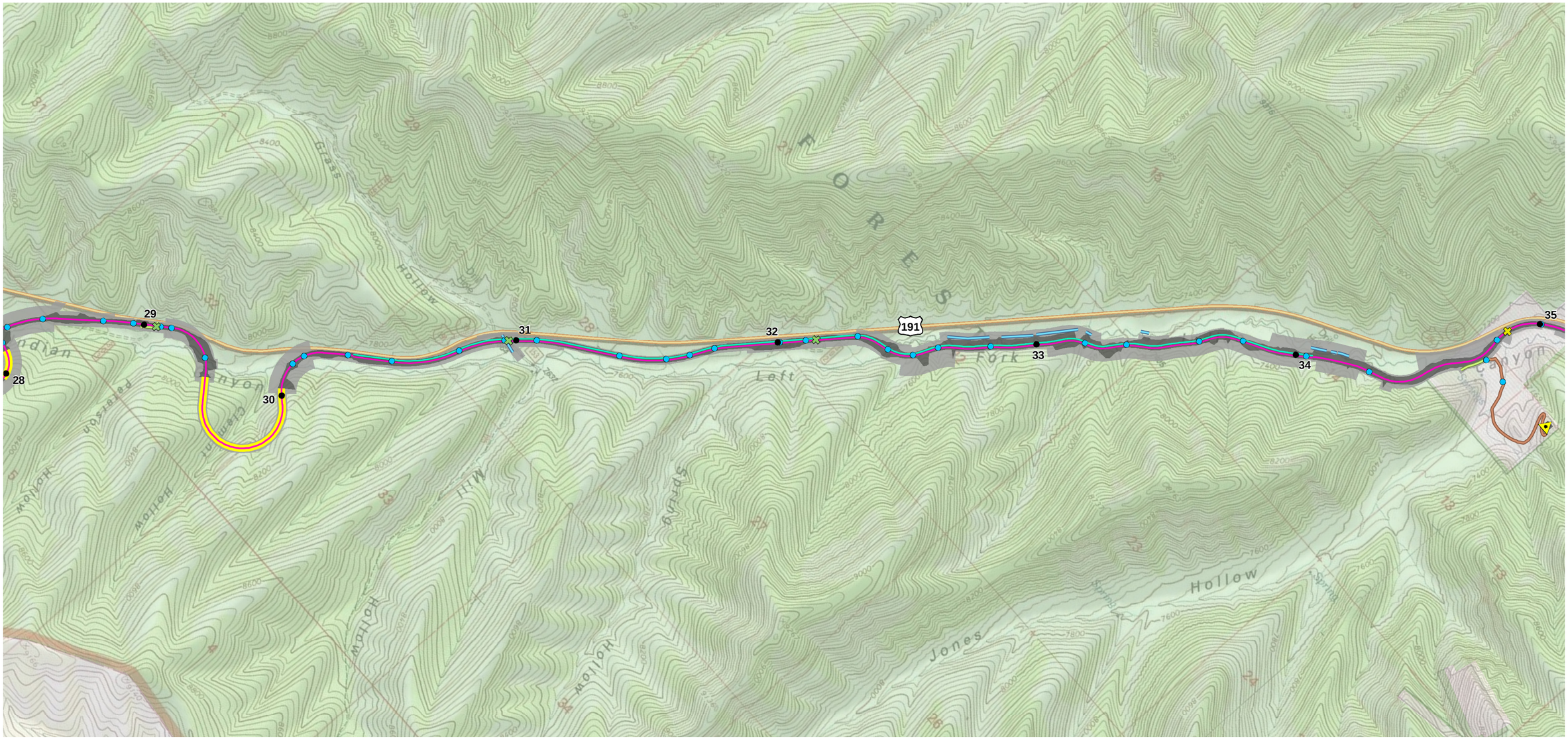
Whitmore Park Alternative Project Features
Sheet 4 of 13



Track - Mainline
Track Mainline/Siding

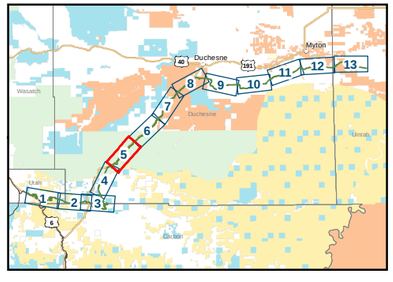
Project Footprint
Rail Line Footprint
Temporary Footprint
Communication Tower

Milepost
Road Relocation
Access Road
Stream Realignment
Culvert
Tunnel

At-Grade Road Crossings
Public Road
Private Road

Interstate Hwy
U.S. Hwy
State Route

Land Status
Private Land
U.S. Forest Service



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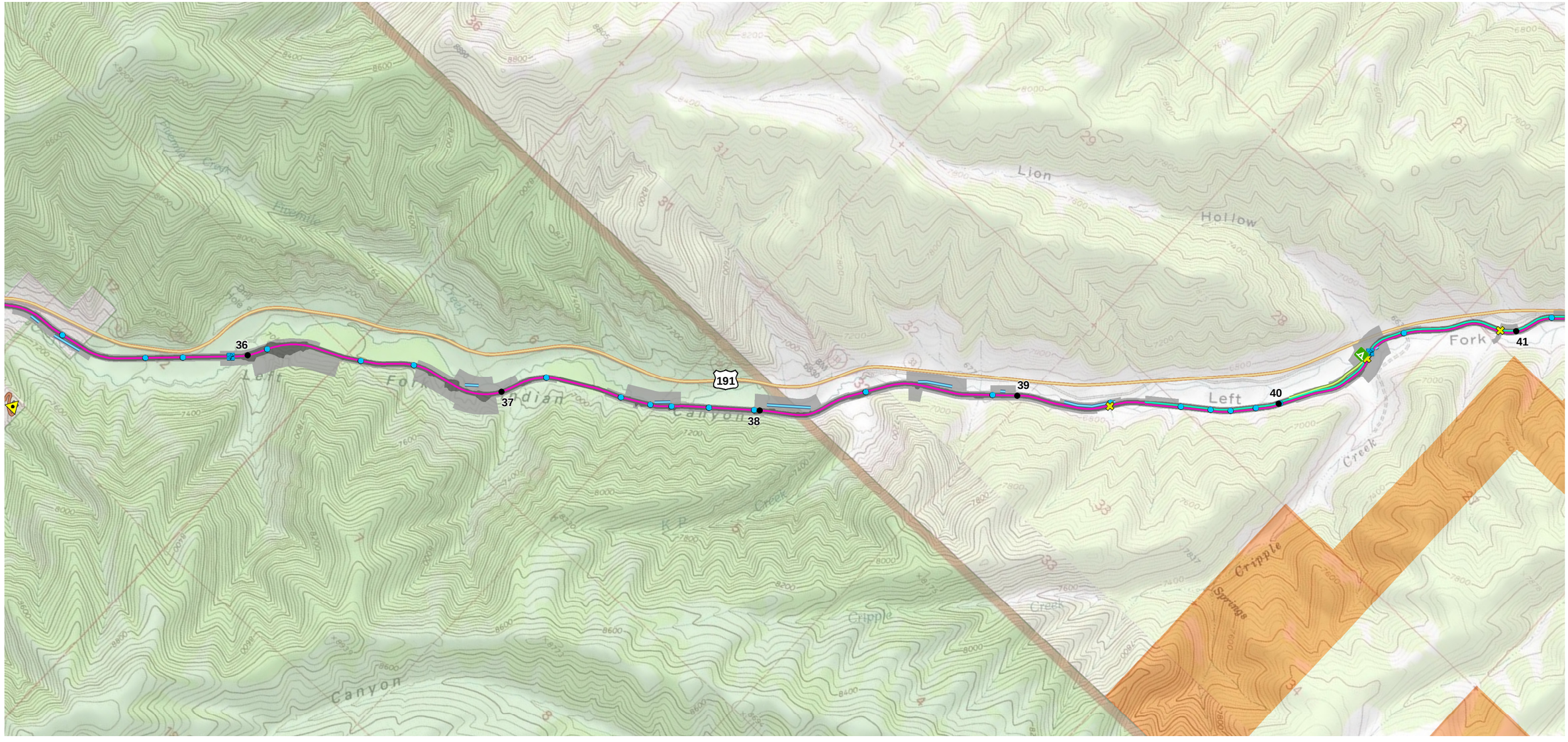
Uinta Basin Railway Draft Environmental Impact Statement

Whitmore Park Alternative Project Features
Sheet 5 of 13



- Track - Mainline
- Track Mainline/Siding

Project Footprint

- Rail Line Footprint
- Temporary Footprint
- Temporary Housing Camp
- Communication Tower
- Milepost
- Road Relocation
- Access Road
- Stream Realignment
- Culvert
- Bridge

At-Grade Road Crossings

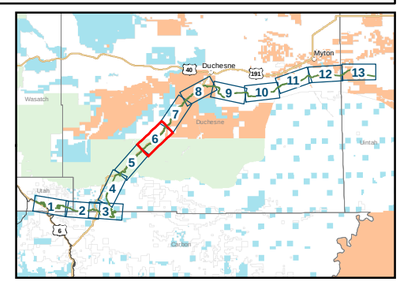
- Private Road

Bridge Span Type

- Precast Prestressed Concrete Double Cell Box Beam Span
- Interstate Hwy
- U.S. Hwy
- State Route

Land Status

- Private Land
- Tribal Trust Land
- U.S. Forest Service



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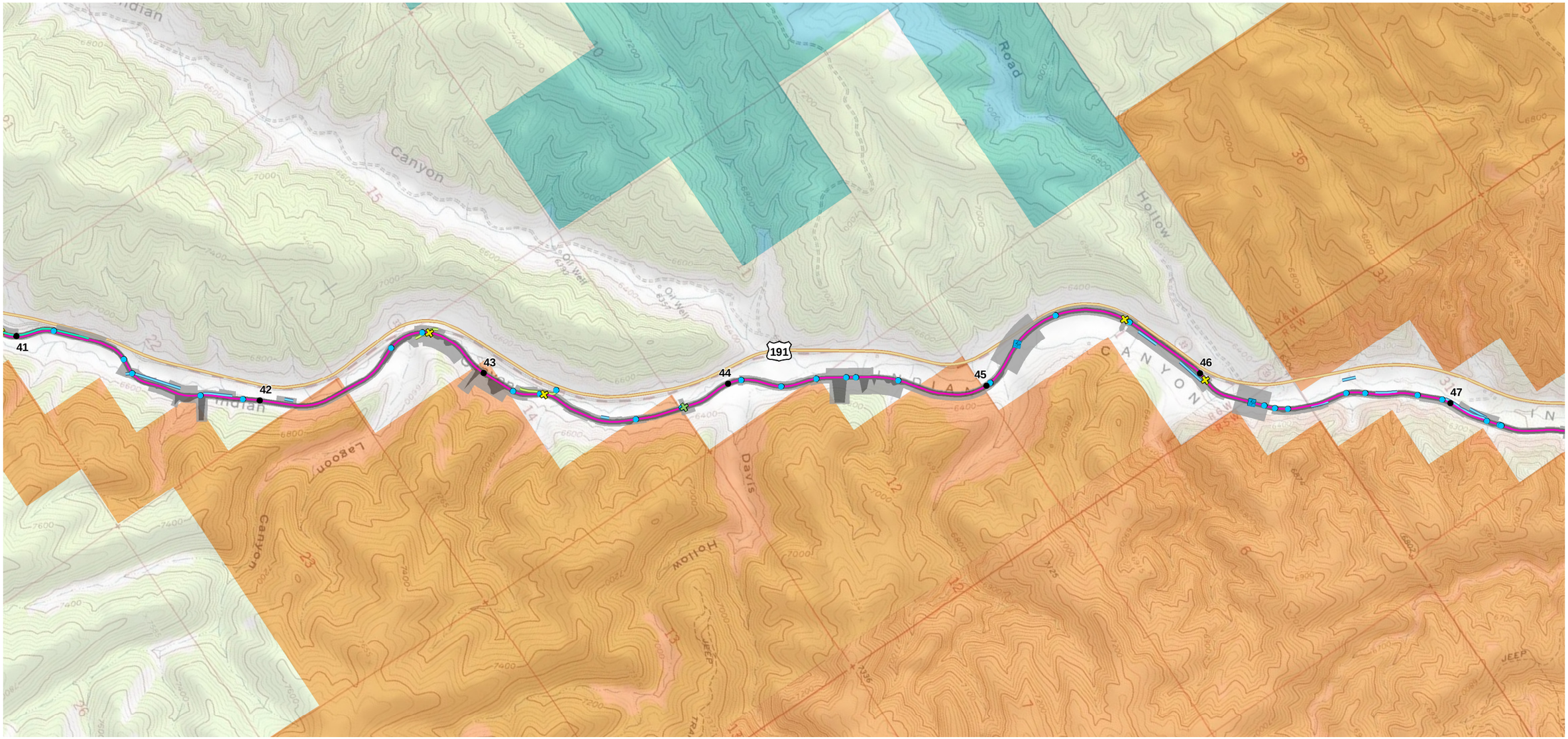
Whitmore Park Alternative Project Features
Sheet 6 of 13



Track - Mainline
Track Mainline/Siding

Project Footprint
Rail Line Footprint
Temporary Footprint

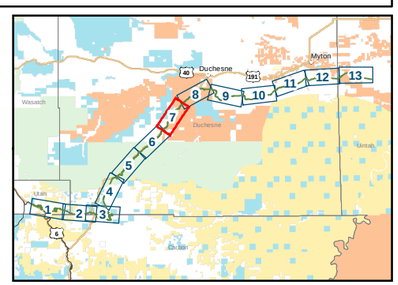
Milepost
Road Relocation
Stream Realignment
Culvert
Bridge

At-Grade Road Crossings
Public Road
Private Road

Bridge Span Type
Precast Prestressed Concrete Double Cell Box Beam Span

Interstate Hwy
U.S. Hwy
State Route

Land Status
Private Land
State Land
Tribal Trust Land



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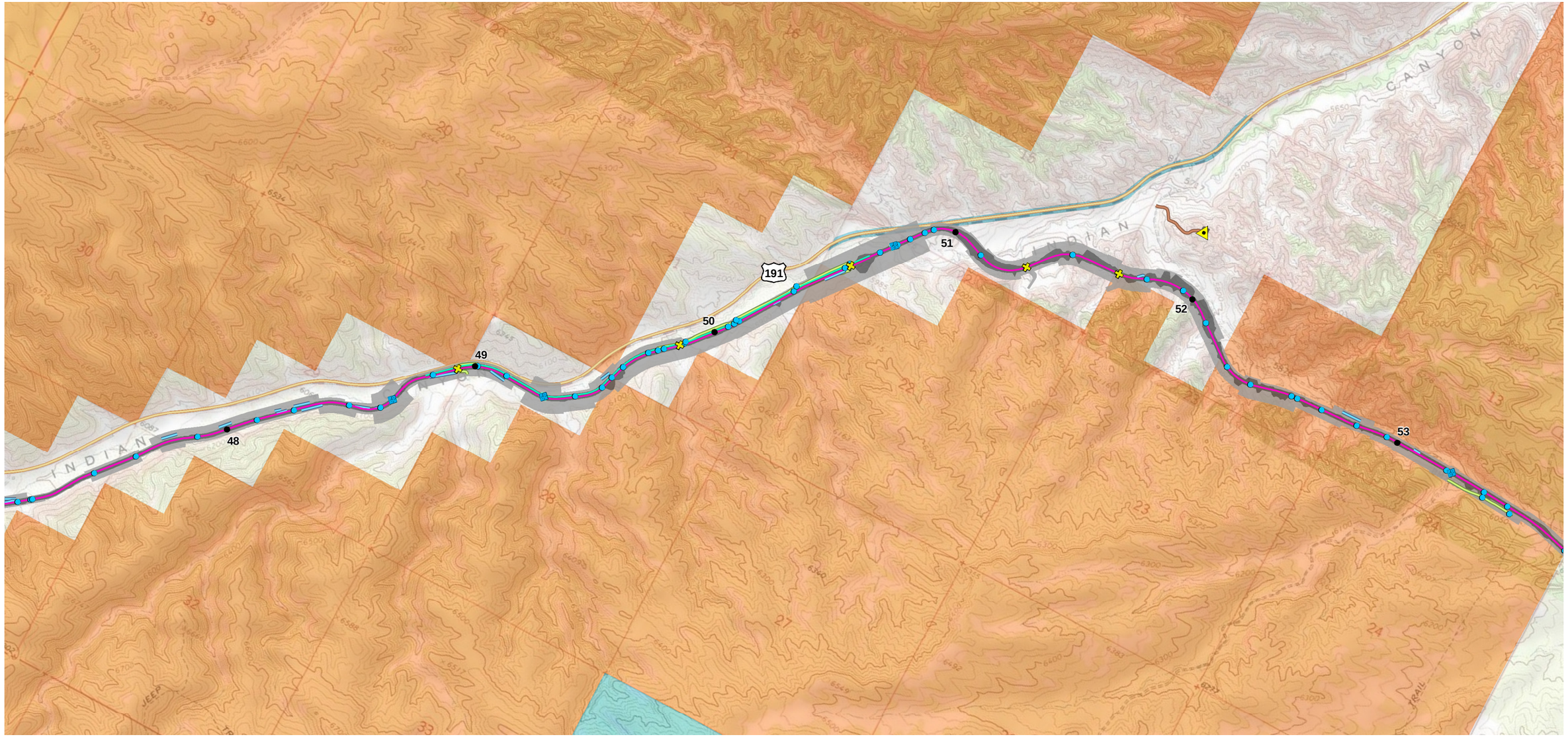
Whitmore Park Alternative Project Features
Sheet 7 of 13



Track - Mainline
Track Mainline/Siding

Project Footprint
Rail Line Footprint
Temporary Footprint
Communication Tower

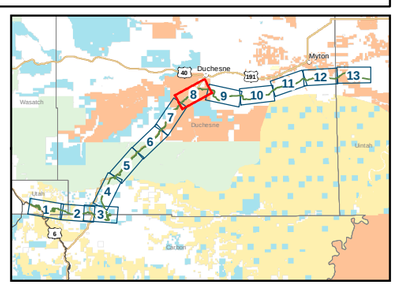
Milepost
Road Relocation
Access Road
Stream Realignment
Culvert
Bridge

At-Grade Road Crossings
Private Road

Bridge Span Type
Precast Prestressed Concrete Double Cell Box Beam Span

Interstate Hwy
U.S. Hwy
State Route

Land Status
Private Land
State Land
Tribal Trust Land



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Whitmore Park Alternative Project Features
Sheet 8 of 13



- Track - Mainline
- Track Mainline/Siding

Project Footprint

- Rail Line Footprint
- Temporary Footprint
- Milepost
- Road Relocation
- Stream Realignment
- Culvert
- Bridge

At-Grade Road Crossings

- Public Road
- Private Road

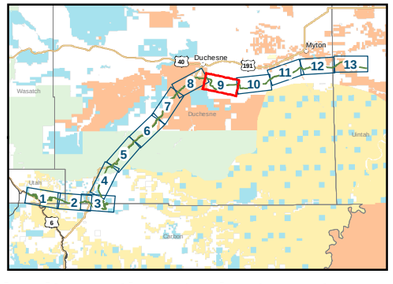
Bridge Span Type

- Built-up Steel Girder Span w/ Steel Pan Deck
- Precast Prestressed Concrete Double Cell Box Beam Span
- To Be Determined

- Interstate Hwy
- U.S. Hwy
- State Route

Land Status

- Private Land
- Tribal Trust Land



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Whitmore Park Alternative Project Features
Sheet 9 of 13



Track - Mainline

Project Footprint

Rail Line Footprint

Temporary Footprint

Milepost

Road Relocation

Culvert

Bridge

At-Grade Road Crossings

Private Road

Bridge Span Type

Built-up Steel Girder Span w/ Steel Pan Deck

Precast Prestressed Concrete Double Cell Box Beam Span

Rolled Steel Beam Span w/ Steel Pan Deck

Interstate Hwy

U.S. Hwy

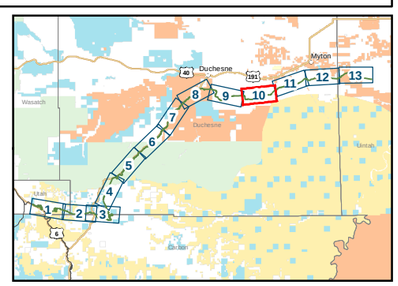
State Route

County Road

Land Status

Bureau of Land Management

Private Land



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Whitmore Park Alternative Project Features
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Track - Mainline
Track Mainline/Siding
Terminal

Project Footprint
Rail Line Footprint
Temporary Footprint
Communication Tower

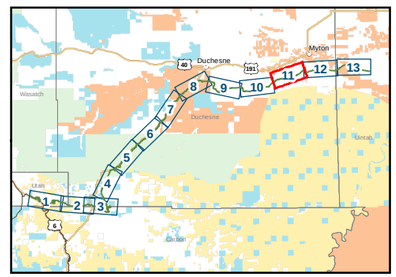
Milepost
Road Relocation
Access Road
Culvert
Bridge

At-Grade Road Crossings
Private Road

Bridge Span Type
Precast Prestressed Concrete Double Cell Box Beam Span

Interstate Hwy
U.S. Hwy
State Route
County Road

Land Status
Private Land
Tribal Trust Land



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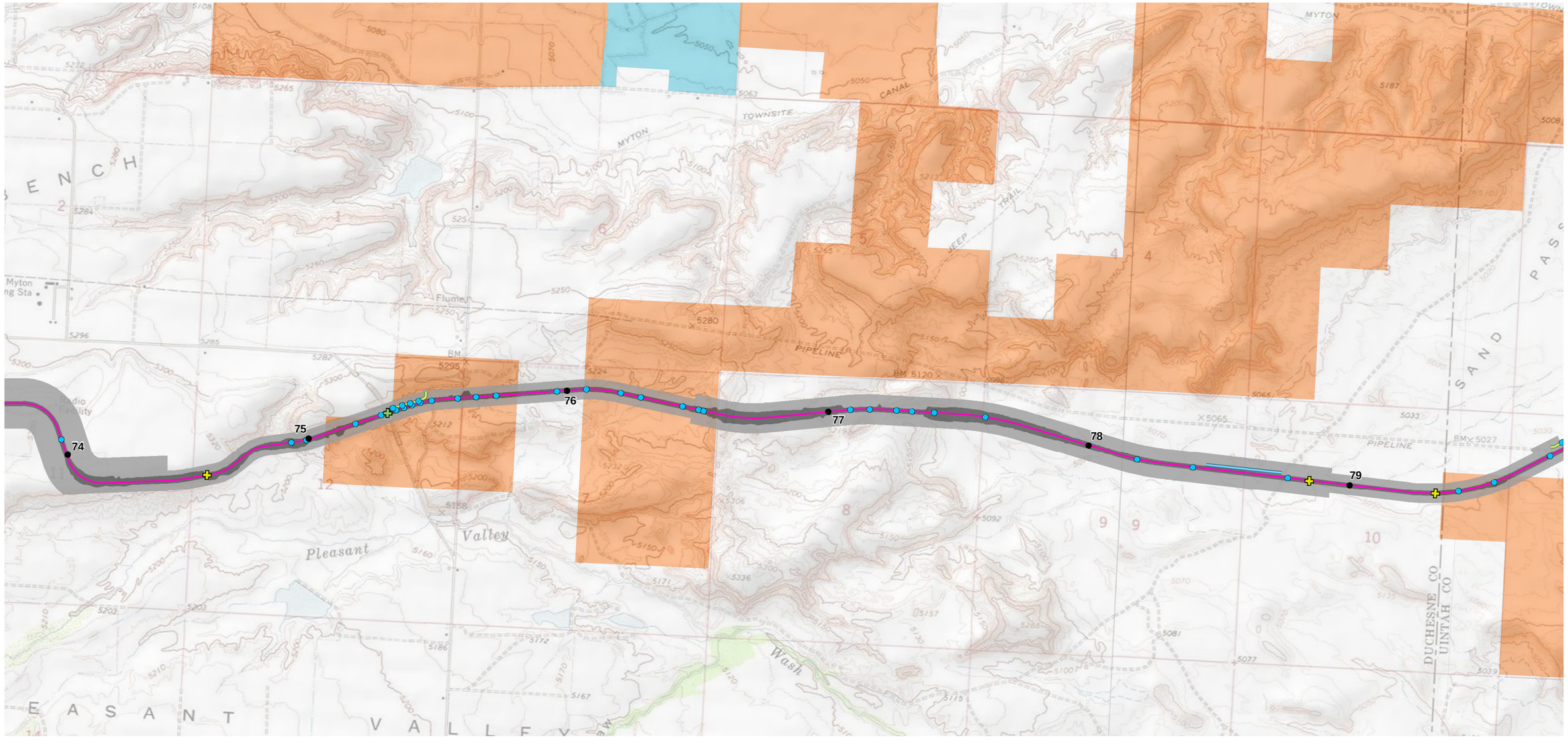
Whitmore Park Alternative Project Features
Sheet 11 of 13



Track - Mainline

Project Footprint

Rail Line Footprint

Temporary Footprint

Milepost

Road Relocation

Stream Realignment

Culvert

At-Grade Road Crossings

Public Road

Private Road

Interstate Hwy

U.S. Hwy

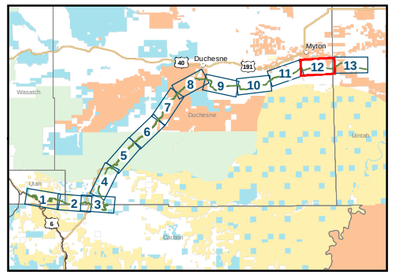
State Route

Land Status

Private Land

State Land

Tribal Trust Land



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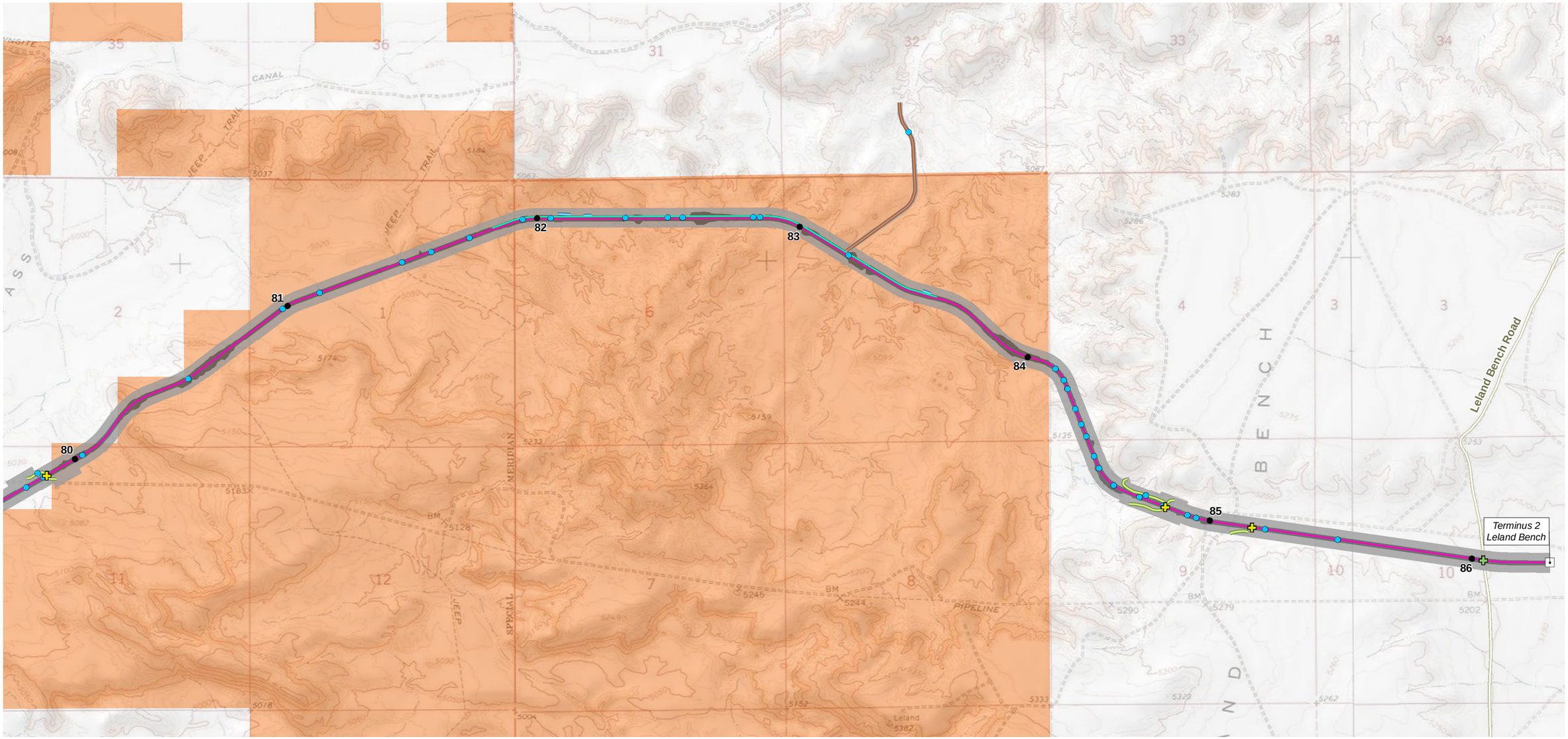
Whitmore Park Alternative Project Features
Sheet 12 of 13



Track - Mainline
Track Mainline/Siding
Terminal

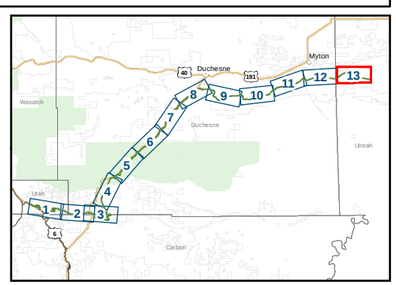
Project Footprint
Rail Line Footprint
Temporary Footprint

Milepost
Road Relocation
Access Road
Stream Realignment
Culvert

At-Grade Road Crossings
Public Road
Private Road

Interstate Hwy
U.S. Hwy
State Route
County Road

Land Status
Private Land
Tribal Trust Land



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Whitmore Park Alternative Project Features
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Appendix B
Applicable Regulations

The Board, cooperating agencies, and additional federal, state, and local entities are responsible for the regulation of impacts on environmental resources. Table B-1 through Table B-14 describe the regulations and guidance related to each resource reviewed in the Draft EIS.

Table B-1. Regulations and Guidance Related to Vehicle Safety and Delay

Regulation, Statute, Guideline	Explanation
Vehicle Safety and Delay	
Federal	
National Environmental Policy Act (42 U.S.C. § 4321 *et seq*.)	Requires the consideration of potential environmental effects, including potential effects of (or on) contaminated sites in the environmental impact statement for any proposed major federal agency action. NEPA implementation procedures are set forth in the President's Council on Environmental Quality's Regulations for Implementing NEPA (40 C.F.R. § 1500–1508).
Federal Railroad Safety Act of 1970	Gives FRA rulemaking authority over all areas of rail line safety. FRA has designated that state and local law enforcement agencies have jurisdiction over most aspects highway/rail grade crossings, including warning devices and traffic law enforcement.
Highway Safety Act and the Federal Railroad Safety Act	Gives FHWA and FRA regulatory jurisdiction over safety at federal highway/rail grade crossings. USDOT has promulgated rules addressing grade-crossing safety and provides funding for installation and improvement of warning devices. All traffic control devices installed at railroad facilities involving federal aid projects must comply with 23 C.F.R. Part 655F. On certain projects where federal funds are used for the installation of warning devices, those devices must include automatic gates and flashing light signals. FRA has issued rules that impose minimum maintenance, inspection, and testing standards for at-grade crossing warning devices for highway/rail grade crossings on federal highways and state and local roads (49 C.F.R. Parts 234–236).
Federal Railroad Administration general regulations (49 C.F.R. Parts 200–209)	Regulates safety, including operations, engineers, and crew (e.g., control of alcohol and drug use), track, signaling, and rolling stock (e.g., locomotives and passenger and freight cars) for common carrier rail lines that are part of the general rail line system of transportation.
Federal Railroad Administration safety regulations (49 C.F.R. Parts 171–180)	Regulates hazardous materials shipment by rail with standards for packaging, training, emergency response, and tank cars.

Regulation, Statute, Guideline	Explanation
Railroad-Highway Grade Crossing Handbook (Federal Highway Administration 2007); *Manual on Uniform traffic Control Devices* (23 U.S.C. § 109(d))	Allows states jurisdiction over grade-crossing safety issues, including the selection and placement of warning devices and enforcement of traffic laws. Provides guidelines for traffic control devices that consider delay, roadway classification, average daily traffic, number of trains per day, and train speed at grade crossings.
State	
Utah Administrative Code: Rule R930-5. Establishment and Regulation of At-Grade Railroad Crossings	Railroads have jurisdiction over and are responsible for the safety of private crossings.
Utah State Code *§ 10-7-29. Railway companies to repave streets	Provides guidance for maintaining pavement between different rails and tracks.
Utah State Code *§ 10-8-34. Change of grade and crossings	Provides guidance for the state to moving or changing the location of a grade or crossing of any railroad
Utah State Code § 41-6a-12. Railroad Trains, Railroad Grade Crossings, and Safety Zones	Provides guidance for railroad crossing signalization, including safety, access, maintenance, and diagnostic reviews.
Utah State Code § 54-4-14. Safety regulation	Requires utility companies to construct, maintain, and operate the utility to promote and safeguard the health and safety of its employees.
Utah State Code § 54-4-15. Establishment and regulation of grade crossings	Provides guidance for Utah Department of Transportation and public utility company responsibilities regarding rail crossing safety, access, and maintenance.
Utah State Code § 54-4-15.1. Signals or devices at grade crossings	Provides Utah Department of Transportation guidance for installation and maintenance of warning devices at rail crossings.
Utah State Code § 56-1-11. Maintenance of crossings	Provides guidance for management and maintenance of damages for safe rail crossings.
Utah State Code § 56-1-13. Fencing right of way – Gates	Provides guidance for construction and maintenance of fences on rail crossings.
Utah State Code § 56-1-14. Procedures at grade crossings	Provides requirements for train warning devices at crossings.
Utah State Code § 56-1-18.5. Railroad property -- Duty of care	Provides regulations for persons crossing railroad tracks.
Code of Colorado Regulations 4 CCR 723-7	Rules regulating railroads, frail fixed guideways, transportation by rail, and rail crossings
Local	
No local regulations, statutes, or guidelines apply to vehicle safety and delay.	

Table B-2. Regulations and Guidance Related to Rail Operations Safety

Regulation, Statute, Guideline	Explanation
Rail Operations Safety	
Federal	
Federal Railroad Administration General Regulations (49 C.F.R. Parts 200–299)	Regulates safety, including operations, engineers, and crew (e.g., control of alcohol and drug use), track, signaling, and rolling stock (e.g., locomotives and passenger and freight cars) for common carrier rail lines that are part of the general rail line system of transportation.
State	
No state regulations, statutes, or guidelines apply to rail operations safety.	
Local	
No local regulations, statutes, or guidelines apply to rail operations safety.	

Notes:
C.F.R. = Code of Federal Regulations

Table B-3. Regulations and Guidance Related to Water Resources

Regulation, Statute, Guideline	Explanation
Water Resources	
Federal	
National Environmental Policy Act (42 U.S.C. § 4321 *et seq*.)	Requires the consideration of potential environmental effects, including potential effects of (or on) contaminated sites in the environmental impact statement for any proposed major federal agency action. NEPA implementation procedures are set forth in the President's Council on Environmental Quality's Regulations for Implementing NEPA (40 C.F.R. Part 1500).
Clean Water Act (33 U.S.C)	Establishes the basic structures for regulating the discharge of pollutants into waters of the United States.[a] The three most common sections of the CWA that relate to impacts on waters of the United States for construction projects are Section 404, Section 401, and Section 402. EPA and USACE jointly administer the CWA.
Clean Water Act, Section 401	Requires a water quality certificate to ensure that a project does not violate state or tribal water quality standards. The CWA directly grants all states Section 401certification authority. In Utah, the Utah Division of Water Quality administers the Section 401 Water Quality Certification program. A Section 401 Water Quality Certificate must be issued prior to the issuance of a Section 404 permit or Section 402 permit.

Regulation, Statute, Guideline	Explanation
Clean Water Act, Section 402	Establishes the NPDES program to regulate point-source discharges of pollutants into waters of the United States. The NPDES Construction General Permit is required if construction activities would disturb 1 acre or more of land. The primary requirement for this permit is the development of a SWPPP. NPDES permits are issued by either EPA or authorized states/tribes. In Utah, EPA has authorized the UDWQ to issue NPDES permits under the UPDES program.
Clean Water Act, Section 404	Establishes a program to regulate the discharge of dredged or fill material into waters of the United States. USACE is responsible for administering the permitting program, while EPA provides program oversight and has permit veto authority.
National Flood Insurance Act	The National Flood Insurance Act establishes the NFIP, which is a voluntary floodplain management program for participating communities (cities, towns, or counties). The program is administered by FEMA. Under the program, communities are required to adopt sound floodplain management programs, and in exchange, FEMA makes floodplain insurance available to the community to protect against financial losses related to floods. Any development within a FEMA-mapped 100-year floodplain must comply with the community's floodplain management regulations. Permitting and compliance with the regulations are conducted by the participating community (city, town, or county).
Executive Order 11990, Protection of Wetlands	"Minimize[s] the destruction, loss or degradation of wetlands and to preserve and enhance the natural and beneficial values of wetlands." To meet these objectives, federal agencies, in planning their actions, are required to consider alternatives to wetland sites and limit potential damage if an activity affecting a wetland cannot be avoided. Does not apply to the issuance by federal agencies of permits, licenses, or allocations to private parties for activities involving wetlands on non-federal property.
Executive Order 11988, Floodplain Management	"Reduce[s] the risk of flood loss, to minimize impact of floods on human safety, health and welfare, and to restore and preserve the natural and beneficial values served by floodplains." To meet these objectives, each agency has the responsibility to evaluate the potential effects of its actions on floodplains. Applies to management of federal lands and facilities; federally undertaken, financed, or assisted construction and improvements; and federal activities and programs affecting land use, including land resource planning, regulating, and licensing activities.
State	
Utah Water Quality Act (Title 19 Environmental Quality Code, Chapter 5)	Establishes state programs designed to protect surface waters and groundwater. Programs include permits for actions that can impact surface and groundwater.

Regulation, Statute, Guideline	Explanation
Utah Stream Alteration Program (Utah Code Section 73-3-29; Utah Administrative Rule R655-13. Stream Alteration).	Requires any person, governmental agency, or other organization proposing to alter the bed or banks of a natural stream to obtain written authorization from the State Engineer prior to beginning work. Canals, ditches, or other man-made channels are not considered natural streams under this program.
Utah Administrative Rule R317-15. Water Quality Certification	Establishes the procedures for applying for and processing State Water Quality Certification pursuant to Clean Water Action Section 401.
Rule R317-8. Utah Pollutant Discharge Elimination System (UPDES)	Establishes the UPDES program and permitting requirements, as part of the EPA's delegated authority under CWA Section 402.
Local	
Carbon County – Ordinance No. 513, Section 4.2.22, FPO Floodplain Overlay Zone, subsection C. Development Standards and Conditions	Implements county floodplain development regulations and the FEMA-approved NFIP floodplain management program.
Duchesne County – County Code, Title 8, Chapter 7: Flood Damage Prevention	Implements county floodplain development regulations and the FEMA-approved NFIP floodplain management program.
Utah County – Land Use Ordinance, Chapter 5: Regulations within Zones, 5-11: FPO Flood Plain Overlay Zone	Implements county floodplain development regulations and the FEMA-approved NFIP floodplain management program.
Uinta County – Code of Ordinances, Title 17, Chapter 17.26 – Floodplain Regulations	Implements county floodplain development regulations and the FEMA-approved NFIP floodplain management program.

Notes:

[a] A water of the United States is considered a jurisdictional surface water or wetland under the CWA; the regulatory definition is found at 33 C.F.R. § 328.3(a). Any surface water not meeting this definition is considered nonjurisdictional and, therefore, has no statutory protection under the CWA.

USACE = U.S. Army Corps of Engineers; EPA = U.S. Environmental Protection Agency; FEMA = Federal Emergency Management Agency; U.S.C. = United States Code; NEPA = National Environmental Policy Act; C.F.R. = Code of Federal Regulations; CWA = Clean Water Act; UDWQ = Utah Division of Water Quality; NPDES = National Pollutant Discharge Elimination System; SWPPP = Stormwater Pollution Prevention Plan; UPDES = Utah Pollutant Discharge Elimination System; NFIP = National Flood Insurance Program; FEMA = Federal Emergency Management Agency

Table B-4. Regulations and Guidance Related to Biological Resources

Regulation, Statute, Guideline	Explanation
Biological Resources	
Federal	
Bald and Golden Eagle Protection Act of 1940 (16 U.S.C § 608 et seq.)	Protects bald and golden eagles from the unauthorized capture, purchase, or transportation of the birds, their nests, or their eggs.
Endangered Species Act (16 U.S.C. § 1531 *et seq*.)	Requires all federal agencies to seek to conserve threatened and endangered species. Section 7(a)(2) requires federal agencies, in consultation with the Services (USFWS and/or NMFS), to ensure that any action the agency authorizes, funds, or carries out is not likely to jeopardize the continued existence of a listed species or result in the destruction or adverse modification of designated critical habitat.
Migratory Bird Treaty Act (16 U.S.C § 703)	Protects migratory birds by prohibiting private parties (and federal agencies in certain judicial circuits) from intentionally taking, selling, or conducting other activities that would harm migratory birds, their eggs, or nests (such as removal of an active nest or nest tree), unless the Secretary of the Interior authorizes such activities under a special permit.
Executive Order 13186, *Responsibilities of Federal Agencies to Protect Migratory Birds*	Directs federal agencies to take action to further implement the Migratory Bird Treaty Act.
BLM Utah Greater Sage-Grouse Approved Resource Management Plan Amendment	BLM Utah manages greater sage-grouse habitat as part of its multiple use management in Resource Management Plans across the state.
Plant Protection Act of 2000 (7 U.S.C. § 7701 *et seq*.)	Authorizes the Secretary of Agriculture to restrict the importation, movement, and means of conveyance of plants, plant products, biological control organisms, plant pests, and noxious weeds, in order to prevent their U.S. introduction and interstate movement.
Executive Order 13112, *Invasive Species*	Federal agencies whose actions may affect the status of invasive species are directed to use relevant programs and authorities, to the extent practicable and subject to available resources, to prevent the introduction of invasive species, and to provide for the restoration of native species and habitat conditions in ecosystems that have been invaded. Agencies are directed not to carry out actions that they believe are likely to cause or promote the introduction or spread of invasive species unless the benefits of such actions clearly outweigh the potential harm, and all feasible and prudent measures to minimize risk of harm are taken.

Regulation, Statute, Guideline	Explanation
State	
Utah Noxious Weed Act (Utah Code § 4-17-101 et seq.); Utah Administrative Code R-68	Pursuant to the Act and Administrative Code, it is the duty of every property owner to control and prevent the spread of noxious weeds on any land in his/her possession or control.
Utah Conservation Plan for Greater Sage-Grouse	The goal of the plan is to protect, maintain and increase sage-grouse populations and habitats within Sage-Grouse Management Areas in Utah.
Local	
No local regulations, statutes, or guidelines apply to biological resources.	

Table B-5. Regulations and Guidance Related to Geology, Soils, Seismic Hazards, and Hazardous Waste Sites

Regulation, Statute, Guideline	Explanation
Geology, Soils, and Seismic Hazards	
Federal	
Earthquake Hazards Reduction Act of 1977 (42 U.S.C. §§ 7701–7706)	Established the National Earthquake Hazards Reduction Program, whose mission is to improve characterization and prediction of hazards and vulnerabilities, improve building codes and land use practices, improve mitigation capacity, and improve investigations, research, and education. Federal Emergency Management Agency is the lead agency.
Clean Water Act, Section 402 (NPDES)	Utah Department of Environmental Quality issues NPDES permits except on tribal lands, where EPA issues permits. NPDES permits require development of a stormwater pollution prevention plan to minimize construction-related erosion through best management practices.
Clean Water Act, Section 404	Establishes a program to regulate the discharge of dredged or fill material into waters of the United States. The Corps is responsible for administering the permitting program, while EPA provides program oversight and has permit veto authority.
State	
Utah Administrative Code Rule R156=56, Utah Uniform Standard Act Rule	Utah Administrative Code specifies that the State of Utah adopts the 2018 edition of the International Building Code, issued by the International Code Council. By law, each jurisdiction in Utah must also adopt the International Building Code.
Utah Abandoned Mine Reclamation Program (n.d.)	This program works to protect the public from dangers of old mines by sealing off access to openings and cleaning up waste.
Local	
Carbon County Master Plan [General Plan], Transportation access in case of landslide (Carbon County 1997)	Local policies governing transportation access except in case of winter closures, landslides, or other events.
Duchesne County General Plan, Geologic Hazards (Duchesne County 1997)	Local contextual information regarding landslide. No policies are formulated with respect to this issue.

Regulation, Statute, Guideline	Explanation
Uintah County General Plan, Potentially Hazardous/Environmentally Sensitive Areas (Uintah County 2005)	Local policies governing development in areas subject to potential landslide, erosion, subsidence, and seismicity; and containing abandoned mines.
Utah County General Plan, Natural Hazards (Utah County 2014)	Local contextual information regarding earthquake; landslide, rock fall, and debris flow, and avalanche. No policies are formulated with respect to these issues.
Hazardous Waste	
Federal	
Federal Toxic Substances Control Act/Resource Conservation and Recovery Act/Hazardous and Solid Waste Act	The Federal Toxic Substances Control Act (1976) and the RCRA of 1976 established an EPA-administered program to regulate the generation, transport, treatment, storage, and disposal of hazardous waste. The RCRA was amended in 1984 by the Hazardous and Solid Waste Act, which affirmed and extended the "cradle to grave" system of regulating hazardous.
Comprehensive Environmental Response, Compensation, and Liability Act/ Superfund Amendments and Reauthorization Act	CERCLA, commonly known as "Superfund," was enacted by Congress on December 11, 1980. This law (42 U.S.C. 103) provides broad federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the environment. CERCLA establishes requirements concerning closed and abandoned hazardous waste sites, provides for liability of persons responsible for releases of hazardous waste at these sites, and establishes a trust fund to provide for cleanup when no responsible party can be identified. CERCLA was amended by the Superfund Amendments and Reauthorization Act on October 17, 1986.
State	
Utah Administrative Code Rule R311-211-5, Cleanup Standards	Utah Administrative Code minimum standards to be met for any cleanup of regulated substances, hazardous material, and hazardous substances at an underground storage tank or CERCLA facility in Utah.
Utah Administrative Code Rule R311-211-3, Cleanup Standards Evaluation Criteria	Utah Administrative Code cleanup standards for remaining contamination which may include numerical, technology-based or risk-based standards or any combination of those standards, shall be determined on a case-by-case basis, taking into consideration the following criteria: • The impact or potential impact of the contamination on the public health. • The impact or potential impact of the contamination on the environment. • Economic considerations and cost effectiveness of cleanup options; and • The technology available for use in cleanup.

Regulation, Statute, Guideline	Explanation
Local	
Utah Division of Environmental Response and Remediation	The Division of Environmental Response and Remediation is charged with protecting public health and Utah's environment through cleanup of chemically contaminated sites, and by ensuring that underground storage tanks are used properly and by providing chemical usage and emission data to the public and local response agencies.

Notes:
U.S.C. = United States Code; NPDES = National Pollutant Discharge Elimination System; EPA = U.S. Environmental Protection Agency; RCRA = Resource Conservation and Recovery Act; CERCLA = Comprehensive Environmental Response, Compensation, and Liability Act

Table B-6. Regulations and Guidance Related to Noise and Vibration

Regulation	Explanation
Noise and Vibration	
Federal	
National Environmental Policy Act (42 U.S.C. § 4321 *et seq*.)	Requires the consideration of potential environmental effects, including potential effects of (or on) contaminated sites in the environmental impact statement for any proposed major federal agency action. NEPA implementation procedures are set forth in the President's Council on Environmental Quality's Regulations for Implementing NEPA (40 C.F.R. Part 1500).
Surface Transportation Board regulations (49 C.F.R. § 1105.7)	Sets two thresholds for noise analysis: • An increase in noise exposure as measured by a DNL of 3 dBA) or more. • An increase to a noise level of 65 DNL or more.
Noise Control Act of 1972 (42 U.S.C. § 4910)	Protects the health and welfare of U.S. citizens from the growing risk of noise pollution, primarily from transportation vehicles, machinery, and other commerce products. Amended the Federal Aviation Act to involve the EPA in airport noise regulation. Increased coordination between federal researchers and noise control activities; established noise emission standards; and presented noise emission and reduction information to the public (EPA 2014a).
Federal Transit Administration Transit Noise and Vibration Impact Assessment Manual (FTA Report No. 0123, September 2018)	Provides procedures and guidance for analyzing the level of noise and vibration, assessing the resulting impacts, and determining possible mitigation for most federally funded transit projects (FTA 2006).
Federal Railroad Administration High-Speed Ground Transportation Noise and Vibration Impact Assessment (October 2005)	Provides guidance and methods for "the assessment of potential noise and vibration impacts resulting from proposed high-speed ground transportation projects" (FRA 2012). Intended for trains ranging from 90 to 250 mph.
Occupational Safety and Health Administration, Occupational Noise Exposure Hearing Conservation Amendment (29 C.F.R. § 1910.95)	Sets duration limits for workers exposed to certain levels of sound. Mitigation measures are required when the permissible noise exposure limits are exceeded. Employers must take preventative measures such as hearing conservation programs, monitoring, or employee

Regulation	Explanation
	notification when an 8-hour time-weighted average of 85 dBA (referred to as the action level) occurs.
EPA Railroad Noise Emission Standards (40 C.F.R. § 201)	Established "final noise emission standards for surface carriers engaged in interstate commerce by railroad." This rulemaking is pursuant to Section 17 of the Noise Control Act of 1972 (EPA 2014b).
FRA Railroad Noise Emission Compliance Regulations (49 C.F.R. § 210)	These regulations indicate the minimum compliance regulations necessary to enforce EPA's Railroad Noise Emission Standards.
FRA Final Rule on the Use of Locomotive Horns at Highway-Rail Grade Crossings (49 C.F.R. § 222 and § 229)	Requires the sounding of locomotive horns at public highway rail grade crossings. Considers the allowance of "quiet zones" when the increase risk is mitigated with supplementary grade crossing safety measures.
State and Local	
No state or local regulations, statutes, or guidelines apply to noise and vibration.	
Freight railroads are exempt from state and local noise ordinances so as not to impede interstate commerce (Interstate Commerce Act and "Joint Petition for Declaratory Order- Boston and Maine Corporation and the Town of Ayer, MA (The Board Finance Docket No. 33971, May 1, 2001).	

Notes:
U.S.C. = United States Code; NEPA = National Environmental Policy Act; C.F.R. = Code of Federal Regulations; DNL = day-night average noise level; dBA = A-weighted decibels; EPA = U.S. Environmental Protection Agency; FTA = Federal Transit Administration; FRA = Federal Railroad Administration

Table B-7. Regulations and Guidance Related to Air Quality and Greenhouse Gases

Regulation, Statute, Guideline	Explanation
Air Quality and Greenhouse Gases	
Federal	
National Environmental Policy Act (42 U.S.C. § 4321-4370h)	Requires the consideration of potential environmental effects. NEPA implementation procedures are set forth in the President's Council on Environmental Quality's Regulations for Implementing NEPA (40 C.F.R. Part 1500).
STB Procedures For Implementation of Environmental Laws (49 C.F.R. Section 1105.7 [e][5])	Sets OEA thresholds for analysis of anticipated effects on air quality. Thresholds are based on projected increases in rail traffic on segments affected by projects, as follows. • Increase of at least eight trains per day in areas EPA has designated as attainment (having criteria pollutant concentrations within the NAAQS) • Increase of at least three trains per day in areas EPA has designated as nonattainment (having criteria pollutant concentrations greater than the NAAQS) When a case before the Board would result in an increase in rail traffic that exceeds either threshold, OEA quantifies the anticipated effect on air pollutant emissions.
Clean Air Act of 1963 (42 U.S.C. § 7401 et seq.)	As amended in 1970, 1977, and 1990, requires EPA to develop and enforce regulations to protect the public from air pollutants and their health impacts.
Clean Air Act, National Ambient Air Quality Standards (40 C.F.R. Part 50)	Specifies the maximum acceptable ambient concentrations for six criteria air pollutants: CO, lead, NO_2, O_3, PM10 and PM2.5, and SO_2. Primary NAAQS set limits to protect

Regulation, Statute, Guideline	Explanation
	public health, and secondary NAAQS set limits to protect public welfare.
Clean Air Act, Hazardous Air Pollutants (42 U.S.C. § 7412)	Requires EPA to regulate HAPs through emissions standards. Mobile source air toxics (MSATs), a subset of HAPs, are typically associated with transportation sources including motor vehicles, construction equipment, and locomotives. The most important MSATs are acetaldehyde, acrolein, benzene, 1,3-Butadiene, DPM, ethylbenzene, formaldehyde, naphthalene, and POM.
Clean Air Act, General Conformity (Section 176(c)). General Conformity Rule (40 C.F.R. Part 93, Subpart B)	Prohibits federal entities from taking actions in nonattainment or maintenance areas that do not conform to the SIPs for those areas. To implement this provision, The General Conformity Rule defines the characteristics of a conforming project and requires that a federal agency must be able to exercise continuing program control over the operation of the project to be subject to the rule (40 C.F.R. Section 93.153). The Board does not exercise continuing program control over rail operation and would not exercise such control over the operation of the proposed rail line. Accordingly, operation of proposed rail line is not subject to the General Conformity Rule. The rule establishes emissions thresholds, or *de minimis* levels, for use in evaluating the conformity of a project. For a project that is subject to conformity, if the net emissions increases due to a project would be less than these thresholds, the project is presumed to conform and no further conformity evaluation is necessary. For a project that is not subject to conformity, these thresholds can be used to indicate whether further analysis may be warranted.
Clean Air Act, Prevention of Significant Deterioration	Protects certain lands designated as mandatory federal Class I areas because air quality is a special feature of the area. Also protects certain areas voluntarily designated as Class I areas at the request of those jurisdictions (e.g., the Northern Cheyenne Reservation). Utah DEQ, a federal land management agency, or a tribal agency may also identify Sensitive Class II areas. In general, if a new major stationary source is located within 100 km (62 miles) of a Class I area, its impacts on concentrations of criteria pollutants in the Class I area must be determined. Impacts are compared to the EPA Significant Impact Levels (SILS) and, if needed, cumulative impacts are compared to the PSD increments, which are concentration thresholds issued by EPA and used in permitting major stationary emissions sources in attainment areas. PSD increments are designed to prevent air quality that is better than the NAAQS from deteriorating to the level set by the baseline concentration date for an area and thus they may be more restrictive than the NAAQS. Because the proposed rail line would not be a major stationary source, it is not subject to PSD; however, the PSD increments can be used as thresholds to

Regulation, Statute, Guideline	Explanation
	indicate whether further analysis of air quality impacts may be warranted. In addition to criteria pollutant concentrations, damage to plants and ecosystems from ozone and PM2.5, visibility or regional haze, and acidic deposition are of concern in Class I areas.
Clean Air Act, Prevention of Significant Deterioration, *Visibility*	Visibility impacts occur when emissions absorb and scatter light in the atmosphere, causing haze and reducing the clarity of views. Regional haze impairs visibility and is produced by emissions from numerous sources located across broad geographic areas. Regional haze is made up of directly-emitted PM2.5 and secondary PM2.5, which is formed in the atmosphere from chemical reactions of fine particle precursors. PM2.5 precursors include emissions of SO_2 and other SO_X, NO_X, ammonia, and VOCs. The most important secondary PM2.5 particles for visibility impairment are sulfates and nitrates, which are formed from emissions of NO_X and SO_X, respectively. Visibility is measured over 24-hour periods and calculated as a percent increase in light extinction (reduced visibility) compared to a presumed pristine background. Impacts are expressed as the number of days annually that show visibility reductions of 5 percent and 10 percent calculated as reductions in deciviews, a measure of visibility impairment. Reductions of 5 percent and 10 percent correspond to 0.5 and 1.0 deciview respectively, where 1.0 deciview represents a perception of a *just noticeable change*. Federal land management agencies often consider a change of 0.5 deciview to be potentially significant and a change of 1.0 deciview to be significant. Visibility levels also may be expressed as a standard visual range in miles during the 20 percent of days with the clearest visibility, during the 20 percent of days with the worst (haziest) visibility, and as the mean visibility for all days. These thresholds are consistent with Federal Land Managers' Air Quality Related Values Work Group (FLAG) 2010 guidance as well as the EPA Regional Haze Regulations (40 C.F.R. Section 51.300 *et seq.*), which consider a 1.0 deciview change potentially significant in mandatory federal Class I areas.
Regional Haze Rule (Section 169A of CAA) (40 C.F.R. Parts 51 and 52); Federal Implementation Plan for Visibility (77 FR 23988)	Sets goals for visibility in many national parks, wilderness areas, and international parks and provides a comprehensive visibility protection program for mandatory federal Class I areas. The visibility improvement goal stated in the rule is to ensure that in Class I areas, visibility on the worst days improves toward natural conditions, and visibility on the best days does not get worse. The Regional Haze Rule requires states to develop SIPs to address emissions that contribute to regional haze. Utah DEQ issued a SIP for visibility, which is currently under revision. The Regional Haze Rule and the SIP do not contain requirements that apply to the proposed rail line. However, OEA assessed visibility

Regulation, Statute, Guideline	Explanation
	impacts of the proposed rail line on Class I and sensitive Class II areas in the context of cumulative impacts (Section 3.15, *Cumulative Impacts*).
Clean Air Act, Prevention of Significant Deterioration, *Acidic Deposition*	Acidic deposition occurs when nitrates and sulfates formed in the atmosphere are deposited to soil, vegetation, and surface water. Federal land management agencies often apply significance thresholds of 3 kg/ha-yr of nitrogen compounds and 5 kg/ha-yr of sulfur compounds (FLAG 2010). Acid deposition to lakes can impair water quality by reducing their acid-neutralizing capacity. For lake acidification, federal land management agencies often apply significance thresholds based on U.S. Forest Service guidance (Forest Service 2000; Fox et al. 1989). These thresholds consider a 10 percent change in acid-neutralizing capacity for lakes with a background acid-neutralizing capacity greater than 25 µeq/l, or a 1 µeq/l change for lakes with a background acid-neutralizing capacity less than 25 µeq/l to be significant.[a]
Clean Air Act, Federal Preemption of Locomotive Emissions Regulation	In section 209(e) of the CAA, Congress preempted state and local governments from adopting or enforcing "any standard or other requirement relating to the control of emissions from ...new locomotives or new engines used in locomotives." EPA established regulations that implement this preemption consistent with Congressional intent to prevent unreasonable burdens on interstate commerce. The regulations prohibit state and local governments from adopting or enforcing any controls that significantly affect a locomotive manufacturer's or remanufacturer's design. EPA believes that because it has established a strong federal program that addresses locomotive manufacturing, remanufacturing and in-use compliance, and has set emissions standards that take maximum advantage of available emissions control technologies, there is little that any state could do to further reduce locomotive emissions (EPA 1997). The effect of federal preemption is that states and localities have no power to require railroads to install emissions controls on their locomotives. In the event that a state or local agency determined that locomotive emissions were causing a violation of the NAAQS at a particular location the agency would have authority only to regulate the "use, operation, or movement" of trains as provided by CAA Section 209(d).
Clean Air Act, Locomotive Emissions Standards	In 1998, and amended in 2008, EPA created several tier standards for locomotive engines (40 C.F.R. Parts 1033, 1065, and 1068). The standards apply to all newly manufactured and remanufactured locomotives used in the United States. The tier standards were phased in over several years. The Tier 0 standards took effect beginning in 2001, Tier 2 in 2005, Tier 3 in 2012, and Tier 4, the most stringent standards, in 2015. The reductions required under the Tier 4 standards may necessitate the

Regulation, Statute, Guideline	Explanation
	use of advanced exhaust treatment technologies (e.g., diesel particulate filters and selective catalytic reduction) by locomotive manufacturers. A railroad typically has locomotives that were manufactured in different years and thus meet different tier levels. Over time the average emissions rates of the fleet will decrease as the railroad purchases newer, cleaner (Tier 4) locomotives and retires older (Tiers 0-3) locomotives. When an older locomotive is rebuilt, it must meet the same Tier+ emission rate for the relevant Tier being rebuilt.
Clean Air Act, Regulation of Pollutant Concentrations Including Nitrogen Dioxide	EPA designates geographic areas as attainment or nonattainment of the NAAQS, as discussed in Section 4.4.2, *Ambient Air Quality*. Under CAA Sec. 172, in nonattainment areas the state must develop a SIP that demonstrates how the area will reach attainment, and which must be approved by EPA for nonattainment areas other than those classified as marginal. No attainment SIP requirement applies in attainment areas. EPA determines attainment status based on air pollution measurements taken at fixed monitoring sites. If an area is remote from monitoring sites EPA may determine that the available measurement data are insufficient to determine attainment status and may designate the area "unclassified." EPA treats unclassified areas as attainment areas. Stationary emissions sources (e.g., industrial plants) must obtain air quality permits from the state air quality agency whether they are located in attainment or nonattainment areas. In order to be granted the permit the facility must demonstrate that its emissions will not cause or contribute to a violation of the NAAQS. There is no such permit requirement for mobile sources such as locomotives.
State	
Utah Air Quality Regulations (Utah Administrative Code, Title R307)	Utah DEQ has jurisdiction over air quality and has established regulations to protect air quality.
Utah Air Quality Permit Requirements (Utah Administrative Code, Title R307, Sections 401-424.)	Utah DEQ requires stationary sources that would have emissions greater than certain thresholds to obtain air quality permits. The proposed rail line would not be a stationary source and is not subject to the Utah DEQ permit process.
Local	
No local regulations, statutes, or guidelines apply to air quality and greenhouse gases.	

Notes:

[a] An equivalent is a measure of a substance's ability to combine with other substances. The equivalent is formally defined as the amount of a substance, in moles, that will react with one mole of electrons. A microequivalent is 1 millionth of an equivalent.

U.S.C. = United States Code; NEPA = National Environmental Protection Act; C.F.R. = Code of Federal Regulations; STB = Surface Transportation Board; OEA = Office of Environmental Analysis; EPA = U.S. Environmental Protection Agency; NAAQS = National Ambient Air Quality Standards; CO = carbon monoxide; NO_2 = nitrogen dioxide; O_3 = ozone; PM10 = particulate matter 10 microns or less in diameter; PM2.5 = particulate matter 2.5 microns or less in diameter; SO_2 = sulfur dioxide; HAP = hazardous air pollutant; MSAT = mobile source air toxic; SIP = state

implementation plan; Utah DEQ = Utah Department of Environmental Quality; PSD = prevention of significant deterioration; SO_X = sulfur oxides, NO_X = nitrogen oxides; VOC = volatile organic compound; CAA = Clean Air Act; FIP = federal implementation plan; FR = Federal Register); kg/ha-yr = kilograms per hectare per year; µeq/l = micro-equivalents per liter; SIP = state implementation plan

Table B-8. Regulations and Guidance Related to Energy

Regulation, Statute, Guideline	Explanation
Energy	
Federal	
The U.S. Pipeline and Hazardous Materials Safety Administration (PHMSA) has published PIPA [Pipelines and Informed Planning Alliance] Recommended Practice BL13, *Prevent and Manage Right-of-Way Encroachment* (PHMSA 2020).	PIPA RP BL13 provides guidelines to pipeline operators to manage potential encroachment into pipeline rights-of-way, including communication between pipeline operators and project developers for proposed projects that would enter or cross the pipeline right-of-way. The PIPA BL 13 Guidance references American Petroleum Institute (API) and Interstate Natural Gas Association of America (INGAA) Guidelines for property management of pipeline rights-of-way (API 2018; INGAA 2013).
State	
Utah Code Title 54, Chapter 8a, Section 4, Notice of Excavation (Utah Pipeline Safety Division 2011). Utah Pipeline Safety Division of Public Utilities, Pipeline Safety Section	Requires excavators to provide notification to operators of any underground facility (including natural gas and petroleum pipelines, communication lines, electric power lines, and sewage lines) in the area at least 48 hours prior to the proposed excavation under Excavators may only begin excavation if all underground facilities have been located and marked; or if the operators notified have indicated that there are no underground facilities within the proposed excavation site. Section 5, *Marking of Underground Facilities* establishes procedures for marking of underground facility locations and use of utility location markers by excavators
Utah Administrative Code Rule R649-3-24, Plugging and Abandonment of Wells,	Establishes requirements and procedures for plugging and abandonment of oil and gas and injection wells that are no longer in operation.
Local	
No local regulations, statutes, or guidelines apply to energy.	

Table B-9. Regulations and Guidance Related to Cultural Resources

Regulation, Statute, Guideline	Explanation
Cultural Resources	
Federal	
National Environmental Policy Act (42 U.S.C. § 4321 *et seq*.)	Requires the consideration of potential environmental effects, including potential effects of (or on) contaminated sites in the environmental impact statement for any proposed major federal agency action. NEPA implementation procedures are set forth in the President's Council on Environmental Quality's Regulations for Implementing NEPA (40 C.F.R. Part 1500). NEPA requires federal agencies to consider the effects of a project on the environment, including historic and cultural resources (40 C.F.R. § 1508.8). NEPA states that agencies must take into account "the degree to which the action may adversely affect districts, sites, highways, structures, or objects listed in or eligible for listing in the National Register of Historic Places (National Register) or may cause loss or destruction of significant scientific, cultural, or historical resources." (40 C.F.R. § 1508.27(b)(8)) If reasonable alternatives exist, NEPA requires agencies to rigorously explore and objectively evaluate them. Agencies should give a similar level of attention to cultural resources as that given to other types of resources for all alternatives to establish a baseline of information to consider during consultation and review (Council on Environmental Quality and Advisory Council on Historic Preservation 2013:13). NEPA requires a review of major federal actions for impacts on the cultural environment. The NHPA was signed into law on October 15, 1966, for the preservation of historic properties around the nation. The NHPA established the ACHP, SHPOs, and National Register. NEPA does not provide detailed regulations or a process for how a federal agency identifies and evaluates cultural resources or how it considers project impacts on such resources. Section 106 regulations, however, do set forth a detailed four-step process for reviewing historic properties (Council on Environmental Quality and Advisory Council on Historic Preservation 2013). • Establish the undertaking. • Identify and evaluate historic properties. • Assess effects on historic properties and resolve any adverse effects. • Solicit public involvement and consult with the SHPO or THPO; appropriate state, local, and tribal officials; Native American tribes; applicants; and any other consulting parties in identifying historic properties, assessing effects, and resolving adverse effects. OEA followed the more detailed Section 106 regulations to identify and evaluate cultural resources by reviewing existing information on recorded historic properties, conducting background research, consulting with appropriate entities, seeking information from knowledgeable individuals and organizations, and conducting a field survey. OEA is coordinating the NEPA analysis with the Section 106 consultation and review.

Regulation, Statute, Guideline	Explanation
National Historic Preservation Act (54 U.S.C. § 300101 *et seq.*) Section 106 (Public Law 102-575, 54 U.S.C. § 306108) and its implementing regulations (36 C.F.R. Part 800)	Requires federal agencies to take into account the effects of their actions on historic properties listed in, or eligible for listing in the National Register. Section 106 applies when a federal agency determines its action to be an undertaking, which may include issuing a federal license (36 C.F.R. 800.16(y)). In considering project impacts, federal agencies consult with their applicants, the appropriate state historic preservation officer/tribal historic preservation officer, tribes, other interested parties, and members of the public. Federal agencies must also provide the Advisory Council an opportunity to comment on the undertaking. The ACHP is an independent federal agency created under authority of the NHPA (16 U.S.C. 470). It is responsible for advocating consideration of historic preservation in federal agency decision-making, promulgating regulations to implement Section 106 of NHPA, and overseeing the Section 106 review process.
Antiquities Act of 1906 (16 U.S.C. § 431 *et seq.*)	Restricts the use of particular public land owned by the federal government.
Archaeological Resources Protection Act of 1979 (54 U.S.C. § 300101 *et seq.*).	Secures, for the present and future benefit of the American people, the protection of archaeological resources and sites which are on public lands and Indian lands, and to foster increased cooperation and exchange of information between governmental authorities, the professional archaeological community, and private individuals (§ 2(4)(b)).
National Trails System Act 16 U.S.C. §§ 1241–1251	Established the Appalachian and Pacific Crest National Scenic Trails and authorized a national system of trails to provide additional outdoor recreation opportunities and to promote the preservation of access to the outdoor areas and historic resources of the nation.
American Indian Religious Freedom Act of 1978 (Public Law 95-341)	Protects and preserves the traditional religious rights and cultural practices of American Indians, Eskimos, Aleuts, and Native Hawaiians. These rights include, but are not limited to, access of sacred sites, freedom to worship through ceremonial and traditional rights and use and possession of objects considered sacred.
Section 4(f) of the Department of Transportation Act (49 U.S.C. § 303)	Protects historic resources from potentially adverse impacts of federal transportation projects.
Archaeological and Historic Preservation Act of 1974 (Moss-Bennett Act)	Requires that federal agencies provide for "...the preservation of historical and archeological data (including relics and specimens) which might otherwise be irreparably lost or destroyed as the result of...any alteration of the terrain caused as a result of any Federal construction project of federally licensed activity or program (Section 1)."
Executive Order 11593, Protection and Enhancement of the Cultural Environment	Preserves, restores, and maintains the historic and cultural environment of the nation.
Executive Order 13007, Indian Sacred Sites Native American Graves Protection and Repatriation Act (25 U.S.C. §§ 3001 to 3013)	Requires that federal agencies administer cultural properties under their control and direct their policies, plans, and programs in such a way that federally owned sites, structures, and objects of historical, architectural, or archeological significance were preserved, restored, and maintained.

Regulation, Statute, Guideline	Explanation
Federal Land Policy and Management Act of 1976 (as amended 2001) (43 U.S.C. 1701] (a) § 102 (8)	U.S. Department of the Interior and Bureau of Land Management declaration of policy that states, in part, the public lands be managed in a manner that will protect the quality of scientific, scenic, historical, ecological, environmental, air and atmospheric, water resource, and archeological values; that, where appropriate, will preserve and protect certain public lands in their natural conditions.
State	
Native America Graves Protection and Repatriation Act (Utah Code Annotated (UCA) 9-9-401 and subsequent sections; Rule 230-1	Procedures for determination of the ownership and disposition of Native American remains; defines criminal violations for illegal trafficking of such remains; establishes Native American Remains Review Committee. Rule R230-1 (changed in 2012 to R456-1 Native American Grave Protection and Repatriation) provides procedures designed to preserve the sacred nature of Native American burials by protecting Native American burial sites and insuring final disposition of unidentified Native American remains, discovered on state lands or non-federal lands, are in keeping with that sacred nature.
Ancient Human Remains on Nonfederal Lands That Are Not State Lands (UCA 9-8-309)	Sets forth rules and procedures regarding the discovery of ancient human remains on nonfederal land that is not state land including required actions of the Antiquities Section and associated timeframes, and establishes ownership and control of ancient human remains of a Native American determined in accordance with Chapter 9, Part 4, Native American Grave Protection and Repatriation Act.
State Antiquities Act (UCA 90-8-301 to 9-8-308 and implementing rule)	Establishes Antiquities Section of the Division of State History. Requires that the survey, excavation, curation, protection, preservation, study, and exhibition of the state's archaeological and anthropological resources be undertaken in a coordinated, professional, and organized manner for the general welfare of the public and the beneficiaries of school and institutional land grants, and establishes that said parties have a right to the knowledge derived and gained from scientific study of those resources.
Title 9, Heritage, Arts, Libraries, and Cultural Development (UCA 9-8-404)	Sets forth roles and responsibilities of the state historic preservation officer in the review and approval of any Undertaking; defines such Undertakings; establishes timeframes for such participation; and, allows the Public Lands Policy Coordinating Office to request and carry out joint analysis of any Undertakings.

Table B-10. Regulations and Guidance Related to Paleontological Resources

Regulation, Statute, Guideline	Explanation
Paleontological Resources	
Federal	
NEPA	The National Environmental Policy Act of 1970 requires the consideration of important natural aspects of our national heritage during the assessment of the environmental consequences of any proposed project
FLMPA	The Federal Land Management and Policy Act of 1976 authorizes the BLM to issue permits and requires the management of public land in a manner that will protect the quality of their scientific value.
PRPA	The Paleontological Resources Preservation Act states that the Secretaries of the U.S Department of the Interior and the U.S. Department of Agriculture shall use scientific principles and expertise to manage and protect paleontological resources on federal land.
State	
Utah State Code 79-3-501–79-3-510	paleontological resources are important and require the preservation of critical fossil resources on state land. The code mandates people removing or excavating significant fossils on state land be qualified and permitted under joint jurisdictional cooperation from the Utah Geological Survey, Utah Museum of Natural History, and the SITLA. Utah State Code 53B-17-603 also requires significant fossils be curated by an approved and qualified institution.
Local	
Tribal Requirements[a]	The Ute Tribe typically requires paleontological assessments of project areas on their land where there is potential for important paleontological resources. The appropriate officials must be contacted and where applicable, permits obtained prior to paleontological surveys or collection on these lands.

Notes:

[a] Requirements for paleontological assessments are unpublished and are assumed based on requirements from prior development projects on Ute Tribal Lands.

Table B-11. Regulations and Guidance Related to Land Use and Recreation

Regulation, Statute, Guideline	Explanation
Land Use and Recreation	
Federal	
Federal Land Policy and Management Act (FLPMA) of 1976 (PL 94-579); 43 United States Code (USC) 1761-1771; 43 C.F.R. 2800	Right-of-way grant and temporary use permit
36 C.F.R. 251 – Forest Service, Land Uses	Special use authorization permit or easement
36 C.F.R. 219 – Planning	2001 Roadless Rule
State	
Utah Administrative Code R850	Authorizes the Utah School and Institutional Trust Lands, Administration
Utah Code 57-18	Utah Land Conservation Easement Act
Local	
2010 Carbon County Natural Resource Use and Management Plan Amending the Carbon County Master Plan (Carbon County 2010)	Conditional Use Permit, if applicable
2013 Duchesne County Code, Title 8 (Duchesne County 2012)	Conditional Use Permit, if applicable
2006 Uintah County Land Use Ordinance (Uintah County 2005)	Conditional Use Permit, if applicable
2014 Utah County Land Use Ordinance (Utah County 2011)	Conditional Use Permit, if applicable

Table B-12. Regulations and Guidance Related to Visual Resources

Regulation, Statue, Guideline	Explanation
Visual Resources	
Federal	
National Environmental Policy Act (42 U.S.C. § 4321 et seq.)	Requires the consideration of potential environmental effects, including potential effects of (or on) contaminated sites in the environmental impact statement for any proposed major federal agency action. NEPA implementation procedures are set forth in the President's Council on Environmental Quality's Regulations for Implementing NEPA (40 C.F.R. Part 1500).
National Scenic Byways Program (23 U.S.C. § 162)	Under this Federal Highway Administration program, roadways are designated as National Scenic Byways or All-American Roads based upon their scenic, historic, recreational, cultural, archeological, and/or natural intrinsic qualities. While governed for their scenic qualities by the Federal Highway Administration, these designated byways fall under jurisdiction of the local county, state, an Indian

Regulation, Statue, Guideline	Explanation
	Tribe, or Forest Service (if on Forest Service lands) and are, therefore, protected largely under those jurisdictions.
State	
Utah Scenic Byways and Backways (Rules R926-13, R926-14, and R926-15)	State of Utah Rules R926-13, R926-14, and R926-15 designate state scenic byways; and provide administration, designation, de-designation, and segmentation guidance; and designate scenic backways, respectively. Based on these rules, a nominated road must possess at least two unusual, exceptional, or distinctive intrinsic qualities that include scenic, historic, recreational, cultural, archaeological, or natural features that are considered representative, unique, irreplaceable, or distinctly characteristic of an area.
Local	
Carbon County Master Plan (1997: 78, 79, 102)	**Agricultural Policy:** Use of agricultural land for crop production creates a green belt around the communities in the County and does much to establish the values of adjoining urban areas. Much of the beauty of the County and its attraction to visitors is related to agricultural open space. Because of the many benefits agricultural lands provide the County and its residents, Carbon County will pursue ways to preserve open lands and assist farmers to keep these lands in agricultural production if they wish to do so. **Sensitive Lands Policy: Hillside & Mountain Development:** Carbon County enjoys the benefits provided by the mountains and hills that surround many of its communities. These benefits include providing scenic vistas and habitat for wildlife. To preserve these benefits, local governments will identify some areas of the mountains and hillsides where development will not be allowed. The County will endeavor to protect these resources without unduly interfering with landowners' ability to utilize their lands. **Scenic Values Policy:** Carbon County enjoys spectacular scenic vistas that are unique to this area. Many of these vistas include large undeveloped parcels of public lands. Because the County prizes these scenic values so highly, the County wishes to preserve them whenever possible. Therefore, the County feels that surface disturbance and visual impacts of all activities on public lands should be minimized to the greatest degree possible. When visual impacts are likely to result from proposed activities on public lands, the County will encourage public lands agencies to consider alternate sites, designs, or orientations. The County also feels that a variety of other factors should be considered before approving a proposal, including engineering consideration such as suitability of soils and degree of surface disturbance, and aesthetic qualities such as visibility and air quality.
Duchesne County General Plan (2019: 31, 46-47, 141-146, 246, 248, 329)	The Duchesne County General Plan contains county policies and the resource management plan for the county. There are

no general plan policies pertaining to visual resources. However, there are resource management plan polices pertaining to visual resources.

Land Use Policy 6: Duchesne County supports the wise use, conservation and protection of public lands and their resources, including well-planned management prescriptions. It is the County's position that public lands be managed for multiple uses, sustained yields, prevention of waste of natural resources, and to protect the health, safety, and welfare of the public.

Visual Resource Management (VRM) Policy: In accordance with Section 63J-8-104 (m) of the Utah Code, it is the policy of Duchesne County that a BLM visual resource management class I or II rating is generally not compatible with the county's plan and policy for managing federal lands. However, special cases may exist where such a rating is appropriate if jointly considered and created by state, local, and federal authorities as part of an economic development plan for a region of the state, with due regard for valid existing rights, school trust lands and private lands within the area.

Forest Legacy Program: Utah's Forest Legacy Program is designed to facilitate state, local and private open space, and resource conservation initiatives by assisting with the purchase of conservation easements or fee title on nonindustrial private forest lands and by aiding private forest landowners with the development of long-term Forest Stewardship Plans. Proposed Forest Legacy Areas must contain one or more of the following important public values: scenic resources; public recreation opportunities; riparian areas; fish and wildlife habitat; known threatened and endangered species; known cultural resources; and/or other ecological values.

Recreation on Federal & State Lands Policy 1: The BLM or U.S. Forest Service must coordinate and closely consult with county and municipal governments who are conducting inventories related to recreation resources and opportunities or scenic values, and these inventories should reflect a consensus among those governmental agencies.

Recreation on Federal & State Lands Policy 8: When possible, development proposals will be sensitive to county outdoor recreation, scenic quality, and open space preservation objectives.

Scenic and Back Country Byways Policy: Duchesne County supports the continuation of the scenic and back country byway programs for their value in promoting tourism, provided that the county legislative body continues to have the authority to designate certain segments of these roads as nonscenic areas.

Natural Resource Use and Development Objective: The County feels that resource use or development on private, public, or tribal lands should be sensitive to Tribal interests and the County's rural lifestyle, quality of life, and scenic environment. Specific County interests to protect, maintain,

Regulation, Statue, Guideline	Explanation
	and expand natural resource use and development include a.) Maintaining multiple-use management of public lands; b.) Preserving public access, and c.) Identifying existing and potential areas of development.
Uintah County General Plan (2012: 3.18, 3.20, 3.21, 4.17, 4.18, 6.2)	**Industrial Land Uses Policy 3k.7:** Include the following considerations when reviewing industrial development and land use proposals: (5) adequate buffering and/or screening; (6) visual impact to communities; (7) appropriate setbacks from adjacent land uses; and (8) potential nuisances including, but not limited to, smoke, noise, dust, litter, and vibration. **Industrial Land Uses Policy 3k.10:** Encourage business owners to improve the appearance and aesthetics of industrial land uses through the use of berming, curbing, sidewalks, pedestrian lighting, screening, and landscaping. Development standards covering building materials, construction and design may be adopted by the County as part of this effort. **Potentially Hazardous and Environmentally Sensitive Areas Policy 3l.1:** Identify and protect the County's unique natural, environmental, recreational, and cultural/historical resources through appropriate land use planning and development guidelines. **Potentially Hazardous and Environmentally Sensitive Areas Policy 3l.6:** Formally prepare and adopt land use plans, regulations and associated overlay maps that identify and address development within environmentally sensitive and potentially hazardous areas. **Land Use Plans and Regulations Policy 4j.3:** Promote County/community growth and development in a manner that is attractive to potential businesses (and employees). **Land Use Plans and Regulations Policy 4j.10:** Consider, as appropriate, developing incentive programs to encourage and improve the appearance and maintenance of businesses and commercial/industrial properties. **Infrastructure Policy 6.12:** Encourage the location and design of utility transmission lines and corridors to, as much as possible, avoid prime agricultural land, urban development areas, sensitive environmental areas, and scenic and historic areas. Whenever feasible, major utilities (oil and gas pipelines, high tension power lines, fiber optics, etc.) will be encouraged to share utility corridors. **Infrastructure Policy 6.14:** Place public utilities underground where site conditions are conducive.

Regulation, Statue, Guideline	Explanation
Utah County General Plan (2014: 4, 6)	**Objective 5:** Maintain prime and other agricultural land in active production, and retain the traditional rural nature of the unincorporated county. **Objective 5, Policy B:** Prime agricultural land should be kept in agricultural production or available for agricultural production. **Objective 12:** Enhance the transportation of people and goods within Utah county with maximum safety, convenience, and economic benefit. **Objective 12, Policy E:** Irrigation and open drainage ditches, utility poles and fences, adjoining and parallel to county roads, should be relocated to a location out of the designated clear zone and should also be relocated off the entire right-of-way whenever possible. **Objective 12, Policy H:** New structures (and walls) constructed adjacent to planned transportation corridors should be set back consistent with the classification of the planned transportation corridor. **Objective 13:** Preserve and protect natural resources and open space. **Objective 13, Policy A:** All development in the unincorporated area should be designed to conserve natural resources, including clean air, pure water, riparian areas, wetlands, and open space.

Table B-13. Regulations and Guidance Related to Socioeconomics

Regulation, Statute, Guideline	Explanation
Socioeconomics	
Federal	
National Environmental Policy Act (42 U.S.C. § 4321 *et seq*.)	Requires the consideration of potential environmental effects for any proposed major federal agency action. NEPA implementation procedures are set forth in the President's Council on Environmental Quality's Regulations for Implementing NEPA (49 C.F.R. Part 1105). These regulations define the human environment to include the relationship of people with the environment, and establish that economic and social effects should be discussed when related to natural or physical effects (40 C.F.R. §1508.14).
U.S. Department of the Interior, Bureau of Land Management Handbook H-1601-1, Land Use Planning Handbook (2005), Appendix D	Provides guidance on incorporating social science considerations into the BLM land use planning process
State and Local	
No state or local regulations, statutes, or guidelines apply to socioeconomics.	

Notes:
U.S.C. = United States Code; NEPA = National Environmental Policy Act; C.F.R. = Code of Federal Regulations; BLM = Bureau of Land Management

Table B-14. Regulations and Guidance Related to Environmental Justice

Regulation, Statute, Guideline	Explanation
Environmental Justice	
Federal	
National Environmental Policy Act (42 U.S.C. § 4321-4370h)	Requires the consideration of potential environmental effects of any proposed major federal action. NEPA implementation procedures are set forth in the President's Council on Environmental Quality's Regulations for Implementing NEPA (40 C.F.R. Part 1500).
Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations. 59 Fed. Reg. 7629 (February 16, 1994)	Directs federal agencies to: *[M]ake achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.* Does not apply to independent agencies such as the Surface Transportation Board. CEQ and EPA have oversight for compliance with this executive order.
CEQ 1997: Environmental Justice Guidance under the National Environmental Policy Act 1997)	Provides guidance to federal agencies on procedures to effectively identify and address environmental justice concerns during the conduct of NEPA reviews.
State	
No state regulations, statutes, or guidelines apply to environmental justice.	
Local	
No local regulations, statutes, or guidelines apply to environmental justice.	

Notes:
U.S.C. = United States Code; NEPA = National Environmental Policy Act; C.F.R. = Code of Federal Regulations; Fed. Reg. = *Federal Register*; CEQ = Council on Environmental Quality; EPA = U.S. Environmental Protection Agency

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Appendix C

Downline Analysis Study Area and Train Characteristics

Introduction

This appendix describes how the Surface Transportation Board's (Board's), Office of Environmental Analysis (OEA) identified the study area for downline impact analysis and provides information on the characteristics of existing rail traffic in the downline study area. Appendix B, *Applicable Regulations*, summarizes regulations and guidance related to the downline impact analysis. The resource sections in Chapter 3, *Affected Environment and Environmental Consequences*, provide additional information describing the various downline analyses.

The Board's regulations establish thresholds for environmental review of potential downline impacts (49 Code of Federal Regulations [C.F.R.] § 1105.7(e)(11)(v)). The threshold for analysis of potential air quality impacts (C.F.R. § 1105.7(e)(5)) is generally an increase of at least eight trains per day in areas designated as in attainment under the Clean Air Act, or three trains per day in nonattainment areas. The threshold for analysis of potential noise impacts (C.F.R. § 1105.7(e)(6)) is generally an increase of at least eight trains per day combined with an incremental increase in noise levels, as measured by a day-night average noise level (DNL), of 3 A-weighted decibels (dBA) or more and an increase to a noise level of 65 DNL or more. The thresholds for analysis of potential energy impacts (C.F.R. § 1105.7(e)(4)) are specific to diversion of freight shipments from rail to motor carriage; therefore, they are not relevant in this case. Based on its experience applying the thresholds for air and noise on freight rail construction and operation projects, OEA has determined that these thresholds should also apply to freight rail safety and grade-crossing safety and delay.

As described in Chapter 2, Section 2.1, *Proposed Action,* the Seven County Infrastructure Coalition (Coalition) estimates that, on average, as few as 3.68 trains per day (low rail traffic scenario) or as many as 10.52 trains per day (high rail traffic scenario) could operate on the proposed rail line, depending on future market conditions. That estimate includes between 3.68 and 9.92 crude oil trains, including both unloaded trains entering the Uinta Basin (the Basin) and loaded trains leaving the Basin, and between 0 and 0.6 frac sand trains, including both loaded trains entering the Basin and unloaded trains leaving the Basin. This rail traffic would connect to the national freight rail network near Kyune, Utah, and from there could be transported to and from multiple destinations.

There are many factors that determine possible destinations for loaded crude oil trains originating in the Basin and the routes those trains could take within the national (downline) freight rail network to reach those destinations. The possible destinations and routes then determine where the estimated increase in rail traffic could warrant analysis based on the Board's thresholds. OEA determined the downline study area by first considering the likely destinations for crude oil that would be transported by the proposed rail line. OEA then considered potential routing to those destinations and where the estimated project-related rail traffic would exceed the analysis thresholds.

Destination Alternatives

Currently, most crude oil produced in the Basin (known as Uinta Basin crude oil) is transported by truck to refineries in the Salt Lake City area. If the Coalition were to construct and operate the proposed rail line, OEA does not expect that trains from the proposed rail line would transport Uinta Basin crude oil to Salt Lake City refineries because those refineries do not currently have the ability

to receive crude oil shipments by rail. OEA expects that trains originating on the proposed rail line would transport crude oil to markets in other regions of the United States. The final destinations of the trains would depend on the ability and willingness of refineries in other markets to receive rail cars carrying Uinta Basin crude oil and process the oil in their refineries. In November 2019, the Coalition confirmed the following refineries represent a reasonable list of potential target markets as identified in the *Pre-Feasibility Study of a Prospective Railroad Connecting the Uinta Basin to the National Rail Network* (R.L. Banks & Associates 2018) (R.L Banks study).

- Marathon in Anacortes, Washington
- Marathon in Catlettsburg, Kentucky
- Calumet in Shreveport, Louisiana
- Exxon Mobil in Baton Rouge, Louisiana
- Marathon in Garyville, Louisiana
- Chevron in Pascagoula, Mississippi
- ExxonMobil in Baytown, Texas
- Shell in Deer Park, Texas
- Marathon in Galveston Bay, Texas
- Valero in Port Arthur, Texas

The R.L. Banks study discussed with these refineries the possibility of purchasing and refining Uinta Basin crude oil. It is likely that some of these refineries would purchase Uinta Basin crude oil if they found the price attractive. Other refineries could also likely evaluate and potentially purchase Uinta Basin crude oil.

Because other refineries could be interested in processing Uinta Basin crude oil in addition to those identified in the R.L. Banks study, OEA elected to take a regional, refining, market-centered approach for considering the potential destinations for Uinta Basin crude oil. In doing so, OEA focused on the specific geographic refining market centers shown in Table C-1.

Table C-1. Potential Geographic Refining Market Centers for Uinta Basin Crude Oil

Location	Number of Refineries	Capacity (b/d)
Texas Gulf Coast	15	4,137,000
Louisiana Gulf Coast	16	3,696,000
Puget Sound	5	651,700
Total	**36**	**8,484,000**

Notes:
b/d = barrels per day

OEA found these locations to be the most likely destinations for several reasons.

- The average size of the Gulf Coast refineries is about 250,000 barrels per day (b/d). This provides capability to blend in periodic unit trains of Uinta Basin crude oil into blended/heated storage at low percentages of total crude oil.

- There is already rail infrastructure in place along the Gulf Coast to receive Canadian and Permian Basin crude oil, although Uinta Basin crude oil may require some off-loading facilities to modify equipment.
- Four of the five Puget Sound refineries already receive unit trains of crude by rail and may be able to accommodate Uinta Basin crude oil with modifications to some storage and off-loading tanks and equipment.

In considering potential target geographic refining market centers, OEA also identified the following regions that appear to currently be unlikely viable markets.

- California refineries likely have the ability to process Uinta Basin crude oil. However, various project proponents' requests for permits for developing rail offloading facilities in California to unload Bakken or Canadian oil sands crudes have not been approved.
- Refineries on the East Coast, including Catlettsburg, Kentucky, are a significant distance from the Basin. It is likely these refineries would require a more significant cost discount than Gulf Coast or Puget Sound refineries to process Uinta Basin crude oil, leading Uinta producers to look for better return from the Gulf Coast or Puget Sound options.
- Refineries in Corpus Christi, Texas, have significant crude oil supply available to them from the Permian and Eagle Ford Basins via pipelines. Corpus Christi is also a key crude oil export hub. The currently available crude oil is two to three times the capacity of the Corpus Christi refineries, and it may be difficult for Uinta Basin crude oil to penetrate this market without offering a substantial price discount.

Outside Salt Lake City, refineries in the Rocky Mountain area (Petroleum Administration for Defense District [PADD] 4) (EIA 2012) and other relatively close refineries may have interest in Uinta Basin crude oil. These other markets, such as the Texas Inland, New Mexico, Oklahoma, Kansas, and North Louisiana/Mississippi refineries may also be able to process Uinta Basin crude oil. There are 39 refineries in these states (excluding Salt Lake City) with a total capacity of 2,531,000 b/d. However, the average size of these refineries is only 66,000 b/d, and most of these locations would need to invest in rail and processing equipment to handle the Uinta Basin crude, as Salt Lake City refiners did.

It is nevertheless possible that some of the larger refineries in these markets may be interested in processing Uinta Basin crude oil, since railcar transportation cost would be comparatively low, and larger refineries may be able to accommodate Uinta Basin crude oil by blending it with other crude oils. The Kansas/Oklahoma regional market has three refineries well over 100,000 b/d. This market also has two adjacent HollyFrontier refineries in Tulsa, Oklahoma and HollyFrontier also processes Uinta Basin crude oil in Salt Lake City.

OEA examined U.S Energy Information Agency (EIA) reporting of crude-by-rail movements for 2016 through 2018 and noted that the bulk of rail movements out of the Rocky Mountain region (PADD 4), including Utah, are to the PADD 3 (primarily Texas/Louisiana) market. These rail movements average about 30,000 b/d, with about 7,000 b/d moving to PADD 5 (West Coast) and about 1,000 b/d to PADD 2 (Midwest). These volumes are higher than surplus Uinta Basin crude oil production (volumes above what Salt Lake City refineries can process) because some other crude oils (e.g., Niobrara) also move by rail.

Based on these considerations and data, OEA concluded that a reasonable estimated distribution of destinations for Uinta Basin crude oil transported on the proposed rail line would be 50 percent to

Houston/Port Arthur, 35 percent to Louisiana Gulf Coast, 10 percent to Puget Sound, and 5 percent to PADD 2 refineries in Kansas and Oklahoma. EIA data trends for rail movements in recent years support these relative volumes. The Texas Gulf refineries are about 20 percent larger than the Louisiana Gulf Coast refineries on average, and also tend to have more direct rail access than some Louisiana Gulf Coast refineries. Therefore, the Texas refineries are likely to be more feasible outlets.

Table C-2 shows the estimated distribution of rail traffic to and from these geographic region refinery markets. To be conservative, OEA included the relatively small number of estimated of frac sand trains in the train count for the high rail traffic scenario. OEA recognizes that that the ultimate origins and destinations of frac sand trains would not be the same as crude oil trains, but both types would need to traverse the same existing rail line to which the proposed rail line would connect at Kyune.

Table C-2. Estimated Distribution of Uinta Rail Traffic by Geographic Region

Production Scenario	Average Trains per Day[a]				
	Total	Puget Sound	Houston/ Port Arthur	Louisiana Gulf Coast	PADD 2
High rail traffic	10.52	1.05	5.26	3.68	0.53
Low rail traffic	3.68	0.37	1.84	1.29	0.18

Notes:
[a] Includes loaded and empty trains.
PADD = Petroleum Administration for Defense District

Potential Rail Routes

OEA used PC Rail Miler's routing program to develop route mileage using Union Pacific Railway (UP) and BNSF Railway (BNSF) rail lines as originating carriers to the example refineries in each of the geographic markets identified above that are located to the east of Kyune (OEA 2020). OEA did not analyze route mileage and refinery locations west of Kyune because project-related traffic to/from western destinations is estimated to be approximately one train per day or less and, thus, far lower than the Board's analysis thresholds.

OEA used two PC Rail Miler routing functions to identify the shortest route and the "most practical" route from the Basin to example refineries, where the most practical routing simulates the most likely movement of general merchandise train traffic with preference given to main lines over branch lines. All rail traffic moving from Kyune to destinations in the east would travel over the existing rail line between Kyune and Denver, Colorado. From Denver, many different routings could be used for rail traffic to/from the identified refining regions. For this analysis, OEA elected to use the most practical routing results from the PC Miler analysis to estimate the rail traffic distribution percentages (Table C-3).

Table C-3. Estimated Distribution of Uinta Rail Traffic East of Denver

Direction to/from Denver	Route Distribution by Region (%)		
	Houston/Port Arthur	Louisiana	PADD 2
North	60	100	86
East	20	--	--
South	20	--	14

Notes:
PADD = Petroleum Administration for Defense District

OEA applied the percentages shown in Table C-3 to the project-related train traffic levels shown in Table C-2 to calculate the estimated train traffic distribution east of Denver (Table C-4).

Table C-4. Estimated Project-Related Uinta Rail Traffic East of Denver

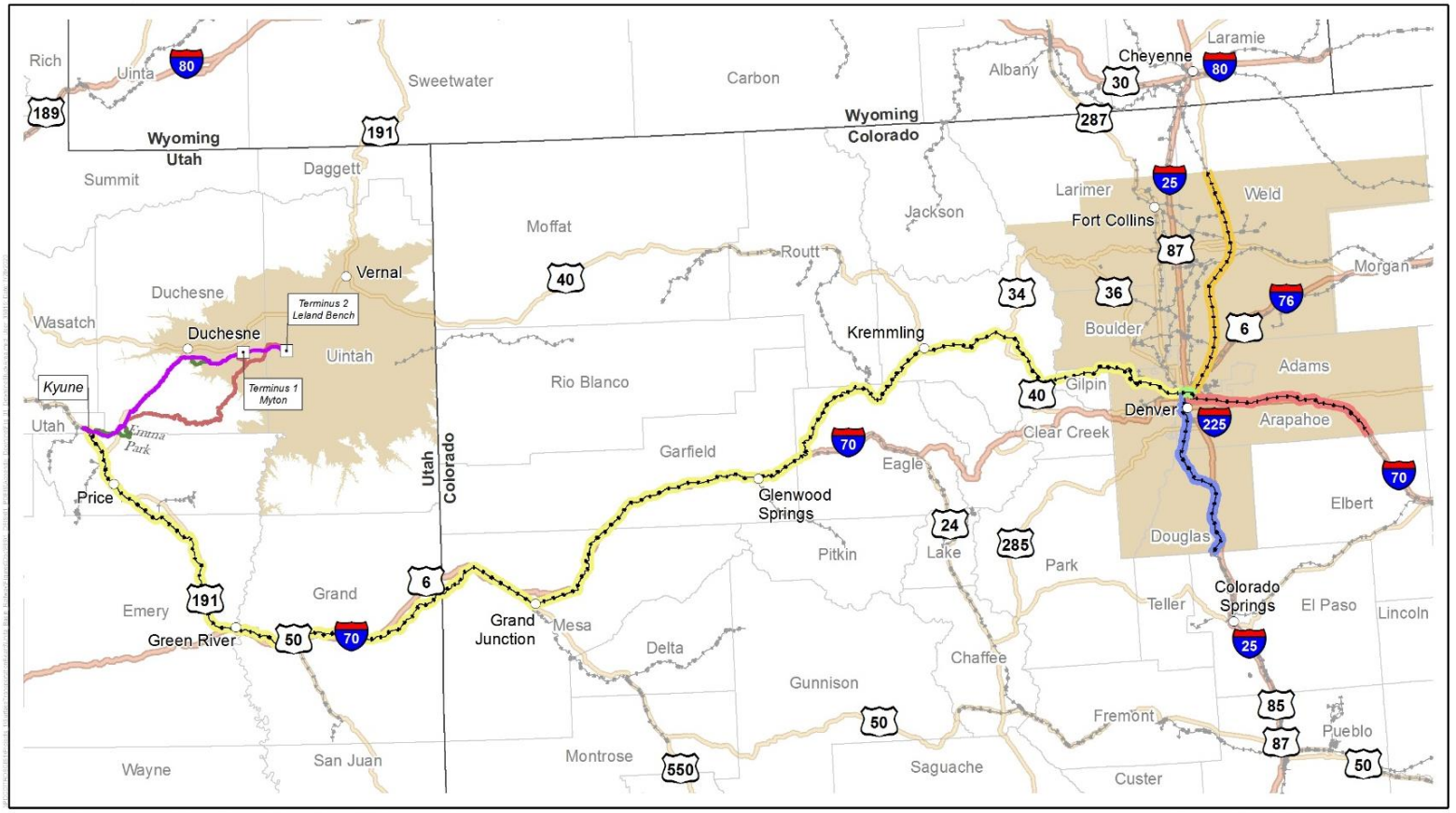
Direction to/from Denver	Average Trains per Day[a]			
	Houston/Port Arthur	Louisiana	PADD 2	Total
High Rail Traffic Scenario				
North	3.16	3.68	0.45	7.29
East	1.05	--	0.08	1.13
South	1.05	--	--	1.05
Total	5.26	3.68	0.53	9.47
Low Rail Traffic Scenario				
North	1.10	1.29	0.16	2.55
East	0.37	--	0.03	0.39
South	0.37	--	--	0.37
Total	1.84	1.29	0.18	3.31

Notes:
[a] Includes loaded and empty trains.
PADD = Petroleum Administration for Defense District

Downline Study Area

Based on the estimated distribution of project-related rail traffic described in Table C-4, OEA anticipates that project related rail traffic could exceed the Board's downline analysis threshold of eight trains per day for project-related rail traffic between Kyune and Denver. Because the Denver metropolitan area is an air quality nonattainment area where the analysis threshold is three trains per day, the Board's downline analysis threshold would also be exceeded for the high rail traffic scenario within the Denver Metro/North Front Range air quality nonattainment area on the northbound route to/from Denver that runs through Greeley, Colorado. Given that there is some uncertainty associated with the estimated distribution of rail traffic and that the estimated traffic is close to the three-trains-per-day threshold on the northbound route for the low rail traffic scenario, OEA has elected in this case to examine potential downline impacts associated with all estimated project-related rail traffic between and Kyune, Utah, and Denver, Colorado, and within the Denver Metro/North Front Range air quality nonattainment area shown in Figure C-1.

Figure C-1. Downline Study Area Rail Segments



Train Characteristics

Analysis of some potential downline impacts requires information on the characteristics—both train volume and the number of cars and locomotives—of existing rail traffic on existing rail lines. Chapter 2, *Proposed Action and Alternatives*, of this Draft EIS describes the average characteristics of project-related trains. For information on the average daily volume of rail traffic on the existing rail lines in the downline study area, OEA used the information included in the Federal Railroad Administration (FRA) database of road-rail crossings in Colorado and Utah (FRA 2020).

The FRA data show that rail traffic on some rail lines in the downline study area includes both passenger and freight traffic. The existing passenger traffic is the Amtrak California Zephyr, with an average of one train per day in each direction. OEA estimated the characteristics of these passenger trains based on information from Amtrak. The existing freight traffic includes trains operated by UP and BNSF. Competitive consideration limit the availability of public information on the specific composition of freight trains. For this analysis, OEA used information provided for a previous case by BNSF on the average characteristics of freight trains in the Northwest and Upper Midwestern United States (Hudak pers. comm.). OEA recognizes that the characteristics of current freight trains in the downline study area may be different, but believes this information is reasonable and the most appropriate information available.

For several grade crossings to the west and east of Denver, the freight rail lines OEA used for Amtrak and freight rail traffic are adjacent to a Denver Regional Transportation District (RTD) transit line; the A Line on the east side and the G Line on the west side. Because this transit line traffic is also relevant to some analyses, OEA characterized the transit traffic based on information from RTD. Table C-5 summarizes the resulting characteristics of existing freight (BNSF and UP), passenger (Amtrak), and transit (RTD) traffic in the downline study area.

Table C-5. Existing Rail Traffic Characteristics in the Downline Study Area

Train Type	Number of Locomotives	Number of Cars	Total Train Length (feet)
Freight	2.2	114	6,135
Amtrak	2	13	1,245
RTD A line	NA	4	340
RTD G line	NA	2	170

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Appendix D

Grade-Crossing Safety and Delay Analysis

This appendix describes the calculations that OEA performed to estimate impacts on grade-crossing safety and delay from operation of the proposed rail line. The appendix also presents the detailed results of the analysis for each grade crossing. The results of the safety analysis are presented first, followed by the results of the delay analysis. OEA estimated grade-crossing safety and delay impacts for both the project study area and the downline study area. The primary factors influencing safety impacts are the volumes of rail and roadway traffic and grade-crossing characteristics, including road types (paved or unpaved) and safety protection (passive or active). The primary factors influencing delay impacts is the volume of rail and roadway traffic, train speed, and train length.

OEA analyzed grade-crossing safety and delay on at-grade crossings of public roads. Private road crossings were not considered in the analysis because they would not pose a safety or delay concern to the general public. Chapter 3, Section 3.1, *Vehicle Safety and Delay,* Figure 3.1-1, of the Draft Environmental Impact Statement (EIS) displays the locations of the new, public at-grade crossings in the project study area. Because grade-separated crossings do not pose a collision safety hazard or delay risk, they are not included in the analysis.

Grade-Crossing Safety

Calculation of Predicted Accident Frequency

OEA used the Federal Railroad Administration (FRA) accident prediction formula from the *Rail-Highway Crossing Resource Allocation Procedure User's Guide* (FRA 1987) to calculate predicted annual accident rates for new at-grade crossing proposed by the Coalition in the project study area and for existing downline at-grade crossings.

OEA compiled the characteristics of each at-grade crossing as input to the accident prediction formula. For the analysis of new at-grade crossings in the project study area, OEA used information provided by the Coalition regarding the type of safety protection at each grade crossing. The Coalition has stated that all unpaved public at-grade road crossings would have passive crossing devices (stop signs and crossbucks). All paved public roadway crossings, if not grade-separated, would be equipped with active warning devices such as bells, flashers, and/or gates. OEA used surface types (gravel, dirt, and paved) to distinguish between paved and unpaved roads. For downline at-grade crossings, OEA used the road and warning devise type reported in the FRA database (FRA 2020).

The data sources for other inputs to the accident prediction formula, including annual average daily traffic (AADT) and train characteristics, are described in Chapter 3, Section 3.1, *Vehicle Safety and Delay*, *Data Sources*.

The FRA's accident prediction formula follows:

a = K * EI *DT *MS *MT *HP *HL

Where:

K = the basic accident prediction constant

EI = the exposure index factor based on the -product of the number of roadway vehicles and

trains per day

DT = the factor for the total number of through trains per day

MS = the factor for maximum timetable speed

MT = the factor for number of main tracks

HP = the factor for paved roadway

HL = the factor for number of roadway lanes

The exposure index factor (EI) is calculated using:

EI = ((c*t)+0.2/0.2)^0.37

Where:

c=number of vehicles (AADT)

t=number of trains per day

Predicted Accident Frequency for the Project Study Area

Tables D-1 through D-2 show the results of the grade-crossing safety analysis for each Action Alternative under the low and high rail traffic scenarios in the project study area[1]. For each crossing, the tables identify the type of protection (passive or active), road type (paved or unpaved), the number of roadway lanes and AADT, and details on train characteristics. The last two columns identify the predicted accident frequency and interval (number of years) between accidents, based on the FRA accident prediction formula.

[1] The Coalition estimates that rail traffic on the proposed rail line could range from as few as 3.68 trains per day, on average (the low rail traffic scenario), to as many as 10.52 trains per day, on average (the high rail traffic scenario), depending on future market conditions, including future demand for crude oil produced in the Basin.

Table D-1. Grade-Crossing Safety expressed as Estimated Accident Frequency, Low Rail Traffic Scenario (Year 2026)

Crossing	Type of Crossing	Type of Protection	Road Type	Number of Roadway Lanes	AADT	Train Speed (mph)	Train Length (feet)	Trains Per Day	Predicted Accident Frequency	Predicted Intervals between Accidents (years)
Indian Canyon Alternative										
Quarry Road	At-Grade	Passive	Unpaved	2	54	40	7,599	3.7	0.01014	98.6
FR 304	At-Grade	Passive	Unpaved	2	54	40	7,599	3.7	0.01014	98.6
FR 303	At-Grade	Passive	Unpaved	2	54	40	7,599	3.7	0.01014	98.6
FS Road	At-Grade	Passive	Unpaved	2	54	40	7,599	3.7	0.01014	98.6
FS 302	At-Grade	Passive	Unpaved	2	54	40	7,599	3.7	0.01014	98.6
Unnamed	At-Grade	Passive	Unpaved	2	54	40	7,599	3.7	0.01014	98.6
3540 W	At-Grade	Active	Paved	2	162	40	7,599	3.7	0.01230	81.3
Leland Bench Road	At-Grade	Passive	Unpaved	2	162	40	7,599	3.7	0.01523	65.7
Overall Predicted Accident Frequency and Interval									**0.01105**	**90.5**
Wells Draw Alternative										
Horner Knoll Road	At-Grade	Passive	Unpaved	2	162	40	7,599	3.7	0.01523	65.7
Quarry Road	At-Grade	Passive	Unpaved	2	54	40	7,599	3.7	0.01014	98.6
Unnamed	At-Grade	Passive	Unpaved	2	54	40	7,599	3.7	0.01014	98.6
Rye Patch Road	At-Grade	Passive	Unpaved	2	54	40	7,599	3.7	0.01014	98.6
Unnamed	At-Grade	Passive	Unpaved	2	54	40	7,599	3.7	0.01014	98.6
Unnamed	At-Grade	Passive	Unpaved	2	54	40	7,599	3.7	0.01014	98.6
Unnamed	At-Grade	Passive	Unpaved	2	54	40	7,599	3.7	0.01014	98.6
Pipeline Road	At-Grade	Passive	Unpaved	2	54	40	7,599	3.7	0.01014	98.6
Wells Draw Road (Nine Mile Canyon Road)	At-Grade	Active	Paved	2	1040	40	7,599	3.7	0.02123	47.1
Unnamed	At-Grade	Passive	Unpaved	2	54	40	7,599	3.7	0.01014	98.6
Unnamed	At-Grade	Passive	Unpaved	2	54	40	7,599	3.7	0.01014	98.6
Unnamed	At-Grade	Passive	Unpaved	2	54	40	7,599	3.7	0.01014	98.6
Horner Knoll Road	At-Grade	Passive	Unpaved	2	54	40	7,599	3.7	0.01014	98.6
Horner Knoll Road	At-Grade	Passive	Unpaved	2	54	40	7,599	3.7	0.01014	98.6
Horner Knoll Road	At-Grade	Passive	Unpaved	2	54	40	7,599	3.7	0.01014	98.6
Horner Knoll Road	At-Grade	Passive	Unpaved	2	54	40	7,599	3.7	0.01014	98.6

Crossing	Type of Crossing	Type of Protection	Road Type	Number of Roadway Lanes	AADT	Train Speed (mph)	Train Length (feet)	Trains Per Day	Predicted Accident Frequency	Predicted Intervals between Accidents (years)
Unnamed	At-Grade	Passive	Unpaved	2	54	40	7,599	3.7	0.01014	98.6
Unnamed	At-Grade	Passive	Unpaved	2	54	40	7,599	3.7	0.01014	98.6
Unnamed	At-Grade	Passive	Unpaved	2	54	40	7,599	3.7	0.01014	98.6
Pariette Road	At-Grade	Passive	Unpaved	2	162	40	7,599	3.7	0.01523	65.7
3000 West	At-Grade	Passive	Unpaved	2	162	40	7,599	3.7	0.01523	65.7
S 500 W	At-Grade	Active	Paved	2	162	40	7,599	3.7	0.01230	81.3
Wells Draw Road	At-Grade	Active	Paved	2	1040	40	7,599	3.7	0.02123	47.1
County Road 41	At-Grade	Passive	Unpaved	2	162	40	7,599	3.7	0.01523	65.7
Unnamed	At-Grade	Passive	Unpaved	2	54	40	7,599	3.7	0.01014	98.6
Unnamed	At-Grade	Passive	Unpaved	2	54	40	7,599	3.7	0.01014	98.6
Leland Bench Road	At-Grade	Passive	Unpaved	2	162	40	7,599	3.7	0.01523	65.7
Overall Predicted Accident Frequency and Interval									**0.01199**	**83.4**
Whitmore Park Alternative										
Quarry Road	At-Grade	Passive	Unpaved	2	54	40	7,599	3.7	0.01014	98.6
Unnamed	At-Grade	Passive	Unpaved	2	54	40	7,599	3.7	0.01014	98.6
Unnamed	At-Grade	Passive	Unpaved	2	54	40	7,599	3.7	0.01014	98.6
Whitmore Park Road	At-Grade	Passive	Unpaved	2	162	40	7,599	3.7	0.01523	65.7
Whitmore Park Road	At-Grade	Passive	Unpaved	2	162	40	7,599	3.7	0.01523	65.7
Minnie Maud Creek Road	At-Grade	Passive	Unpaved	2	54	40	7,599	3.7	0.01014	98.6
Minnie Maud Creek Road	At-Grade	Passive	Unpaved	2	54	40	7,599	3.7	0.01014	98.6
Minnie Maud Creek Road	At-Grade	Passive	Unpaved	2	54	40	7,599	3.7	0.01014	98.6
FR 304	At-Grade	Passive	Unpaved	2	54	40	7,599	3.7	0.01014	98.6
FR 303	At-Grade	Passive	Unpaved	2	54	40	7,599	3.7	0.01014	98.6
FS Road	At-Grade	Passive	Unpaved	2	54	40	7,599	3.7	0.01014	98.6
FS 302	At-Grade	Passive	Unpaved	2	54	40	7,599	3.7	0.01014	98.6
Unnamed	At-Grade	Passive	Unpaved	2	54	40	7,599	3.7	0.01014	98.6
Unnamed	At-Grade	Passive	Unpaved	2	54	40	7,599	3.7	0.01014	98.6
3540 W	At-Grade	Active	Paved	2	162	40	7,599	3.7	0.01230	81.3
Leland Bench Road	At-Grade	Passive	Unpaved	2	162	40	7,599	3.7	0.01523	65.7
Quarry Road	At-Grade	Passive	Unpaved	2	54	40	7,599	3.7	0.01014	98.6

Crossing	Type of Crossing	Type of Protection	Road Type	Number of Roadway Lanes	AADT	Train Speed (mph)	Train Length (feet)	Trains Per Day	Predicted Accident Frequency	Predicted Intervals between Accidents (years)
Overall Predicted Accident Frequency and Interval									**0.01117**	**89.5**

Notes:
AADT = annual average daily traffic; mph = miles per hour

Table D-2. Grade-Crossing Safety expressed as Estimated Accident Frequency, High Rail Traffic Scenario (Year 2026)

Crossing	Type of Crossing	Type of Protection	Road Type	Number of Roadway Lanes	AADT	Train Speed (mph)	Train Length (feet)	Trains per Day	Predicted Accident Frequency	Predicted Intervals between Accidents (years)
Indian Canyon Alternative										
Quarry Road	At-Grade	Passive	Unpaved	2	54	40	7,403	10.5	0.01775	56.3
FR 304	At-Grade	Passive	Unpaved	2	54	40	7,403	10.5	0.01775	56.3
FR 303	At-Grade	Passive	Unpaved	2	54	40	7,403	10.5	0.01775	56.3
FS Road	At-Grade	Passive	Unpaved	2	54	40	7,403	10.5	0.01775	56.3
FS 302	At-Grade	Passive	Unpaved	2	54	40	7,403	10.5	0.01775	56.3
Unnamed	At-Grade	Passive	Unpaved	2	54	40	7,403	10.5	0.01775	56.3
3540 W	At-Grade	Active	Paved	2	162	40	7,403	10.5	0.01989	50.3
Leland Bench Road	At-Grade	Passive	Unpaved	2	162	40	7,403	10.5	0.02666	37.5
Overall Predicted Accident Frequency and Interval									**0.01914**	**52.3**
Wells Draw Alternative										
Horner Knoll Road	At-Grade	Passive	Unpaved	2	162	40	7,403	10.5	0.02666	37.5
Quarry Road	At-Grade	Passive	Unpaved	2	54	40	7,403	10.5	0.01775	56.3
Unnamed	At-Grade	Passive	Unpaved	2	54	40	7,403	10.5	0.01775	56.3
Rye Patch Road	At-Grade	Passive	Unpaved	2	54	40	7,403	10.5	0.01775	56.3
Unnamed	At-Grade	Passive	Unpaved	2	54	40	7,403	10.5	0.01775	56.3
Unnamed	At-Grade	Passive	Unpaved	2	54	40	7,403	10.5	0.01775	56.3
Unnamed	At-Grade	Passive	Unpaved	2	54	40	7,403	10.5	0.01775	56.3
Pipeline Road	At-Grade	Passive	Unpaved	2	54	40	7,403	10.5	0.01775	56.3

Crossing	Type of Crossing	Type of Protection	Road Type	Number of Roadway Lanes	AADT	Train Speed (mph)	Train Length (feet)	Trains per Day	Predicted Accident Frequency	Predicted Intervals between Accidents (years)
Wells Draw Road (Nine Mile Canyon Road)	At-Grade	Active	Paved	2	1040	40	7,403	10.5	0.03435	29.1
Unnamed	At-Grade	Passive	Unpaved	2	54	40	7,403	10.5	0.01775	56.3
Unnamed	At-Grade	Passive	Unpaved	2	54	40	7,403	10.5	0.01775	56.3
Unnamed	At-Grade	Passive	Unpaved	2	54	40	7,403	10.5	0.01775	56.3
Horner Knoll Road	At-Grade	Passive	Unpaved	2	54	40	7,403	10.5	0.01775	56.3
Horner Knoll Road	At-Grade	Passive	Unpaved	2	54	40	7,403	10.5	0.01775	56.3
Horner Knoll Road	At-Grade	Passive	Unpaved	2	54	40	7,403	10.5	0.01775	56.3
Horner Knoll Road	At-Grade	Passive	Unpaved	2	54	40	7,403	10.5	0.01775	56.3
Unnamed	At-Grade	Passive	Unpaved	2	54	40	7,403	10.5	0.01775	56.3
Unnamed	At-Grade	Passive	Unpaved	2	54	40	7,403	10.5	0.01775	56.3
Unnamed	At-Grade	Passive	Unpaved	2	54	40	7,403	10.5	0.01775	56.3
Pariette Road	At-Grade	Passive	Unpaved	2	162	40	7,403	10.5	0.02666	37.5
3000 West	At-Grade	Passive	Unpaved	2	162	40	7,403	10.5	0.02666	37.5
S 500 W	At-Grade	Active	Paved	2	162	40	7,403	10.5	0.01989	50.3
Wells Draw Road	At-Grade	Active	Paved	2	1040	40	7,403	10.5	0.03435	29.1
County Road 41	At-Grade	Passive	Unpaved	2	162	40	7,403	10.5	0.02666	37.5
Unnamed	At-Grade	Passive	Unpaved	2	54	40	7,403	10.5	0.01775	56.3
Unnamed	At-Grade	Passive	Unpaved	2	54	40	7,403	10.5	0.01775	56.3
Leland Bench Road	At-Grade	Passive	Unpaved	2	162	40	7,403	10.5	0.02666	37.5
Overall Predicted Accident Frequency and Interval									**0.02071**	**48.3**
Whitmore Park Alternative										
Quarry Road	At-Grade	Passive	Unpaved	2	54	40	7,403	10.5	0.01775	56.3
Unnamed	At-Grade	Passive	Unpaved	2	54	40	7,403	10.5	0.01775	56.3
Unnamed	At-Grade	Passive	Unpaved	2	54	40	7,403	10.5	0.01775	56.3
Whitmore Park Road	At-Grade	Passive	Unpaved	2	162	40	7,403	10.5	0.02666	37.5
Whitmore Park Road	At-Grade	Passive	Unpaved	2	162	40	7,403	10.5	0.02666	37.5
Minnie Maud Creek Road	At-Grade	Passive	Unpaved	2	54	40	7,403	10.5	0.01775	56.3
Minnie Maud Creek Road	At-Grade	Passive	Unpaved	2	54	40	7,403	10.5	0.01775	56.3
Minnie Maud Creek Road	At-Grade	Passive	Unpaved	2	54	40	7,403	10.5	0.01775	56.3

Crossing	Type of Crossing	Type of Protection	Road Type	Number of Roadway Lanes	AADT	Train Speed (mph)	Train Length (feet)	Trains per Day	Predicted Accident Frequency	Predicted Intervals between Accidents (years)
FR 304	At-Grade	Passive	Unpaved	2	54	40	7,403	10.5	0.01775	56.3
FR 303	At-Grade	Passive	Unpaved	2	54	40	7,403	10.5	0.01775	56.3
FS Road	At-Grade	Passive	Unpaved	2	54	40	7,403	10.5	0.01775	56.3
FS 302	At-Grade	Passive	Unpaved	2	54	40	7,403	10.5	0.01775	56.3
Unnamed	At-Grade	Passive	Unpaved	2	54	40	7,403	10.5	0.01775	56.3
Unnamed	At-Grade	Passive	Unpaved	2	54	40	7,403	10.5	0.01775	56.3
3540 W	At-Grade	Active	Paved	2	162	40	7,403	10.5	0.01989	50.3
Leland Bench Road	At-Grade	Passive	Unpaved	2	162	40	7,403	10.5	0.02666	37.5
Quarry Road	At-Grade	Passive	Unpaved	2	54	40	7,403	10.5	0.01775	56.3
Overall Predicted Accident Frequency and Interval									**0.01945**	**51.4**

Notes:
AADT = annual average daily traffic; mph = miles per hour

Predicted Accident Frequency for Downline Rail Segments

Table D-3 through Table D-7 show the results of the grade-crossing safety analysis for each of the five downline segments under the low and high rail traffic scenarios and under baseline conditions without the proposed rail line (No Action Alternative). The anticipated traffic on the downline segments would be the same for all Action Alternatives. For each crossing, the tables identify the FRA crossing ID, Street name, AADT, the number of trains per day, and the predicted interval (years) between accidents.

Table D-3. Grade-Crossing Safety, Kyune to Denver Downline Segment (Year 2026)

			Baseline (No Action Alternative)		Low Rail Traffic Scenario		High Rail Traffic Scenario	
FRA Crossing ID	Street	AADT	Trains per Day	Intervals Between Accidents (years)	Trains per Day	Predicted Intervals Between Accidents (years)	Trains per Day	Predicted Intervals between Accidents (years)
253281K	Lowell Blvd	8,236	143	4.0	146.3	3.9	152.5	3.9
253282S	Tennyson Street	5,311	143	4.5	146.3	4.5	152.5	4.4
253284F	North Lamar Street	8,103	11	13.4	14.3	11.8	20.5	10.0
253285M	Pierce Street	3,609	11	19.8	14.3	17.5	20.5	14.8
253287B	Olde Wadsworth Blvd	9,669	11	14.8	14.3	13.1	20.5	11.0
253288H	Carr Street	10,142	11	14.6	14.3	12.9	20.5	10.9
253290J	West 66th Avenue	2,678	11	21.6	14.3	19.1	20.5	16.1
253291R	Kipling Street	6,409	11	16.7	14.3	14.8	20.5	12.5
253293E	72nd Avenue	20,730	11	11.8	14.3	10.5	20.5	8.8
253294L	Simms Street	18,391	11	12.2	14.3	10.8	20.5	9.1
253295T	80th Avenue	7,662	11	15.8	14.3	14.0	20.5	11.8
253298N	Blue Mountain Drive	105	11	55.9	14.3	49.5	20.5	41.8
253301U	Gross Dam Road	429	11	22.5	14.3	19.6	20.5	16.3
253302B	Coal Creek Road	3,362	11	20.2	14.3	17.8	20.5	15.1
253303H	Beaver Creek Road	515	11	23.9	14.3	20.7	20.5	17.0
253309Y	CR 6	165	11	36.4	14.3	31.6	20.5	25.9
253311A	CR 6	150	11	42.3	14.3	36.7	20.5	30.1
253316J	Vasquez Road	166	11	48.9	14.3	43.3	20.5	36.6
253318X	Eisenhower Drive	841	11	30.3	14.3	26.8	20.5	22.7
253320Y	CR 5	294	11	41.3	14.3	36.5	20.5	30.9
253324B	Zero Street	103	11	56.2	14.3	49.8	20.5	42.0
253325H	Wasatch Road	41	11	73.6	14.3	65.1	20.5	55.0
253328D	Spring Road	21	11	40.0	14.3	34.7	20.5	28.5
253329K	CR 20	21	11	51.9	14.3	54.1	20.5	44.4
253340K	CR 20	21	11	51.5	14.3	53.7	20.5	44.1
253341S	CR 139	62	11	20.6	14.3	21.4	20.5	17.6

			Baseline (No Action Alternative)		Low Rail Traffic Scenario		High Rail Traffic Scenario	
FRA Crossing ID	Street	AADT	Trains per Day	Intervals Between Accidents (years)	Trains per Day	Predicted Intervals Between Accidents (years)	Trains per Day	Predicted Intervals between Accidents (years)
253344M	CR 39	84	11	30.9	14.3	32.1	20.5	26.4
253353L	CR 11	105	11	46.4	14.3	40.3	20.5	33.1
253355A	Sheephorn Road	105	11	40.1	14.3	35.0	20.5	29.0
253358V	CR 301	210	11	30.2	14.3	26.3	20.5	21.8
253559L	South Canyon Road	127	11	37.1	14.3	32.4	20.5	26.8
253563B	Kamm Avenue	127	11	28.6	14.3	9.8	20.5	24.5
253564H	Rippy Road	127	11	37.1	14.3	32.4	20.5	26.8
253565P	CR 262	127	11	37.1	14.3	32.4	20.5	26.8
253566W	16th Street	127	11	37.1	14.3	32.4	20.5	26.8
253579X	Public Road	2	11	171.3	14.3	151.6	20.5	128.2
253591E	CR 300	127	11	52.9	14.3	46.8	20.5	39.5
253594A	CR 435	127	11	40.1	14.3	34.8	20.5	28.6
253597V	CR 9	525	11	34.8	14.3	30.8	20.5	26.0
253600B	CR 7	127	11	52.9	14.3	46.8	20.5	39.5
253601H	Bower Avenue	127	11	52.9	14.3	46.8	20.5	39.5
253602P	Main Street	2,090	11	23.2	14.3	20.5	20.5	17.3
253603W	Kluge Avenue	1,409	11	26.1	14.3	23.0	20.5	19.5
253604D	Elberta Road	3,266	11	20.3	14.3	18.0	20.5	15.2
253605K	CR 37 1	127	11	52.9	14.3	46.8	20.5	39.5
253606S	G Road	1,084	11	28.1	14.3	24.9	20.5	21.0
253607Y	CR 36	127	11	52.9	14.3	46.8	20.5	39.5
253610G	CR 35	127	11	52.9	14.3	46.8	20.5	39.5
253613C	CR 34	127	11	52.9	14.3	46.8	20.5	39.5
253766F	County Road 3375	127	11	52.9	14.3	46.8	20.5	39.5
253769B	CR 33	7,797	11	15.7	14.3	13.9	20.5	11.8
253770V	CR 32 1/2	127	11	52.9	14.3	46.8	20.5	39.5
253772J	CR 315	5,356	11	17.6	14.3	15.6	20.5	13.1
253776L	9th Street	10,829	11	12.4	14.3	11.0	20.5	9.3

			Baseline (No Action Alternative)		Low Rail Traffic Scenario		High Rail Traffic Scenario	
FRA Crossing ID	Street	AADT	Trains per Day	Intervals Between Accidents (years)	Trains per Day	Predicted Intervals Between Accidents (years)	Trains per Day	Predicted Intervals between Accidents (years)
253778A	South 7th Street	10,829	11	14.3	14.3	12.7	20.5	10.7
253787Y	CR G	127	8	61.3	11.3	52.2	17.5	42.6
253790G	CR 20	129	8	61.0	11.3	51.9	17.5	42.3
253791N	Mesa Avenue	127	8	43.8	11.3	36.6	17.5	29.1
253793C	17 Road/Greenway Drive	2	8	198.5	11.3	169.2	17.5	138.0
253795R	County Road 16	127	8	61.3	11.3	52.2	17.5	42.6
253796X	CR 15 1/2	127	8	34.0	11.3	3.9	17.5	26.7
253797E	CR 15	127	8	61.3	11.3	52.2	17.5	42.6
253799T	CR 13 1/2	127	8	61.3	11.3	52.2	17.5	42.6
253800K	SH 139	2,818	8	24.6	11.3	21.0	17.5	17.1
253801S	CR 12	127	8	61.3	11.3	52.2	17.5	42.6
253803F	SH 6	833	8	35.3	11.3	30.0	17.5	24.5
254214U	Kings Crossing Rd	1,538	11	25.4	14.3	22.5	20.5	19.0
255116G	Bear Canyon Rd	8,386	8	6.5	11.3	5.4	17.5	4.3
255118V	SR-191	10,799	8	14.3	11.3	12.1	17.5	9.9
255119C	150 West/D Street	2,298	12	8.9	15.3	7.9	21.5	6.6
255124Y	1500 West Street	2,298	8	26.2	11.3	22.3	17.5	18.2
255127U	760 North	7,582	8	18.4	11.3	15.7	17.5	12.8
255131J	100 West	3,791	8	22.6	11.3	19.2	17.5	15.7
255132R	Carbon Avenue	3,791	8	22.6	11.3	19.2	17.5	15.7
255133X	100 East	3,791	8	22.6	11.3	19.2	17.5	15.7
255134E	400 East	3,791	8	22.6	11.3	19.2	17.5	15.7
255137A	800 East	3,791	8	5.3	11.3	5.3	17.5	4.2
255141P	2000 East	3,791	8	9.7	11.3	9.6	17.5	7.6
255144K	400 West	3,791	8	10.9	11.3	9.1	17.5	7.2
255145S	100 East	3,791	8	10.9	11.3	9.1	17.5	7.2
255149U	South Farnham Rd	1,838	8	12.6	11.3	12.6	17.5	9.9

			Baseline (No Action Alternative)		Low Rail Traffic Scenario		High Rail Traffic Scenario	
FRA Crossing ID	Street	AADT	Trains per Day	Intervals Between Accidents (years)	Trains per Day	Predicted Intervals Between Accidents (years)	Trains per Day	Predicted Intervals between Accidents (years)
255150N	Mounds Road	1,838	8	12.6	11.3	12.6	17.5	9.9
255165D	SR-128	719	8	21.5	11.3	18.0	17.5	14.3
255168Y	Sego Canyon Road	457	8	25.9	11.3	21.6	17.5	17.2
255169F	Lumber Road	131	8	3.4	11.3	33.5	17.5	26.4
255171G	Brender Road	163	8	56.9	11.3	48.5	17.5	39.5
255176R	BLM 170	229	8	15.1	11.3	15.0	17.5	11.8
255336C	BLM 225	163	8	32.2	11.3	32.1	17.5	25.3
255341Y	Airport Road	1,838	8	7.0	11.3	6.9	17.5	5.5
255342F	800 East	1,838	8	14.6	11.3	12.2	17.5	9.7
920426K	County Road	1,838	8	18.4	11.3	15.3	17.5	12.0

Table D-4. Grade-Crossing Safety, Denver East/North Downline Segment (Year 2026)

			No Action		Low Rail Traffic Scenario		High Rail Traffic Scenario	
FRA Crossing ID	Street	AADT	Trains per Day	Intervals Between Accidents (years)	Trains per Day	Predicted Intervals Between Accidents (years)	Trains per Day	Predicted Intervals Between Accidents (years)
253266H	Broadway Street	23,431	25	7.8	27.9	7.4	33.4	6.8
253269D	Washington Street	38,816	25	5.0	27.9	4.8	33.4	4.4

Table D-5. Grade-Crossing Safety, Denver Southbound Downline Segment (Year 2026)

			No Action		Low Rail Traffic Scenario		High Rail Traffic Scenario	
FRA Crossing ID	Street	AADT	Trains per Day	Intervals Between Accidents (years)	Trains per Day	Predicted Intervals Between Accidents (years)	Trains per Day	Predicted Intervals Between Accidents (years)
245260W	Walnut WO 4th	2,574	14	16.8	14.4	16.5	15.1	16.2
245255A	Colfax EO Umatil	1,188	38	13.2	38.4	13.1	39.1	13.0
245254T	13th WO Shoshone	8,578	38	7.4	38.4	7.3	39.1	7.3
245394V	Kalamath Avenue	11,421	38	5.9	38.4	5.8	39.1	5.8
245393N	Bayaud Street	2,426	38	10.7	38.4	10.6	39.1	10.5
245392G	Santa Fe Avenue	26,762	38	4.6	38.4	4.5	39.1	4.5
253054E	West Louviers Ave	237	20	33.3	20.4	33.0	21.1	32.5
253057A	Airport Road	2,366	20	16.9	20.4	16.8	21.1	16.5
253058G	Clay Street	71	20	20.5	20.4	20.3	21.1	20.0
253059N	Manhart Street	9,222	20	11.3	20.4	11.2	21.1	11.1
003600M	Private	23	20	28.8	20.4	28.5	21.1	27.9
003598N	Territorial Road	21	20	54.6	20.4	54.0	21.1	53.0
003596A	Lowell Place	23	20	28.8	20.4	28.5	21.1	27.9
003593E	Tomah Road	21	20	68.3	20.4	67.6	21.1	66.6
003589P	Perry Park Avenue	618	20	25.1	20.4	24.9	21.1	24.5
003586U	CO Road 74	41	20	42.3	20.4	41.8	21.1	41.0

Table D-6. Grade-Crossing Safety, Denver Eastbound Downline Segment (Year 2026)

			No Action		Low Rail Traffic Scenario		High Rail Traffic Scenario	
FRA Crossing ID	Street	AADT	Trains per Day	Predicted Intervals Between Accidents (years)	Trains per Day	Predicted Intervals Between Accidents (years)	Trains per Day	Predicted Intervals Between Accidents (years)
804422R	York Street	6,650	10	14.8	10.4	14.6	11.1	14.1
804622A	York Street	7,973	3	28.4	3.4	26.9	4.1	24.7
804623G	Josephine Street	8,453	3	28.0	3.4	26.4	4.1	24.3
804625V	Clayton Street	1,706	149	6.2	149.4	6.2	150.1	6.2
804626C	Steele Street	11,187	149	3.6	149.4	3.6	150.1	3.6
804628R	Dahlia Street	6,238	149	3.7	149.4	3.7	150.1	3.7
804631Y	Holly Street	7,367	149	3.5	149.4	3.5	150.1	3.5
804633M	Monaco Street	7,397	149	2.6	149.4	2.6	150.1	2.6
804635B	Quebec Street SBFR	45,032	149	1.8	149.4	1.8	150.1	1.8
804636H	Quebec Street NBFR	45,032	149	2.1	149.4	2.1	150.1	2.1
804638W	Ulster Street	2,468	149	4.8	149.4	4.8	150.1	4.8
804606R	Havana Street	18,458	149	1.7	149.4	1.7	150.1	1.7
906047B	Sable Blvd	7,373	149	3.5	149.4	3.5	150.1	3.5
805500Y	Chambers Road	31,440	149	1.3	149.4	1.3	150.1	1.3
805501F	Airport Blvd	39,352	3	10.1	3.4	9.5	4.1	8.7
805502M	Tower Road	29,739	3	12.6	3.4	11.9	4.1	10.9
805504B	Picadilly Road	4,076	3	34.7	3.4	32.7	4.1	30.1
805507W	Powhaton Road	370	3	70.2	3.4	66.3	4.1	60.9
805509K	CR 223	704	3	58.1	3.4	54.9	4.1	50.4
805510E	Denver Street	107	3	101.0	3.4	95.5	4.1	87.7
805511L	Imboden Road	2,084	3	42.2	3.4	39.9	4.1	36.6
805514G	CR 28	1,813	3	44.0	3.4	41.6	4.1	38.2
805515N	CR 29	107	3	79.8	3.4	74.7	4.1	67.7
805516V	Harback Road	64	4	103.1	4.4	98.7	5.1	92.2
805517C	Palmer Avenue	4,710	3	38.6	3.4	36.5	4.1	33.5

			No Action		Low Rail Traffic Scenario		High Rail Traffic Scenario	
FRA Crossing ID	**Street**	**AADT**	**Trains per Day**	**Intervals Between Accidents (years)**	**Trains per Day**	**Predicted Intervals Between Accidents (years)**	**Trains per Day**	**Predicted Intervals Between Accidents (years)**
805518J	Adams Street	4,710	3	33.2	3.4	31.4	4.1	28.8
805523F	Monroe Street	1,294	3	28.0	3.4	26.2	4.1	23.8
805527H	CR 173	1,387	3	27.2	3.4	25.5	4.1	23.2
813918X	Main Street	1,387	3	35.8	3.4	33.8	4.1	31.1
805531X	CR 185	1,387	3	17.0	3.4	16.0	4.1	14.4
805532E	Peoria Road	214	3	34.0	3.4	31.8	4.1	28.8
805535A	West Street	107	3	77.7	3.4	72.9	4.1	66.2
805538V	Burton Street	171	3	64.1	3.4	60.1	4.1	54.6

Table D-7. Grade-Crossing Safety, Denver Northbound Downline Segment (Year 2026)

			No Action		Low Rail Traffic Scenario		High Rail Traffic Scenario	
FRA Crossing ID	Street	AADT	Trains per Day	Intervals Between Accidents (years)	Trains per Day	Predicted Intervals Between Accidents (years)	Trains per Day	Predicted Intervals Between Accidents (years)
804600A	E 64 Avenue	5,135	10	18.6	12.5	16.8	17.3	14.4
804598B	East 69th Avenue	2,870	10	22.1	12.5	19.9	17.3	17.1
804597U	East 72nd Avenue	18,527	10	8.3	12.5	7.5	17.3	6.5
804596M	East 76th Avenue	5,201	10	18.5	12.5	16.7	17.3	14.4
804595F	East 80th Avenue	7,575	10	16.6	12.5	15.0	17.3	12.9
804594Y	East 88th Avenue	22,668	10	12.0	12.5	10.8	17.3	9.3
804592K	East 96th Avenue	13,182	10	14.1	12.5	12.7	17.3	10.9
804433D	East 104th Avenue/CO 44	20,575	10	9.3	12.5	8.4	17.3	7.2
804434K	East 112th Street	8,502	10	16.0	12.5	14.5	17.3	12.4
804435S	East 120th Avenue	1,883	10	25.0	12.5	22.5	17.3	19.4
804457S	124th Avenue	5,385	10	18.4	12.5	16.5	17.3	14.2
804468E	East 136th Avenue	556	10	35.8	12.5	32.3	17.3	27.7
804476W	East 144th Avenue	1,114	10	29.2	12.5	26.3	17.3	22.6
804487J	Bromley Lane	22,623	10	9.1	12.5	8.2	17.3	7.0
804486C	Jessup Street	3,677	10	20.5	12.5	18.5	17.3	15.9
804485V	Egbert Street	5,989	10	17.8	12.5	16.0	17.3	13.8
804484N	Bush Street	7,502	10	16.7	12.5	15.0	17.3	12.9
804482A	Bridge Street	30,063	10	8.3	12.5	7.5	17.3	6.5
804477D	Longspeak Street	9,141	10	15.7	12.5	14.2	17.3	12.2
804479S	168th Avenue	10,776	10	15.0	12.5	13.5	17.3	11.6
804480L	CR 2.5	321	10	15.3	12.5	13.5	17.3	11.3
804481T	CR 4	321	10	42.1	12.5	37.9	17.3	32.6
804475P	CR 6	107	10	58.1	12.5	52.4	17.3	45.0
804472U	CR 8	206	10	16.7	12.5	14.8	17.3	12.4

			No Action		Low Rail Traffic Scenario		High Rail Traffic Scenario	
FRA Crossing ID	Street	AADT	Trains per Day	Intervals Between Accidents (years)	Trains per Day	Predicted Intervals Between Accidents (years)	Trains per Day	Predicted Intervals Between Accidents (years)
804488R	CR 10	107	10	21.2	12.5	18.8	17.3	15.8
804461G	CR 12	86	10	23.0	12.5	20.4	17.3	17.1
804463V	1st St/Hwy 52	7,412	10	16.7	12.5	15.1	17.3	12.9
804464C	4th Street	990	10	30.2	12.5	27.2	17.3	23.4
804465J	9th Street	5,069	10	18.7	12.5	16.8	17.3	14.5
804374D	14th Street	119	10	56.4	12.5	50.8	17.3	43.6
804375K	CR 16	103	10	58.8	12.5	53.0	17.3	45.5
804377Y	CR 18	107	10	21.2	12.5	18.8	17.3	15.8
804378F	CR 18 1/2	43	10	54.0	12.5	47.9	17.3	40.1
804379M	County Road 20	43	10	54.0	12.5	47.9	17.3	40.1
804329J	CR 22	129	10	55.1	12.5	49.6	17.3	42.6
804331K	CR 23	2	10	163.2	12.5	144.7	17.3	121.4
804334F	CR 26	41	10	30.2	12.5	26.8	17.3	22.4
804336U	CR 28	41	10	54.8	12.5	48.6	17.3	40.7
804338H	County Road 30	21	10	39.0	12.5	34.6	17.3	29.0
804341R	Grand Avenue	634	10	34.5	12.5	31.0	17.3	26.7
804342X	County Road 34	43	10	54.0	12.5	47.9	17.3	40.1
804343E	CR 36	43	10	29.8	12.5	26.4	17.3	22.1
804347G	CR 38	21	10	70.9	12.5	62.8	17.3	52.6
804346A	CR 29	82	10	23.4	12.5	20.7	17.3	17.4
804345T	CR 40	124	10	55.7	12.5	50.2	17.3	43.1
804348N	CR 42	206	10	47.9	12.5	43.2	17.3	37.1
804351W	CR 33	206	10	16.7	12.5	14.8	17.3	12.4
804352D	CR 44	721	10	33.2	12.5	29.9	17.3	25.7
804354S	CR 46	21	10	39.0	12.5	34.6	17.3	29.0
804355Y	CR 48	103	10	21.5	12.5	19.1	17.3	16.0

			No Action		Low Rail Traffic Scenario		High Rail Traffic Scenario	
FRA Crossing ID	Street	AADT	Trains per Day	Intervals Between Accidents (years)	Trains per Day	Predicted Intervals Between Accidents (years)	Trains per Day	Predicted Intervals Between Accidents (years)
804356F	1st Avenue	8,446	10	16.1	12.5	14.5	17.3	12.4
804357M	Walnut Street	618	10	20.4	12.5	18.1	17.3	15.3
804358U	CR 52	144	10	34.5	12.5	30.6	17.3	25.6
804359B	42nd Street	206	14	41.0	16.5	38.0	21.3	33.7
804361C	39th Street	990	14	14.1	16.5	12.9	21.3	11.3
804362J	37th Street	7,210	14	14.4	16.5	13.3	21.3	11.8
804363R	31st Street	2,472	14	14.9	16.5	13.8	21.3	12.2
816131K	22nd Street	9,014	14	10.2	16.5	9.4	21.3	8.3
804365E	18th Street	4,703	14	16.3	16.5	15.1	21.3	13.4
804366L	16th Street	7,708	14	10.6	16.5	9.8	21.3	8.7
804367T	13th Street	8,230	14	10.4	16.5	9.7	21.3	8.6
804370B	10th Street	129	14	47.0	16.5	43.5	21.3	38.6
804372P	8th Street	129	14	35.4	16.5	32.8	21.3	29.1
804373W	6th Street	5,562	14	6.9	16.5	6.4	21.3	5.6
804851U	5th Street	11,627	14	8.1	16.5	7.5	21.3	6.7
804845R	CR 64	3,976	14	14.7	16.5	13.7	21.3	12.1
804846X	CR 66	1,715	14	22.0	16.5	20.3	21.3	18.1
804847E	Main Street	1,982	14	21.1	16.5	19.5	21.3	17.3
804848L	CR 70	321	14	21.4	16.5	19.5	21.3	17.0
804854P	Collins Avenue	9,002	14	13.5	16.5	12.5	21.3	11.1
804853H	2nd Street	803	14	27.5	16.5	25.4	21.3	22.6
804855W	5th Street	107	14	17.7	16.5	16.2	21.3	14.1
804856D	County Road 76	206	14	41.0	16.5	38.0	21.3	33.7
804857K	CR 37	412	14	33.4	16.5	31.0	21.3	27.5
804859Y	CR 78	107	14	32.1	16.5	29.3	21.3	25.5
804860T	CR 80	103	14	50.3	16.5	46.5	21.3	41.3

			No Action		Low Rail Traffic Scenario		High Rail Traffic Scenario	
FRA Crossing ID	**Street**	**AADT**	**Trains per Day**	**Intervals Between Accidents (years)**	**Trains per Day**	**Predicted Intervals Between Accidents (years)**	**Trains per Day**	**Predicted Intervals Between Accidents (years)**
804861A	1st Street	4,396	14	16.7	16.5	15.4	21.3	13.7
804876P	3rd Street	206	14	41.0	16.5	38.0	21.3	33.7
804877W	Railroad Avenue	64	14	38.8	16.5	35.5	21.3	30.9
804878D	CR 84	129	12	18.0	14.5	16.2	19.3	13.9
804881L	CR 86	107	14	17.7	16.5	16.2	21.3	14.1
804868X	CR 88	214	14	13.7	16.5	12.5	21.3	10.9
804875H	Main Avenue	206	14	41.0	16.5	38.0	21.3	33.7
804874B	CR 90	1,500	14	11.9	16.5	10.9	21.3	9.5
804873U	CR 92	64	14	38.8	16.5	35.5	21.3	30.9
804872M	CR 94	43	14	45.0	16.5	41.2	21.3	35.8
804870Y	CR 98	64	14	38.8	16.5	35.5	21.3	30.9
804869E	4th Street	124	14	33.1	16.5	30.4	21.3	26.6
804867R	CR 100	107	14	32.1	16.5	29.3	21.3	25.5

Grade-Crossing Delay

Calculation of Grade-Crossing Delay

OEA used the following calculations to estimate traffic delay for public, at-grade crossings for the project study area and for the downline rail segments. The traffic delay at a crossing includes the time for the train to pass, and the time for any warning device to engage and disengage. For simplification purposes, it is assumed that both rail and road traffic would be uniform throughout the day. The data sources for the calculation inputs, including AADT and train characteristics, are described in Draft EIS Chapter 3, Section 3.1, *Vehicle Safety and Delay*, *Data Sources*.

The first step includes the calculation of gate-down time per train event (T).

$$T = T_W + \frac{L}{V}$$

Where:

T_W = Gate warning time

L = Average train length

V = Average train speed

The number of stopped vehicles delayed per day (N_V) can be calculated as follows:

$$N_V = \frac{T}{24} * N * ADT$$

Where:

N = Number of trains per day

AADT = Average daily traffic

24 = Hours per day

The average delay per vehicle in a 24-hour period (D_V) is:

$$D_V = \frac{N_V}{AADT} * \frac{T * \frac{R_D}{R_D - R_A}}{2}$$

Where:

R_D = Departure rate (vehicles/lane/hour)[2]

[2] The vehicle departure rate depends on a wide range of factors such as the presence or absence of signals, number and type of lanes, lane width, grade, sight distances, type and peak of vehicle traffic, and curve radius. Data on these factors are not readily available for the grade crossings included in this analysis and, thus, calculation of crossing-specific departure rates is not feasible. Based on the *Highway Capacity Manual* (Transportation Research Board 2010), departure rates (in vehicles/lane-hour) are the following: highways (1,800), arterials (1,400), collectors (900), and local Roads (700).

R_A = Arrival rate, average daily traffic converted to vehicles/lane-hour

2 = Denominator to reflect that vehicles do not experience the entire time the train is blocking the grade crossing. They are assumed to arrive on average at the midpoint of the train crossing period.

Total vehicle delay (D) is the product of average delay per vehicle (DV) and the average daily traffic (ADT).

$$D = D_V * ADT$$

For each at-grade crossing analyzed, OEA estimated the time that each passing train would block a particular crossing and estimated the average delay per vehicle at that crossing in a 24-hour period. OEA used the average delay per vehicle at signalized intersections to determine the level of service (LOS) and to provide a conservative estimate of potential delay impacts. LOS designations provide a qualitative measure of traffic flow. While a designation of A indicates free-flowing traffic, a designation of F indicates that traffic is constantly slowed at that location (Table D-8). OEA also estimated the average traffic delays for all vehicles over a 24-hour period and used the average delay per vehicle to determine LOS for each grade crossing.

Table D-8. Level of Service Designations

Level of Service (LOS)	Average Delay for All Vehicles (seconds/vehicle)
A	<=10
B	>10 and <=20
C	>20 and <=35
D	>35 and <=55
E	>55 and <=80
F	>80

Source: Transportation Research Board 2010

Estimated Grade Crossing Delay for the Project Study Area

Tables D-9 through D-10 show the results of the grade-crossing delay analysis for each Action Alternative under the low and high rail traffic scenarios in the project study area. For each crossing, the tables identify the milepost, AADT, and the results of the delay calculations.

Table D-9. Grade-Crossing Delay, Low Rail Traffic Scenario (Year 2026)

			Delay Calculations				
Grade Crossing	**Milepost**	**AADT**	**Delay per Stopped Vehicle (min/veh)**	**Number of Vehicles Delayed per Day (veh/day)**	**Average Delay per Vehicle in a 24-Hour Period (sec/veh)**	**Level of service**	**Total Delay in a 24-Hour Period (min)**
Indian Canyon Alternative							
Quarry Road	07.01	54	3.13	0.87	3	A	2.71
FR 304	21.60	54	3.13	0.87	3	A	2.71
FR 303	23.70	54	3.13	0.87	3	A	2.71
FS Road	25.53	54	3.13	0.87	3	A	2.71
FS 302	26.74	54	3.13	0.87	3	A	2.71
Unnamed	38.38	54	3.13	0.87	3	A	2.71
3540 W	68.53	162	3.14	2.60	3	A	8.16
Leland Bench Road	79.25	162	3.14	2.60	3	A	8.16
Wells Draw Alternative							
Horner Knoll Road	00.36	162	3.14	2.60	3	A	8.16
Quarry Road	07.01	54	3.13	0.87	3	A	2.71
Unnamed	42.87	54	3.13	0.87	3	A	2.71
Rye Patch Road	47.76	54	3.13	0.87	3	A	2.71
Unnamed	48.48	54	3.13	0.87	3	A	2.71
Unnamed	48.74	54	3.13	0.87	3	A	2.71
Unnamed	48.88	54	3.13	0.87	3	A	2.71
Pipeline Road	56.97	54	3.13	0.87	3	A	2.71
Wells Draw Road (9 Mile Canyon Road)	58.44	1040	3.21	16.62	3	A	53.28
Unnamed	58.62	54	3.13	0.87	3	A	2.71
Unnamed	59.77	54	3.13	0.87	3	A	2.71
Unnamed	68.76	54	3.13	0.87	3	A	2.71

			Delay Calculations				
Grade Crossing	**Milepost**	**AADT**	**Delay per Stopped Vehicle (min/veh)**	**Number of Vehicles Delayed per Day (veh/day)**	**Average Delay per Vehicle in a 24-Hour Period (sec/veh)**	**Level of service**	**Total Delay in a 24-Hour Period (min)**
Horner Knoll Road	70.45	54	3.13	0.87	3	A	2.71
Horner Knoll Road	72.01	54	3.13	0.87	3	A	2.71
Horner Knoll Road	72.62	54	3.13	0.87	3	A	2.71
Horner Knoll Road	73.20	54	3.13	0.87	3	A	2.71
Unnamed	74.12	54	3.13	0.87	3	A	2.71
Unnamed	74.97	54	3.13	0.87	3	A	2.71
Unnamed	76.21	54	3.13	0.87	3	A	2.71
Pariette Road	80.35	162	3.14	2.60	3	A	8.16
3000 West	81.15	162	3.14	2.60	3	A	8.16
S 500 W	83.63	162	3.14	2.60	3	A	8.16
Wells Draw Road	83.90	1040	3.21	16.62	3	A	53.28
County Road 41	85.72	162	3.14	2.60	3	A	8.16
Unnamed	89.1	54	3.13	0.87	3	A	2.71
Unnamed	90.98	54	3.13	0.87	3	A	2.71
Leland Bench Road	95.09	162	3.14	2.60	3	A	8.16
Whitmore Park Alternative							
Quarry Road	10.85	54	3.13	0.87	3	A	2.71
Unnamed	12.80	54	3.13	0.87	3	A	2.71
Unnamed	13.20	54	3.13	0.87	3	A	2.71
Whitmore Park Road	14.35	162	3.14	2.60	3	A	8.16
Whitmore Park Road	16.10	162	3.14	2.60	3	A	8.16
Minnie Maud Creek Road	17.20	54	3.13	0.87	3	A	2.71
Minnie Maud Creek Road	17.35	54	3.13	0.87	3	A	2.71
Minnie Maud Creek Road	17.41	54	3.13	0.87	3	A	2.71
FR 304	26.90	54	3.13	0.87	3	A	2.71

			Delay Calculations				
Grade Crossing	**Milepost**	**AADT**	**Delay per Stopped Vehicle (min/veh)**	**Number of Vehicles Delayed per Day (veh/day)**	**Average Delay per Vehicle in a 24-Hour Period (sec/veh)**	**Level of service**	**Total Delay in a 24-Hour Period (min)**
FR 303	29.09	54	3.13	0.87	3	A	2.71
FS Road	30.92	54	3.13	0.87	3	A	2.71
FS 302	32.17	54	3.13	0.87	3	A	2.71
Unnamed	43.80	54	3.13	0.87	3	A	2.71
Unnamed	56.70	54	3.13	0.87	3	A	2.71
3540 W	75.30	162	3.14	2.60	3	A	8.16
Leland Bench Road	86.04	162	3.14	2.60	3	A	8.16
Quarry Road	9.80	54	3.13	0.87	3	A	2.71

Table D-10. Grade-Crossing Delay, High Rail Traffic Scenario (Year 2026)

			Delay Calculations				
Grade Crossing	**Milepost**	**AADT**	**Delay per Stopped Vehicle (min/veh)**	**Number of Vehicles Delayed per Day (veh/day)**	**Average Delay per Vehicle in a 24-Hour Period (sec/veh)**	**Level of Service**	**Total Delay in a 24-Hour Period (min)**
Indian Canyon Alternative							
Quarry Road	07.01	54	3.06	2.4	8	A	7.39
FR 304	21.60	54	3.06	2.4	8	A	7.39
FR 303	23.70	54	3.06	2.4	8	A	7.39
FS Road	25.53	54	3.06	2.4	8	A	7.39
FS 302	26.74	54	3.06	2.4	8	A	7.39
Unnamed	38.38	54	3.06	2.4	8	A	7.39
3540 W	68.53	162	3.07	7.2	8	A	22.22
Leland Bench Road	79.25	162	3.07	7.2	8	A	22.22
Wells Draw Alternative							
Horner Knoll Road	00.36	162	3.07	7.2	8	A	22.22
Quarry Road	07.01	54	3.06	2.4	8	A	7.39
Unnamed	42.87	54	3.06	2.4	8	A	7.39
Rye Patch Road	47.76	54	3.06	2.4	8	A	7.39
Unnamed	48.48	54	3.06	2.4	8	A	7.39
Unnamed	48.74	54	3.06	2.4	8	A	7.39
Unnamed	48.88	54	3.06	2.4	8	A	7.39
Pipeline Road	56.97	54	3.06	2.4	8	A	7.39
Wells Draw Road (9 Mile Canyon Road)	58.44	1040	3.13	46.4	8	A	145.17
Unnamed	58.62	54	3.06	2.4	8	A	7.39
Unnamed	59.77	54	3.06	2.4	8	A	7.39
Unnamed	68.76	54	3.06	2.4	8	A	7.39
Horner Knoll Road	70.45	54	3.06	2.4	8	A	7.39

			Delay Calculations				
Grade Crossing	**Milepost**	**AADT**	**Delay per Stopped Vehicle (min/veh)**	**Number of Vehicles Delayed per Day (veh/day)**	**Average Delay per Vehicle in a 24-Hour Period (sec/veh)**	**Level of Service**	**Total Delay in a 24-Hour Period (min)**
Horner Knoll Road	72.01	54	3.06	2.4	8	A	7.39
Horner Knoll Road	72.62	54	3.06	2.4	8	A	7.39
Horner Knoll Road	73.20	54	3.06	2.4	8	A	7.39
Unnamed	74.12	54	3.06	2.4	8	A	7.39
Unnamed	74.97	54	3.06	2.4	8	A	7.39
Unnamed	76.21	54	3.06	2.4	8	A	7.39
Pariette Road	80.35	162	3.07	7.2	8	A	22.22
3000 West	81.15	162	3.07	7.2	8	A	22.22
S 500 W	83.63	162	3.07	7.2	8	A	22.22
Wells Draw Road	83.90	1040	3.13	46.4	8	A	145.17
County Road 41	85.72	162	3.07	7.2	8	A	22.22
Unnamed	89.1	54	3.06	2.4	8	A	7.39
Unnamed	90.98	54	3.06	2.4	8	A	7.39
Leland Bench Road	95.09	162	3.07	7.2	8	A	22.22
Whitmore Park Alternative							
Quarry Road	10.85	54	3.06	2.4	8	A	7.39
Unnamed	12.80	54	3.06	2.4	8	A	7.39
Unnamed	13.20	54	3.06	2.4	8	A	7.39
Whitmore Park Road	14.35	162	3.07	7.2	8	A	22.22
Whitmore Park Road	16.10	162	3.07	7.2	8	A	22.22
Minnie Maud Creek Road	17.20	54	3.06	2.4	8	A	7.39
Minnie Maud Creek Road	17.35	54	3.06	2.4	8	A	7.39
Minnie Maud Creek Road	17.41	54	3.06	2.4	8	A	7.39
FR 304	26.90	54	3.06	2.4	8	A	7.39
FR 303	29.09	54	3.06	2.4	8	A	7.39

			Delay Calculations				
Grade Crossing	**Milepost**	**AADT**	**Delay per Stopped Vehicle (min/veh)**	**Number of Vehicles Delayed per Day (veh/day)**	**Average Delay per Vehicle in a 24-Hour Period (sec/veh)**	**Level of Service**	**Total Delay in a 24-Hour Period (min)**
FS Road	30.92	54	3.06	2.4	8	A	7.39
FS 302	32.17	54	3.06	2.4	8	A	7.39
Unnamed	43.80	54	3.06	2.4	8	A	7.39
Unnamed	56.70	54	3.06	2.4	8	A	7.39
3540 W	75.30	162	3.07	7.2	8	A	22.22
Leland Bench Road	86.04	162	3.07	7.2	8	A	22.22
Quarry Road	9.80	54	3.06	2.4	8	A	7.39

Estimated Grade Crossing Delay for Downline Rail Segments

Table D-11 through Table D-15 show the results of the grade-crossing delay analysis for each of the five downline segments under the low and high rail traffic scenarios and under baseline conditions without the proposed rail line (the No-Action Alternative). The anticipated traffic on the downline segments would be the same for all Action Alternatives. For each crossing, the tables identify FRA crossing ID, street name, AADT, the number of trains per day, the average delay for all vehicles over a 24-hour period, and the LOS.

Table D-11. Grade-Crossing Delay, Kyune to Denver Downline Segment (Year 2026)

			No Action Alternative			Low Rail Traffic Scenario			High Rail Traffic Scenario		
FRA Crossing ID	Street	AADT	Trains per Day	Average Delay for All Vehicles over 24-hour Period (sec/veh)	Level of Service	Trains per Day	Average Delay for All Vehicles over 24-hour Period (sec/veh)	Level of Service	Trains per Day	Average Delay for All Vehicles over 24-hour Period (sec/veh)	Level of Service
253281K	Lowell Blvd	8,236	143	2.41	A	146.3	2.98	A	152.5	4.43	A
253282S	Tennyson Street	5,311	143	2.29	A	146.3	2.84	A	152.5	4.22	A
253284F	North Lamar Street	8,103	11	1.46	A	14.3	2.16	A	20.5	3.48	A
253285M	Pierce Street	3,609	11	1.40	A	14.3	2.07	A	20.5	3.34	A
253287B	Olde Wadsworth Boulevard	9,669	11	1.65	A	14.3	2.45	A	20.5	3.94	A
253288H	Carr Street	10,142	11	1.68	A	14.3	2.48	A	20.5	4.00	A
253290J	West 66th Avenue	2,678	11	1.34	A	14.3	1.98	A	20.5	3.19	A
253291R	Kipling Street	6,409	11	1.42	A	14.3	2.10	A	20.5	3.38	A
253293E	72nd Avenue	20,730	11	1.86	A	14.3	2.75	A	20.5	4.43	A
253294L	Simms Street	18,391	11	1.77	A	14.3	2.61	A	20.5	4.21	A
253295T	80th Avenue	7,662	11	1.45	A	14.3	2.14	A	20.5	3.46	A
253298N	Blue Mountain Drive	105	11	3.49	A	14.3	5.24	A	20.5	8.49	A
253301U	Gross Damn Road	429	11	2.10	A	14.3	3.13	A	20.5	5.06	A
253302B	Coal Creek Road	3,362	11	0.72	A	14.3	1.05	A	20.5	1.69	A
253303H	Beaver Creek Road	515	11	1.56	A	14.3	2.31	A	20.5	3.73	A
253309Y	CR 6	165	11	1.20	A	14.3	1.78	A	20.5	2.86	A

			No Action Alternative			Low Rail Traffic Scenario			High Rail Traffic Scenario		
FRA Crossing ID	**Street**	**AADT**	**Trains per Day**	**Average Delay for All Vehicles over 24-hour Period (sec/veh)**	**Level of Service**	**Trains per Day**	**Average Delay for All Vehicles over 24-hour Period (sec/veh)**	**Level of Service**	**Trains per Day**	**Average Delay for All Vehicles over 24-hour Period (sec/veh)**	**Level of Service**
253311A	CR 6	150	11	2.08	A	14.3	3.11	A	20.5	5.02	A
253316J	Vasquez Road	166	11	0.94	A	14.3	1.38	A	20.5	2.23	A
253318X	Eisenhower Drive	841	11	0.91	A	14.3	1.34	A	20.5	2.15	A
253320Y	CR 5	294	11	0.90	A	14.3	1.31	A	20.5	2.11	A
253324B	Zero Street	103	11	0.82	A	14.3	1.20	A	20.5	1.92	A
253325H	Wasatch Road	41	11	1.95	A	14.3	2.90	A	20.5	4.68	A
253328D	Spring Road	21	11	0.97	A	14.3	1.43	A	20.5	2.30	A
253329K	CR 20	21	11	0.65	A	14.3	0.95	A	20.5	1.52	A
253340K	CR 20	21	11	0.65	A	14.3	0.95	A	20.5	1.52	A
253341S	CR 139	62	11	0.82	A	14.3	1.20	A	20.5	1.92	A
253344M	CR 39	84	11	0.65	A	14.3	0.95	A	20.5	1.52	A
253353L	CR 11	105	11	1.54	A	14.3	2.28	A	20.5	3.68	A
253355A	Sheephorn Road	105	11	2.49	A	14.3	3.72	A	20.5	6.02	A
253358V	CR 301	210	11	2.50	A	14.3	3.73	A	20.5	6.04	A
253559L	South Canyon Road	127	11	1.54	A	14.3	2.28	A	20.5	3.69	A
253563B	Kamm Avenue	127	11	0.82	A	14.3	1.20	A	20.5	1.92	A
253564H	Rippy Road	127	11	0.82	A	14.3	1.20	A	20.5	1.92	A
253565P	CR 262	127	11	0.82	A	14.3	1.20	A	20.5	1.92	A
253566W	16th Street	127	11	0.82	A	14.3	1.20	A	20.5	1.92	A
253579X	Public Road	2	11	0.82	A	14.3	1.19	A	20.5	1.92	A
253591E	CR 300	127	11	0.82	A	14.3	1.20	A	20.5	1.92	A
253594A	CR 435	127	11	1.54	A	14.3	2.28	A	20.5	3.69	A
253597V	CR 9	525	11	1.97	A	14.3	2.94	A	20.5	4.75	A

			No Action Alternative			Low Rail Traffic Scenario			High Rail Traffic Scenario		
FRA Crossing ID	Street	AADT	Trains per Day	Average Delay for All Vehicles over 24-hour Period (sec/veh)	Level of Service	Trains per Day	Average Delay for All Vehicles over 24-hour Period (sec/veh)	Level of Service	Trains per Day	Average Delay for All Vehicles over 24-hour Period (sec/veh)	Level of Service
253600B	CR 7	127	11	0.82	A	14.3	1.20	A	20.5	1.92	A
253601H	Bower Avenue	127	11	0.82	A	14.3	1.20	A	20.5	1.92	A
253602P	Main Street	2,090	11	0.87	A	14.3	1.27	A	20.5	2.04	A
253603W	Kluge Avenue	1,409	11	0.85	A	14.3	1.25	A	20.5	2.00	A
253604D	Elberta Road	3,266	11	0.90	A	14.3	1.32	A	20.5	2.12	A
253605K	CR 37 1	127	11	0.82	A	14.3	1.20	A	20.5	1.92	A
253606S	G Road	1,084	11	0.84	A	14.3	1.23	A	20.5	1.98	A
253607Y	CR 36	127	11	0.82	A	14.3	1.20	A	20.5	1.92	A
253610G	CR 35	127	11	0.82	A	14.3	1.20	A	20.5	1.92	A
253613C	CR 34	127	11	0.82	A	14.3	1.20	A	20.5	1.92	A
253766F	County Road 3375	127	11	0.82	A	14.3	1.20	A	20.5	1.92	A
253769B	CR 33	7,797	11	0.99	A	14.3	1.46	A	20.5	2.34	A
253770V	CR 32 1/2	127	11	0.82	A	14.3	1.20	A	20.5	1.92	A
253772J	CR 315	5,356	11	0.97	A	14.3	1.42	A	20.5	2.28	A
253776L	9th Street	10,829	11	1.98	A	14.3	2.95	A	20.5	4.76	A
253778A	South 7th Street	10,829	11	2.11	A	14.3	3.14	A	20.5	5.07	A
253787Y	CR G	127	8	0.55	A	11.3	0.94	A	17.5	1.66	A
253790G	CR 20	129	8	0.55	A	11.3	0.94	A	17.5	1.66	A
253791N	Mesa Avenue	127	8	0.55	A	11.3	0.94	A	17.5	1.66	A
253793C	17 Road/ Greenway Drive	2	8	0.55	A	11.3	0.93	A	17.5	1.66	A
253795R	County Road 16	127	8	0.55	A	11.3	0.94	A	17.5	1.66	A
253796X	CR 15 1/2	127	8	0.55	A	11.3	0.94	A	17.5	1.66	A
253797E	CR 15	127	8	0.55	A	11.3	0.94	A	17.5	1.66	A
253799T	CR 13 1/2	127	8	0.55	A	11.3	0.94	A	17.5	1.66	A

			No Action Alternative			Low Rail Traffic Scenario			High Rail Traffic Scenario		
FRA Crossing ID	Street	AADT	Trains per Day	Average Delay for All Vehicles over 24-hour Period (sec/veh)	Level of Service	Trains per Day	Average Delay for All Vehicles over 24-hour Period (sec/veh)	Level of Service	Trains per Day	Average Delay for All Vehicles over 24-hour Period (sec/veh)	Level of Service
253800K	SH 139	2,818	8	0.60	A	11.3	1.02	A	17.5	1.81	A
253801S	CR 12	127	8	0.55	A	11.3	0.94	A	17.5	1.66	A
253803F	SH 6	833	8	0.57	A	11.3	0.96	A	17.5	1.70	A
254214U	Kings Crossing Road	1,538	11	3.65	A	14.3	5.47	A	20.5	8.87	A
255116G	Bear Canyon Road	8,386	8	1.91	A	11.3	3.31	A	17.5	5.94	A
255118V	SR 191	10,799	8	2.23	A	11.3	3.87	A	17.5	6.93	A
255119C	150 West/D Street	2,298	12	2.91	A	15.3	4.20	A	21.5	6.62	A
255124Y	1500 West Street	2,298	8	0.70	A	11.3	1.18	A	17.5	2.10	A
255127U	760 North	7,582	8	0.82	A	11.3	1.40	A	17.5	2.49	A
255131J	100 West	3,791	8	1.00	A	11.3	1.71	A	17.5	3.05	A
255132R	Carbon Avenue	3,791	8	1.00	A	11.3	1.71	A	17.5	3.05	A
255133X	100 East	3,791	8	1.00	A	11.3	1.71	A	17.5	3.05	A
255134E	400 East	3,791	8	0.61	A	11.3	1.02	A	17.5	1.82	A
255137A	800 East	3,791	8	0.61	A	11.3	1.02	A	17.5	1.82	A
255141P	2000 East	3,791	8	0.61	A	11.3	1.02	A	17.5	1.82	A
255144K	400 West	3,791	8	0.70	A	11.3	1.18	A	17.5	2.10	A
255145S	100 East	3,791	8	0.66	A	11.3	1.12	A	17.5	1.98	A
255149U	South Farnham Road	1,838	8	0.58	A	11.3	0.99	A	17.5	1.75	A
255150N	Mounds Road	1,838	8	0.58	A	11.3	0.99	A	17.5	1.75	A
255165D	SR-128	719	8	0.56	A	11.3	0.95	A	17.5	1.69	A
255168Y	Sego Canyon Road	457	8	0.56	A	11.3	0.94	A	17.5	1.68	A

			No Action Alternative			Low Rail Traffic Scenario			High Rail Traffic Scenario		
FRA Crossing ID	Street	AADT	Trains per Day	Average Delay for All Vehicles over 24-hour Period (sec/veh)	Level of Service	Trains per Day	Average Delay for All Vehicles over 24-hour Period (sec/veh)	Level of Service	Trains per Day	Average Delay for All Vehicles over 24-hour Period (sec/veh)	Level of Service
255169F	Lumber Road	131	8	0.55	A	11.3	0.94	A	17.5	1.66	A
255171G	Brender Road	163	8	0.56	A	11.3	0.94	A	17.5	1.66	A
255176R	BLM 170	229	8	0.56	A	11.3	0.94	A	17.5	1.67	A
255336C	BLM 225	163	8	0.64	A	11.3	1.08	A	17.5	1.92	A
255341Y	Airport Road	1,838	8	0.58	A	11.3	0.99	A	17.5	1.75	A
255342F	800 East	1,838	8	0.58	A	11.3	0.99	A	17.5	1.75	A
920426K	County Road	1,838	8	1.39	A	11.3	2.39	A	17.5	4.28	A

Table D-12. Grade-Crossing Delay, Denver East/North Downline Segment (Year 2026)

			No Action			Low Rail Traffic Scenario			High Rail Traffic Scenario		
FRA Crossing ID	Street	AADT	Trains per Day	Average Delay for All Vehicles over 24-hour Period (sec/veh)	Level of Service	Trains per Day	Average Delay for All Vehicles over 24-hour Period (sec/veh)	Level of Service	Trains per Day	Average Delay for All Vehicles over 24-hour Period (sec/veh)	Level of Service
253266H	Broadway Street	23,431	25	21.19	C	27.9	24.72	C	33.4	31.03	C
253269D	Washington Street	38,816	25	19.41	B	27.9	22.64	C	33.4	28.42	C

Table D-13. Grade-Crossing Delay, Denver Southbound Downline Segment (Year 2026)

			No Action Alternative			Low Rail Traffic Scenario			High Rail Traffic Scenario		
FRA Crossing ID	Street	AADT	Trains per Day	Average Delay for All Vehicles over 24-hour Period (sec/veh)	Level of Service	Trains per Day	Average Delay for All Vehicles over 24-hour Period (sec/veh)	Level of Service	Trains per Day	Average Delay for All Vehicles over 24-hour Period (sec/veh)	Level of Service
245260W	Walnut wo 4th	2,574	14	15.81	B	14.4	16.46	B	15.1	17.53	B
245255A	Colfax EO Umatil	1,188	38	20.50	C	38.4	20.81	C	39.1	21.31	C
245254T	13th WO Shoshone	8,578	38	22.67	C	38.4	23.01	C	39.1	23.57	C
245394V	Kalamath Ave	11,421	38	22.30	C	38.4	22.64	C	39.1	23.19	C
245393N	Bayaud Street	2,426	38	20.51	C	38.4	20.82	C	39.1	21.33	C
245392G	Santa Fe Ave	26,762	38	24.92	C	38.4	25.30	C	39.1	25.91	C
253054E	West Louviers Avenue	237	20	2.80	A	20.4	2.87	A	21.1	3.00	A
253057A	Airport Road	2,366	20	2.99	A	20.4	3.07	A	21.1	3.21	A
253058G	Clay Street	71	20	4.23	A	20.4	4.34	A	21.1	4.54	A
253059N	Manhart Street	9,222	20	5.81	A	20.4	5.98	A	21.1	6.24	A
003600M	Private	23	20	2.78	A	20.4	2.85	A	21.1	2.98	A
003598N	Territorial Rd	21	20	2.78	A	20.4	2.85	A	21.1	2.98	A
003596A	Lowell Pl	23	20	2.78	A	20.4	2.85	A	21.1	2.98	A
003593E	Tomah Road	21	20	2.78	A	20.4	2.85	A	21.1	2.98	A
003589P	Perry Park Ave	618	20	2.83	A	20.4	2.91	A	21.1	3.04	A
003586U	CO Rd 74	41	20	2.78	A	20.4	2.86	A	21.1	2.98	A

Table D-14. Grade-Crossing Delay, Denver Eastbound Downline Segment (Year 2026)

			No Action Alternative			Low Rail Traffic Scenario			High Rail Traffic Scenario		
FRA Crossing ID	Street	AADT	Trains per Day	Average Delay for All Vehicles over 24-hour Period (sec/veh)	Level of Service	Trains per Day	Average Delay for All Vehicles over 24-hour Period (sec/veh)	Level of Service	Trains per Day	Average Delay for All Vehicles over 24-hour Period (sec/veh)	Level of Service
804422R	York Street	6,650	10	6.13	A	10.4	6.48	A	11.1	7.05	A
804622A	York Street	7,973	3	3.32	A	3.4	3.96	A	4.1	5.01	A
804623G	Josephine Street	8,453	3	2.06	A	3.4	2.45	A	4.1	3.10	A
804625V	Clayton Street	1,706	149	1.71	A	149.4	1.82	A	150.1	2.01	A
804626C	Steele Street	11,187	149	2.43	A	149.4	2.59	A	150.1	2.86	A
804628R	Dahlia Street	6,238	149	1.79	A	149.4	1.91	A	150.1	2.11	A
804631Y	Holly Street	7,367	149	1.83	A	149.4	1.95	A	150.1	2.15	A
804633M	Monaco Street	7,397	149	1.69	A	149.4	1.81	A	150.1	1.99	A
804635B	Quebec Street SBFR	45,032	149	2.44	A	149.4	2.60	A	150.1	2.87	A
804636H	Quebec Street NBFR	45,032	149	2.93	A	149.4	3.12	A	150.1	3.44	A
804638W	Ulster Street	2,468	149	1.70	A	149.4	1.82	A	150.1	2.00	A
804606R	Havana Street	18,458	149	1.78	A	149.4	1.90	A	150.1	2.10	A
906047B	Sable Blvd	7,373	149	1.75	A	149.4	1.86	A	150.1	2.06	A
805500Y	Chambers Road	31,440	149	1.87	A	149.4	1.99	A	150.1	2.20	A
805501F	Airport Blvd	39,352	3	0.45	A	3.4	0.53	A	4.1	0.67	A
805502M	Tower Road	29,739	3	0.44	A	3.4	0.52	A	4.1	0.66	A
805504B	Picadilly Road	4,076	3	0.39	A	3.4	0.46	A	4.1	0.58	A
805507W	Powhaton Road	370	3	0.37	A	3.4	0.43	A	4.1	0.54	A
805509K	CR 223	704	3	0.37	A	3.4	0.43	A	4.1	0.55	A
805510E	Denver Street	107	3	0.36	A	3.4	0.43	A	4.1	0.54	A

			No Action Alternative			Low Rail Traffic Scenario			High Rail Traffic Scenario		
FRA Crossing ID	Street	AADT	Trains per Day	Average Delay for All Vehicles over 24-hour Period (sec/veh)	Level of Service	Trains per Day	Average Delay for All Vehicles over 24-hour Period (sec/veh)	Level of Service	Trains per Day	Average Delay for All Vehicles over 24-hour Period (sec/veh)	Level of Service
805511L	Imboden Road	2,084	3	0.38	A	3.4	0.45	A	4.1	0.57	A
805514G	CR 28	1,813	3	0.38	A	3.4	0.45	A	4.1	0.56	A
805515N	CR 29	107	3	0.36	A	3.4	0.43	A	4.1	0.54	A
805516V	Harback Road	64	4	0.48	A	4.4	0.55	A	5.1	0.66	A
805517C	Palmer Avenue	4,710	3	0.39	A	3.4	0.46	A	4.1	0.58	A
805518J	Adams Street	4,710	3	0.39	A	3.4	0.46	A	4.1	0.58	A
805523F	Monroe Street	1,294	3	0.37	A	3.4	0.44	A	4.1	0.55	A
805527H	CR 173	1,387	3	0.37	A	3.4	0.44	A	4.1	0.55	A
813918X	Main Street	1,387	3	0.37	A	3.4	0.43	A	4.1	0.55	A
805531X	CR 185	1,387	3	0.37	A	3.4	0.44	A	4.1	0.55	A
805532E	Peoria Road	214	3	0.36	A	3.4	0.43	A	4.1	0.54	A
805535A	West Street	107	3	0.36	A	3.4	0.43	A	4.1	0.54	A
805538V	Burton Street	171	3	0.36	A	3.4	0.43	A	4.1	0.54	A

Table D-15. Grade-Crossing Delay, Denver Northbound Downline Segment (Year 2026)

			No Action Alternative			Low Rail Traffic Scenario			High Rail Traffic Scenario		
FRA Crossing ID	Street	AADT	Trains per Day	Average Delay for All Vehicles over 24-hour Period (sec/veh)	Level of Service	Trains per Day	Average Delay for All Vehicles over 24-hour Period (sec/veh)	Level of Service	Trains per Day	Average Delay for All Vehicles over 24-hour Period (sec/veh)	Level of Service
804600A	E 64 Avenue	5,135	10	2.39	A	12.5	3.24	A	17.3	4.77	A
804598B	East 69th Avenue	2,870	10	2.26	A	12.5	3.05	A	17.3	4.50	A
804597U	East 72nd Avenue	18,527	10	2.71	A	12.5	3.66	A	17.3	5.39	A
804596M	East 76th Avenue	5,201	10	0.99	A	12.5	1.33	A	17.3	1.96	A
804595F	East 80th Avenue	7,575	10	1.13	A	12.5	1.52	A	17.3	2.22	A
804594Y	East 88th Avenue	22,668	10	1.84	A	12.5	2.47	A	17.3	3.62	A
804592K	East 96th Avenue	13,182	10	1.26	A	12.5	1.69	A	17.3	2.47	A
804433D	East 104th Avenue/ CO 44	20,575	10	1.15	A	12.5	1.54	A	17.3	2.26	A
804434K	East 112th Street	8,502	10	1.09	A	12.5	1.46	A	17.3	2.14	A
804435S	East 120th Avenue	1,883	10	0.91	A	12.5	1.23	A	17.3	1.80	A
804457S	124th Avenue	5,385	10	1.00	A	12.5	1.34	A	17.3	1.96	A
804468E	East 136th Avenue	556	10	0.89	A	12.5	1.19	A	17.3	1.74	A
804476W	East 144th Avenue	1,114	10	0.90	A	12.5	1.21	A	17.3	1.77	A
804487J	Bromley Lane	22,623	10	1.57	A	12.5	2.11	A	17.3	3.10	A
804486C	Jessup Street	3,677	10	1.27	A	12.5	1.71	A	17.3	2.50	A
804485V	Egbert Street	5,989	10	1.35	A	12.5	1.81	A	17.3	2.66	A
804484N	Bush Street	7,502	10	1.40	A	12.5	1.89	A	17.3	2.77	A
804482A	Bridge Street	30,063	10	1.78	A	12.5	2.39	A	17.3	3.51	A
804477D	Longspeak Street	9,141	10	1.33	A	12.5	1.79	A	17.3	2.62	A
804479S	168TH Avenue	10,776	10	1.40	A	12.5	1.88	A	17.3	2.75	A

			No Action Alternative			Low Rail Traffic Scenario			High Rail Traffic Scenario		
FRA Crossing ID	Street	AADT	Trains per Day	Average Delay for All Vehicles over 24-hour Period (sec/veh)	Level of Service	Trains per Day	Average Delay for All Vehicles over 24-hour Period (sec/veh)	Level of Service	Trains per Day	Average Delay for All Vehicles over 24-hour Period (sec/veh)	Level of Service
804480L	CR 2.5	321	10	1.06	A	12.5	1.42	A	17.3	2.09	A
804481T	CR 4	321	10	0.88	A	12.5	1.19	A	17.3	1.74	A
804475P	CR 6	107	10	0.88	A	12.5	1.18	A	17.3	1.73	A
804472U	CR 8	206	10	0.88	A	12.5	1.18	A	17.3	1.73	A
804488R	CR 10	107	10	0.88	A	12.5	1.18	A	17.3	1.73	A
804461G	CR 12	86	10	0.88	A	12.5	1.18	A	17.3	1.72	A
804463V	1ST St/Hwy 52	7,412	10	1.49	A	12.5	2.00	A	17.3	2.94	A
804464C	4TH Street	990	10	1.18	A	12.5	1.58	A	17.3	2.33	A
804465J	9TH Street	5,069	10	1.25	A	12.5	1.69	A	17.3	2.48	A
804374D	14TH Street	119	10	0.88	A	12.5	1.18	A	17.3	1.73	A
804375K	CR 16	103	10	0.88	A	12.5	1.18	A	17.3	1.72	A
804377Y	CR 18	107	10	0.88	A	12.5	1.18	A	17.3	1.73	A
804378F	CR 18 1/2	43	10	0.88	A	12.5	1.18	A	17.3	1.72	A
804379M	County Road 20	43	10	0.88	A	12.5	1.18	A	17.3	1.72	A
804329J	CR 22	129	10	0.88	A	12.5	1.18	A	17.3	1.73	A
804331K	CR 23	2	10	0.87	A	12.5	1.17	A	17.3	1.72	A
804334F	CR 26	41	10	0.88	A	12.5	1.18	A	17.3	1.72	A
804336U	CR 28	41	10	0.88	A	12.5	1.18	A	17.3	1.72	A
804338H	County Road 30	21	10	0.88	A	12.5	1.17	A	17.3	1.72	A
804341R	Grand Avenue	634	10	0.89	A	12.5	1.19	A	17.3	1.75	A
804342X	County Road 34	43	10	0.88	A	12.5	1.18	A	17.3	1.72	A
804343E	CR 36	43	10	0.88	A	12.5	1.18	A	17.3	1.72	A

			No Action Alternative			Low Rail Traffic Scenario			High Rail Traffic Scenario		
FRA Crossing ID	Street	AADT	Trains per Day	Average Delay for All Vehicles over 24-hour Period (sec/veh)	Level of Service	Trains per Day	Average Delay for All Vehicles over 24-hour Period (sec/veh)	Level of Service	Trains per Day	Average Delay for All Vehicles over 24-hour Period (sec/veh)	Level of Service
804347G	CR 38	21	10	0.88	A	12.5	1.17	A	17.3	1.72	A
804346A	CR 29	82	10	0.88	A	12.5	1.18	A	17.3	1.72	A
804345T	CR 40	124	10	0.88	A	12.5	1.18	A	17.3	1.73	A
804348N	CR 42	206	10	0.88	A	12.5	1.18	A	17.3	1.73	A
804351W	CR 33	206	10	0.88	A	12.5	1.18	A	17.3	1.73	A
804352D	CR 44	721	10	0.89	A	12.5	1.19	A	17.3	1.75	A
804354S	CR 46	21	10	0.88	A	12.5	1.17	A	17.3	1.72	A
804355Y	CR 48	103	10	0.88	A	12.5	1.18	A	17.3	1.72	A
804356F	1st Avenue	8,446	10	1.00	A	12.5	1.34	A	17.3	1.97	A
804357M	Walnut Street	618	10	0.89	A	12.5	1.20	A	17.3	1.75	A
804358U	CR 52	144	10	0.88	A	12.5	1.18	A	17.3	1.73	A
804359B	42ND Street	206	14	1.63	A	16.5	2.04	A	21.3	2.77	A
804361C	39th Street	990	14	1.67	A	16.5	2.09	A	21.3	2.84	A
804362J	37th Street	7,210	14	1.82	A	16.5	2.27	A	21.3	3.08	A
804363R	31ST Street	2,472	14	1.67	A	16.5	2.08	A	21.3	2.83	A
816131K	22ND Street	9,014	14	1.74	A	16.5	2.17	A	21.3	2.95	A
804365E	18TH Street	4,703	14	1.82	A	16.5	2.27	A	21.3	3.09	A
804366L	16TH Street	7,708	14	1.72	A	16.5	2.15	A	21.3	2.92	A
804367T	13TH Street	8,230	14	1.73	A	16.5	2.16	A	21.3	2.93	A
804370B	10TH Street	129	14	1.63	A	16.5	2.03	A	21.3	2.76	A
804372P	8TH Street	129	14	1.63	A	16.5	2.03	A	21.3	2.76	A
804373W	6TH Street	5,562	14	1.86	A	16.5	2.32	A	21.3	3.16	A

			No Action Alternative			Low Rail Traffic Scenario			High Rail Traffic Scenario		
FRA Crossing ID	Street	AADT	Trains per Day	Average Delay for All Vehicles over 24-hour Period (sec/veh)	Level of Service	Trains per Day	Average Delay for All Vehicles over 24-hour Period (sec/veh)	Level of Service	Trains per Day	Average Delay for All Vehicles over 24-hour Period (sec/veh)	Level of Service
804851U	5TH Street	11,627	14	1.78	A	16.5	2.22	A	21.3	3.01	A
804845R	CR 64	3,976	14	1.79	A	16.5	2.23	A	21.3	3.03	A
804846X	CR 66	1,715	14	1.29	A	16.5	1.61	A	21.3	2.18	A
804847E	Main Street	1,982	14	1.28	A	16.5	1.60	A	21.3	2.17	A
804848L	CR 70	321	14	1.24	A	16.5	1.54	A	21.3	2.09	A
804854P	Collins Avenue	9,002	14	1.41	A	16.5	1.76	A	21.3	2.39	A
804853H	2ND Street	803	14	1.25	A	16.5	1.56	A	21.3	2.12	A
804855W	5th Street	107	14	1.23	A	16.5	1.53	A	21.3	2.08	A
804856D	County Road 76	206	14	1.23	A	16.5	1.53	A	21.3	2.08	A
804857K	CR 37	412	14	1.24	A	16.5	1.54	A	21.3	2.09	A
804859Y	CR 78	107	14	1.23	A	16.5	1.53	A	21.3	2.08	A
804860T	CR 80	103	14	1.23	A	16.5	1.53	A	21.3	2.07	A
804861A	1ST Street	4,396	14	1.36	A	16.5	1.70	A	21.3	2.30	A
804876P	3RD Street	206	14	1.23	A	16.5	1.53	A	21.3	2.08	A
804877W	Railroad Avenue	64	14	1.23	A	16.5	1.53	A	21.3	2.07	A
804878D	CR 84	129	12	1.05	A	14.5	1.35	A	19.3	1.90	A
804881L	CR 86	107	14	1.23	A	16.5	1.53	A	21.3	2.08	A
804868X	CR 88	214	14	1.23	A	16.5	1.53	A	21.3	2.08	A
804875H	Main Avenue	206	14	1.23	A	16.5	1.53	A	21.3	2.08	A
804874B	CR 90	1,500	14	1.28	A	16.5	1.59	A	21.3	2.17	A
804873U	CR 92	64	14	1.23	A	16.5	1.53	A	21.3	2.07	A
804872M	CR 94	43	14	1.23	A	16.5	1.53	A	21.3	2.07	A

			No Action Alternative			Low Rail Traffic Scenario			High Rail Traffic Scenario		
FRA Crossing ID	Street	AADT	Trains per Day	Average Delay for All Vehicles over 24-hour Period (sec/veh)	Level of Service	Trains per Day	Average Delay for All Vehicles over 24-hour Period (sec/veh)	Level of Service	Trains per Day	Average Delay for All Vehicles over 24-hour Period (sec/veh)	Level of Service
804870Y	CR 98	64	14	1.23	A	16.5	1.53	A	21.3	2.07	A
804869E	4th Street	124	14	1.23	A	16.5	1.53	A	21.3	2.08	A
804867R	CR 100	107	14	1.23	A	16.5	1.53	A	21.3	2.08	A

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Appendix E

Rail Accident Rates

Accident Rates

For the analysis described in Chapter 3, Section 3.2, *Rail Operations Safety*, OEA used both qualitative and quantitative methods to estimate rail accident rates and potential consequences. OEA estimated the number of train accidents (primarily collisions and derailments) that could occur during rail operation based on accidents rates from the Federal Railroad Administration (FRA) (2020). OEA analyzed the rates in combination with the specifics of the proposed rail line operation (e.g., number of trains, route length, track class) to estimate the number of accidents per year. The analysis used predicted rates based on data for all railroads, informed by rates for BNSF Railway Company (BNSF) and Union Pacific (UP) rail traffic as both are likely to connect the Uinta Basin (the Basin) to other national destinations, using accidents per million train miles (Table E-1).

Table E-1. Nationwide Train Accident Rates

Year	All Railroads (Passenger and Freight Trains)	All Railroads (Main Line and Sidings)	BNSF (Freight Trains)	UP (Freight Trains)
2016	2.50	0.89	2.07	3.24
2017	2.53	0.91	2.01	3.35
2018	2.73	0.94	2.10	3.71
2019	2.74	1.00	2.11	4.47

Train accident rates are generally distinguished only by freight versus passenger service, not by specific cargoes. In estimating accident rates, OEA considered both loaded and unloaded crude oil trains. Given that the rail line would primarily operate unit trains that would travel from the Basin to the end markets with only a few manifest cars being separated out, trains would generally pass around or straight through most yards on their travel. Thus, OEA focused the analysis for the project study area on accidents on the alignments of the Action Alternatives (main lines and sidings). Similarly, the downline analysis focused on the main lines and sidings, rather than rail yards. OEA calculated the predicted number of accidents per year by multiplying segment lengths by the number of trains per year by the appropriate accident rate for the track class on that segment.

Accident rates have shown to vary considerably by track class, with higher accident rates occurring on lower track classes that require lower train speeds due to the standards to which they are built and maintained.[1] Liu et al. (2011) derived derailment rates by track class, starting with baseline rates provided by Anderson and Barkan (2004). They found that the derailment rates for Track Class 3 were twice the overall average and derailment rates for Track Class 2 were six times the overall average (accident rates increase with lower track classes due to lower track standards/quality). Conversely, derailment rates for Track Class 5 were roughly a third of the overall average rates (accident rates decrease with higher track classes due to higher track standards/quality and other factors). Anderson and Barkan (2004) found that the overall accident rate (collisions, derailments, and other types) on Track Class 3 was roughly twice the total rate for all track classes, and the overall rate on Track Classes 4 and higher was roughly half the total rate for all track classes.

[1] Train accidents are more likely to occur on lower track classes (which have lower allowable speeds) because lower track classes are not designed and maintained to the same standards as higher track classes.

OEA used data on accident rates by track class to generate a base accident rate for all of the Action Alternatives, which would operate on Track Class 3 in the Basin at an average of 15 miles per hour (mph) based on information provided by the Coalition. The allowable operating speeds are up to 40 mph on Track Class 3, but lower anticipated speeds reflect the geometry, tunnels, bridges, and steep grades on the proposed rail line. OEA started with the nationwide rates over the last 2 years of about 2.7 accidents per million train miles for all railroads and types of track (Table E-1) as the basis for predicting accident rates. OEA also reviewed the combined total for main lines and sidings (i.e., not including yards and industry track) for all railroads, which gave an average of 0.97 accident per million train miles for 2018 and 2019. This was rounded to 1 accident per million train miles (the same as the value for 2019). Using the multiplier of two for Track Class 3, as indicated by Anderson and Barkan (2004) and Liu et al. (2011), OEA predicted a rate of 2.0 accidents per million train miles for the Action Alternatives.

For the downline analysis, OEA reviewed the maximum allowable speeds on the different segments and found that the likely track classes involved were primarily Track Classes 3, 4, and 5. OEA used Track Class 3 in the analysis for Kyune to Grand Junction and used Track Class 4 or higher for the other downline segments. For the Action Alternatives, Track Class 3 had a rate of 2.0 accidents per million train miles. Using the findings of Anderson and Barkan (2004), OEA estimated the rate for the other downline segments as 0.5 per million train miles, or one-half that for the average across all track classes.

Spill Sizes and Release Probabilities

To understand the potential severity of train accidents during rail operations, OEA reviewed accidents that have occurred on existing rail lines in Utah. Based on FRA data (2020), eight main line accidents occurred in Utah in 2019, five involving derailments; there were no collisions. One of the derailments involved 25 cars with releases from two propane cars. There were two accidents on siding track, both derailments, one due to a broken flange and one attributed to the roadbed being soft or having settled.

In the past, rail accidents involving crude oil or other hazardous materials typically resulted in small releases. However, recent accidents in Lac-Mégantic, Québec; Casselton, North Dakota; Aliceville, Alabama; Lynchburg, Virginia; and Ontario, Canada, among others, have been more significant and generated additional attention on crude by rail transportation.

Lac-Mégantic, Québec, July 6, 2013

After hand and air brakes on a parked train failed, the train rolled downhill reaching a speed of 65 mph before derailing. Almost all of the 63 derailed tank cars were damaged in some way; many had large failures. Roughly 1.6 million gallons (38,000 barrels) of oil were released. Fires and explosions caused 47 fatalities and massive property damage. All cars were DOT-111s. (Transportation Safety Board of Canada 2013; NTSB 2014a)

Casselton, North Dakota, December 30, 2013

A crude oil train collided with a previously derailed grain car on an adjacent main line track at roughly 42 mph. Twenty tank cars derailed and 18 were punctured, releasing more than 420,000 gallons (10,000 barrels) of crude oil. No injuries were reported (NTSB 2014b).

Aliceville, Alabama, November 7, 2013

Derailment of this accident occurred at 38 mph, with 26 cars derailed. The accident caused a loss of 630,000 gallons (15,000 barrels) of crude oil, which contaminated some wetlands (NTSB no date).

Lynchburg, Virginia, April 30, 2014

This accident involved the derailment of 17 cars, with one car failing, which led to a fire. Three of the derailed crude oil cars ended up in the James River, spilling up to 30,000 gallons (714 barrels) of crude oil into the river. Later clarification noted that the fire involved a CPC-1232 rail car (NTSB 2016).

Gogama, Ontario, March 7, 2015

This accident involved a derailment of 39 cars following a train-initiated emergency brake application. About 690,000 gallons of crude oil were released (from 33 cars). Some of the product ignited and caused explosions and some entered the Makami River. A rail bridge over the Makami River and about 1,000 feet of track were destroyed. This accident occurred only 3 weeks after another major derailment in the nearby town of Gladwick. (Transportation Safety Board of Canada 2017)

Many of these accidents involved tank cars that do not meet present-day standards. Additionally, the Uinta Basin crude oil does not have the same volatility as the crude oil involved in the accidents cited above, such that explosions are much less likely even in the event of large spills. Even more rigorous standards will be fully implemented by May 2025. For the most part, the activities in the Basin are expected to use the 117 or 117R (retrofit) tank cars, with a limited number of CPC-1232 cars until May 2025. The DOT 117 standard included a jacketed thermal protection system, full-height head shields, and other protective features. These are all designed to reduce the chance of rail cars breaching in an accident or from exposure to a fire if nearby cars are breached. Additional safety precautions, including reduced speeds, are also in place for crude oil (and other flammable cargo) trains.

A detailed hazardous materials rail transportation model develop by Arthur D. Little, Inc. for the American Association of Railroads (AAR), the Railway Progress Institute (RPI), and the then Chemical Manufacturers Association considered a range of release sizes to try and bracket the potential range of consequences and allow for the frequencies of different-sized releases to be determined (Arthur D. Little 1996). That model used data from the RPI-AAR Railroad Tank Car Safety Research and Test Project on the relative frequencies of various release sizes from individual cars as a function of the number of cars derailed in an incident. It then considered the possible combination of releases from multiple cars to select representative spill sizes for the model. In particular, the following spill sizes were used, eliminating the very small releases, as they do not contribute much to overall risk.

- 30 gallons per minute for 10 minutes (300 gallons)
- 300 gallons per minute for 10 minutes (3,000 gallons)
- Single rail car volume spilled instantaneously
- Three rail cars spilled instantaneously

- Five rail cars spilled instantaneously

Given the uncertainty over the likely spill size, OEA considered in this analysis a range of potential release sizes and their associated chance of occurrence using the same ranges of spill sizes listed above; however, the first two categories were combined into one spill size of 1,000 gallons. Additionally, OEA added an extreme case of 450,000 to 900,000 gallons, to put such extreme spills in perspective.

In terms of the number of cars derailed, the *Washington State 2014 Marine and Rail Oil Transportation Study* (Washington State Department of Ecology 2015) reported the number of derailed tank cars per major crude oil accident in 2013 and 2014 ranged from 6 to 30 in the United States and 4 to 63 in Canada. The number of cars that spilled their contents was 1 to 20 in the United States and 0 to 5 in Canada; however, the two spills in Ontario in 2015 discussed previously involved releases from more rail cars. When looking at derailments, a larger set of accidents involving a variety of hazardous materials can be examined to understand the outcomes because the specific cargo type does not generally affect the chance of a train accident. Also, in general, slower speeds result in fewer cars derailed (Liu et al. 2012, 2014).

Data from the RPI-AAR Railroad Tank Car Safety Research and Test Project also provided information on the probabilities of release for rail cars of different designs and the detailed analysis to determine the chance of different numbers of cars derailing and releasing different quantities of the product carried. Liu et al. (2014) provides an updated description of this approach and gives some representative results. For Class I railroads, 24 percent of derailments involved one car, 50 percent involved five or fewer cars, and the overall average was about nine cars. As a group, the Class I railroads operate largely on Track Class 4 or 5, with the associated higher speeds.

More recently, analyses from the Railway Supply Institute (the former RPI) suggest that the chance of a release per car for CPC-1232 cars is roughly half that for the old 111 cars (at about 0.05 to 0.10), DOT 117 cars would be 0.03, and the 117R would be 0.04 to 0.08 (RSI 2019). These are for certain configurations of cars in trains and show the decreasing chances of releases in the better-protected rail cars.

OEA used a combination of these and other data to determine representative distributions of release sizes for the types of rail cars addressed in the assessment of the Action Alternatives, given that a derailment or collision has occurred on the proposed rail line.

- Minor spill from collision/derailment (1,000 gallons): 7 percent
- Collision/derailment release of 30,000 gallons: 17 percent
- Collision/derailment release of 90,000 gallons: 2 percent
- Collision/derailment release of 150,000 gallons: 0.07 percent
- Extreme collision/derailment release of 450,000 to 900,000 gallons: 0.005 percent

Taken together, this distribution suggests that 26 percent or roughly one in four accidents, most of which would be derailments, would have some sort of release, and most of the time the release would be equivalent to one car or less.

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Appendix F

Water Resources Figures

This appendix includes a mapbook referenced in Chapter 3, Section 3.3, *Water Resources*, of the EIS. The mapbook depicts the water resources field survey study area and aquatic resources in and around the study area. This mapbook reproduces at a smaller scale the aquatic resource maps included in the *Final Waters of the United States Baseline Environment Technical Memorandum: Uinta Basin Railway* (Technical Memorandum) (Coalition 2020). Table F-1 provides a crosswalk between the nine sheets in the mapbook and the corresponding maps included in the Technical Memorandum Appendix A, Appendix B, and Appendix C.

Table F-1. Crosswalk between Mapbook and Technical Memorandum

	Waters of the United States Baseline Environment Technical Memorandum		
Mapbook Sheets	**Indian Canyon Alternative (Appendix A)**	**Wells Draw Alternative (Appendix B)**	**Whitmore Park Alternative (Appendix C)**
Sheet 1	1–35	1–36	1–45
Sheet 2	34–55	34–64	44–65
Sheet 3	51–71	--	61–81
Sheet 4	68–92	--	78–106
Sheet 5	86–116	179–182	96–130
Sheet 6	115–145	140–184	129–159
Sheet 7	--	63–112	--
Sheet 8	--	109–127	--
Sheet 9	--	126–142	--

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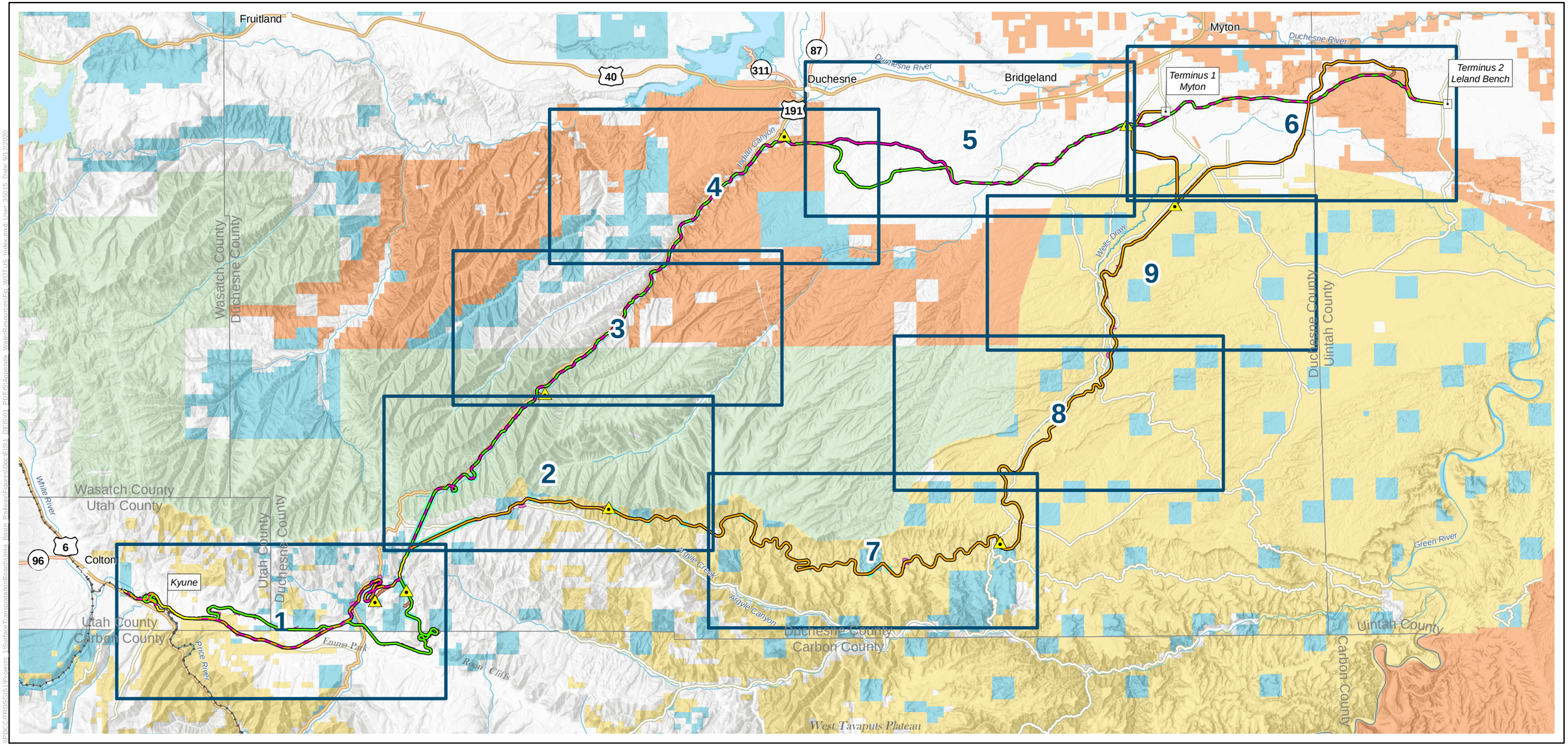

All Alternatives
Indian Canyon Alternative
Wells Draw Alternative
Whitmore Park Alternative
Indian Canyon and Wells Draw
Indian Canyon and Whitmore Park
Tunnel

Communication Tower
Terminal
Road Relocation
Access Road

Existing Rail Line
Interstate Hwy
U.S. Hwy
State Route
County Road

Land Status
Bureau of Land Management
Bureau of Reclamation
Private Land
State Land
Tribal Trust Land
U.S. Forest Service

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Miles
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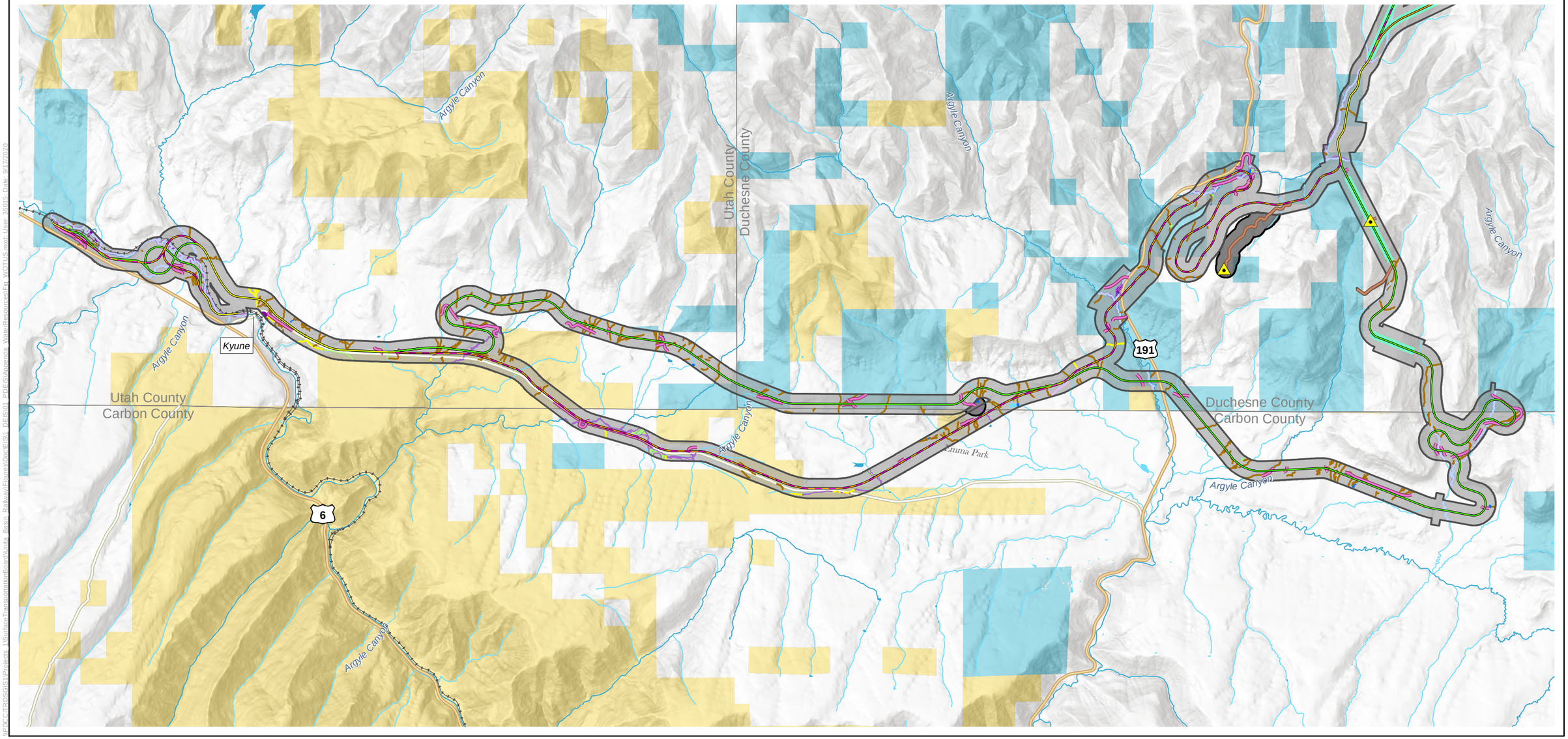
Date: 9/17/2020

Uinta Basin Railway - Waters of the U.S.



All Alternatives
Indian Canyon Alternative
Wells Draw Alternative
Whitmore Park Alternative
Indian Canyon and Wells Draw
Indian Canyon and Whitmore Park
Terminal
Tunnel

Communication Tower
Road Relocation
Access Road
Interstate Hwy
U.S. Hwy
State Route
County Road
Existing Rail Line

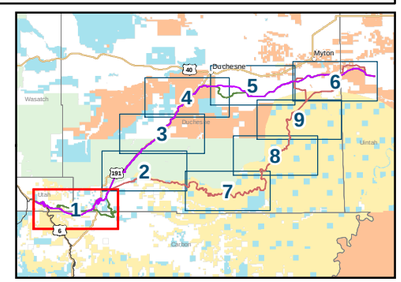
Survey Study Area
Supplemental Survey Study Area

National Hydrography Dataset
Perennial Stream
Intermittent Stream
Canal or Ditch
Intermittent Lake/Pond
Perennial Lake/Pond/Reservoir
Swamp/Marsh

Aquatic Resource Type
Perennial Stream
Intermittent Stream
Ephemeral Stream
Ditch/Canal
Emergent Marsh
Open Water
Playa
Shrub-Scrub
Wet Meadow

Riparian Area

Land Status
Bureau of Land Management
Bureau of Reclamation
Private Land
State Land
Tribal Trust Land
U.S. Forest Service



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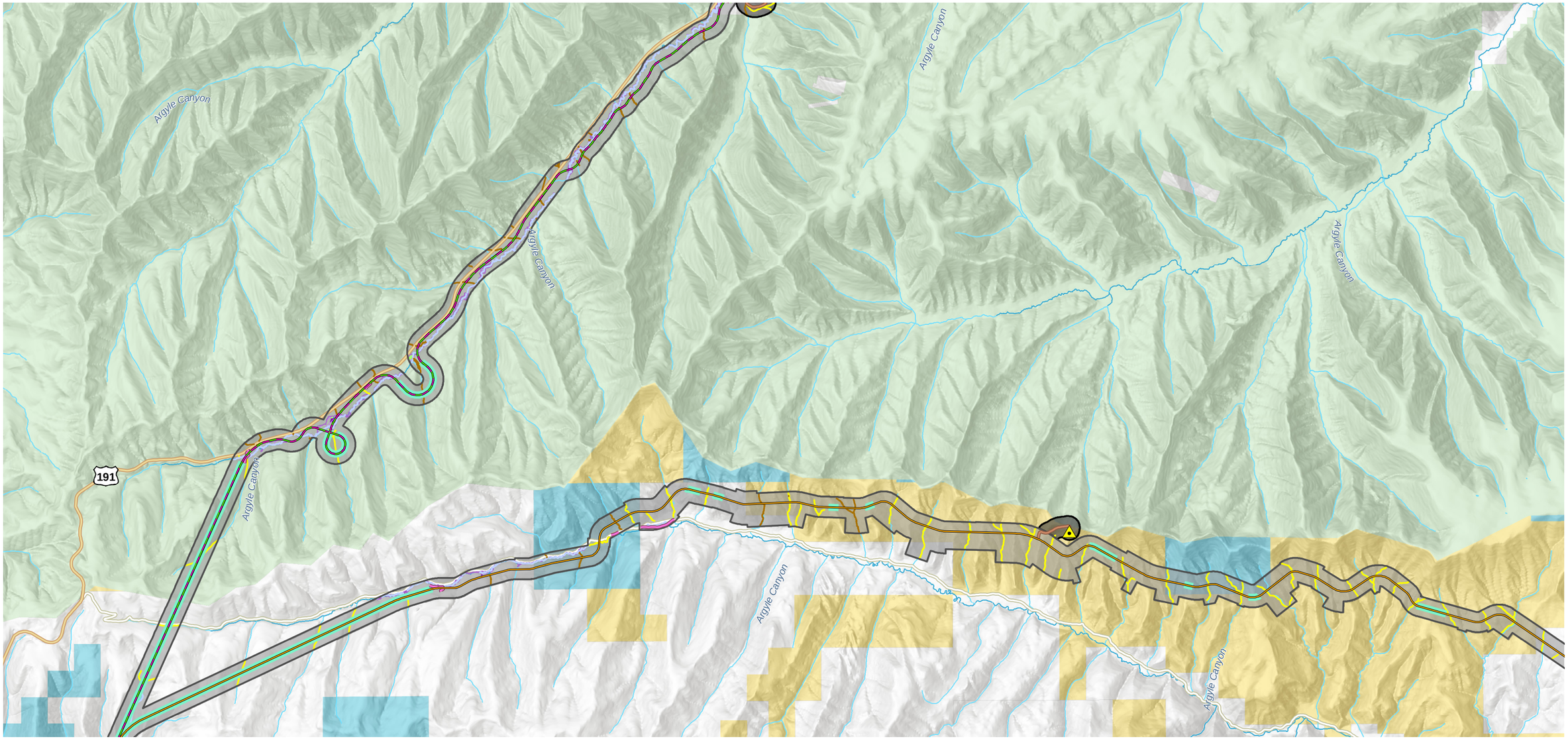

All Alternatives
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Access Road
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U.S. Hwy
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County Road
Existing Rail Line

Survey Study Area
Supplemental Survey Study Area

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Perennial Stream
Intermittent Stream
Canal or Ditch
Intermittent Lake/Pond
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Swamp/Marsh

Aquatic Resource Type
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Ephemeral Stream
Ditch/Canal
Emergent Marsh
Open Water
Playa
Shrub-Scrub
Wet Meadow

Riparian Area

Land Status
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Bureau of Reclamation
Private Land
State Land
Tribal Trust Land
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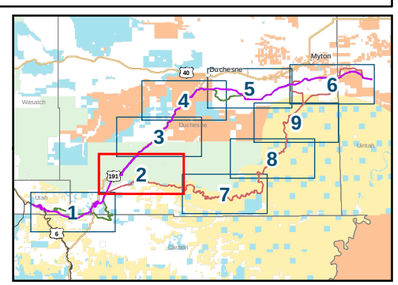

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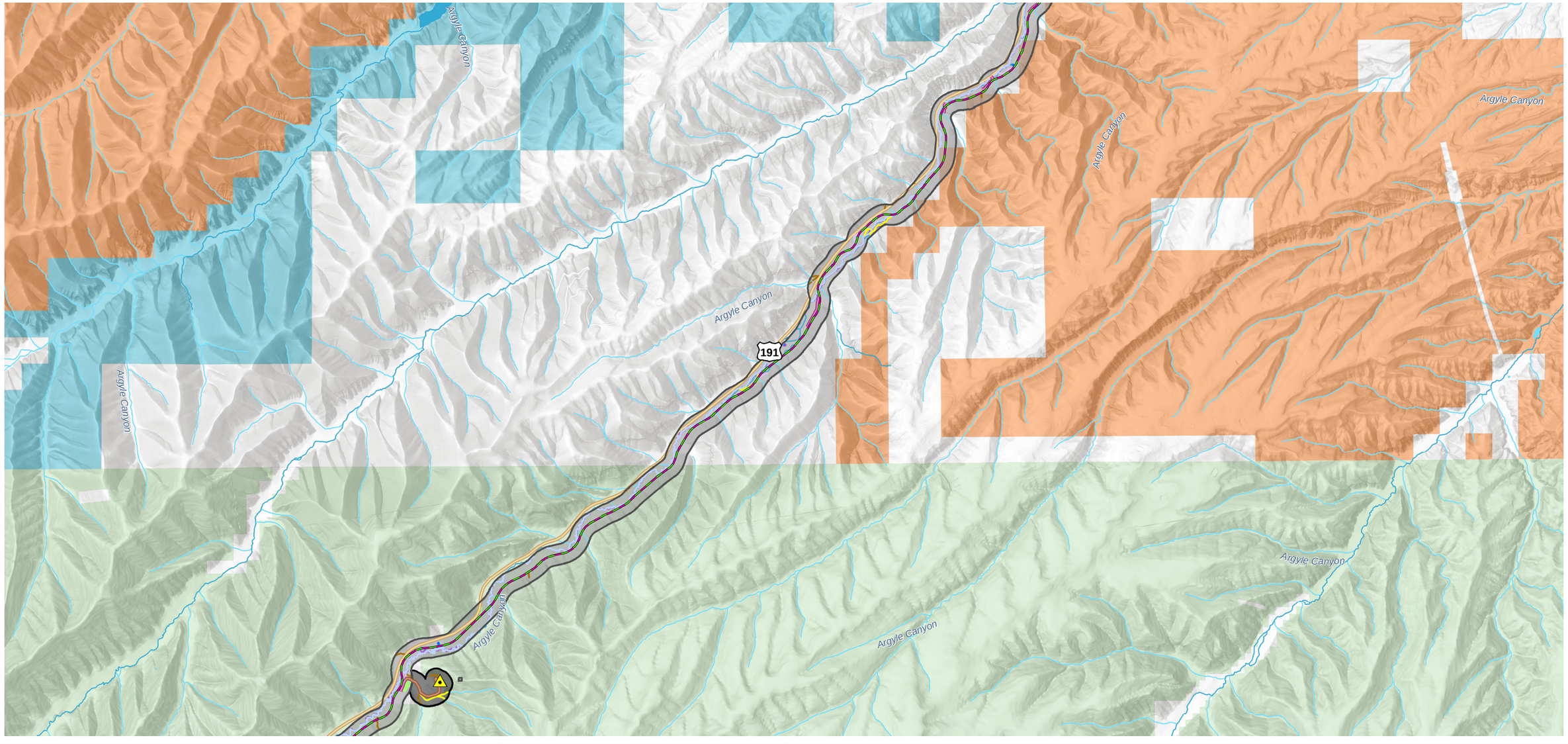

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Riparian Area

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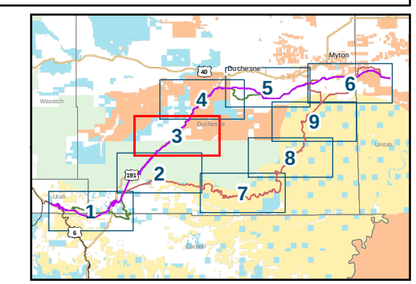

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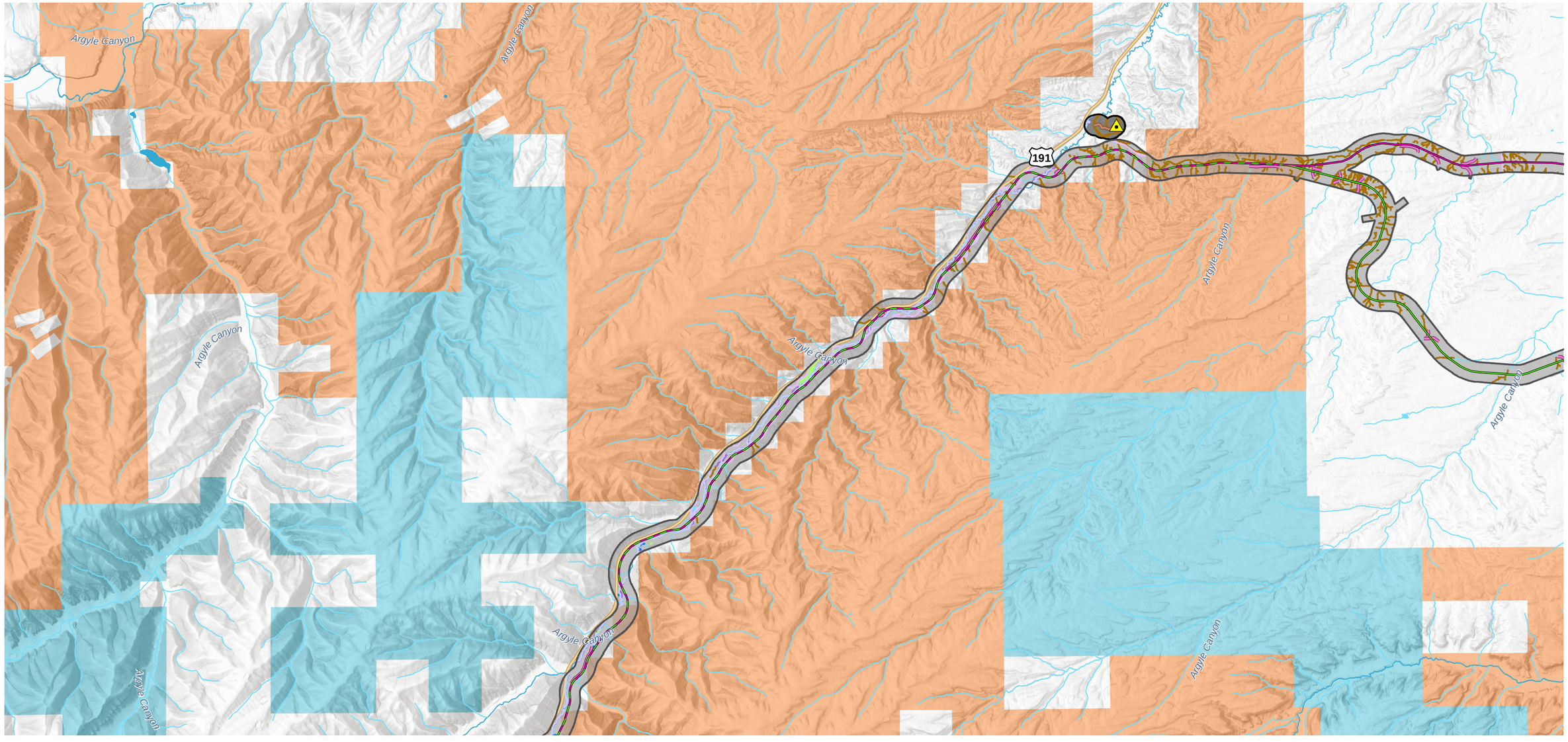

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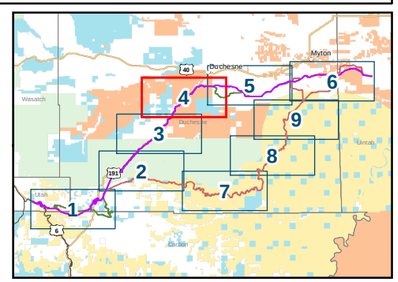

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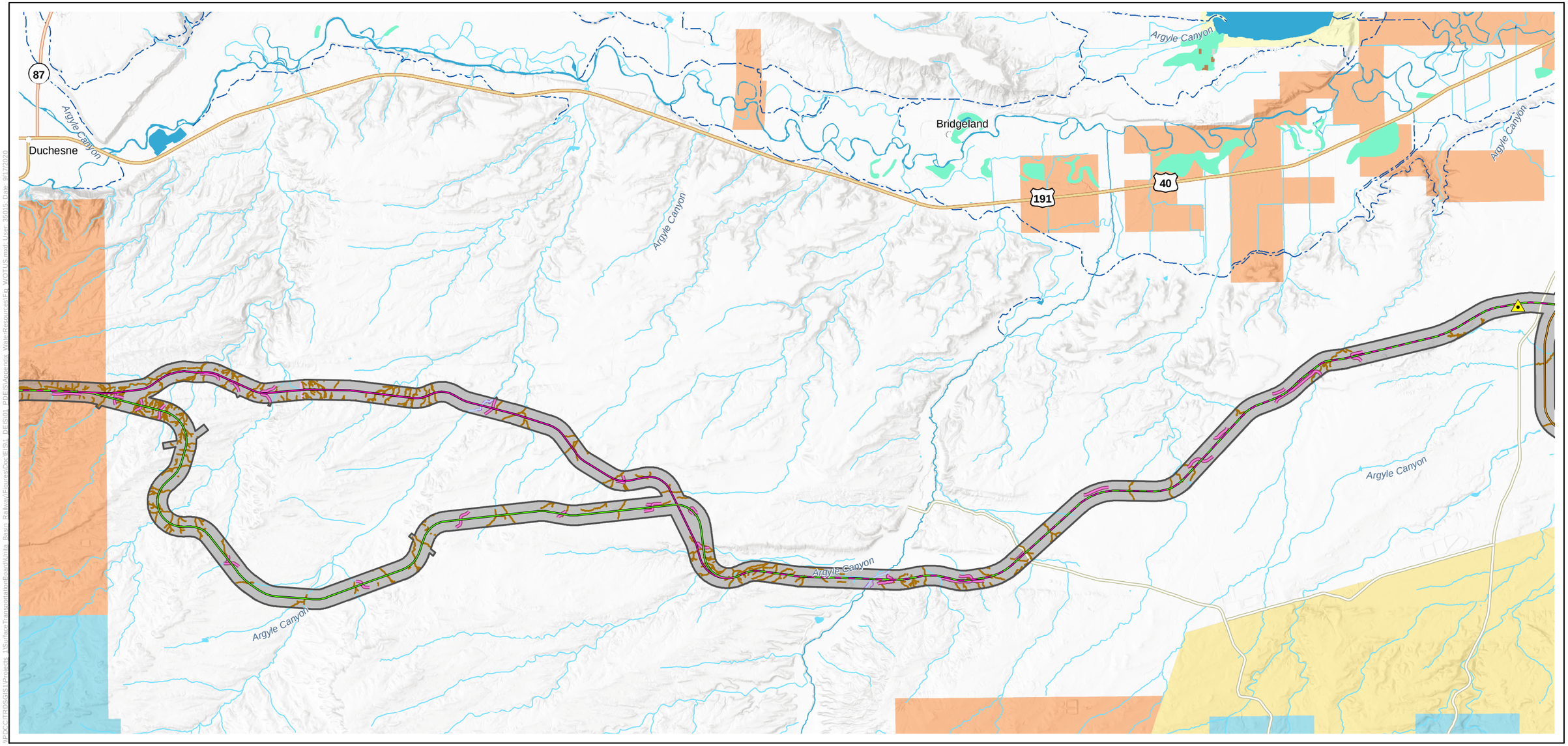

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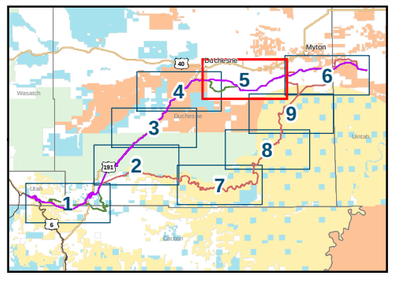

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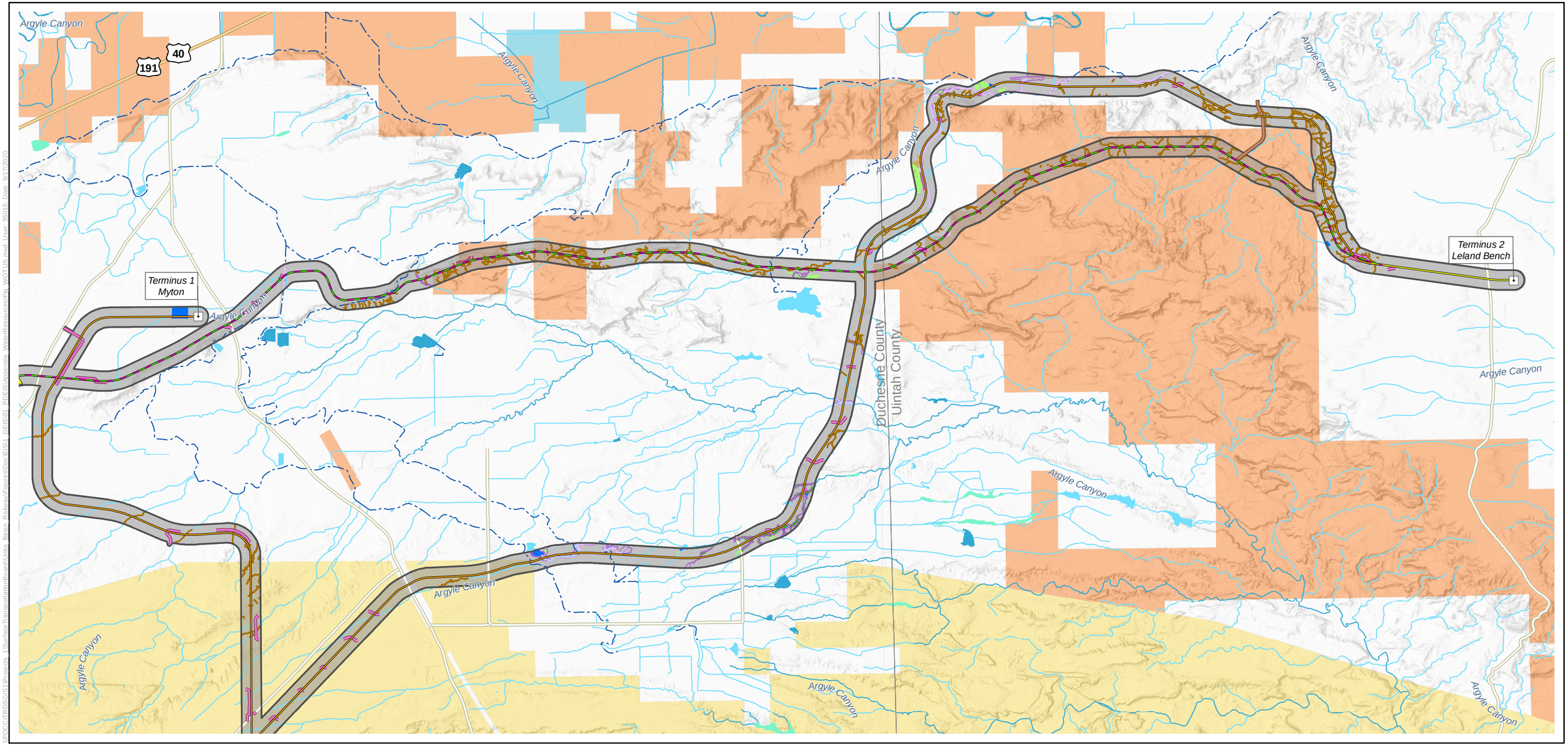

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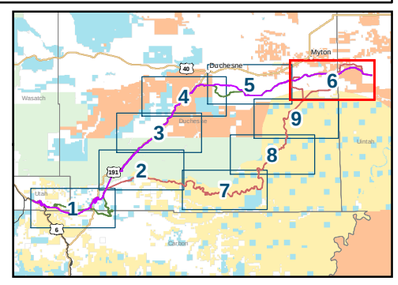

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Uinta Basin Railway - Waters of the U.S.
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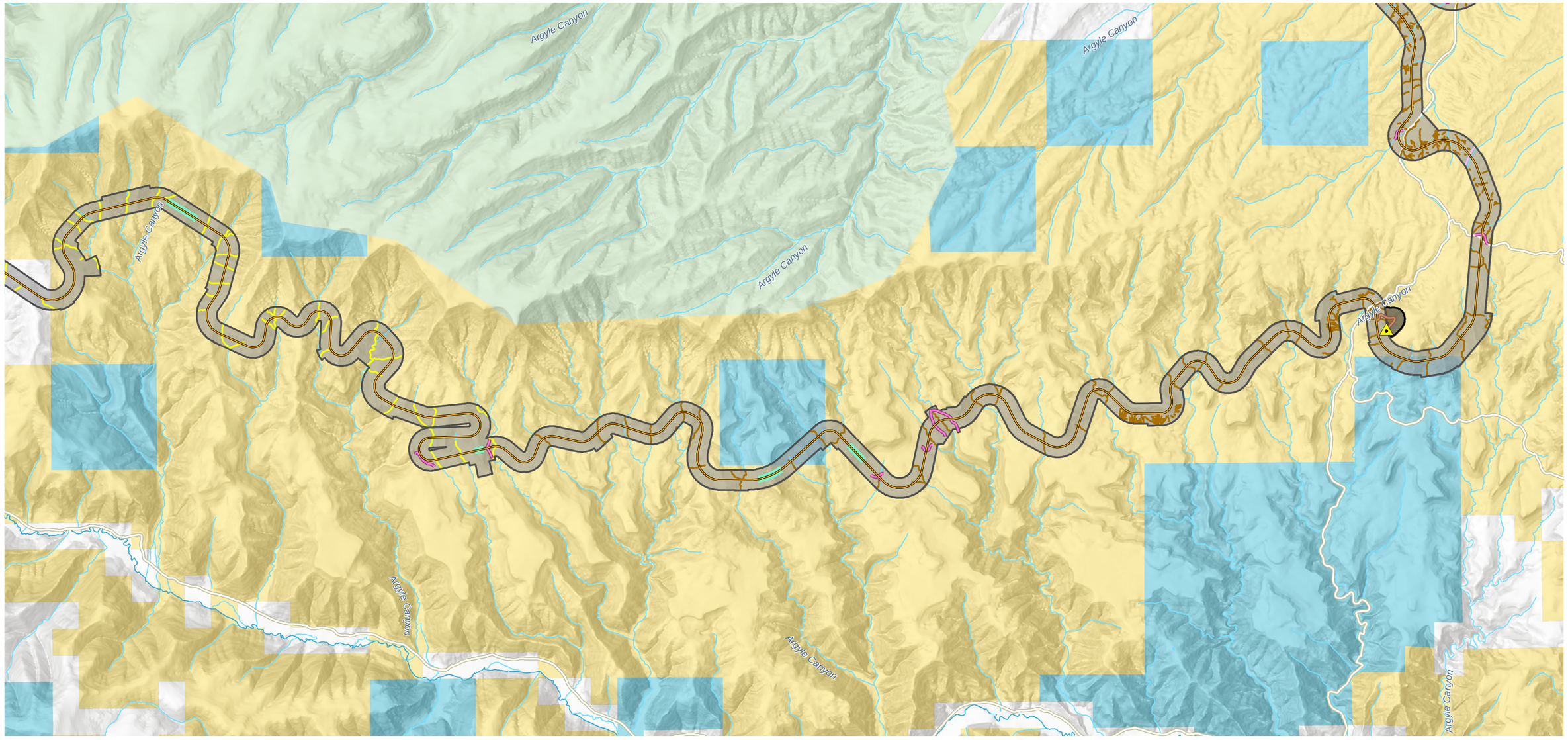

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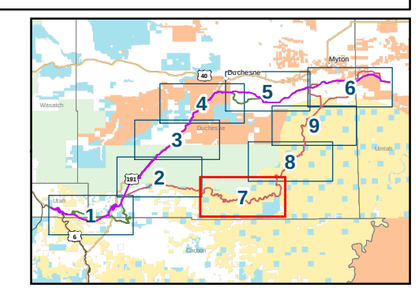

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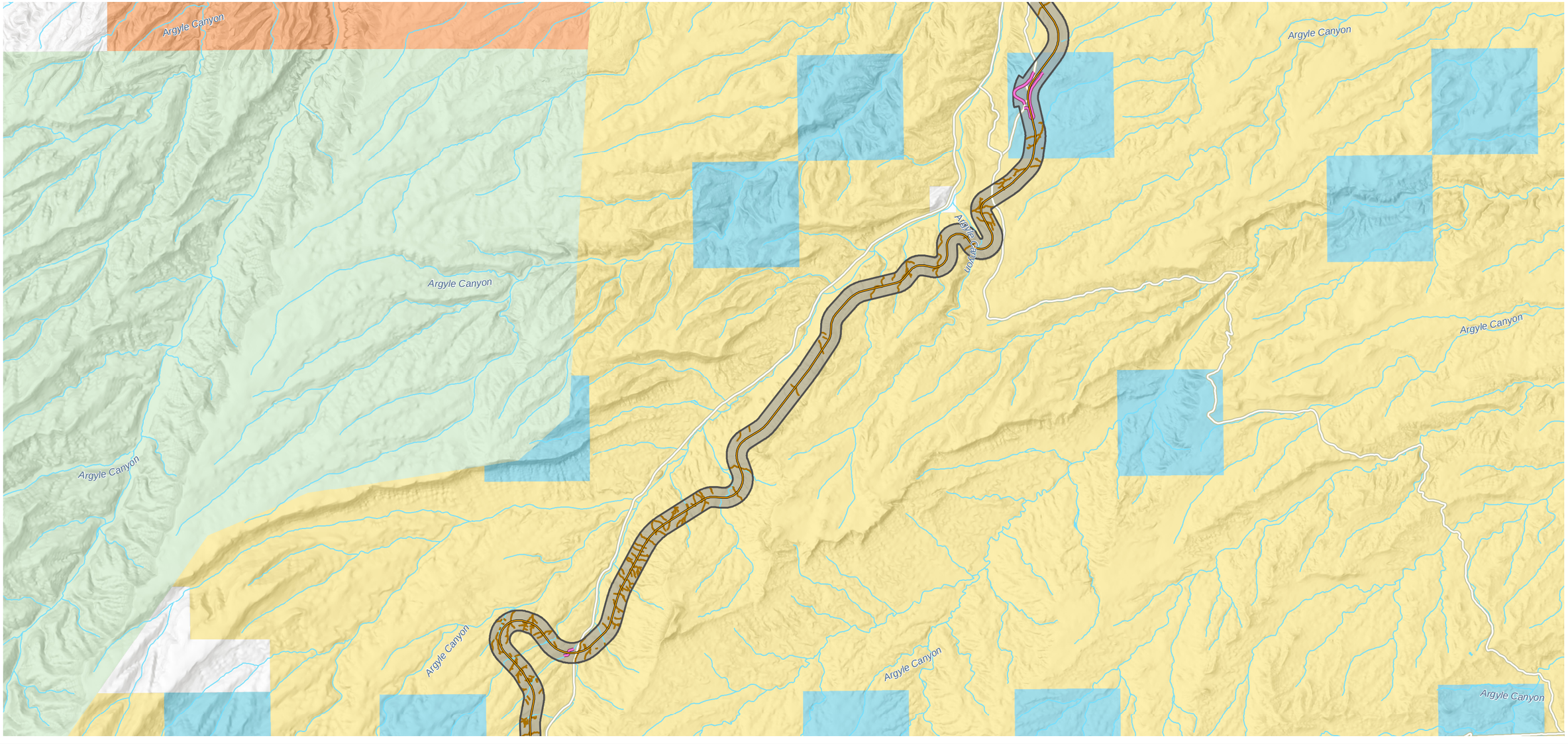
Uinta Basin Railway - Waters of the U.S.
Sheet 7 of 9



All Alternatives
Indian Canyon Alternative
Wells Draw Alternative
Whitmore Park Alternative
Indian Canyon and Wells Draw
Indian Canyon and Whitmore Park
Terminal
Tunnel

Communication Tower
Road Relocation
Access Road
Interstate Hwy
U.S. Hwy
State Route
County Road
Existing Rail Line

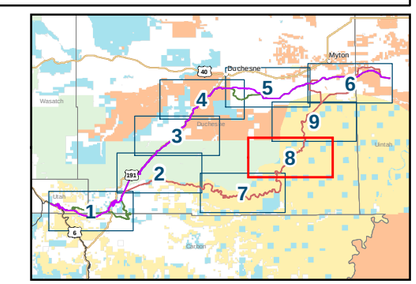
Survey Study Area
Supplemental Survey Study Area

National Hydrography Dataset
Perennial Stream
Intermittent Stream
Canal or Ditch
Intermittent Lake/Pond
Perennial Lake/Pond/Reservoir
Swamp/Marsh

Aquatic Resource Type
Perennial Stream
Intermittent Stream
Ephemeral Stream
Ditch/Canal
Emergent Marsh
Open Water
Playa
Shrub-Scrub
Wet Meadow

Riparian Area

Land Status
Bureau of Land Management
Bureau of Reclamation
Private Land
State Land
Tribal Trust Land
U.S. Forest Service



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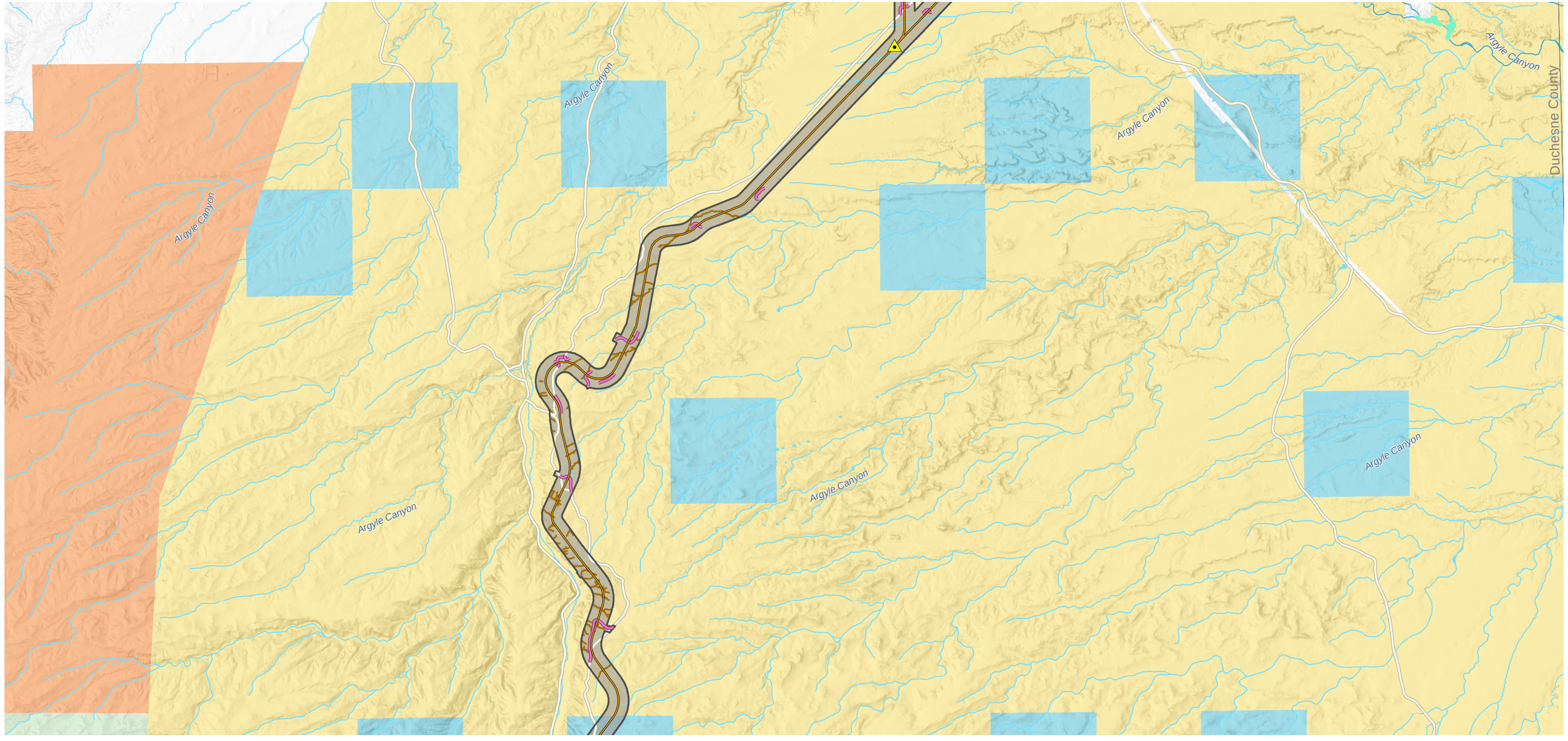
Date: 9/17/2020

Uinta Basin Railway - Waters of the U.S.
Sheet 8 of 9



All Alternatives
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Road Relocation
Access Road
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Survey Study Area
Supplemental Survey Study Area

National Hydrography Dataset
Perennial Stream
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Aquatic Resource Type
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Ephemeral Stream
Ditch/Canal
Emergent Marsh
Open Water
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Wet Meadow

Riparian Area

Land Status
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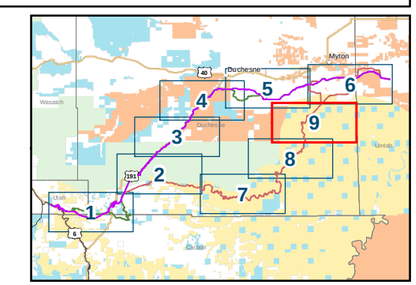
Bureau of Reclamation
Private Land
State Land
Tribal Trust Land
U.S. Forest Service



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Date: 9/17/2020

Uinta Basin Railway - Waters of the U.S.
Sheet 9 of 9

Appendix G

Biological Resources Figures

This appendix includes figures referenced in Chapter 3, Section 3.4, *Biological Resources*, of the Draft EIS. These figures are:

- Figure G-1. Wildfire Hazard Potential
- Figure G-2. Sensitive Plant Species Habitat
- Figure G-3. Mexican Spotted Owl Habitat
- Figure G-4. Snowshoe Hare Seasonal Range
- Figure G-5. Bighorn Sheep Seasonal Range
- Figure G-6. Elk Seasonal Range
- Figure G-7. Moose Seasonal Range
- Figure G-8. Mule Deer Seasonal Range
- Figure G-9. Pronghorn Seasonal Range
- Figure G-10. Vegetation Communities

Figure G-1 through Figure G-9 consist of individual maps. Figure G-10 is a mapbook consisting of one index map and nine detailed map sheets. Figure G-10 depicts the biological resources field survey study area and vegetation communities in and around the study area. This figure reproduces at a smaller scale the vegetation community maps included in the *Biological Resources Baseline Environment Technical Memorandum: Uinta Basin Railway* (Technical Memorandum) (Coalition 2020).

Table G-1 provides a crosswalk between the nine sheets in Figure G-10 and the corresponding maps included in the Technical Memorandum Appendix B, Appendix C, and Appendix D.

Table G-1. Crosswalk between Maps in Figure G-10 and Technical Memorandum

	Biological Resources Baseline Environmental Technical Memorandum		
Figure G-10 Sheets	**Indian Canyon Alternative (Appendix B)**	**Wells Draw Alternative (Appendix C)**	**Whitmore Park Alternative (Appendix D)**
Sheet 1	1–35	1–36	1–45
Sheet 2	34–55	34–64	44–65
Sheet 3	51–71	--	61–81
Sheet 4	68–92	--	78–106
Sheet 5	86–116	179–182	96–130
Sheet 6	115–145	140–184	129–159
Sheet 7	--	63–112	--
Sheet 8	--	109–127	--
Sheet 9	--	126–142	--

Figure G-1. Wildfire Hazard Potential

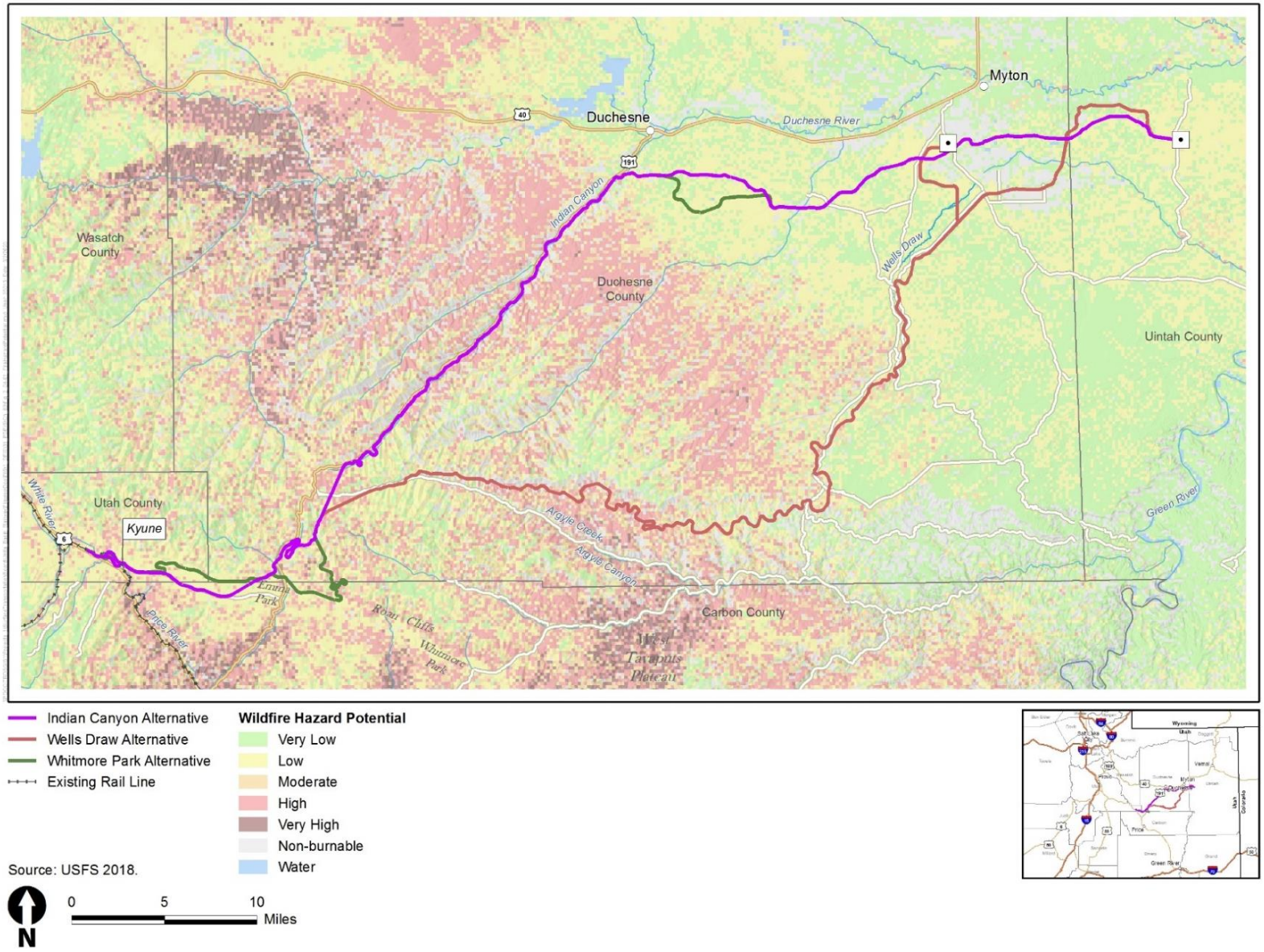


Figure G-2. Sensitive Plant Species Habitat

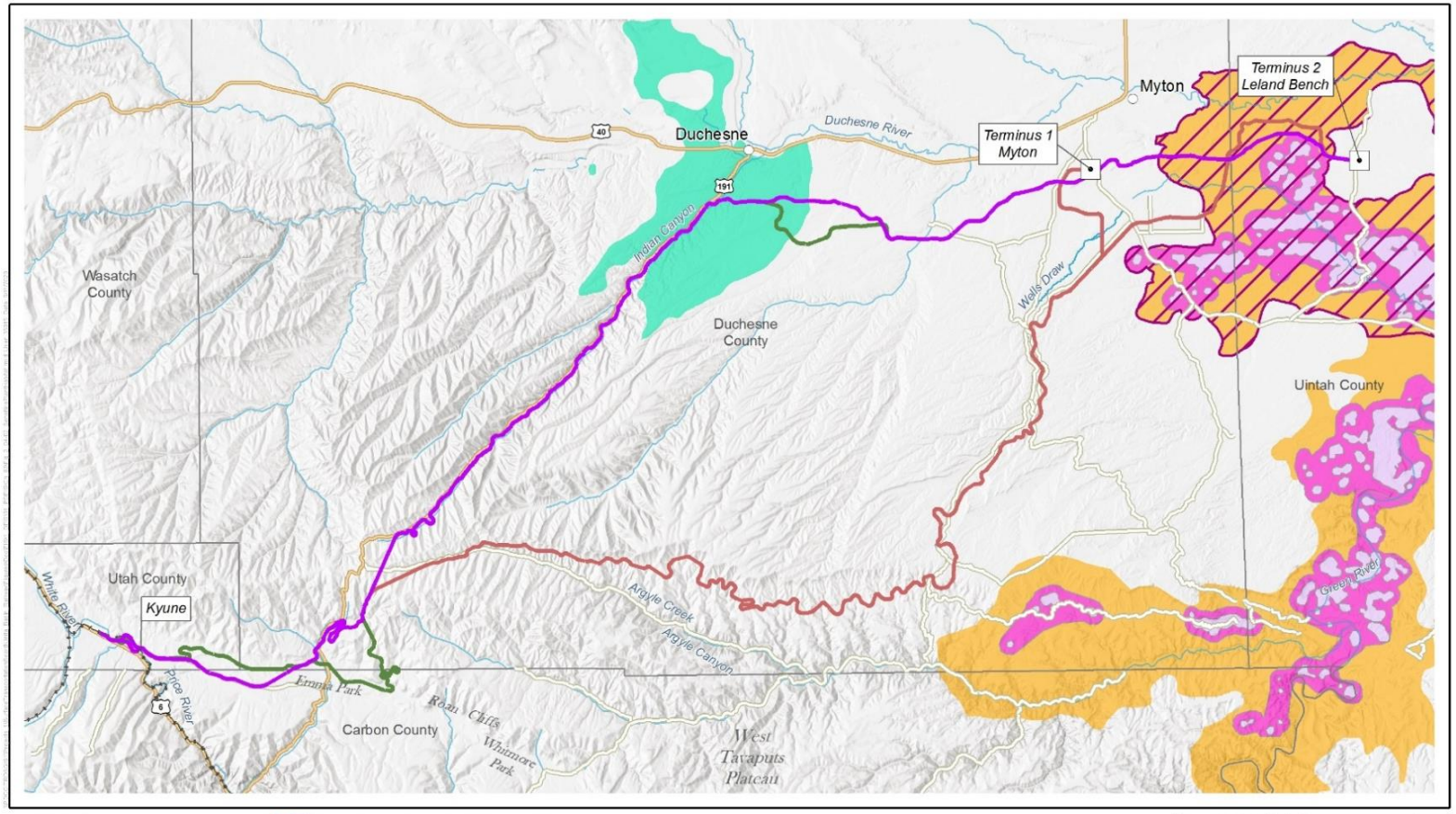


Figure G-3. Mexican Spotted Owl Habitat

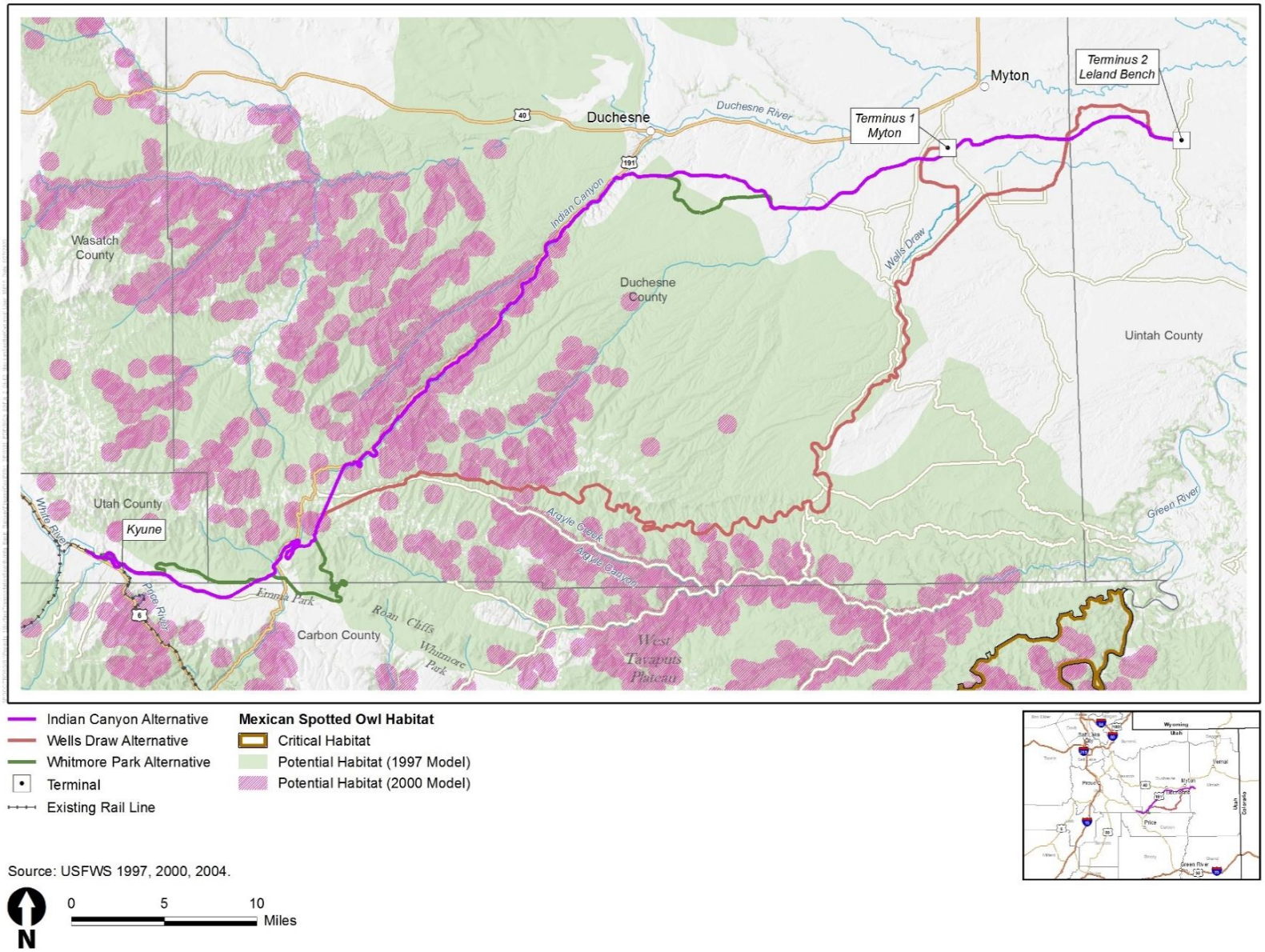


Figure G-4. Snowshoe Hare Seasonal Range

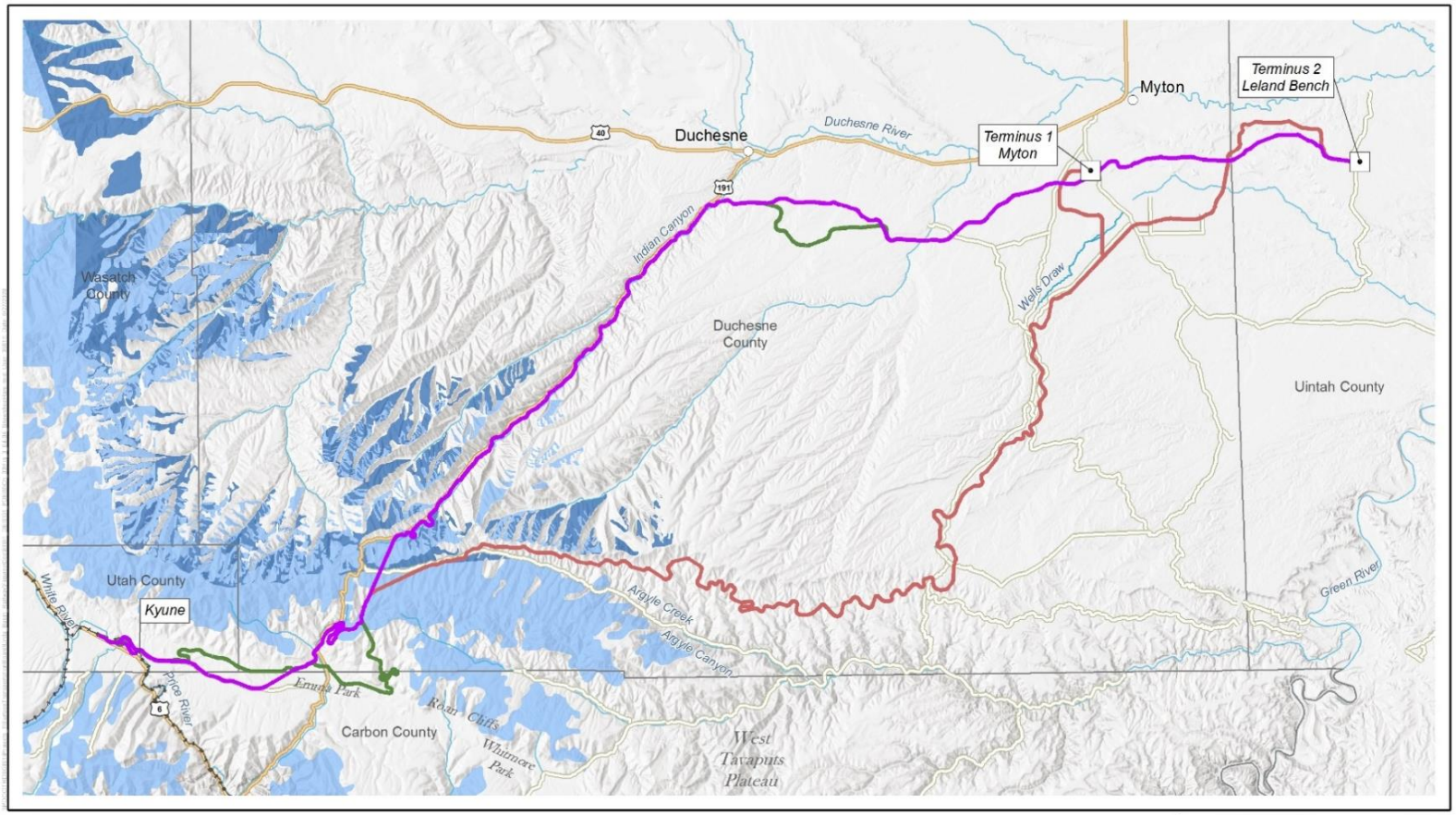


Figure G-5. Bighorn Sheep Seasonal Range

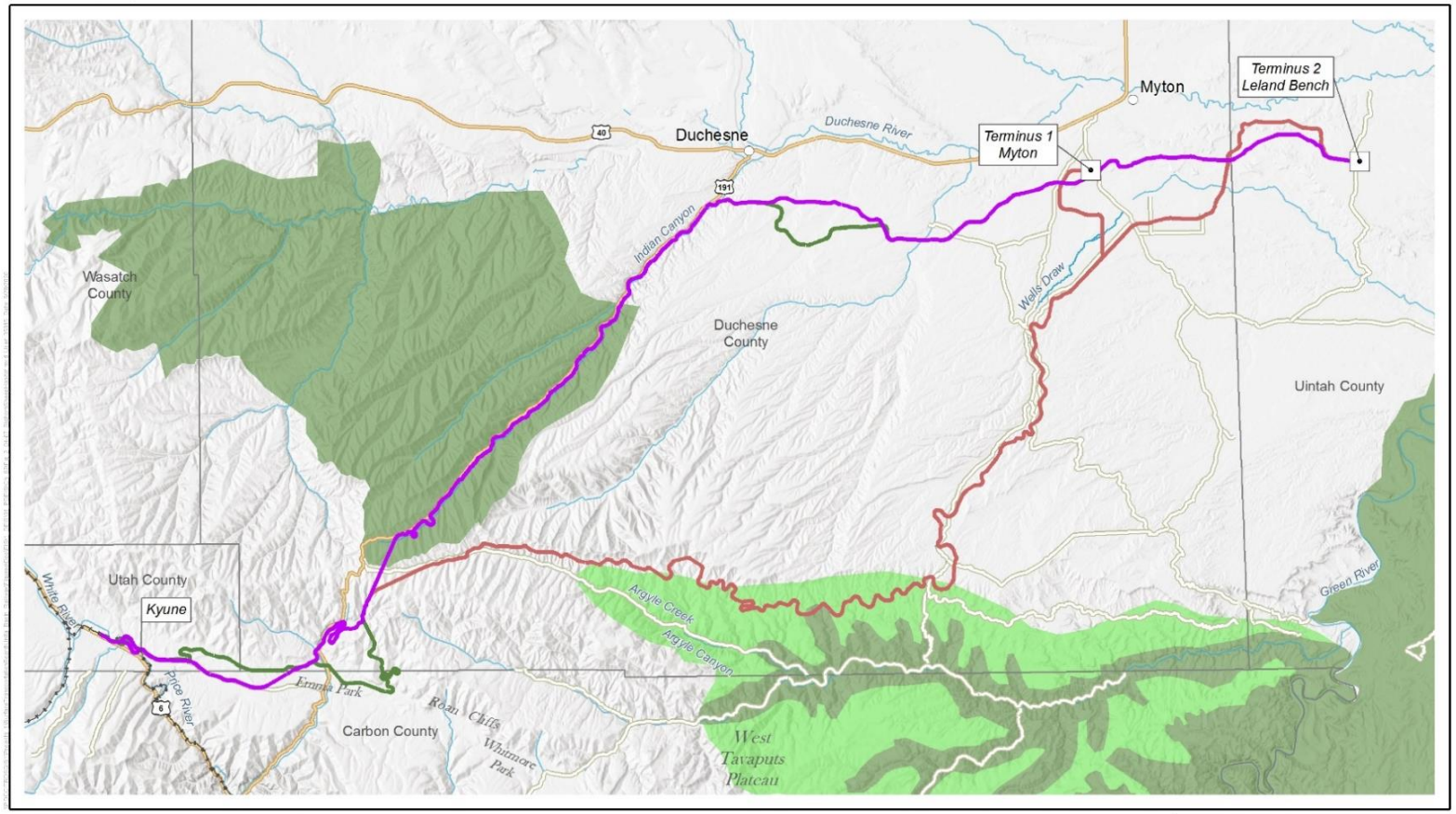


Figure G-6. Elk Seasonal Range

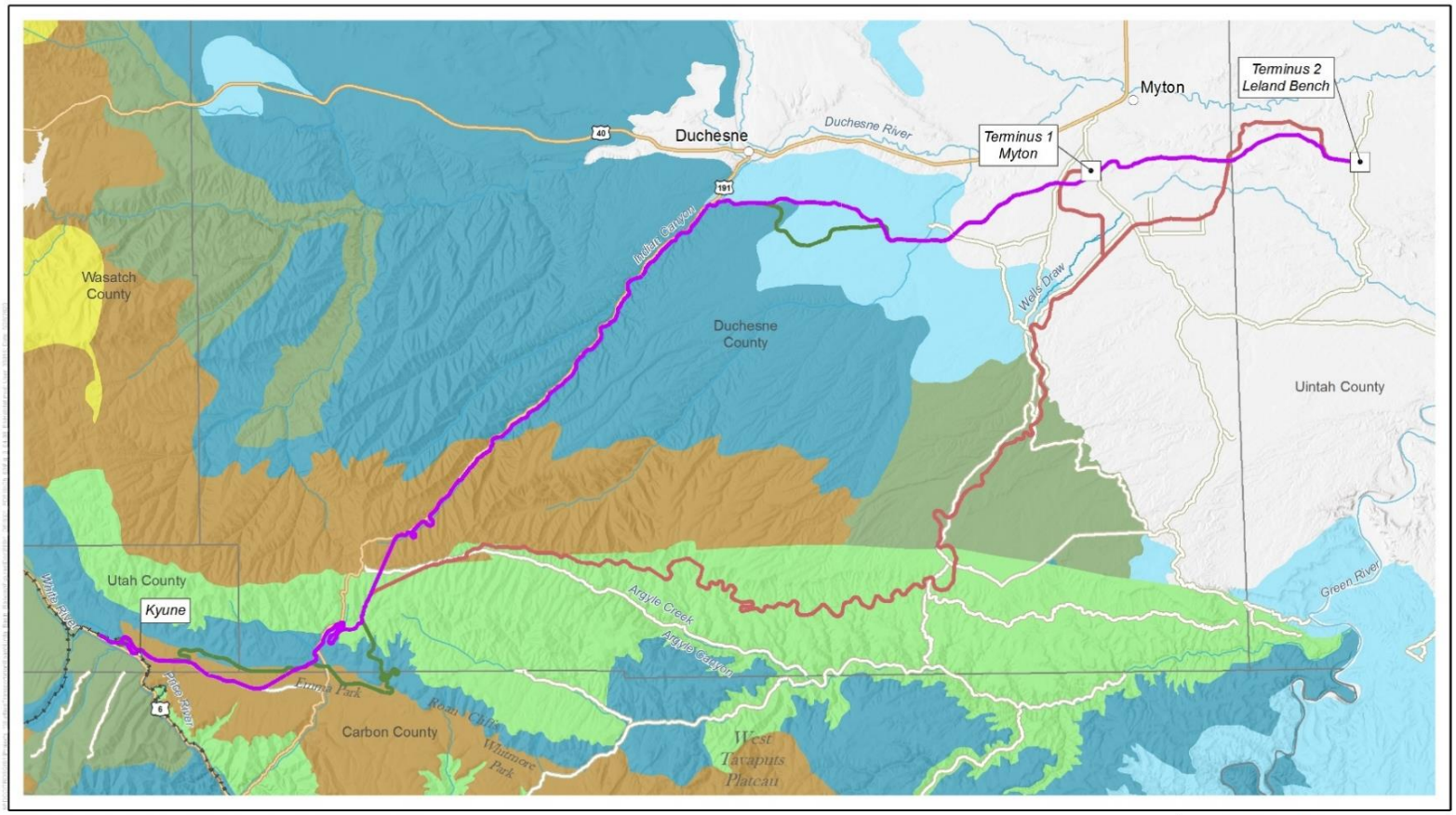


Figure G-7. Moose Seasonal Range

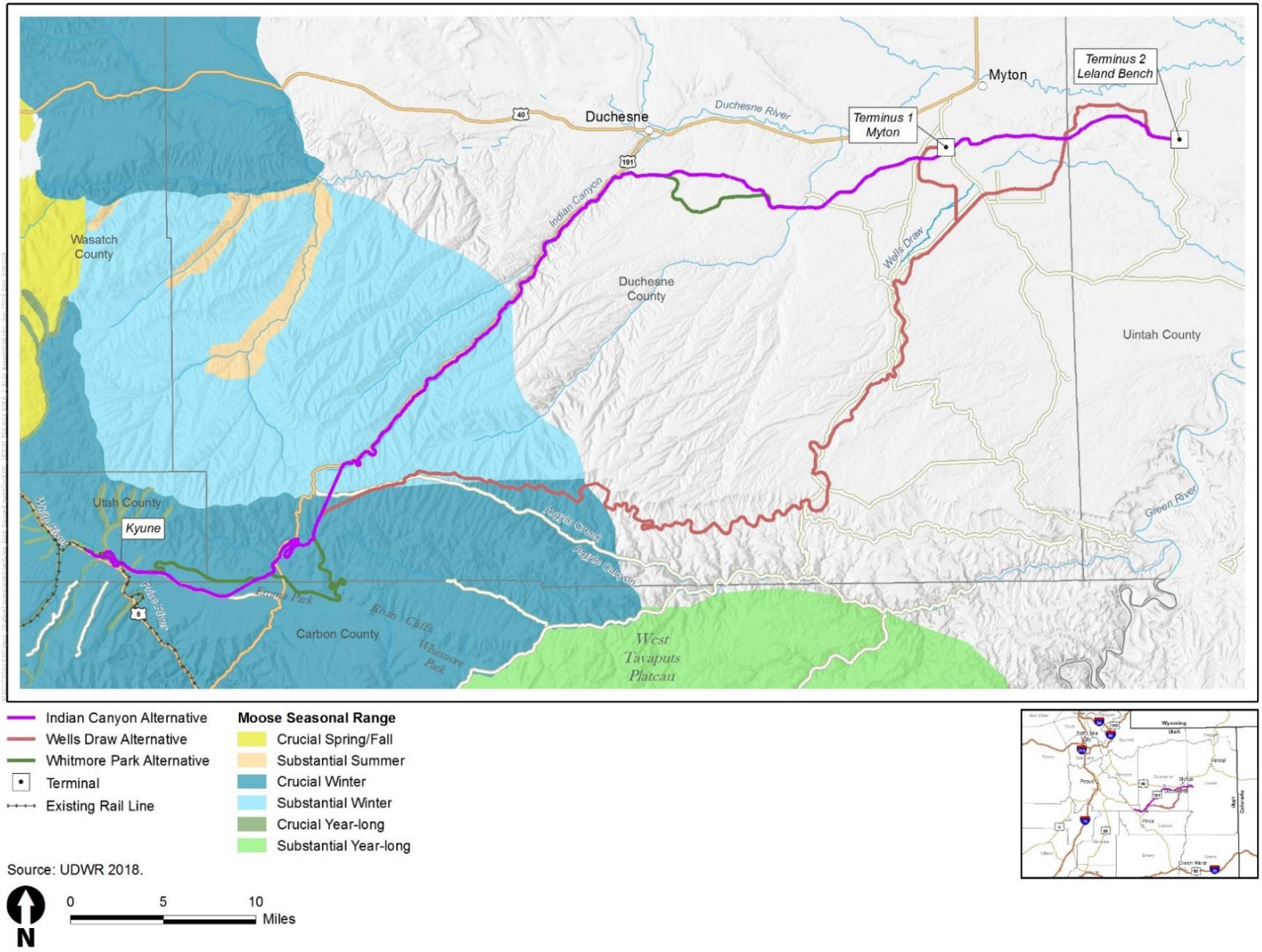


Figure G-8. Mule Deer Seasonal Range

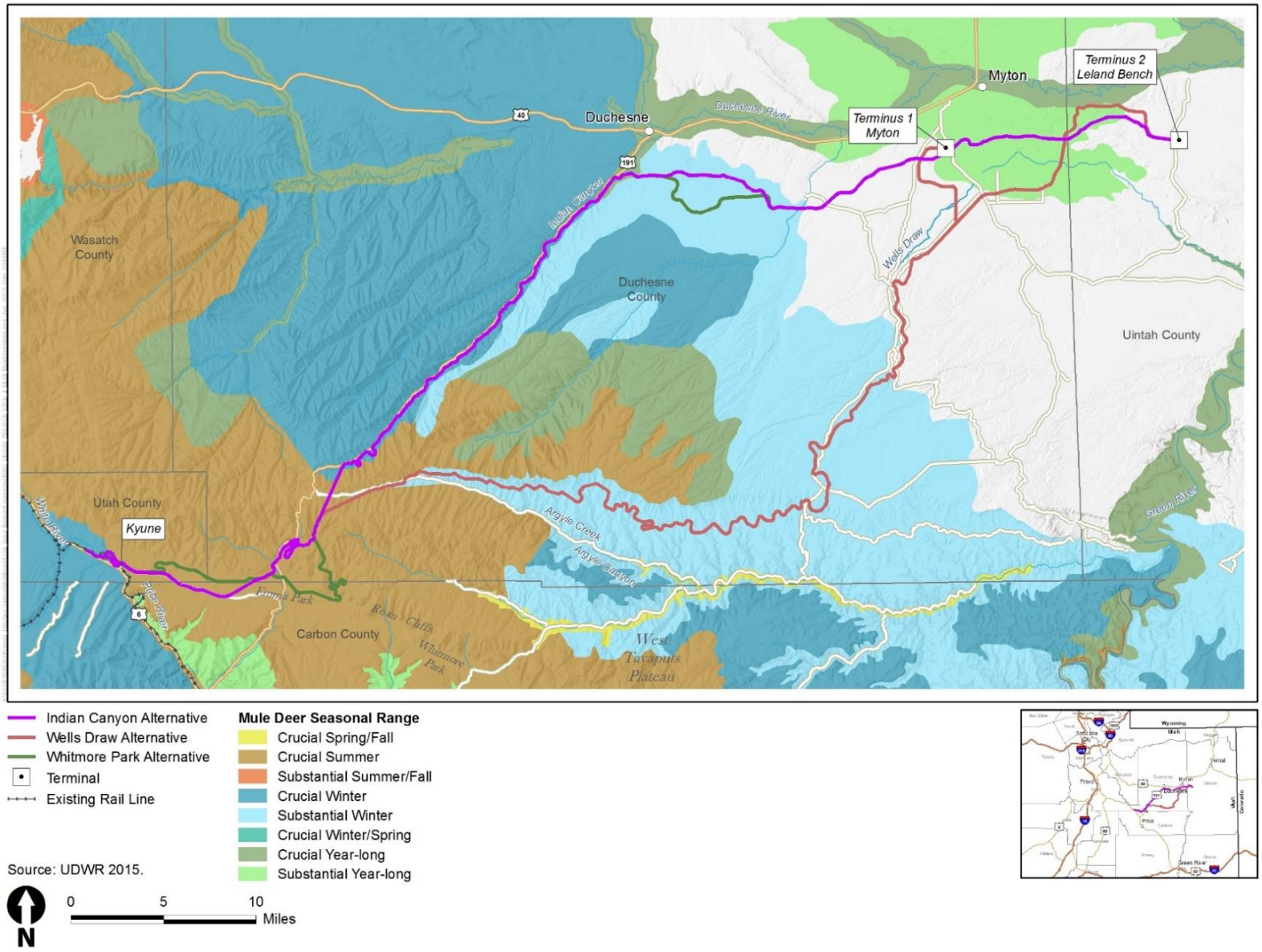
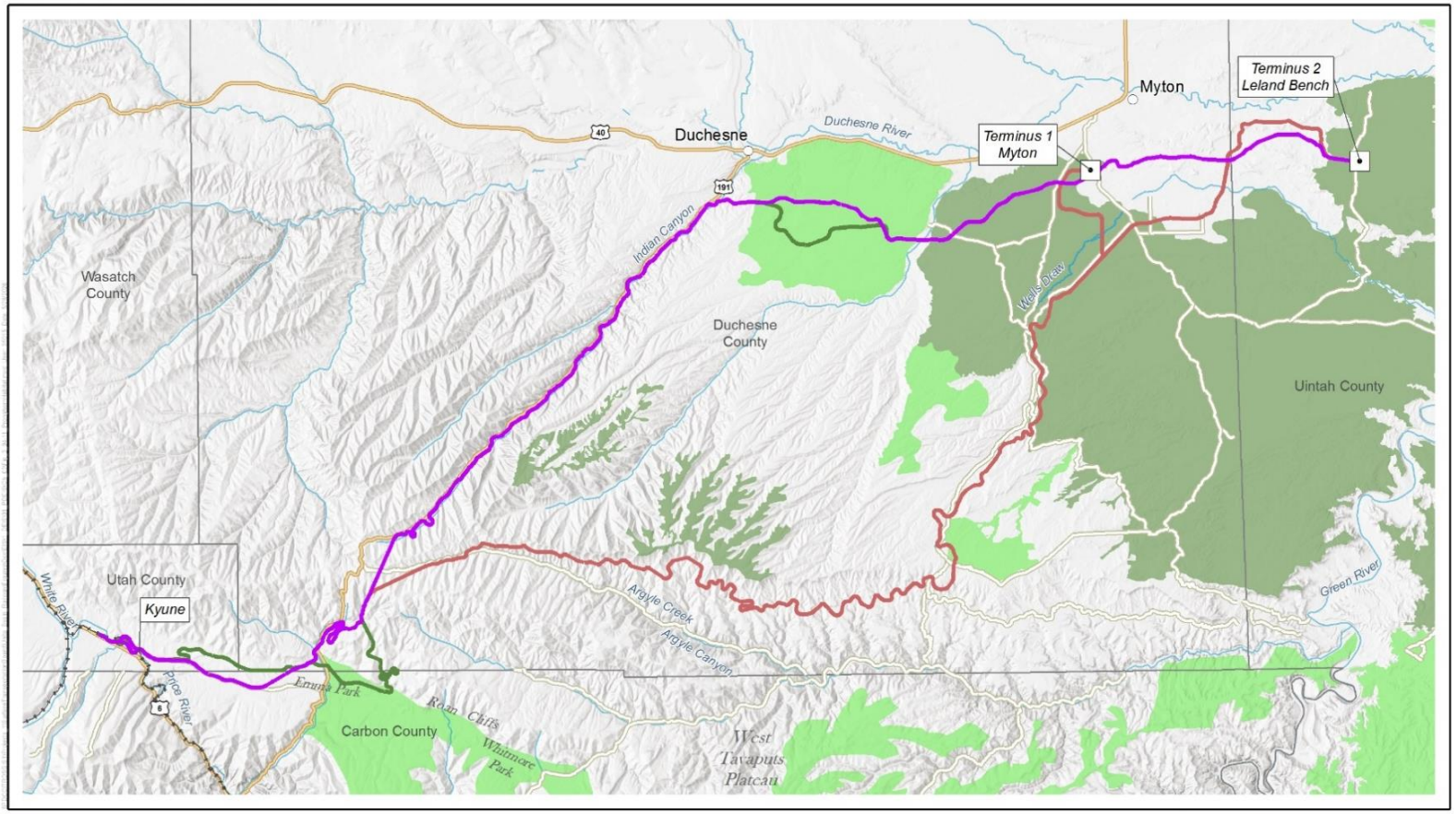


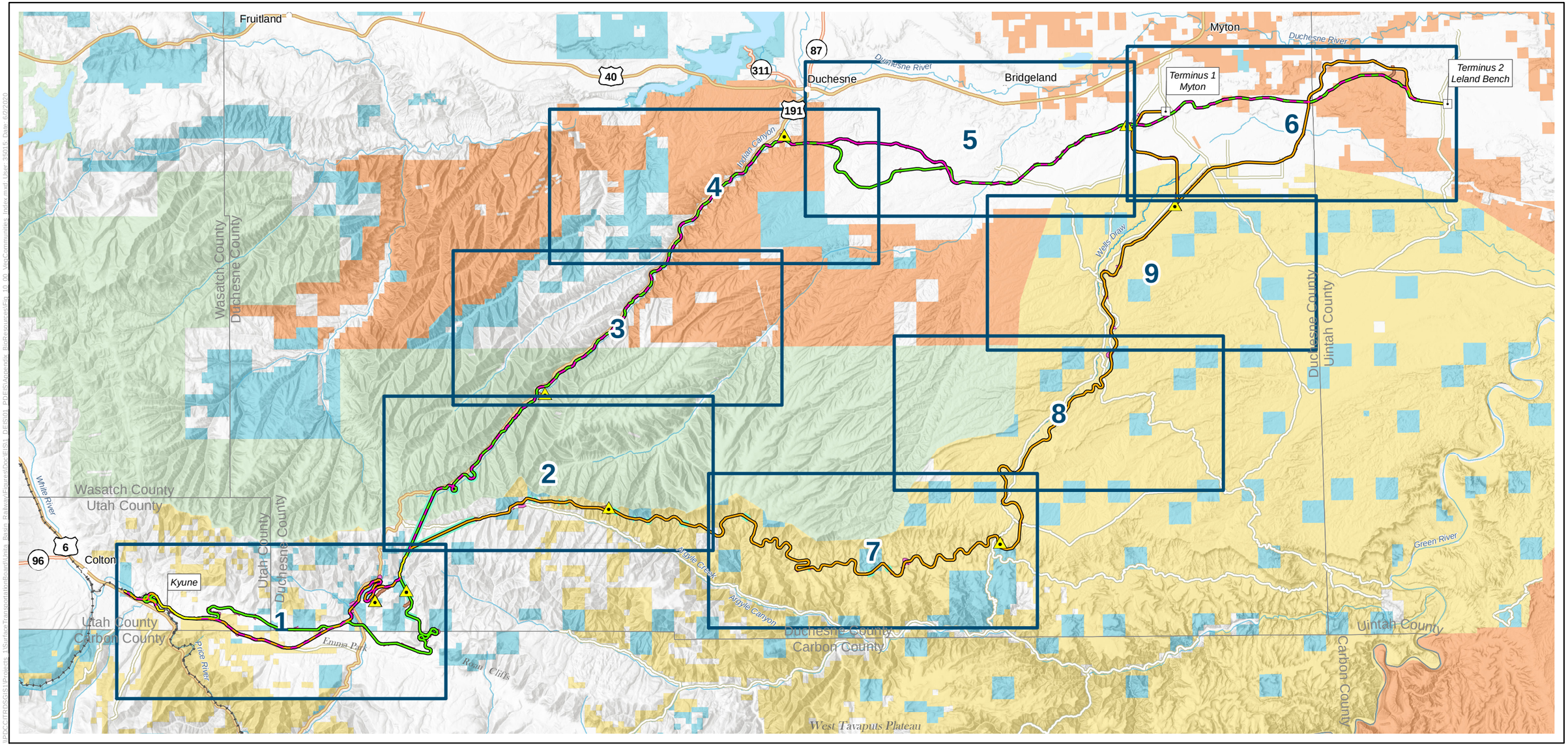
Figure G-9. Pronghorn Seasonal Range



References

Seven County Infrastructure Coalition (Coalition). 2020. *Biological Resources Baseline Environment Technical Memorandum: Uinta Basin Railway* (Technical Memorandum).

Figure G-10
Mapbook



- All Alternatives
- Indian Canyon Alternative
- Wells Draw Alternative
- Whitmore Park Alternative
- Indian Canyon and Wells Draw
- Indian Canyon and Whitmore Park
- Tunnel
- Communication Tower
- Terminal
- Road Relocation
- Access Road
- Interstate Hwy
- U.S. Hwy
- State Route
- County Road
- Existing Rail Line

Land Status

- Bureau of Land Management
- Bureau of Reclamation
- Private Land
- State Land
- Tribal Trust Land
- U.S. Forest Service

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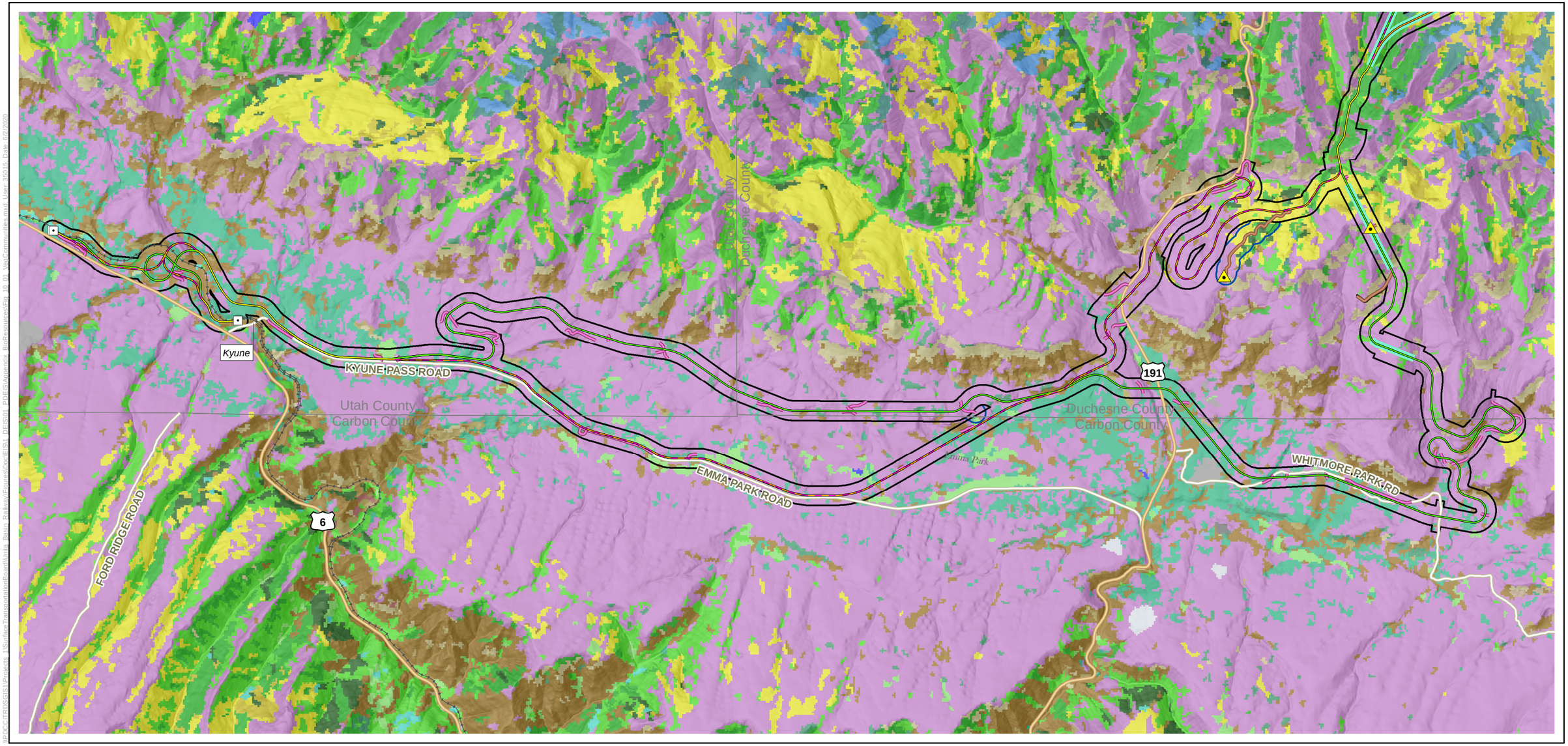
Date: 6/2/2020

Figure 10. Vegetation Communities



All Alternatives
Indian Canyon Alternative
Wells Draw Alternative
Whitmore Park Alternative
Indian Canyon and Wells Draw
Indian Canyon and Whitmore Park
Terminal
Tunnel

Communication Tower
Road Relocation
Access Road
Existing Rail Line
Survey Study Area
Supplemental Survey Study Area

Vegetation Communities

- Colorado Plateau Mixed Bedrock Canyon and Tableland
- Colorado Plateau Mixed Low Sagebrush Shrubland
- Colorado Plateau Pinyon-Juniper Shrubland
- Colorado Plateau Pinyon-Juniper Woodland
- Developed, Medium - High Intensity
- Developed, Open Space - Low Intensity
- Disturbed, Oil well
- Inter-Mountain Basins Big Sagebrush Shrubland
- Inter-Mountain Basins Greasewood Flat
- Inter-Mountain Basins Mixed Salt Desert Scrub
- Inter-Mountain Basins Montane Sagebrush Steppe
- Inter-Mountain Basins Semi-Desert Grassland
- Inter-Mountain Basins Semi-Desert Shrub Steppe
- Inter-Mountain West Aspen-Mixed Conifer Forest and Woodland Complex
- Invasive Annual Grassland
- Open Water
- Rocky Mountain Alpine-Montane Wet Meadow
- Rocky Mountain Aspen Forest and Woodland
- Rocky Mountain Cliff and Canyon
- Rocky Mountain Gambel Oak-Mixed Montane Shrubland
- Rocky Mountain Lower Montane Riparian Woodland and Shrubland
- Rocky Mountain Montane Dry-Mesic Mixed Conifer Forest and Woodland
- Rocky Mountain Montane Mesic Mixed Conifer Forest and Woodland
- Rocky Mountain Subalpine Dry-Mesic Spruce-Fir Forest and Woodland
- Rocky Mountain Subalpine Mesic Spruce-Fir Forest and Woodland
- Southern Rocky Mountain Montane-Subalpine Grassland

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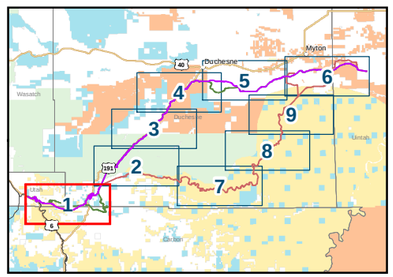

Figure 10. Vegetation Communities
Sheet 1 of 9



All Alternatives
Indian Canyon Alternative
Wells Draw Alternative
Whitmore Park Alternative
Indian Canyon and Wells Draw
Indian Canyon and Whitmore Park
Terminal
Tunnel

Communication Tower
Road Relocation
Access Road
Existing Rail Line
Survey Study Area
Supplemental Survey Study Area

Vegetation Communities

- Colorado Plateau Mixed Bedrock Canyon and Tableland
- Colorado Plateau Mixed Low Sagebrush Shrubland
- Colorado Plateau Pinyon-Juniper Shrubland
- Colorado Plateau Pinyon-Juniper Woodland
- Inter-Mountain Basins Big Sagebrush Shrubland
- Inter-Mountain Basins Mixed Salt Desert Scrub
- Inter-Mountain Basins Montane Sagebrush Steppe
- Inter-Mountain Basins Semi-Desert Grassland
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- Inter-Mountain West Aspen-Mixed Conifer Forest and Woodland Complex
- Invasive Annual Grassland
- Recently Chained Pinyon-Juniper Areas
- Rocky Mountain Alpine-Montane Wet Meadow
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- Rocky Mountain Subalpine Mesic Spruce-Fir Forest and Woodland
- Southern Rocky Mountain Montane-Subalpine Grassland

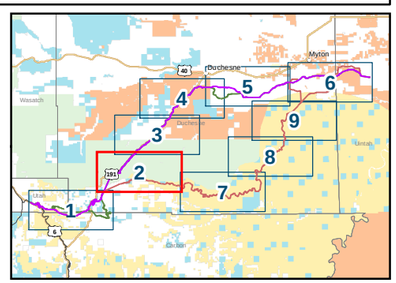

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Figure 10. Vegetation Communities
Sheet 2 of 9

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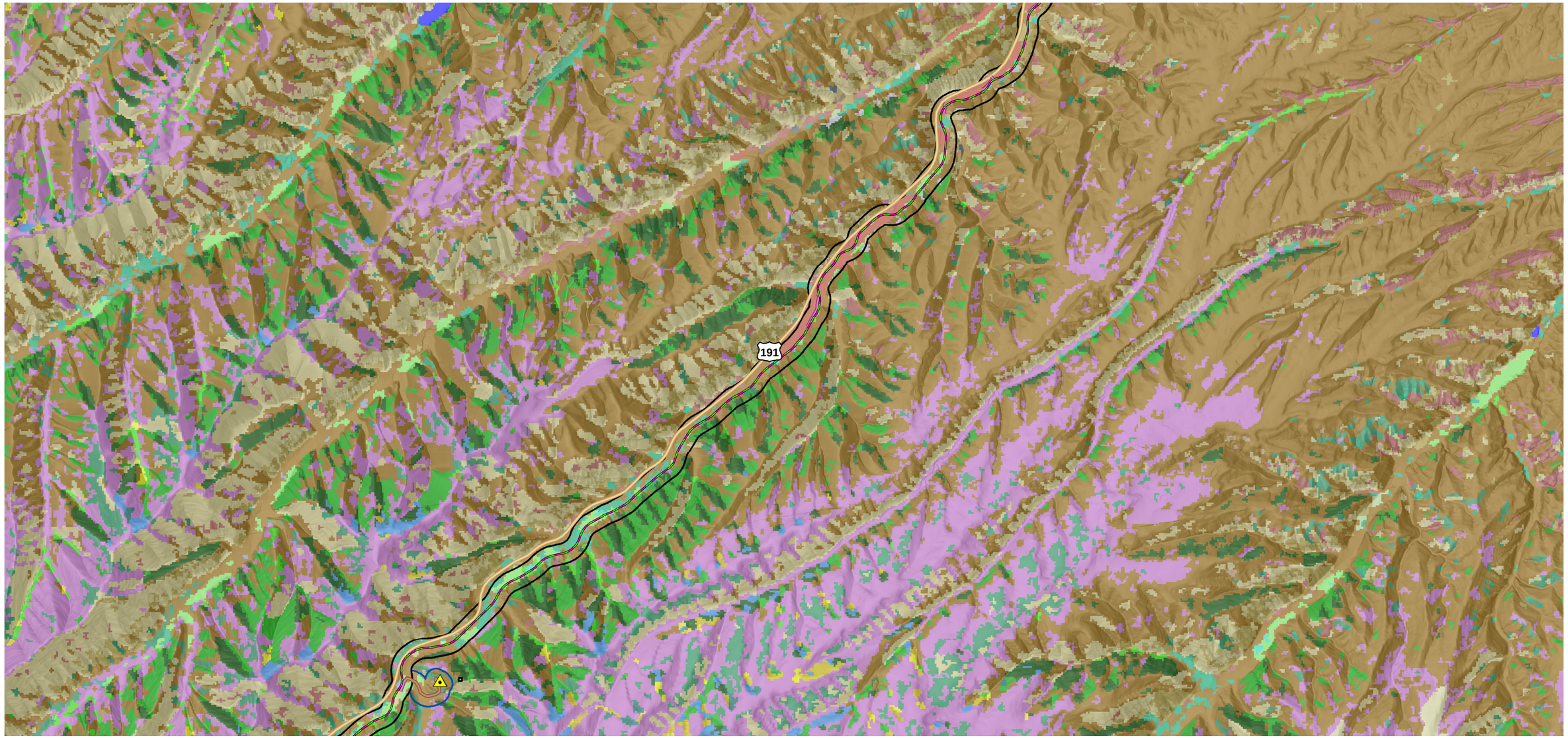

All Alternatives
Indian Canyon Alternative
Wells Draw Alternative
Whitmore Park Alternative
Indian Canyon and Wells Draw
Indian Canyon and Whitmore Park
Terminal
Tunnel

Communication Tower
Road Relocation
Access Road
Existing Rail Line
Survey Study Area
Supplemental Survey Study Area

Vegetation Communities

- Agriculture
- Colorado Plateau Mixed Bedrock Canyon and Tableland
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- Colorado Plateau Pinyon-Juniper Woodland
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- Inter-Mountain Basins Greasewood Flat
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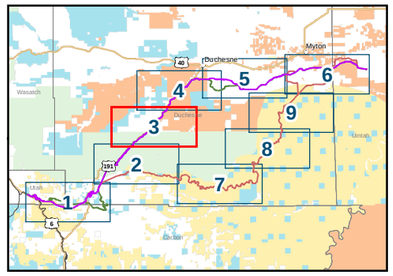

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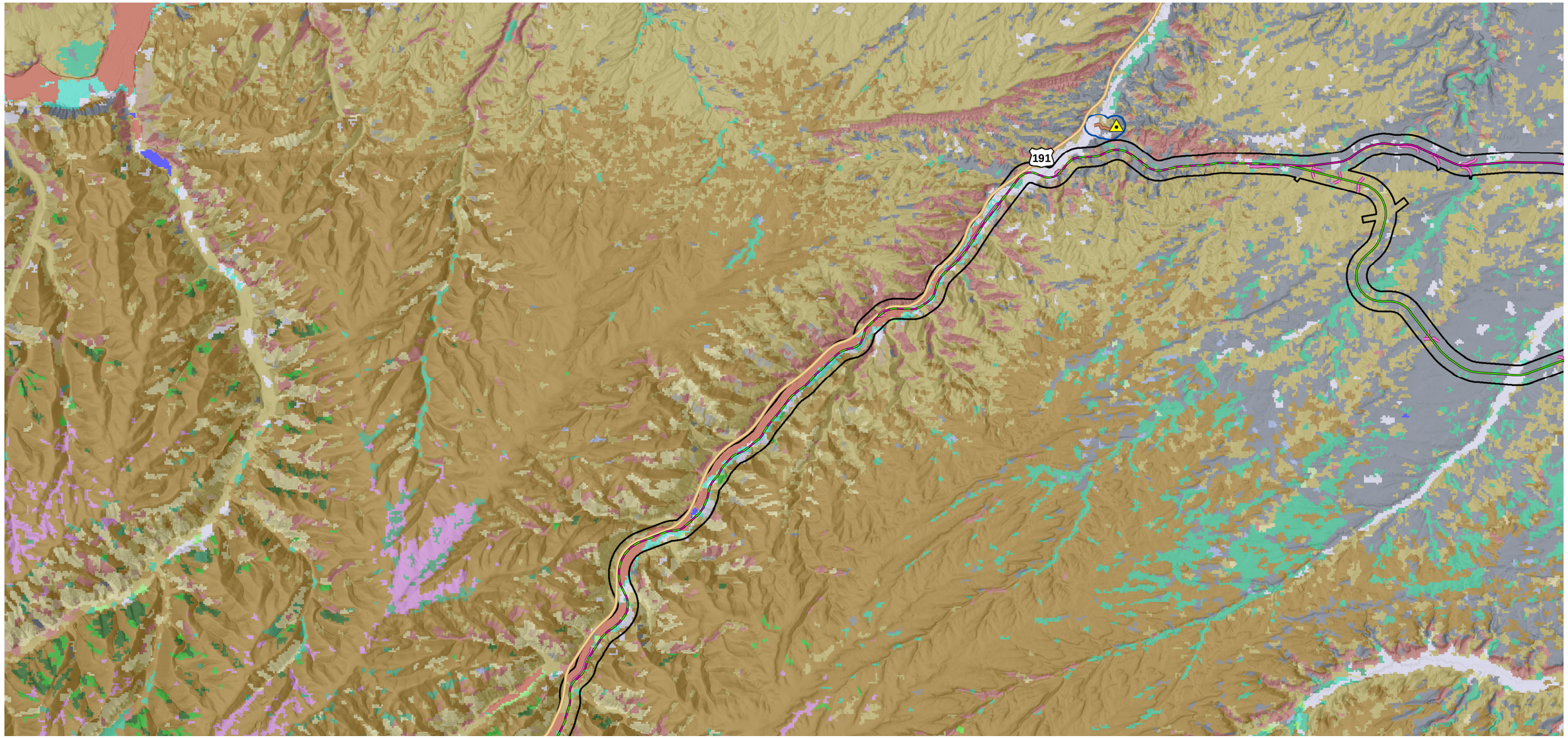
Figure 10. Vegetation Communities
Sheet 3 of 9



All Alternatives
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Wells Draw Alternative
Whitmore Park Alternative
Indian Canyon and Wells Draw
Indian Canyon and Whitmore Park
Terminal
Tunnel

Communication Tower
Road Relocation
Access Road
Existing Rail Line
Survey Study Area
Supplemental Survey Study Area

Vegetation Communities

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Colorado Plateau Pinyon-Juniper Shrubland
Colorado Plateau Pinyon-Juniper Woodland
Developed, Medium - High Intensity
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Inter-Mountain Basins Montane Sagebrush Steppe
Inter-Mountain Basins Semi-Desert Grassland
Inter-Mountain Basins Semi-Desert Shrub Steppe
Invasive Annual Grassland
Invasive Southwest Riparian Woodland and Shrubland
Open Water
Rocky Mountain Alpine-Montane Wet Meadow
Rocky Mountain Cliff and Canyon
Rocky Mountain Gambel Oak-Mixed Montane Shrubland
Rocky Mountain Lower Montane Riparian Woodland and Shrubland
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Southern Rocky Mountain Montane-Subalpine Grassland

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Date: 6/2/2020

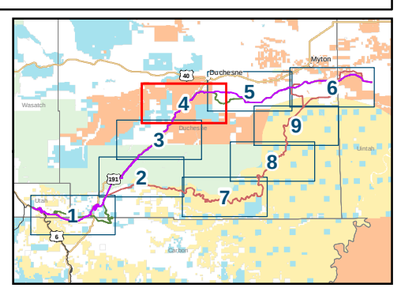

Figure 10. Vegetation Communities
Sheet 4 of 9

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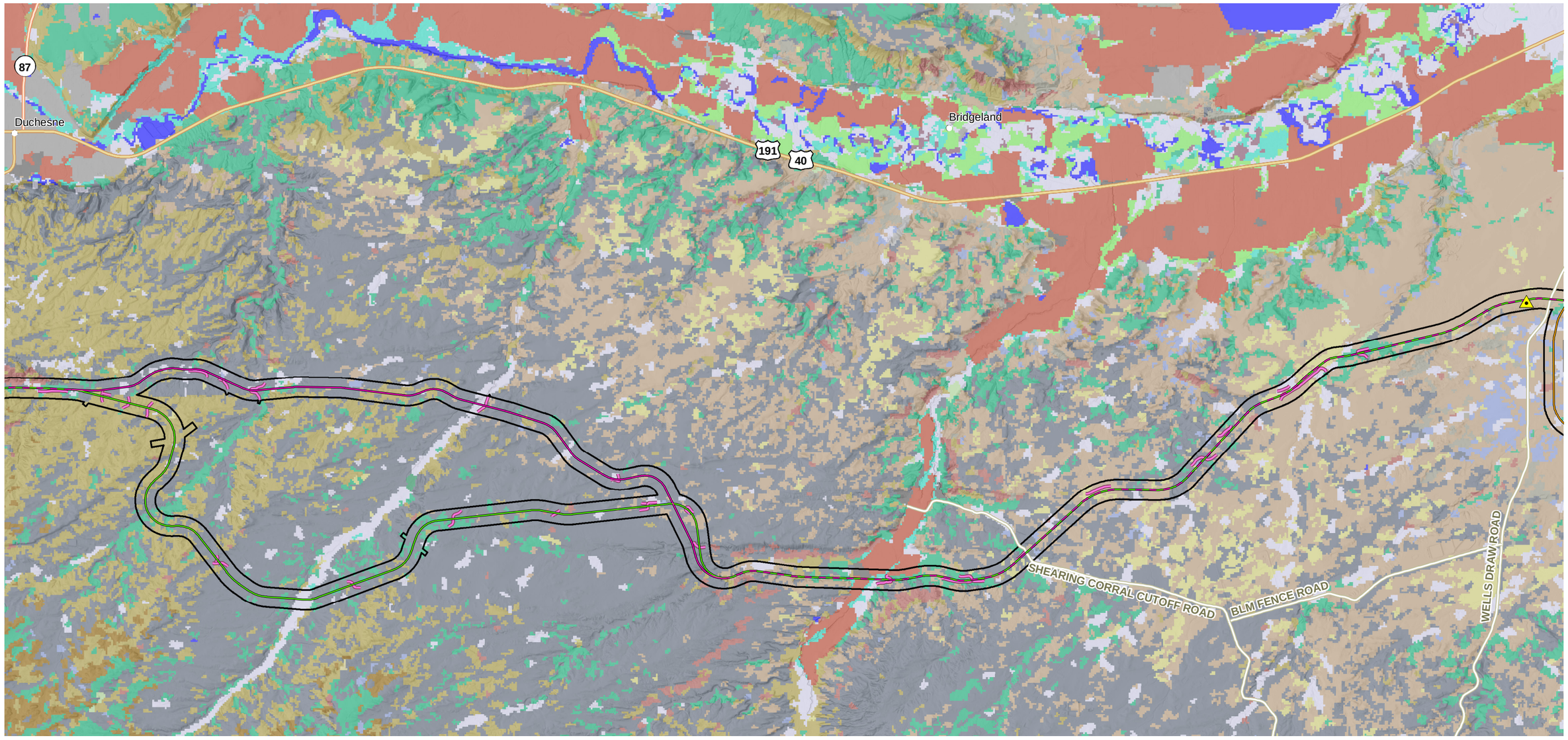

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Indian Canyon and Whitmore Park
Terminal
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Communication Tower
Road Relocation
Access Road
Existing Rail Line
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Supplemental Survey Study Area

Vegetation Communities

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Colorado Plateau Pinyon-Juniper Shrubland
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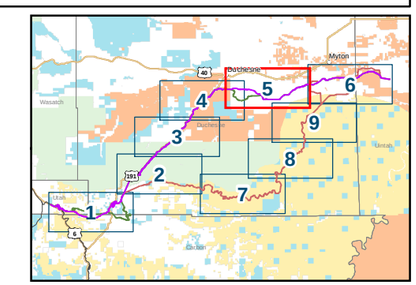

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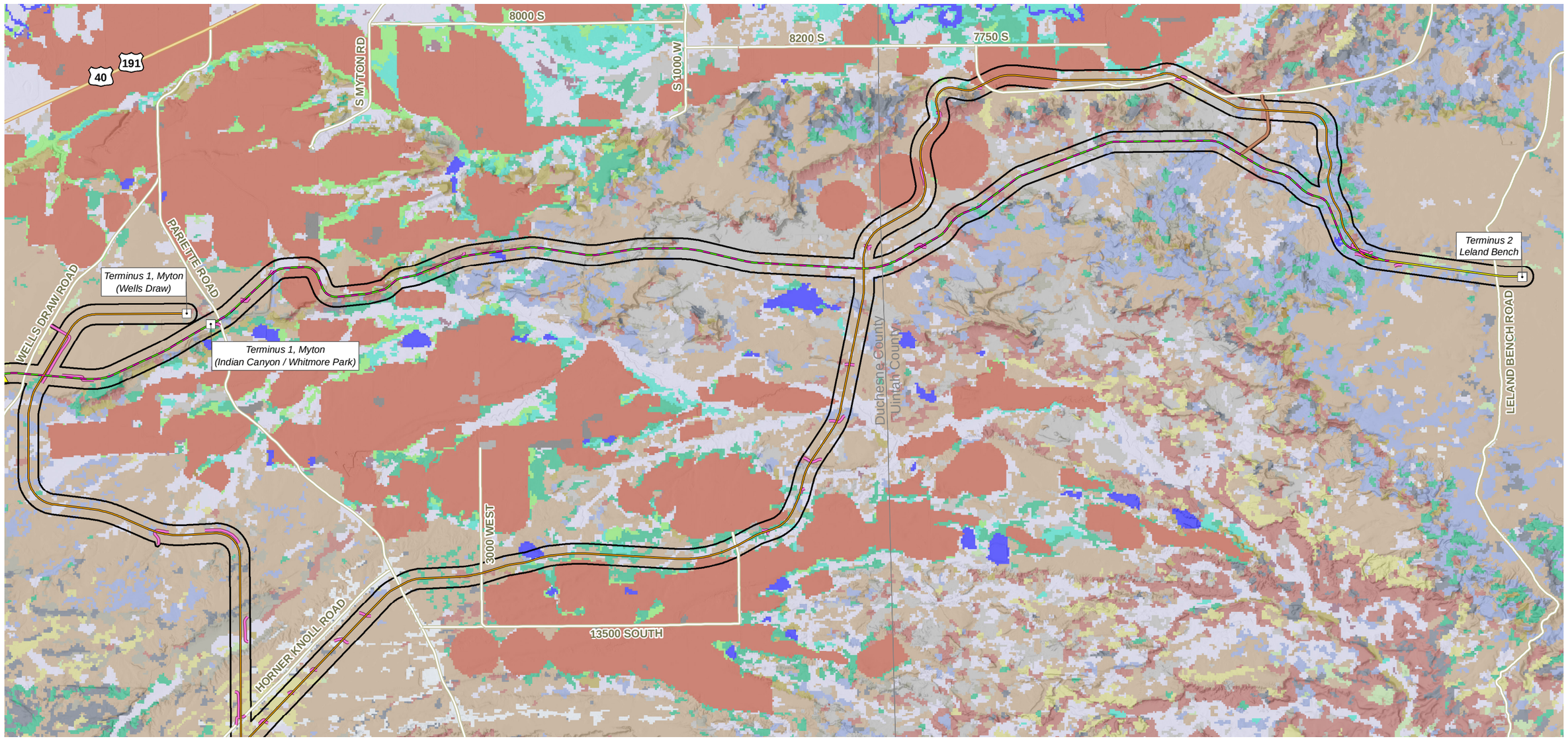
Figure 10. Vegetation Communities
Sheet 5 of 9



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- Rocky Mountain Cliff and Canyon
- Rocky Mountain Lower Montane Riparian Woodland and Shrubland

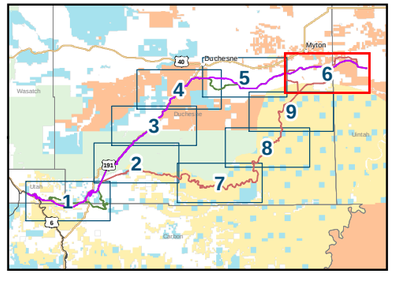

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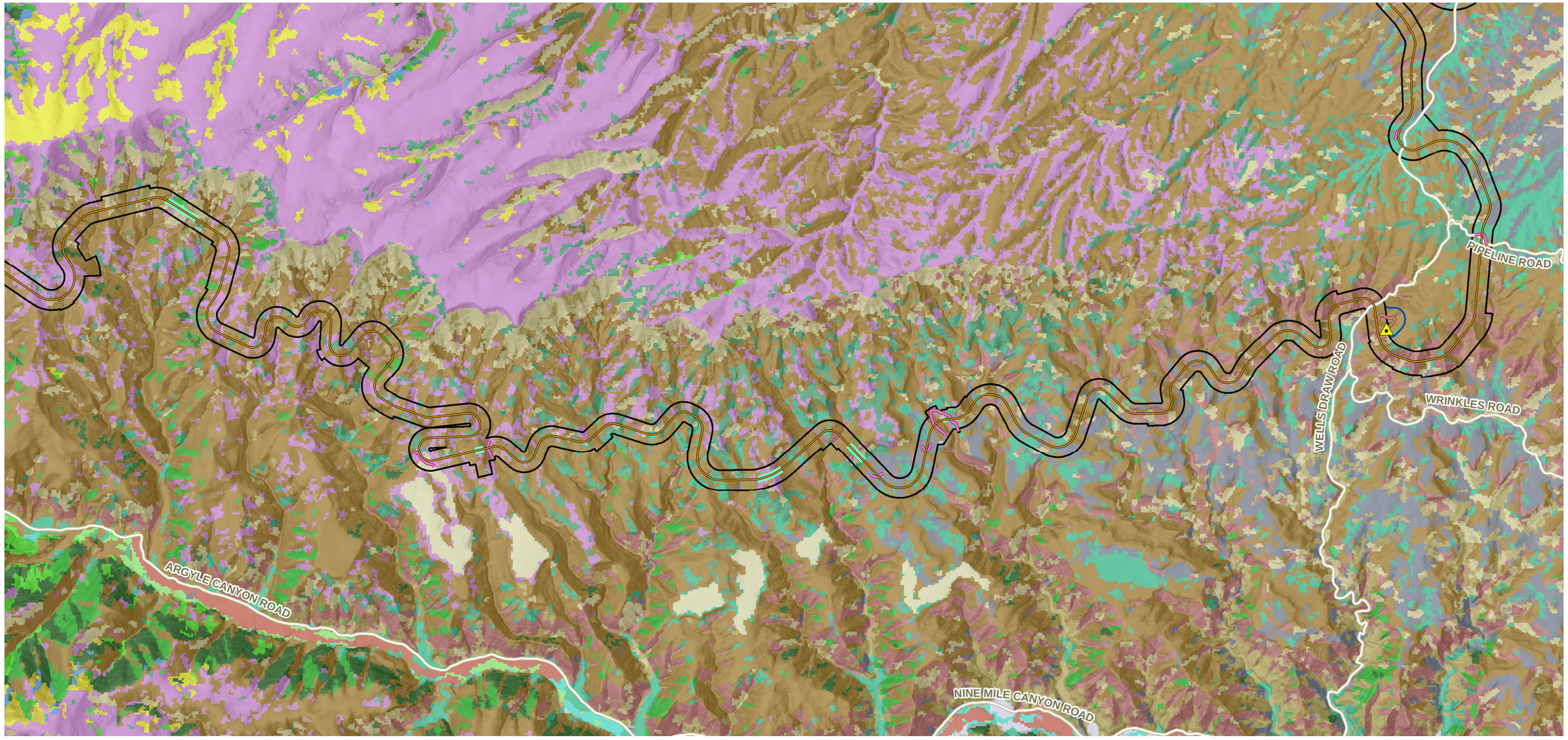
Figure 10. Vegetation Communities
Sheet 6 of 9



All Alternatives
Indian Canyon Alternative
Wells Draw Alternative
Whitmore Park Alternative
Indian Canyon and Wells Draw
Indian Canyon and Whitmore Park
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Tunnel

Communication Tower
Road Relocation
Access Road
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Survey Study Area
Supplemental Survey Study Area

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- Rocky Mountain Subalpine Mesic Spruce-Fir Forest and Woodland
- Southern Rocky Mountain Montane-Subalpine Grassland

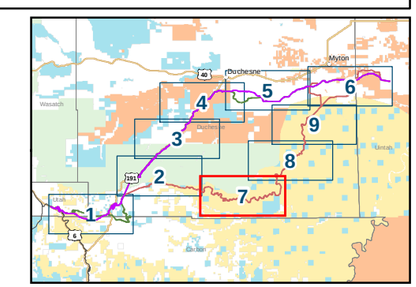

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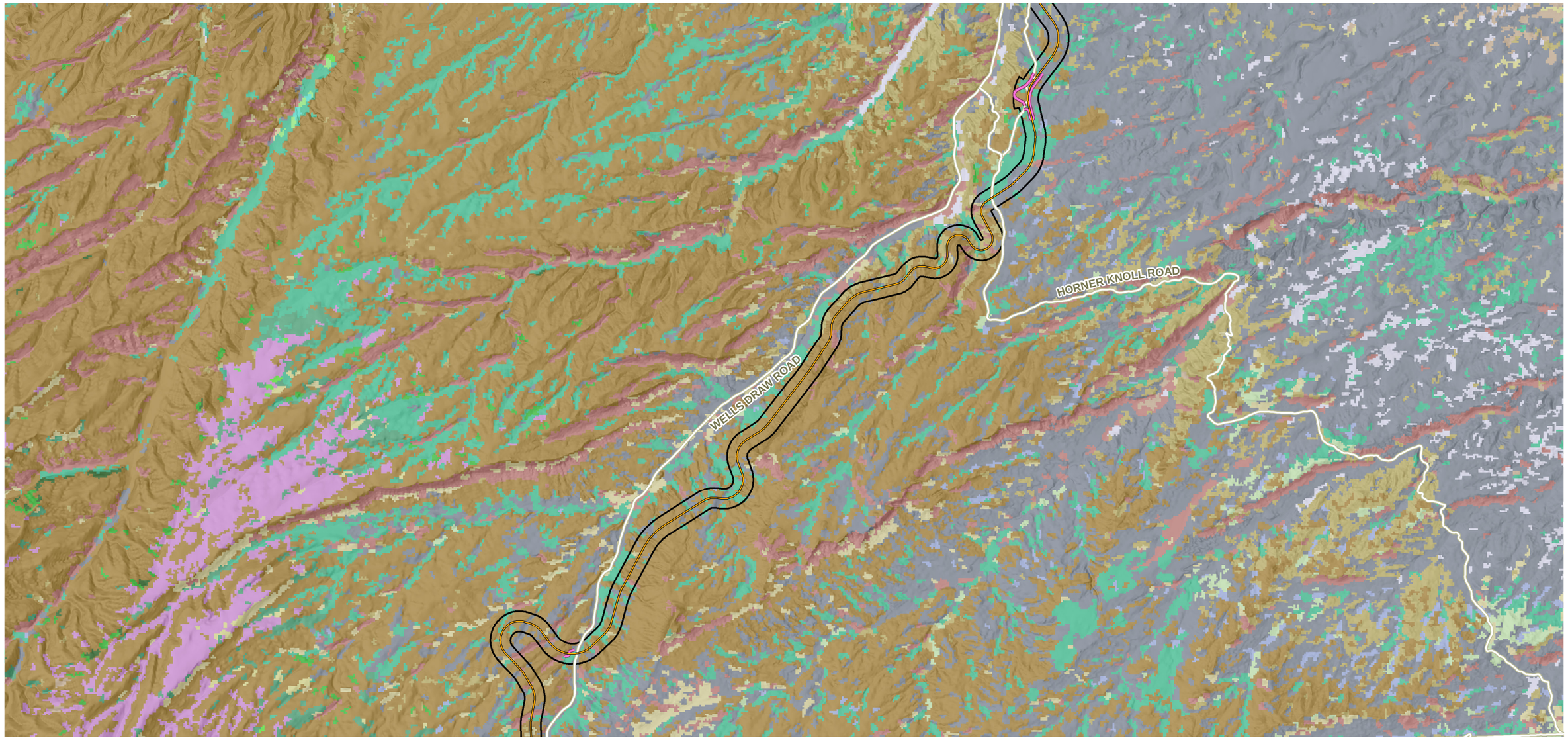
Figure 10. Vegetation Communities
Sheet 7 of 9



All Alternatives
Indian Canyon Alternative
Wells Draw Alternative
Whitmore Park Alternative
Indian Canyon and Wells Draw
Indian Canyon and Whitmore Park
Terminal
Tunnel

Communication Tower
Road Relocation
Access Road
Existing Rail Line
Survey Study Area
Supplemental Survey Study Area

Vegetation Communities

- Colorado Plateau Mixed Bedrock Canyon and Tableland
- Colorado Plateau Mixed Low Sagebrush Shrubland
- Colorado Plateau Pinyon-Juniper Shrubland
- Colorado Plateau Pinyon-Juniper Woodland
- Inter-Mountain Basins Big Sagebrush Shrubland
- Inter-Mountain Basins Greasewood Flat
- Inter-Mountain Basins Mat Saltbush Shrubland
- Inter-Mountain Basins Mixed Salt Desert Scrub
- Inter-Mountain Basins Montane Sagebrush Steppe
- Inter-Mountain Basins Semi-Desert Grassland
- Inter-Mountain Basins Semi-Desert Shrub Steppe
- Invasive Annual Grassland
- Rocky Mountain Alpine-Montane Wet Meadow
- Rocky Mountain Cliff and Canyon
- Rocky Mountain Gambel Oak-Mixed Montane Shrubland
- Rocky Mountain Lower Montane Riparian Woodland and Shrubland
- Rocky Mountain Montane Dry-Mesic Mixed Conifer Forest and Woodland
- Rocky Mountain Montane Mesic Mixed Conifer Forest and Woodland
- Southern Rocky Mountain Montane-Subalpine Grassland

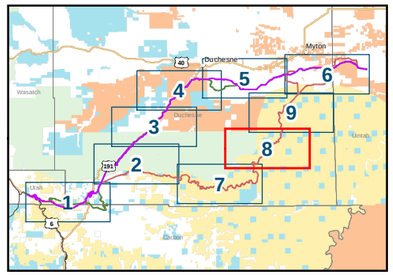


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Figure 10. Vegetation Communities
Sheet 8 of 9

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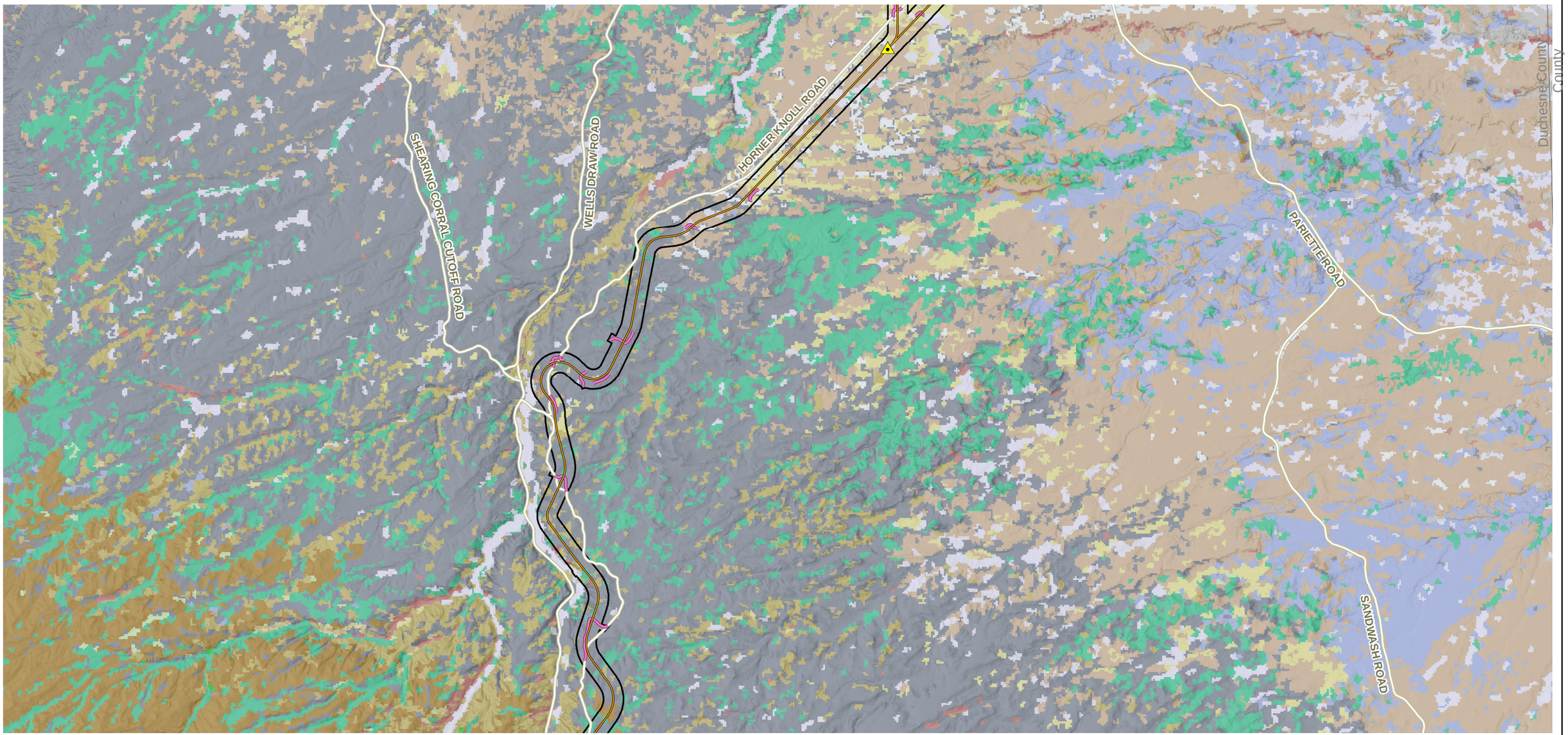

- All Alternatives
- Indian Canyon Alternative
- Wells Draw Alternative
- Whitmore Park Alternative
- Indian Canyon and Wells Draw
- Indian Canyon and Whitmore Park
- Terminal
- Tunnel
- Communication Tower
- Road Relocation
- Access Road
- Existing Rail Line
- Survey Study Area
- Supplemental Survey Study Area

Vegetation Communities

- Agriculture
- Colorado Plateau Mixed Bedrock Canyon and Tableland
- Colorado Plateau Mixed Low Sagebrush Shrubland
- Colorado Plateau Pinyon-Juniper Shrubland
- Colorado Plateau Pinyon-Juniper Woodland
- Disturbed, Oil well
- Inter-Mountain Basins Big Sagebrush Shrubland
- Inter-Mountain Basins Greasewood Flat
- Inter-Mountain Basins Mat Saltbush Shrubland
- Inter-Mountain Basins Mixed Salt Desert Scrub
- Inter-Mountain Basins Semi-Desert Grassland
- Inter-Mountain Basins Semi-Desert Shrub Steppe
- Inter-Mountain Basins Shale Badland
- Invasive Annual Grassland
- Rocky Mountain Cliff and Canyon
- Rocky Mountain Montane Dry-Mesic Mixed Conifer Forest and Woodland
- Southern Rocky Mountain Montane-Subalpine Grassland

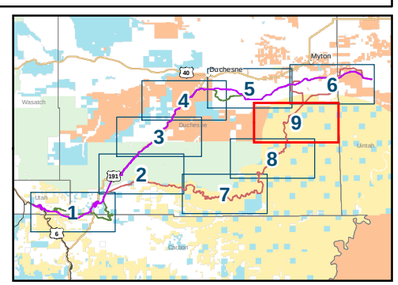

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Figure 10. Vegetation Communities
Sheet 9 of 9

Appendix H

Biological Evaluation

Biological Evaluation

for the

Uinta Basin Railway Project

Ashley National Forest
Roosevelt/Duchesne Ranger District
October 2020

Prepared by:
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Senior Biologist
ICF

Reviewed and Revised by:
Bob Christensen
West Zone Wildlife Biologist
Ashley National Forest

INTRODUCTION

The purpose of this Biological Evaluation is to identify the likely effects of the Seven County Infrastructure Coalition (Coalition) Uinta Basin Railway Project (the Project) would have on United States Department of Agriculture Forest Service (Forest Service) Region 4 Sensitive species for portions of the Project that would cross Ashley National Forest (ANF).

This document addresses those species that:

1. Are known to occur on the Roosevelt/Duchesne Ranger District (RD) based on confirmed sightings.
2. May occur on the Roosevelt/Duchesne RD based on geographic range.
3. For which there exists suitable habitat on the Roosevelt/Duchesne RD.

ANF has adopted the list of Sensitive species from the Forest Service Regional Forester Sensitive Species List.

PROPOSED ACTION

On May 29, 2020, the Coalition filed a petition with the Surface Transportation Board (Board) pursuant to 49 United States Code (U.S.C.) § 10901 in Docket No. FD 36284. The petition requests Board authority to construct and operate a new line of railroad in Carbon, Duchesne, Uintah, and Utah Counties, Utah. The Coalition is a political subdivision of the State of Utah established under an interlocal agreement by the Utah counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah. The Project would provide a new rail connection between the Uinta Basin (Basin) in northeastern Utah and the interstate freight rail network. It would extend approximately 85 miles from terminus points in the Basin near Myton, Utah and Leland Bench, Utah to an existing Union Pacific (UP) rail line near Kyune, Utah.

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

The Coalition expects that shippers could also use the proposed rail line to transport various heavy and bulk commodities found in the Basin, such as soda ash, phosphate, natural gas, oil shale, gilsonite, natural asphalt, limestone, bentonite, heavy clay, aggregate materials, bauxite,

low-sulfur coal, and agricultural products. These products would be transported in cars added to crude oil trains or frac sand trains. The Coalition does not anticipate that the volume of other commodities would be large enough to warrant dedicated trains.

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

PROJECT ALTERNATIVES

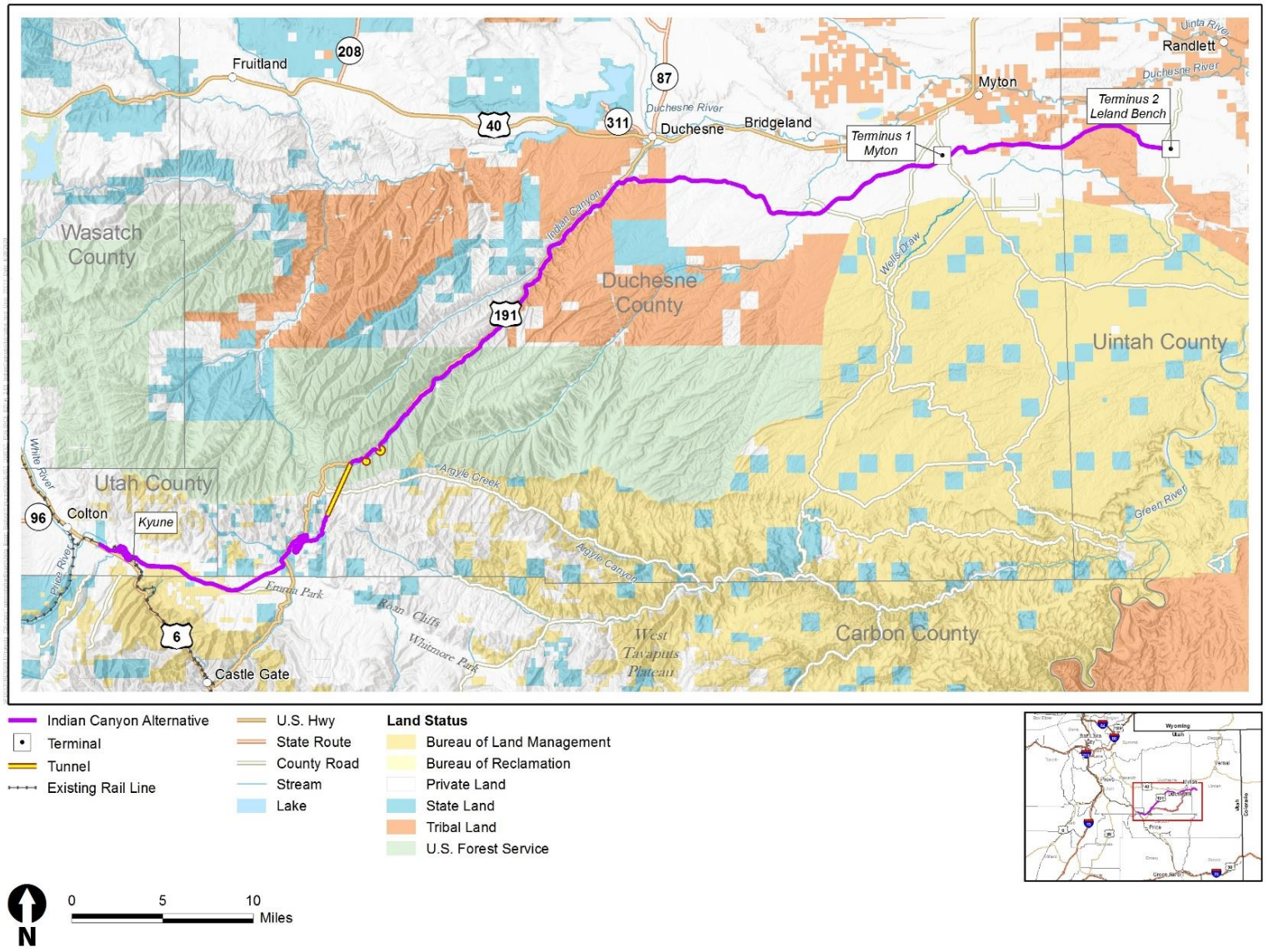
The Board's Office of Environmental Analysis (OEA) prepared an Environmental Impact Statement (EIS) that analyzed three Action Alternatives: the Indian Canyon Alternative, Wells Draw Alternative, and Whitmore Park Alternative (the Coalition's preferred alternative). Only the Indian Canyon Alternative and Whitmore Park Alternative would pass through ANF. Within ANF, the Indian Canyon Alternative and Whitmore Park Alternative are in the exact same footprint, and would cross approximately 12 miles of ANF in Indian Canyon. The following sections summarize the Indian Canyon Alternative and Whitmore Park Alternative.

Indian Canyon Alternative

The Indian Canyon Alternative would extend approximately 80 miles from two terminus points in the Basin near Myton and Leland Bench to a connection with an existing UP rail line near Kyune (Figure 1). Starting at Leland Bench, approximately 9.5 miles south of Fort Duchesne, Utah, the route would proceed westward, past the South Myton Bench area, until intersecting Indian Canyon approximately 2 miles south of Duchesne, Utah. After entering Indian Canyon, the route would turn southwest and follow Indian Creek upstream toward its headwaters below Indian Creek Pass, paralleling U.S. Highway 191 (US 191) for approximately 21 miles. The Indian Canyon Alternative would use a summit tunnel to pass through the West Tavaputs Plateau near Indian Creek Pass on US 191. After emerging from the tunnel, it would descend the Roan Cliffs to reach Emma Park, an open grassy area at the base of the Roan Cliffs. The route would then run westward through Emma Park where it would split into a westbound and eastbound wye[1] configuration that would connect to the UP Provo Subdivision near the railroad timetable station at Kyune. In addition to the summit tunnel, the Indian Canyon Alternative would include two additional tunnels.

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

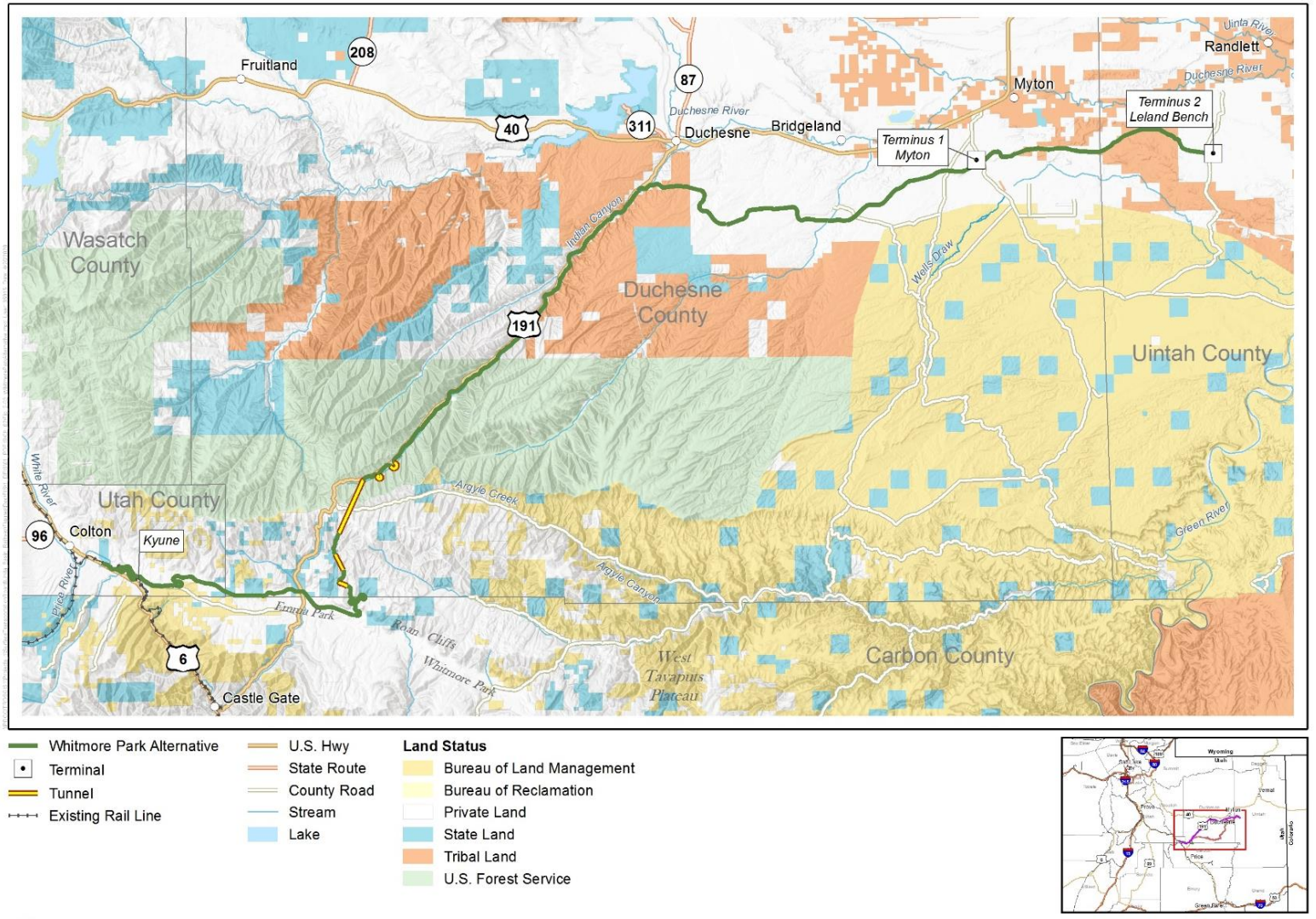
Figure 1. Indian Canyon Alternative



Whitmore Park Alternative (Preferred Alternative)

The Whitmore Park Alternative would extend approximately 88 miles from terminus points in the Basin near Myton and Leland Bench to an existing UP rail line near Kyune (Figure 2). This alternative would overlap for much of its length with the Indian Canyon Alternative. Approximately 23 miles west of the terminus point near Leland Bench, the Whitmore Park Alternative would diverge from the Indian Canyon Alternative, heading south to avoid the residential Mini Ranches area near Duchesne, Utah. It would then continue west to Indian Canyon and turn southwest to follow Indian Creek, paralleling US 191. Like the Indian Canyon Alternative, the Whitmore Park Alternative would use a summit tunnel to pass through the West Tavaputs Plateau near Indian Creek Pass on US 191. After emerging from the tunnel, the Whitmore Park Alternative would again diverge from the Indian Canyon Alternative to head south and southeast on its descent from the Roan Cliffs. After reaching Emma Park, it would follow Whitmore Park Road westward, cross US 191, and continue west along Quarry Road and Emma Park Road where it would split into a westbound and eastbound wye configuration that would connect to the UP Provo Subdivision near Kyune. In addition to the summit tunnel, the Whitmore Park Alternative would include four additional tunnels.

Figure 2. Whitmore Park Alternative



PROJECT CONSTRUCTION AND DESIGN FEATURES

This section briefly describes the Coalition's plans for constructing the Project, including information pertaining to the rail line, temporary, and project footprints; railbed and track construction; materials for rail line construction; construction staging areas; staffing and worker housing; bridges, culverts, and other surface water crossings; grade crossings; road relocations; and facilities that the Coalition would construct as part of the Project.

Rail Line, Temporary, and Project Footprints

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

- **Rail line footprint**. The rail line footprint includes the area of the railbed, as well as the full width of the area cleared and cut or filled. The rail line footprint would also include other physical structures installed as part of the proposed rail line, such as fence lines, communications towers, siding tracks, relocated roads, and power distribution lines. The rail line footprint is the area where rail line operations and maintenance would occur. The area would be permanently disturbed.
- **Temporary footprint**. The temporary footprint is the area that could be temporarily disturbed during construction, including areas for temporary material laydown, staging, and logistics. Disturbed areas in the temporary footprint would be reclaimed and revegetated following construction.
- **Project footprint**. The project footprint is the combined area of the rail line footprint and temporary footprint, both of which would be disturbed during construction, comprising where construction and operations of the proposed rail line would occur.

The width of the rail line footprint would vary depending on site-specific conditions, such as topography, soil slope stability, and other geotechnical conditions. Table 1 provides the length and area of the rail line, temporary, and project footprints for the Indian Canyon Alternative and Whitmore Park Alternative in ANF.

Table 1. Indian Canyon Alternative and Whitmore Park Alternative Length and Footprints in ANF

Action Alternative	Length (miles)	Rail Line Footprint (acres)	Temporary Footprint (acres)	Project Footprint (acres)
Indian Canyon	12	167	234	401
Whitmore Park	12	167	234	401

The Indian Canyon Alternative and Whitmore Park Alternative would require constructing temporary and permanent access roads. The Coalition would construct temporary access roads that would provide access to the rail embankment, tunnel portals, and bridge and drainage structure locations during construction. The Coalition would also construct several permanent access roads to provide access to rail sidings and long tunnels during rail operations. OEA expects that temporary and permanent access roads would be 13 feet wide, on average, and would connect to the nearest existing roadways to minimize the length of the access roads.

Railbed and Track Construction

The width of the railbed would extend approximately 10 to 20 feet from the centerline to the edge of the subballast. This distance would vary in cut-and-fill locations where ditches could be required. The Coalition would construct the track on top of approximately 12 inches of subballast material and 8 inches of ballast. Timber, steel, or concrete ties would support the continuously welded steel rail. The Coalition could use hot-mix asphalt under the ties if the final design indicates that this is practical. OEA expects that the Coalition would design the track to accommodate loading requirements and to support a gross weight of 315,000 pounds per rail car and 432,000 pounds per locomotive.[2]

Project Construction Equipment and Methods

Construction of the Project would involve a variety of construction methods and equipment. Bull dozers, front-end loaders, and dump trucks would be used to create the appropriate corridor and grade. Cranes may be needed to construct bridges over roads and surface waters. Mining and potentially blasting methods would be used to construct tunnels. Rail track would be laid and welded by a track-welding machine or crews where necessary.

Materials for Rail Line Construction

The Coalition would use existing, permanent quarries located in Carbon, Duchesne, Uintah, and Utah Counties to obtain and stockpile aggregate and rock materials. Trucks would deliver the materials to the rail line using existing roadways and temporary and permanent access roads. The Coalition anticipates obtaining concrete aggregate and subballast material from existing UDOT-certified quarries and ballast material from an existing rail-served quarry near Milford, Utah. If that source of ballast material were unavailable, the Coalition would obtain ballast material from existing rail-served quarries near Granite Canyon, Wyoming, and Carr, Colorado. The Coalition does not anticipate needing or developing new quarry sources. If the Coalition were to identify the need for additional sources during the final design phase of the Project, the Coalition would develop those sources in conformance with applicable local and state land use and permitting regulations and applicable Utah Department of Transportation specifications.

The Coalition intends to balance cut-and-fill material so that fill and spoil sites would not be required. During construction, subballast would be transported via truck, and ballast would be delivered by rail directly to its final location. Staging for subballast and ballast material would occur at the quarries from which those materials were obtained. The Coalition intends to obtain water for compaction, dust control, and concrete work from existing water right holders and would not pursue any new water rights. The Coalition would identify the specific existing water rights for construction during the final design phase based on discussions with current water right holders, timing of construction activities and seasonal availability, location of the water right point of diversion, and the type of water right diversion (e.g., well, surface water). The sources

[2] The estimated maximum weight of locomotives used by the proposed rail line would range from approximately 380,000 to 432,000 pounds. The typical weight of loaded crude oil rail cars operating over the proposed rail line is expected to be 143 tons, or 286,000 pounds, per car.

for water used during construction may include groundwater, surface water, potable water, or reclaimed and treated wastewater.

Construction Staging Areas

During construction of the Project, the Coalition intends to locate all temporary staging areas within the project footprint or in existing permanent industrial sites permitted for construction uses. To receive construction materials by rail, the Coalition would use existing permanent rail-to-truck transload facilities located in Salt Lake City, Ogden, Provo, Help, Price, and other locations in Utah, and would transfer the materials to trucks for final delivery to the project footprint. The Coalition would establish temporary material laydown, staging, and logistical areas within the project footprint at bridge locations, tunnel portals, roadway crossings, and other locations.

Staffing and Worker Housing

The average annual workforce during construction of all three Action Alternatives would include approximately 1,000 individuals, with peak employment of approximately 1,500 individuals. The Coalition expects that peak employment would occur between May 1 and October 30, during each year of construction. Most construction personnel would reside at their own personal residences or in existing commercial hotels and motels, but dedicated construction camps would be needed for some staff. Specifically, the Indian Canyon Alternative and Whitmore Park Alternative would each require one temporary construction camp for 30 to 40 people, and the Wells Draw Alternative would require two construction camps for 30 to 40 people and another construction camp for 200 people. Both proposed temporary construction camps would be located outside of ANF.

Bridges, Culverts, and Stream Realignments

The Project and associated access roads and road relocations would require bridges and culverts to cross streams, rivers, and drainages, as well as existing roadways. Within ANF, one bridge and 49 culverts would be required to cross streams along the Indian Canyon Alternative and Whitmore Park Alternative. Construction of the Project would also require realignments of stream segments to accommodate permanent project features, including portions of the rail bed and areas of cut and fill. Within ANF, there would be 0.9 mile of stream realigned along the Indian Canyon Alternative and Whitmore Park Alternative.

Tunnels

The Project would require tunnels to traverse the mountainous terrain surrounding the Basin. Drilling and blasting (i.e., “mine” construction methods) may be used in certain locations, depending on the length of the tunnel and the specific geological features at the tunnel locations. Tunnels over 1 mile long would likely require rock stabilization and ventilation features. Shorter tunnels may not require those features, depending on the specific geological features at the tunnel locations. The Indian Canyon Alternative and Whitmore Park Alternative would require three tunnels in ANF totaling 2.6 miles in length. The longest tunnel would be partially in ANF and partially on private lands.

Grade Crossings and Road Relocations

Paved public roadway crossings, if not grade-separated, would be equipped with active warning devices (bells, flashers, and gates) and constant warning time devices. Gravel and unsurfaced public roadway crossings and all private roadway crossings, if not grade-separated, would be equipped with passive warning devices (stop signs and crossbucks). The Coalition would design grade-crossing warning devices to comply with the *Manual on Uniform Traffic Control Devices* (Federal Highway Administration 2009) and applicable safety regulations. Construction of the Project would result in the relocation of existing public and private roads. Two roads totaling 0.24 mile along the Indian Canyon Alternative and Whitmore Park Alternative in ANF would be relocated.

Associated Facilities

Additional facilities that would be required include siding tracks and set-out tracks to enable trains to meet or pass; communications towers; and power distribution lines for signals, communication, and safety equipment. There would be one siding track totaling 3.7 miles in ANF along the Indian Canyon Alternative and Whitmore Park Alternative. No communications towers are proposed to be located in ANF. Power distribution lines would be needed for some signals, communication, and safety equipment. The Coalition would determine the exact locations of power distribution lines during detailed design following the conclusion of the Board's environmental review process. OEA anticipates that any needed power distribution lines would be constructed within the rail line footprint, and would connect to existing lines where there are connections adjacent to the rail line footprint. In more remote or inaccessible locations, OEA anticipates that the Coalition would use solar-powered equipment. This would include any power needed for the communications towers and remote grade crossings requiring active warning devices.

FOREST PLAN CONFORMANCE

If the Board were to approve the Indian Canyon Alternative or Whitmore Park Alternative, the Coalition would have to seek Forest Service approval for permitting the rail line right-of-way in the approximate 12-mile distance, which could include amending the Ashley Forest Plan in the areas of visual quality and scenery management, pursuant to the requirements of the 2012 Planning Rule (36 C.F.R. Part 219). Because the Indian Canyon Alternative and Whitmore Park Alternative would cross through roadless areas in ANF, review and approval by the Regional Forester would be needed to ensure consistency with the 2001 Roadless Area Conservation Rule (36 C.F.R., Part 294, Subparts A and B).

METHODS

The Forest Service conducted a Forest Service Sensitive species (wildlife and plants) screening exercise based on species habitat requirements and associations, existing Forest Service species survey information, and Forest Service biologists' knowledge of the Project area. The Forest Service conducted the species screening exercise for the 12-mile segment of the Indian Canyon Alternative and Whitmore Park Alternative that is within ANF, specifically the bottom of Left Fork Indian Canyon in the Duchesne South Unit. As a result of species screening, the Coalition

conducted field surveys for the Northern goshawk in June 2020 for the Project in ANF (Coalition 2020). The results of this survey effort provided information to determine if the Northern goshawk is likely to be present in the Project area. The Coalition examined all Forest Service Sensitive species during the screening process to assess the potential for those species to occur in the Project area.

AFFECTED ENVIRONMENT

Thirteen wildlife species and two plant species are listed as a Regional Forester's Sensitive species and are known or suspected to occur in ANF. Table 2 lists all 15 species and their habitats. Table 2 does not list, nor does this Biological Evaluation discuss, species federally listed as Threatened and Endangered (T&E), Proposed, or Candidate; instead they are evaluated in a Biological Assessment that OEA prepared for the Project per the Endangered Species Act Section 7(a)(2) purposes.

Table 2. Forest Service Sensitive Species Occurring, Potentially Occurring, or Influenced by Actions in Ashley National Forest

Species	Status	Habitat Use and Local Distribution	References
Spotted bat (*Euderma maculatum*)	S	Various habitats and elevations, but most often collected in dry, rough desert terrain. Distribution thought to be limited by availability of roosts (primarily under loose rock or in crevices in rock cliffs). On the south slope of the Uintas, they have been located near steep-walled stream canyons, such as Ashley Creek, Black Canyon, and Brush Creek. They have also been located on the South Unit in pinyon/juniper/sagebrush at 7,400 feet. Utah elevational range is 2,700-9,200 feet.	Forest Service 2006a
Townsend's big-eared bat (*Plecotus townsendii*)	S	Various habitats and elevations, but in Utah primarily found in shrub steppe and pinon/juniper habitats. Needs caves or mines for hibernation and maternity roosts; occasionally uses old buildings. Sensitive to disturbance at these roosts. Utah elevational range is 3,300-8,851 feet. Have been located in two caves in ANF. Limestone Hills, Limestone Plateau, and various canyon landtype associations contain most of the suitable habitat in ANF since they have rock formations that are likely to contain caves.	Forest Service 2006a
Bald eagle (*Haliaeetus leucocephalus*)	S	Usually occurs near Flaming Gorge Reservoir and Green River corridor during winter; occasionally near other waters until freeze-up. A new nest was discovered spring 2004 near Flaming Gorge and another along the Duchesne River (23 miles south of the Forest Boundary) in spring 2005.	Forest Service 2006a
Boreal owl (*Aegolius funerus*)	S	Spruce/fir or mixed conifer forest[a] may use aspen if suitable conifer is nearby. Possible but less likely in pure lodgepole. Secondary cavity nester; needs large (13-inch+) diameter trees for nesting. Availability of suitable nest sites can limit population size. Five boreal owls have been located in ANF, all in spruce/fir or mixed conifer.	Forest Service 2006a

Species	Status	Habitat Use and Local Distribution	References
Great gray owl (*Strix nebulosa*)	S	Conifer or conifer/hardwood forests. Two (possibly three) recent locations and one historic record in ANF, all in mixed conifer. Uses old stick nests constructed by other species, depressions in broken tops of trees, etc. for nesting. Uinta Mountains are at or just beyond southern limit of normal range; species is considered casual or irregular in Utah.	Forest Service 2006a
Flammulated owl (*Otus flammeolus*)	S	Ponderosa pine or Douglas-fir forests. Has been located in both of these forest types throughout ANF; has not been found in lodgepole or mixed conifer. Stream Pediment, Stream Canyon, Glacial Canyon, Limestone Plateau, and Limestone Hills landtype associations contain nearly all the suitable habitat on the south slope of the Uintas. Secondary cavity nester.	Forest Service 2006a
Three-toed woodpecker (*Picoides tridactylus*)	S	Coniferous forests or conifer mixed with aspen. Has been found in lodgepole, Douglas-fir, spruce/fir and mixed conifer in ANF. Excavates a new cavity for nesting each year. Forages by prying off loose, scaly tree bark to find insects. Trees used for both nesting and foraging average 11-inch dbh or more. Management recommendations include maintenance of some snags greater than 12-inch dbh, and with some bark still present.	Forest Service 2006a
Northern goshawk (*Accipiter gentilis*)	S	Most forest types. Uses a wide variety of forest types on the Ashley, but majority of our known breeding territories are in lodgepole or mixed conifer stands, especially in the Trout Slope LTA. Home ranges include a variety of stand ages and structures, but older-age stands with a high density of large trees, relatively high canopy closure and high basal area are preferred for nesting. Stands with large trees and relatively open understories are preferred for foraging. Sensitive to disturbance during the nesting season.	Forest Service 2006a, 2006b
Peregrine falcon (*Falco peregrinus*)	S	Known to nest on cliffs along Flaming Gorge Reservoir; sightings and one confirmed nest in canyons in the Stream Canyon and Glacial Canyon land type Associations. Usually found where rivers, marshes or other wet habitats are associated with cliffs, so the canyon land type associations are the most likely sites outside of Flaming Gorge Reservoir.	Forest Service 2006a
Greater sage-grouse (*Centrocercus urophasianus*)	S	Sage grouse populations are allied closely with sagebrush habitats. Sagebrush habitats are important for the survival of nesting and wintering sage grouse.	Forest Service 2006a, 2006b
Pygmy rabbit (*Brachylagus idahoensis*)	S	Typically in dense stands of big sagebrush growing in deep loose soils. In southwestern Wyoming pygmy rabbits selectively used dense and structurally diverse stands of sagebrush that accumulated a relatively large amount of snow. May be present on the Flaming Gorge Ranger District, on the NRA.	USFWS 2010
Bighorn sheep (*Ovis canadensis*)	S	Bighorn sheep prefer open habitat types (high alpine to lower grasslands) with adjacent steep rocky areas for escape and safety. Habitat is characterized by rugged terrain including canyons, gulches, talus cliffs, steep slopes, mountaintops, and river benches.	UDWR 2018

Species	Status	Habitat Use and Local Distribution	References
Wolverine (*Gulo gulo luscus*)	S	Wolverines occur within a variety of alpine, boreal, and arctic habitats, including boreal forests, tundra, and western mountains throughout Alaska and Canada. The southern part of the species' range in the contiguous United States includes high-elevation alpine portions of Washington, Idaho, Montana, Wyoming, California, and Colorado. Wolverines are not common in Utah.	75 FR 78030
Goodrich blazingstar (*Mentzelia goodrichii*)	S	Goodrich blazingstar is endemic to southern Duchesne County, Utah, along escarpment of Willow and Argyle Canyons. It grows on steep, white, calciferous shale outcrops of the Green River and Uinta Formations with scattered limber pine, pinyon pine, Douglas-fir, mountain mahogany, and rabbitbrush communities between 6,440 and 8,800 feet in elevation.	UDWR undated; NatureServe Undated
Low greenthread (*Thelesperma caespitosum*)	S	Low greenthread is endemic to Duchesne County, Utah, and Sweetwater County, Wyoming. It grows in sparsely vegetated cushion plant communities with little or no cover of graminoids or shrubs on white shale slopes and ridges of the Green River Formation from 6,300 to 6,520 feet in elevation.	UDWR undated; NatureServe Undated

Notes:
[a] Mixed conifer defined as Engelmann spruce, subalpine fir and lodgepole pine in ANF.
S = Forest Service Sensitive species; Forest Service = United States Department of Agriculture Forest Service; ANF = Ashley National Forest; USFWS – United States Fish and Wildlife Service; FR = Federal Register; UDWR = Utah Division of Wildlife Resources; dbh = diameter at breast height; NRA = National Recreation Area

Not all listed Sensitive species known or suspected to occur in ANF are likely to be affected by the Project. The purpose of this section is to identify those Sensitive species likely to be found in the project area and that would be affected by the Project.

As the initial step, the Forest Service reviewed current information to determine whether one or more of the species, or their habitats, occur in the Project are. The Forest Service used several sources of information to identify where listed species have been previously seen, including RD records, USFWS lists or documents, Forest Service biologist knowledge, species surveys (for Northern goshawk), and assorted wildlife references. The Forest Service used habitat information and known occurrences to ascertain whether each species was likely to occur in the Project area. The Forest Service considered the following two questions to focus the inquiry during this first step of the presence review.

- What is the primary habitat for each listed species?
- What is the likelihood the species occupies or depends on the area in or near to where the activity is proposed, given what is known about habitat needs?

The Forest Service then determined the species that would be potentially affected by the Project. To make this determination, the Forest Service asked the following two questions.

- What use is potentially made of the available habitat (reproduction or feeding/shelter) in the Project area?

- Given the habitat use, would the animal be susceptible to, or habitat be affected by, environmental changes engendered by the proposed action?

After gathering answers to the above four questions for each of the 15 species, the Forest Service determined that Forest Service Sensitive species either are not present in the Project area or may be occasionally present but would unlikely be affected by the Project. Therefore, no further detailed discussion or analysis was warranted for any species absent from the Project area or potentially present occasionally but having little or no likelihood of being negatively affected by the Project. The following list of factors provide the rationale for eliminating species from review in the effects evaluation portion of this report.

1. Suitable habitat is absent or lacking vital components in the Project area.
2. The Project area is located outside a species' known geographic or elevation range.
3. Proposed activity or disturbance effects would occur outside of an animal's seasonal occupancy of otherwise suitable habitat.
4. No elements of a species' primary habitat or life requisites would be changed by the proposed action.
5. No environmental changes (such as noise, modification of food web, or reduction in cover or shelter structures) created by the proposed action could be identified, which would negatively or detrimentally affect a species, its individual members, or its habitat.
6. Individual animals may be dispersing, happenstance, opportunistic or accidental visitors to the habitat(s) impacted by the proposal, but no affiliation or dependence upon that habitat has been shown.
7. A reproductive population of this species is not present in the vicinity and there remains scientific uncertainty as to whether a population of this species ever was resident in Utah in the recent past.
8. A lack (or absence) of recent trap, sighting, or other records indicates the species is unlikely to be present.
9. Considering the home range size for this animal in comparison to the area extent of the habitat affected by the proposed action, no measurable change in primary prey populations can be ascertained at the landscape level.

The Forest Service reviewed all the species in Table 2 to determine whether they or their habitat exists in the Project area (see Table 3). Some species may potentially be present occasionally but have little or no likelihood of being negatively affected by the Project.

Table 3. Forest Service Sensitive Species Occurrence in the Project Area

Species	Status	Occurrence in Project Area	Basis for occurrence determination
Peregrine falcon	S	Absent	Refer to factor # 1, 2, & 8 above
Spotted bat	S	Absent	Refer to factor # 1 & 8 above
Townsend's big-eared bat	S	Absent	Refer to factor # 1, 2, & 8 above
Bald eagle	S	Absent	Refer to factor # 1, 2 & 8 above
Boreal owl	S	Absent	Refer to factor # 1, 2, & 8 above
Great gray owl	S	Absent	Refer to factor #'s 1, 2 & 8 above[a]
Flammulated owl	S	Present	Refer to factor # 5 above
Three-toed woodpecker	S	Present	Refer to factor #5 above
Northern goshawk	S	Present	Refer to factor #5 above
Greater sage-grouse	S	Absent	Refer to factor # 1 & 2 above
Pygmy rabbit	S	Absent	Refer to factor # 1 & 2 above
Bighorn sheep	S	Present	Refer to factor # 5 above
Wolverine	S	Absent	Refer to factor #8 above
Goodrich blazingstar	S	Absent	Refer to factor #1 & 2 above
Low greenthread	S	Absent	Refer to factor #1 & 2 above

Notes:

[a] Great gray owl sightings had occurred in 1996 on the vernal district though the individuals detected are classified as accidental visitors since no persistent population ever existed on ANF and ANF is beyond the southern extent of their range (Forest Service 2006a).

S = Forest Service Sensitive species; ANF = Ashley National Forest

EFFECTS ANALYSIS

Based on the review of the 15 Forest Service Sensitive Species described above, it was concluded that four species could be present in the Project area: flammulated owl, three-toed woodpecker, northern goshawk, and bighorn sheep. The primary Project impacts identified for these species include noise (construction and train operations) and habitat impacts (construction). Construction- and operations-related noise could displace individual animals and potentially affect normal foraging, migratory, and breeding behaviors. Habitat removal could also affect individual animals that may be in the Project area by displacing individuals, which can reduce survival and productivity because individual animals might need to expend more energy to locate suitable replacement habitat. However, construction noise would be temporary and operations noise would be intermittent, and any suitable habitat affected would be small compared to the available habitat surrounding the Project area. In addition, there is an existing transportation corridor, US 191, adjacent to the Project area in Left Fork Indian Canyon that already generates noise and has removed and fragmented habitats; a new rail line along this highway corridor would make it less likely for the species to be affected since it is likely habituated to traffic and noise or may already avoid this area. Further, presence of the species would be unlikely or the species is tolerable to noise. Surveys did not detect any goshawk nests in the Project area and there are no known goshawk territories within or near the Project area; the closest territory is in Sowers Canyon, which is the next drainage east of the Project area. In addition, bighorn sheep primarily herd in Right Fork Indian Canyon and away from the Project area, although they can occassionally use Left Fork Indian Canyon and have been documented near US 191 in the winter. The flammulated owl and three-toed woodpecker are relatively tolerant of human

activities, even during nesting. Therefore, no environmental changes (such as noise or modification of habitats) created by the Project could be identified, which would have significant adverse impacts on species or populations. No further discussion is warranted for any species absent from the Project area or potentially present but having little or no likelihood of being negatively affected by the Project.

SUMMARY

In summary, it is determined that the Project and the possible Forest Plan Amendment would have no impact to the peregrine falcon, spotted bat, Townsend's big-eared bat, bald eagle, boreal owl, great gray owl, northern goshawk, greater sage-grouse, pygmy rabbit, wolverine, Goodrich blazingstar, or low greenthread. Flammulated owl, three-toed woodpecker, and bighorn sheep could be present in the Project area, but little or no impact on these species is anticipated.

The discussion and analysis in this document was a consideration of the best available science.

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Appendix I

Draft Biological Assessment

DRAFT BIOLOGICAL ASSESSMENT FOR THE UINTA BASIN RAILWAY ENVIRONMENTAL IMPACT STATEMENT

October 2020

Summary

On May 29, 2020, the Seven County Infrastructure Coalition (Coalition) filed a petition with the Surface Transportation Board (Board) requesting Board authority to construct and operate a new rail line in Carbon, Duchesne, Uintah, and Utah Counties, Utah. The Coalition's proposed rail line would provide a new rail connection between the Uinta Basin in northeastern Utah (Basin) and the interstate freight rail network. It would extend approximately 85 miles from terminus points in the Basin near Myton, Utah and Leland Bench, Utah to an existing Union Pacific (UP) rail line near Kyune, Utah.

As part of the process, the Board's Office of Environmental Analysis (OEA) is preparing a Draft Environmental Impact Statement (EIS) under the National Environmental Policy Act (NEPA) to address potential effects of the proposed project. After screening multiple alternatives, OEA analyzed the environmental impacts of three Action Alternatives and a No-Action Alternative in the Draft EIS. All of the Action Alternatives would connect two terminus points near Myton, Utah and Leland Bench, Utah to an existing rail line near Kyune, Utah.

The purpose of this Biological Assessment (BA) is to fulfill OEA's obligations under Section 7(a)(2) of the Endangered Species Act (ESA) and NEPA to determine the proposed project's potential effects on federally listed species and designated critical habitat.

Based on the analysis of the potential effects of the proposed project on federally listed species that may occur in the action area, OEA determined that the proposed project ***May Affect, but is Not Likely to Adversely Affect*** Canada lynx and Mexican spotted owl; ***May Affect, and is Likely to Adversely Affect*** Colorado pikeminnow, humpback chub, bonytail, razorback sucker, Barneby ridge-cress, Pariette cactus, Uinta Basin hookless cactus, and Ute ladies'-tresses; and would have ***No Effect*** on June sucker and Western yellow-billed cuckoo.

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Acronyms and Abbreviations

Coalition	Seven County Infrastructure Coalition
BA	Biological Assessment
BLM	U.S. Department of the Interior, Bureau of Land Management
C.F.R.	Code of Federal Regulations
cm	centimeters
dBA	A-weighted decibel
EIS	Environmental Impact Statement
EMU	ecological management units
ESA	Endangered Species Act
ESRI	Environmental Systems Research Institute
Forest Service	U.S. Forest Service
FR	Federal Register
FRA	Federal Railroad Administration
GIS	Geographic Information System
IPaC	Information for Planning and Consultation
LAU	Lynx Analysis Units
LCAS	Lynx Conservation Assessment Strategy
mm	millimeters
NOI	Notice of Intent
NPDES	National Pollutant Discharge Elimination System
OEA	Office of Environmental Analysis
PAHs	polycyclic aromatic hydrocarbons
RIPRAP	Recovery Implementation Program Recovery Plan
SEL	sound exposure level
SWPPP	stormwater pollution prevention plan
the Basin	Uinta Basin
U.S.C.	United States Code
UDEQ	Utah Department of Environmental Quality
UDOT	Utah Department of Transportation
UP	Union Pacific
UPDES	Utah Pollutant Discharge Elimination System
US 191	U.S. Highway 191
US 6	U.S. Highway 6
USFWS	U.S. Fish and Wildlife Service

Chapter 1
Introduction

The Seven County Infrastructure Coalition (Coalition) filed a petition on May 29, 2020, with the Surface Transportation Board (Board) pursuant to 49 United States Code (U.S.C.) Section 10901 in Docket No. FD 36284. The petition requests Board authority to construct and operate a new rail line in Carbon, Duchesne, Uintah, and Utah Counties, Utah. The Coalition is a political subdivision of the state of Utah established under an inter-local agreement by the Utah counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah. The Coalition's proposed rail line would provide a new rail connection between the Uinta Basin (the Basin) in northeastern Utah and the interstate freight rail network. It would extend approximately 85 miles from terminus points in the Basin near Myton, Utah and Leland Bench, Utah to an existing Union Pacific (UP) rail line near Kyune, Utah. The Board's Office of Environmental Analysis (OEA) analyzed the environmental impacts of the proposed rail line.

OEA understands that the Coalition has entered into or intends to enter into agreements with Drexel Hamilton Infrastructure Partners (Drexel Hamilton), Rio Grande Pacific Corporation (RGPC), and the Ute Indian Tribe of the Uintah and Ouray Reservation (Ute Indian Tribe). If the Board were to authorize the proposed construction and operation, the Coalition states that Drexel Hamilton would be responsible for financing and the commercialization of the proposed rail line and RGPC would operate and maintain it. The Coalition expects that the Ute Indian Tribe would become an equity partner in the proposed rail line.[1]

The Coalition anticipates that rail traffic on the proposed rail line would primarily consist of trains transporting crude oil from the Basin to markets across the United States. The Coalition also expects that trains would transport frac sand into the Basin for use in the oil and gas extraction industry. In addition, the Coalition expects that shippers could use the proposed rail line to transport various heavy and bulk commodities found in the Basin, such as soda ash, phosphate, natural gas, oil shale, gilsonite, natural asphalt, limestone, bentonite, heavy clay, aggregate materials, bauxite, low-sulfur coal, and agricultural products. These products would be transported in cars added to crude oil trains or frac sand trains. The total volume of rail traffic would depend on future markets for crude oil, which is driven by global demand and capacity at oil refineries. Depending on those future market conditions, the Coalition estimates that as few as 3.68 or as many as 10.52 trains could operate on the proposed rail line each day, on average. That estimate includes between 3.68 and 9.92 crude oil trains, including both unloaded trains entering the Basin and loaded trains leaving the Basin, and between 0 and 0.6 frac sand trains, including both loaded trains entering the Basin and unloaded trains leaving the Basin. The Coalition expects that the majority of crude oil transported on the proposed rail line would originate from new extraction projects in the Basin or increased production at existing oil wells.

The Board's decision whether or not to authorize the Coalition's petition is a federal action requiring compliance with the Endangered Species Act (ESA) of 1973, as amended (16 U.S.C. § 1536). This law provides for the listing, conservation, and recovery of endangered and threatened species of plants

[1] As used in this document, references to the Coalition as the project applicant also refer to any private partners that may be involved in the construction and operation of the proposed rail line, including Drexel Hamilton Infrastructure Partners (Drexel Hamilton) and Rio Grande Pacific Corporation (RGPC).

and wildlife. Under the ESA, the U.S. Fish and Wildlife Service (USFWS) and the National Marine Fisheries Service is mandated to monitor and protect listed species. Section 7(a)(2) of ESA requires federal agencies to ensure that any action they authorize, fund, or carry out is not likely to jeopardize the continued existence of any listed species or result in the destruction or adverse modification of designated critical habitat. Section 9 of ESA prohibits the take of listed animals. *Take* is defined as "to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect" (16 U.S.C. § 1532(19)). USFWS further defines *harm* to include significant habitat modification or degradation. Federal agency actions that do not result in jeopardy or adverse modification, but that could result in take, must be addressed under Section 7.

The proposed project is a *major construction activity* as defined under ESA regulations. This Biological Assessment (BA) was prepared in accordance with 50 Code of Federal Regulations (C.F.R.) Part 402, Interagency Cooperation—ESA of 1973, as amended, which interprets and implements 16 U.S.C. § 1536(a)–(d).

OEA identified three reasonable and feasible alternatives for consideration in the Environmental Impact Statement (EIS) process, collectively called the Action Alternatives (Section 1.1, *Proposed Rail Line Action Alternatives*). Although OEA is consulting with USFWS on the Coalition's preferred alternative (Whitmore Park Alternative), this BA addresses all Action Alternatives equally, including with information collected during field surveys for federally listed species along each of the three alternatives. Therefore, if the Board decides to license an Action Alternative other than the Whitmore Park Alternative, the information in this BA for the alternative that is licensed is sufficient for reinitiating Section 7(a)(2) consultation with USFWS.

1.1 Proposed Rail Line Action Alternatives

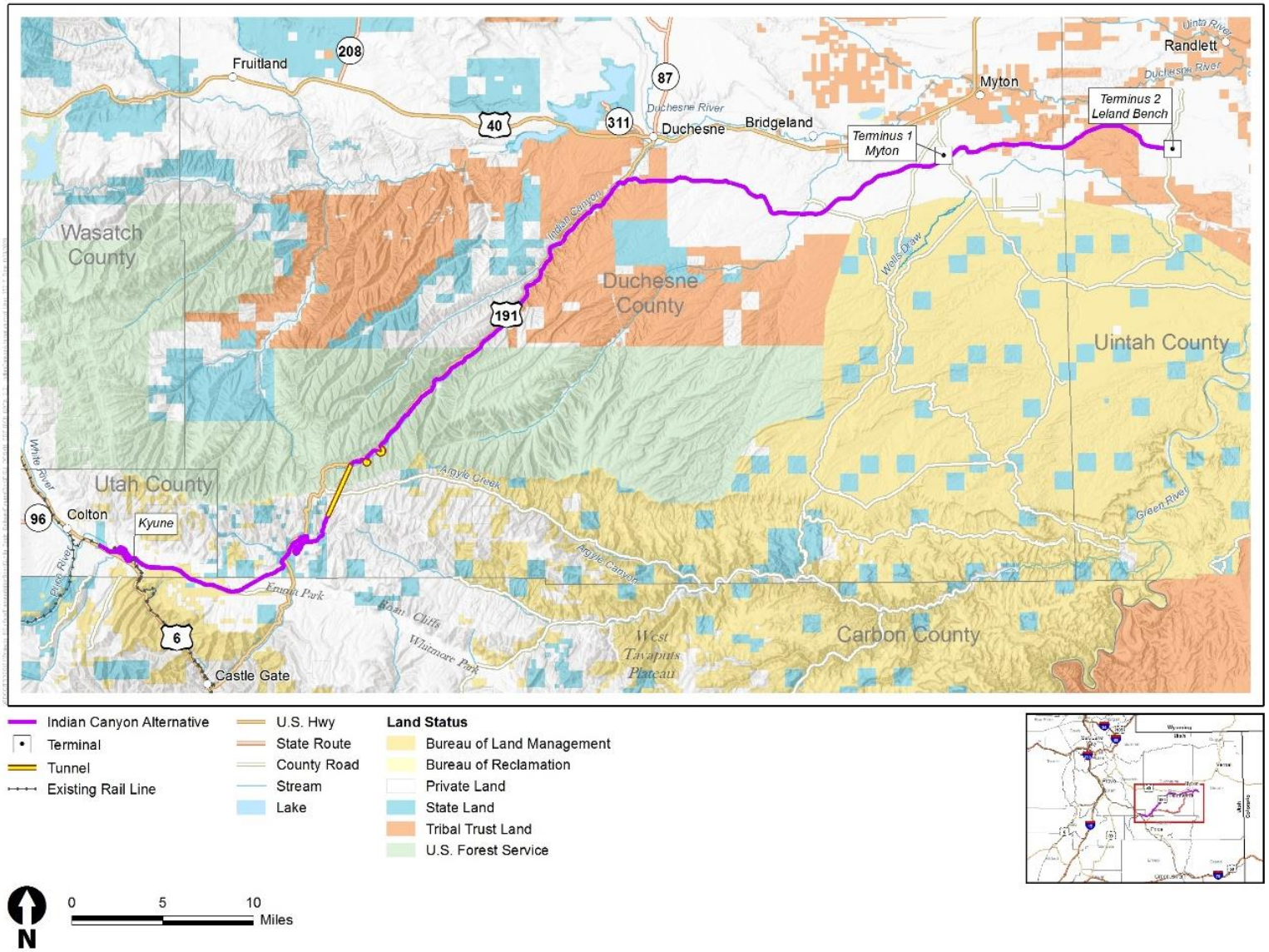
OEA's Draft EIS analyzed the environmental impacts of three Action Alternatives: Indian Canyon Alternative, Wells Draw Alternative, and Whitmore Park Alternative.

1.1.1 Indian Canyon Alternative

The Indian Canyon Alternative would extend approximately 81 miles from two terminus points in the Basin near Myton and Leland Bench to a connection with an existing UP rail line near Kyune (Figure 1-1). Starting at Leland Bench, approximately 9.5 miles south of Fort Duchesne, Utah, the route would proceed westward, past the South Myton Bench area, until intersecting Indian Canyon approximately 2 miles south of Duchesne, Utah. After entering Indian Canyon, the route would turn southwest and follow Indian Creek upstream toward its headwaters below Indian Creek Pass, paralleling U.S. Highway 191 (US 191) for approximately 21 miles. The Indian Canyon Alternative would use a summit tunnel to pass through the West Tavaputs Plateau near Indian Creek Pass on US 191. After emerging from the tunnel, it would descend the Roan Cliffs to reach Emma Park, an open grassy area at the base of the Roan Cliffs. The route would then run westward through Emma Park where it would split into a westbound and eastbound wye[2] configuration that would connect to the UP Provo Subdivision near the railroad timetable station at Kyune.

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

Figure 1-1 Indian Canyon Alternative Map



In addition to the summit tunnel, the Indian Canyon Alternative would include two additional tunnels. Among the three Action Alternatives, the Indian Canyon Alternative would be the shortest in length.

The Indian Canyon Alternative would cross 12 miles of National Forest System land within Ashley National Forest. If the Board were to authorize this alternative, the Coalition would have to seek United States Forest Service (Forest Service) approval for permitting the rail line right-of-way, which could include amending the Ashley Forest Plan with a project-specific amendment in the areas of visual quality and scenery management, pursuant to the requirements of the 2012 Planning Rule (36 C.F.R. Part 219). Because the Indian Canyon Alternative would cross through roadless areas in Ashley National Forest, review and approval by the Regional Forester would have to be completed to ensure consistency with the 2001 Roadless Area Conservation Rule (36 C.F.R., Part 294, Subparts A and B).

The Indian Canyon Alternative would also cross 2.5 miles of U.S. Department of the Interior, Bureau of Land Management (BLM) land managed by the BLM Vernal Field Office, Price Field Office, and Salt Lake Field Office. Therefore, if the Board were to authorize this alternative, the Coalition would have to seek and obtain a right-of-way permit across BLM-managed public lands, pursuant to 43 C.F.R. Part 2800, before beginning construction.

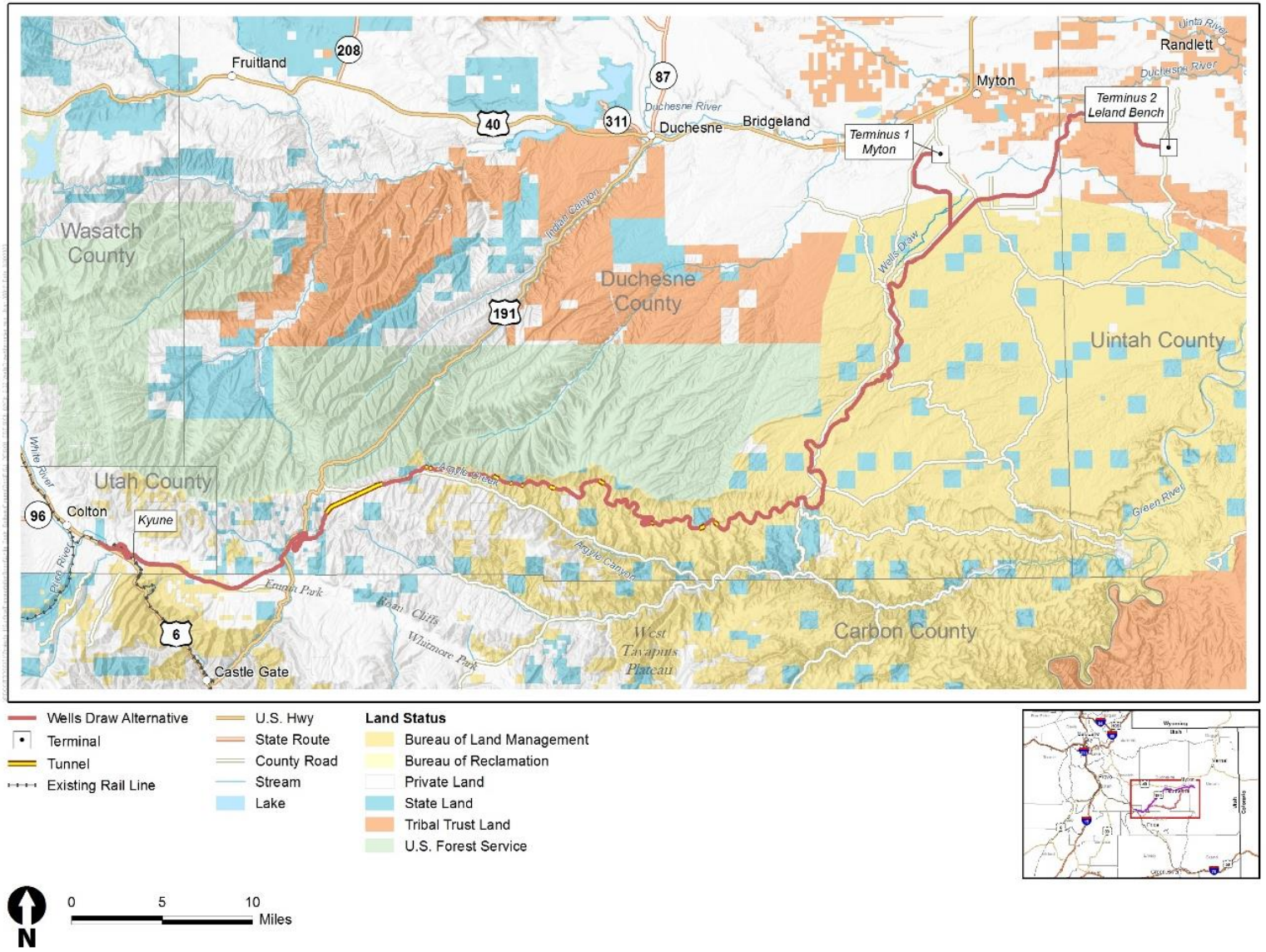
The Indian Canyon Alternative would also cross 8.1 miles of Tribal trust lands in the Uintah and Ouray Reservation. If the Board were to authorize this alternative, the Coalition would have to seek and obtain a consent resolution from the Ute Indian Tribe of the Uintah and Ouray Reservation (Ute Indian Tribe) and a grant of easement for right-of-way or leases, if necessary, from the Bureau of Indian Affairs (BIA) before beginning construction.

In addition to Forest Service, BLM, and Tribal trust lands, the Indian Canyon Alternative would also cross lands managed by the state of Utah and private land. If the Board were to authorize this alternative, the Coalition would be responsible for obtaining the necessary rights to construct and operate a new rail line on those lands.

1.1.2 Wells Draw Alternative

The Wells Draw Alternative would extend approximately 103 miles from two terminus points in the Basin near Myton and Leland Bench to an existing UP rail line near Kyune (Figure 1-2). The lines from the two terminus points would meet at a junction approximately 6.5 miles south of South Myton Bench. From the junction, the Wells Draw Alternative would run southward, generally following Wells Draw toward its headwaters. After reaching the headwaters of Wells Draw, the alternative would turn westward and enter Argyle Canyon. It would remain on the north wall of Argyle Canyon for approximately 25 miles, eventually reaching the floor of the canyon near the headwaters of Argyle Creek. The Wells Draw Alternative would then enter a summit tunnel through the West Tavaputs Plateau. The location of the summit tunnel's west portal would be similar to the Indian Canyon's summit tunnel west portal, but its east portal would be located in the upper reaches of Argyle Canyon instead of the upper reaches of Indian Canyon. After emerging from the tunnel, the Wells Draw Alternative would descend the Roan Cliffs to reach Emma Park. It would then run westward through Emma Park where it would split into a westbound and eastbound wye configuration that would connect to the UP Provo Subdivision near Kyune.

Figure 1-2. Wells Draw Alternative Map



In addition to the summit tunnel, the Wells Draw Alternative would include 12 additional tunnels. Among the three Action Alternatives, the Wells Draw Alternative would be the longest in length at approximately 103 miles.

The Wells Draw Alternative would cross 57.2 miles of land managed by the BLM Vernal Field Office, Price Field Office, and Salt Lake Field Office. If the Board were to authorize this alternative, the Coalition would have to seek and obtain a right-of-way permit across BLM-managed public lands, pursuant to 43 C.F.R. Part 2800, before beginning construction. In addition to BLM-managed land, the Wells Draw Alternative would also cross lands managed by the state of Utah and private land. If the Board were to authorize this alternative, the Coalition would be responsible for obtaining the necessary rights to construct and operate a new rail line on those lands. The Wells Draw Alternative would not cross National Forest Service land or Tribal trust lands.

1.1.3 Whitmore Park Alternative (Coalition's Preferred Alternative)

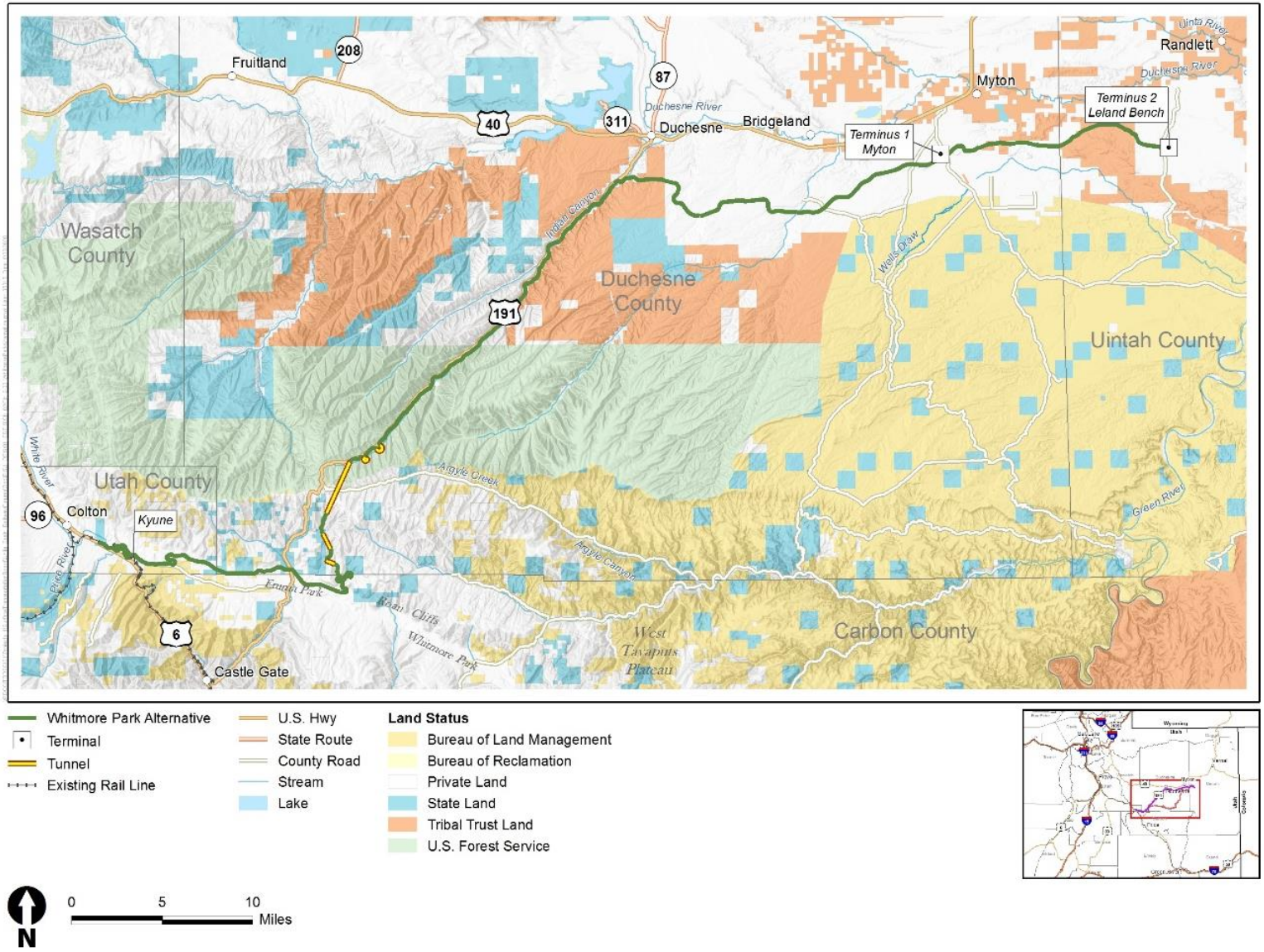
The Whitmore Park Alternative would extend approximately 88 miles from terminus points in the Basin near Myton and Leland Bench to an existing UP rail line near Kyune (Figure 1-3). This alternative would overlap for much of its length with the Indian Canyon Alternative. Approximately 23 miles west of the terminus point near Leland Bench, the Whitmore Park Alternative would diverge from the Indian Canyon Alternative, heading south to avoid the residential Mini Ranches area near Duchesne, Utah. It would then continue west to Indian Canyon and turn southwest to follow Indian Creek, paralleling US 191. Like the Indian Canyon Alternative, the Whitmore Park Alternative would use a summit tunnel to pass through the West Tavaputs Plateau near Indian Creek Pass on US 191. After emerging from the tunnel, the Whitmore Park Alternative would again diverge from the Indian Canyon Alternative to head south and southeast on its descent from the Roan Cliffs. After reaching Emma Park, it would follow Whitmore Park Road westward, cross US 191, and continue west along Quarry Road and Emma Park Road where it would split into a westbound and eastbound wye configuration that would connect to the UP Provo Subdivision near Kyune. In addition to the summit tunnel, the Whitmore Park Alternative would include four additional tunnels. Among the three Action Alternatives, the length of Whitmore Park Alternative is between the lengths of the Indian Canyon Alternative and Wells Draw Alternative.

The Whitmore Park Alternative would cross 12 miles of National Forest Service land within Ashley National Forest. If the Board were to authorize this alternative, the Coalition would have to seek Forest Service approval for permitting the rail line right-of-way, which could include amending the Ashley Forest Plan with a project-specific amendment in the areas of visual quality and scenery management, pursuant to the requirements of the 2012 Planning Rule. Because the Whitmore Park Alternative would cross through roadless areas in Ashley National Forest, review and approval by the Regional Forester would have to be completed to ensure consistency with the 2001 Roadless Area Conservation Rule.

The Whitmore Park Alternative would also cross 8.1 miles of Tribal trust lands in the Uintah and Ouray Reservation. If the Board were to authorize this alternative, the Coalition would have to seek and obtain a consent resolution from the Ute Indian Tribe and a grant of easement for right-of-way or leases, if necessary, from BIA before beginning construction.

In addition to Forest Service and Tribal trust lands, the Whitmore Park Alternative would also cross lands managed by the state of Utah and private land. If the Board were to authorize this alternative, the Coalition would be responsible for obtaining the necessary rights to construct and operate a new rail line on those lands. The Whitmore Park Alternative would not cross BLM-administered lands.

Figure 1-3. Whitmore Park Alternative



Chapter 2
Description of the Proposed Project

2.1 Construction and Design Features

This section describes the Coalition's plans for constructing the proposed rail line, including information pertaining to the rail line, temporary, and project footprints; railbed and track construction; materials for rail line construction; construction staging areas; staffing and worker housing; bridges, culverts, and other surface water crossings; grade crossings; road relocations; and facilities that the Coalition would construct as part of the proposed rail line. This section also describes the Coalition's anticipated construction schedule if the Board were to authorize the proposed rail line. Figures 1-1 through 1-3 include project construction and feature location information for the Indian Canyon Alternative, Wells Draw Alternative, and Whitmore Park Alternative, respectively.

2.1.1 Rail Line, Temporary, and Project Footprints

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

- **Rail line footprint.** The rail line footprint includes the area of the railbed, as well as the full width of the area cleared and cut or filled. The rail line footprint would also include other physical structures installed as part of the proposed rail line, such as fence lines, communications towers, siding tracks, relocated roads, and power distribution lines. The rail line footprint is the area where rail line operations and maintenance would occur. The area would be permanently disturbed.
- **Temporary footprint.** The temporary footprint is the area that could be temporarily disturbed during construction, including areas for temporary material laydown, staging, and logistics. Disturbed areas in the temporary footprint would be reclaimed and revegetated following construction.
- **Project footprint.** The project footprint is the combined area of the rail line footprint and temporary footprint, both of which would be disturbed during construction, comprise where construction and operations of the proposed rail line would occur.

The width of the rail line footprint would vary depending on site-specific conditions, such as topography, soil slope stability, and other geotechnical conditions. Table 2-1 provides the length and area of the rail line, temporary, and project footprints for each Action Alternative.

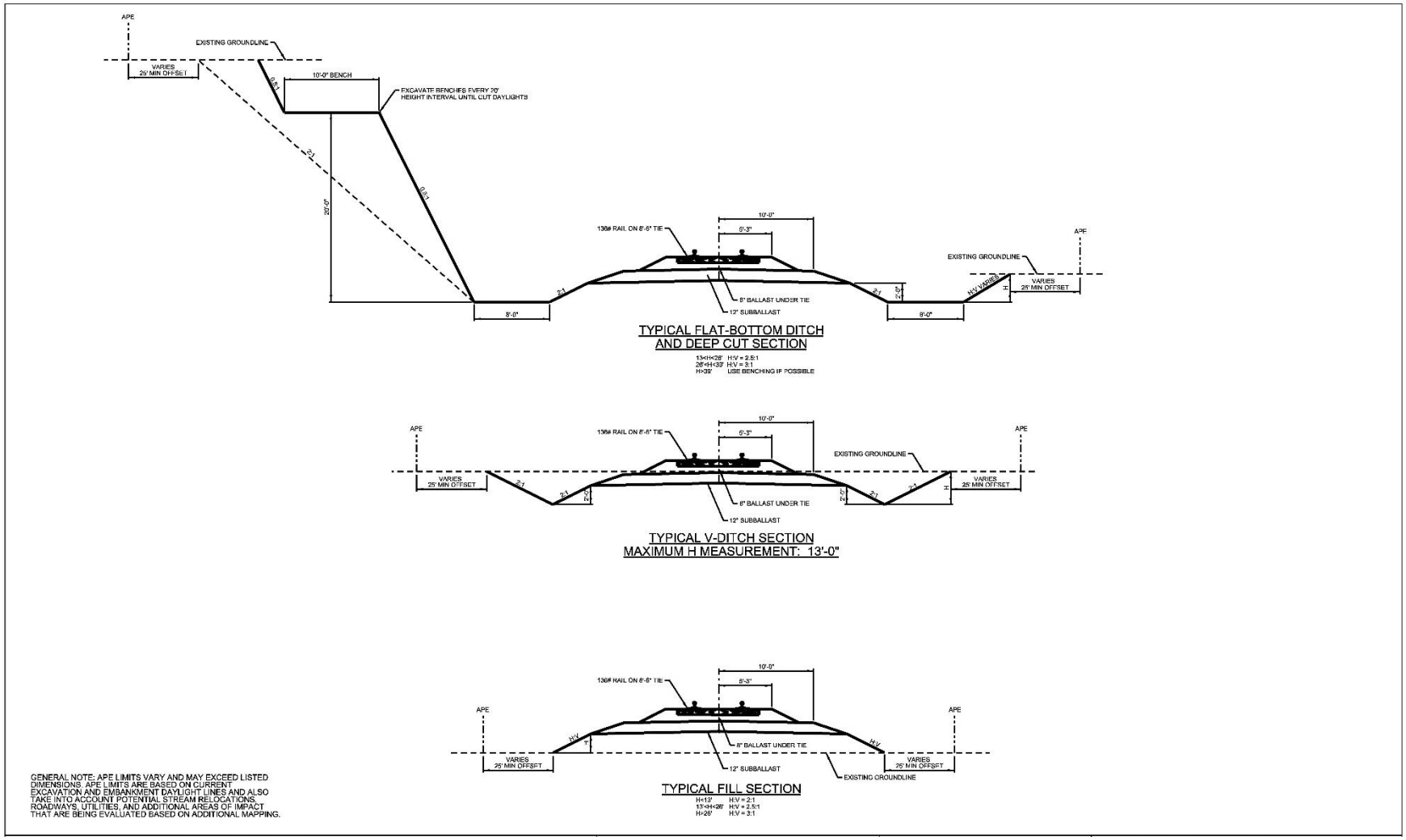
Table 2-1. Length and Footprints by Action Alternative

Action Alternative	Length (miles)	Rail Line Footprint (acres)	Temporary Footprint (acres)	Project Footprint (acres)
Indian Canyon	80.5	1,340.5	2,467.8	3,808.2
Wells Draw	103.3	2,560.1	5,095.2	7,655.3
Whitmore Park	87.7	1,430.6	3,087.7	4,518.3

The Coalition would either purchase the land or obtain easements for the entire project footprint. However, only the rail line footprint would be permanently cleared of vegetation for construction and operation of the proposed rail line. The Coalition might not need to use the entire project footprint after construction. As part of OEA's proposed mitigation, the Coalition would be required to reclaim and restore areas temporarily disturbed during construction within the temporary footprint after construction is completed (Chapter 7, *Mitigation and Minimization Measures*).

All of the Action Alternatives would require constructing temporary and permanent access roads. The Coalition would construct temporary access roads that would provide access to the rail embankment, tunnel portals, and bridge and drainage structure locations during construction. The Coalition would also construct several permanent access roads to provide access to rail sidings and long tunnels during rail operations. OEA expects that temporary and permanent access roads would be 13 feet wide, on average, and would connect to the nearest existing roadways to minimize the length of the access roads. Figure 2-1 presents example cross-sections of the rail line footprint.

Figure 2-1. Cross-Sections of the Proposed Rail Line Footprint



Source: Coalition 2019a

2.1.2 Railbed and Track Construction

Under any of the Action Alternative, the width of the railbed would extend approximately 10 to 20 feet from the centerline to the edge of the subballast. This distance would vary in cut-and-fill locations where ditches could be required. The Coalition would construct the track on top of approximately 12 inches of subballast material and 8 inches of ballast. Timber, steel, or concrete ties would support the continuously welded steel rail. The Coalition could use hot-mix asphalt under the ties if the final design indicates that this is practical. OEA expects that the Coalition would design the track to accommodate loading requirements and to support a gross weight of 315,000 pounds per rail car and 432,000 pounds per locomotive.[3]

2.1.3 Rail Line Construction Equipment and Methods

Construction of the proposed rail line would involve a variety of construction methods and equipment. Bull dozers, front-end loaders, and dump trucks would be used to create the appropriate corridor and grade. Cranes may be needed to construct bridges over roads and surface waters. Mining and potentially blasting methods would be used to construct tunnels. Rail would be laid and welded by track welding machine or crews where necessary.

2.1.4 Materials for Rail Line Construction

The Coalition would use existing, permanent quarries located in Carbon, Duchesne, Uintah, and Utah Counties to obtain and stockpile aggregate and rock materials. Trucks would deliver the materials to the rail line using existing roadways and temporary and permanent access roads. The Coalition anticipates obtaining concrete aggregate and subballast material from existing Utah Department of Transportation (UDOT)-certified quarries and ballast material from an existing rail-served quarry near Milford, Utah. If that source of ballast material were unavailable, the Coalition would obtain ballast material from existing rail-served quarries near Granite Canyon, Wyoming, and Carr, Colorado. The Coalition does not anticipate needing or developing new quarry sources. If the Coalition were to identify the need for additional sources during the final design phase of the proposed rail line, the Coalition would develop those sources in conformance with applicable local and state land use and permitting regulations and applicable UDOT specifications.

The Coalition intends to balance cut-and-fill material so that fill and spoil sites would not be required. During construction, subballast would be transported via truck, and ballast would be delivered by rail directly to its final location. Staging for subballast and ballast material would occur at the quarries from which those materials were obtained. The Coalition intends to obtain water for compaction, dust control, and concrete work from existing water right holders and would not pursue any new water rights. The Coalition would identify the specific existing water rights for construction during the final design phase based on discussions with current water right holders, timing of construction activities and seasonal availability, location of the water right point of diversion, and the type of water right diversion (e.g., well, surface water). The sources for water

[3] The estimated maximum weight of locomotives used by the proposed rail line would range from approximately 380,000 to 432,000 pounds. The typical weight of loaded crude oil rail cars operating over the proposed rail line is expected to be 143 tons, or 286,000 pounds, per car.

used during construction may include groundwater, surface water, potable water, or reclaimed and treated wastewater.

2.1.5 Construction Staging Areas

During construction of the proposed rail line, the Coalition intends to locate all temporary staging areas within the project footprint or in existing permanent industrial sites permitted for construction uses. To receive construction materials by rail, the Coalition would use existing permanent rail-to-truck transload facilities located in Salt Lake City, Ogden, Provo, Help, Price, and other locations in Utah, and would transfer the materials to trucks for final delivery to the project footprint. The Coalition would establish temporary material laydown, staging, and logistics areas within the project footprint at bridge locations, tunnel portals, roadway crossings, and other locations.

2.1.6 Staffing and Worker Housing

The average annual workforce during construction of all three Action Alternatives would include approximately 1,000 individuals, with peak employment of approximately 1,500 individuals. The Coalition expects that peak employment would occur between May 1 and October 30, during each year of construction. Most construction personnel would reside in their own personal residences or in existing commercial hotels and motels, but dedicated construction camps would be needed for some staff. Specifically, the Indian Canyon Alternative and Whitmore Park Alternative would each require one temporary construction camp for 30 to 40 people, and the Wells Draw Alternative would require two construction camps for 30 to 40 people and another construction camp for 200 people (Table 2-2).

Table 2-2. Temporary Housing Camps for Construction Staff

Action Alternative	Capacity (people)	Type of Construction	Size (acres)	Location (milepost)
Indian Canyon	30–40	Tunnel	5	35
Wells Draw	30–40	Tunnel	5	23
	30–40	Tunnel	5	36
	200	Embankments and bridges	8.5	57
Whitmore Park	30–40	Tunnel	5	40

2.1.7 Bridges, Culverts, and Stream Realignments

The proposed rail line and associated access roads and road relocations would require bridges and culverts to cross streams, rivers, and drainages, as well as existing roadways. Table 2-3 shows the number of bridges and culverts for each Action Alternative.

Table 2-3. Bridges and Culverts

Action Alternative	Rail Bridges	Road Bridges	Culverts
Indian Canyon	31	2	372
Wells Draw	33	3	496
Whitmore Park	30	1	423

Notes:

Bridges include Precast Prestressed Concrete Double Cell Box Beam Span, Rolled Steel Beam Span with Steel Pan Deck, Structural Steel Plate Arch, and other bridge types to be determined during final design.

Construction of the proposed rail line would require realignments of stream segments to accommodate permanent project features, including portions of the railbed and areas of cut and fill. Table 2-4 displays the number and length of stream realignments by Action Alternative.

Table 2-4. Stream Realignments per Action Alternative

Action Alternative	Number of Realignments	Stream Impact at Realignment Locations (miles)
Indian Canyon	59	3.9
Wells Draw	17	1.4
Whitmore Park	55	3.8

2.1.8 Tunnels

The proposed rail line would require tunnels to traverse the mountainous terrain surrounding the Basin. Drilling and blasting (i.e., "mine" construction methods) may be used in certain locations, depending on the length of the tunnel and the specific geological features at the tunnel locations. Tunnels over 1 mile long would likely require rock stabilization and ventilation features. Shorter tunnels may not require those features, depending on the specific geological features at the tunnel locations. The Coalition may install mechanical ventilation, such as jet fans mounted on the tunnel walls or ceilings, depending on the length and configuration of the tunnel. Table 2-5 displays the number and length of tunnels by Action Alternative.

Table 2-5. Tunnels

Action Alternative	Number of Tunnels	Total Length of Tunnels (miles)
Indian Canyon	3	4.3
Wells Draw	13	5.6
Whitmore Park	5	5.7

2.1.9 Grade Crossings

Table 2-6 shows the number of planned public and private road crossings for each Action Alternative. Paved public roadway crossings, if not grade-separated, would be equipped with active warning devices (bells, flashers, and gates) and constant warning time devices. Gravel and unsurfaced public roadway crossings and all private roadway crossings, if not grade-separated, would be equipped with passive warning devices (stop signs and crossbucks). The Coalition would

design grade-crossing warning devices to comply with the *Manual on Uniform Traffic Control Devices* (FHWA 2009) and applicable safety regulations.

Table 2-6. Number of Road Crossings per Action Alternative

Action Alternative	At-Grade	Grade-Separated	Total
Indian Canyon	53	17	70
Wells Draw	61	29	90
Whitmore Park	66	14	80

2.1.10 Road Relocations

Construction of the proposed rail line would result in the relocation of existing public and private roads. Table 2-7 shows the number of road relocations and the total length of relocations.

Table 2-7. Road Relocations per Action Alternative

Action Alternative	Number of Relocations	Total Length of Relocations (miles)
Indian Canyon	52	11.8
Wells Draw	65	13.7
Whitmore Park	71	13.8

2.1.11 Associated Facilities

2.1.11.1 Support Facilities

The Coalition does not anticipate constructing or operating stations along the proposed rail line. The Coalition expects that UP and BNSF Railway Company would conduct run-through operations on the proposed rail line and does not intend to construct locomotive repair shops, rail car repair shops, marshalling yards, or storage yards as part of the proposed rail line. Shippers could conduct mechanical inspections and repairs at potential shipper-owned facilities.

2.1.11.2 Siding Tracks and Set-Out Tracks

The proposed rail line would consist of a single main track with sidings to enable trains to meet and/or pass. Siding tracks would add 15 to 20 feet to the width of the track structure. Table 2-8 shows the estimated numbers and lengths of sidings for each Action Alternative. The Coalition would determine the exact locations of siding tracks during final design.

Table 2-8. Siding Tracks and Set-Out Tracks

Action Alternative	Number of Sidings	Total Length of Sidings (miles)	Range of Sidings (miles)
Indian Canyon	6	12.4	1.65–3.69
Wells Draw	3	5.2	1.64–1.85
Whitmore Park	9	18.0	1.65–3.69

2.1.11.3 Distribution Lines and Power

Power distribution lines would be needed for some signals, communications, and safety equipment. The Coalition would determine the exact locations of power distribution lines during detailed design following the conclusion of the Board's environmental review process. OEA anticipates that any needed power distribution lines would be constructed within the rail line footprint and would connect to existing lines where there are connections adjacent to the rail line footprint. In more remote or inaccessible locations, OEA anticipates that the Coalition would use solar-powered equipment. This would include any power needed for the communications towers and remote grade crossings requiring active warning devices.

2.1.11.4 Communications Towers

The proposed rail line would require the construction of permanent communications towers. Each tower site would be approximately 0.5 acre in area and approximately 120 feet high, though the exact height would depend on final design details. Each Action Alternative would require the construction of four communications towers. The Coalition would construct permanent access roads to provide access to the communications towers. These access roads would be approximately 13 feet wide and located within the rail line footprint.

2.1.12 Construction Schedule

The Coalition anticipates that construction of the Indian Canyon Alternative or the Whitmore Park Alternative would take approximately 2 years, but this time frame could range from 20 to 28 months depending on weather conditions. The Coalition expects that construction of the Wells Draw Alternative would take approximately 3 years, but could range from 32 to 48 months depending on weather conditions. The construction season would be different for the different components of the rail line.

Construction of the following features would occur year-round (12 months per year).

- Tunnels
- Bridges
- Signal and communications systems

Construction of the following components would be limited to an 8-month construction season each year, beginning in mid-April and ending in mid-November.

- Embankments (cuts and fills)
- Culverts
- Retaining walls

- Roadways and roadway crossings
- Track
- Fencing

2.2 Operations

Following construction of the proposed rail line, Rio Grande Pacific Corporation would operate the proposed rail line. The Coalition anticipates that shippers would primarily use the proposed rail line to transport crude oil using trains composed of 110 tank cars each, on average. The Coalition also expects that shippers could transport frac sand on the proposed rail line using frac sand trains composed of 110 cars each, on average. It is also possible that shippers would transport other commodities in rail cars that would be added to the oil trains or the frac sand trains. Each oil train and each frac sand train would be powered by approximately eight 4,300- to 4,400-horsepower locomotives.

Trains on the proposed rail line would operate at speeds allowable for Federal Railroad Administration (FRA) Class 3 tracks. The Coalition anticipates an average train speed of between 10 and 20 miles per hour. The maximum speed would not exceed the safe operating speed on FRA Class 3 tracks, which is 40 miles per hour for freight rail. Trains on the proposed rail line would operate 365 days per year, 24 hours per day, as permitted by weather conditions.

2.2.1 Rail Traffic

Depending on future market conditions, the Coalition estimates that between 672 and 1,809 loaded oil trains would leave the Basin per year using the proposed rail line. An equal number of empty oil trains would enter the Basin each year on the proposed rail line. These estimates correspond to a daily average of 3.68 to 9.92 loaded and empty oil trains on the proposed rail line. Each loaded oil train would include, on average, 110 tank cars and each tank car would contain, on average, approximately 642 barrels of crude oil. Therefore, the total volume of oil that would be transported on the proposed rail line would range from approximately 130,000 to approximately 350,000 barrels per day, on average. The actual volumes of oil that would move over the proposed rail line would depend on the demand for crude oil from the Basin, which is determined by global crude oil prices and capacity at oil refineries.

In addition, and also depending on future market conditions, the Coalition estimates that between 0 and 110 loaded frac sand trains would enter the Basin each year using the proposed rail line, to support oil mining in the Basin. An equal number of empty frac sand trains would leave the Basin each year on the proposed rail line. These estimates correspond to a daily average of 0 to 0.6 loaded and empty frac sand trains on the proposed rail line.

Including loaded and empty frac sand trains and unloaded and empty oil trains, the Coalition estimates that total rail traffic on the proposed rail line would range from 3.68 to 10.52 trains per day, on average. Shippers could also use the proposed rail line to transport other commodities, but the Coalition does not anticipate that the volume of those commodities would be large enough to support dedicated trains. Therefore, other commodities would be shipped in manifest rail cars attached to the oil trains and frac sand trains. The Coalition estimates that the number of manifest

rail cars added to the oil trains and frac sand trains would range from 24 carloads per day to 36 carloads per day, on average, including loaded and empty rail cars.

Because the rail traffic would depend on future market conditions that the Board does not control and that OEA cannot precisely predict, OEA defined two reasonably foreseeable scenarios for future rail traffic levels for the purposes of analysis in the EIS. The two scenarios correspond to the lowest and highest estimated rail traffic estimates. Under the high rail traffic scenario, 10.52 trains would move on the proposed rail line each day, on average. Under the low rail traffic scenario, 3.68 trains would move on the proposed rail line each day, on average.

2.2.2 Maintenance

OEA expects that the Coalition would construct the proposed rail line using new materials, which would initially require a minimal amount of maintenance. Maintenance activities on the tracks would include rail surfacing, ballast cleaning and tamping, and rail grinding. Other maintenance activities would include maintaining rail sensors; lubricating rails; replacing rail, ties, and ballast; and inspecting track. In addition, any tunnels would need regular inspections and maintenance.

2.2.3 Staffing

Operations and maintenance employment requirements would be similar for the Indian Canyon Alternative and Whitmore Park Alternative. Due to its longer length and the more difficult topography that it would cross, the Wells Draw Alternative would require a greater number of staff for operations and maintenance. Staffing requirements would also depend on the train traffic volume. Table 2-9 lists the operations and maintenance staffing requirements for each Action Alternative for the high rail traffic scenario and the low rail traffic scenario.

Table 2-9. Operations and Maintenance Staffing Requirements

	High Rail Traffic Scenario (10.52 trains per day)	Low Rail Traffic Scenario (3.68 trains per day)
Action Alternative	**Employees**	**Employees**
Indian Canyon	100	50
Wells Draw	120	65
Whitmore Park	100	50

Skilled labor and unskilled labor positions would include the following.

- Railroad operations employees, such as engineers, conductors, foremen, and train dispatchers.
- Maintenance-of-way employees, such as track maintainers, bridge maintainers, machine operators, truck drivers, signal and communications systems maintainers, and laborers.
- Mechanical employees, such as rail car and locomotive maintainers and inspectors (i.e., light repairs and replacement of consumables such as brake shoes) and laborers.

Management labor would consist of the following.

- Operations management, which would include supervision of train crews and direction of day-to-day operations.

- Engineering management, which would include supervision of track, bridge, and signal maintainers, and direction of day-to-day fixed infrastructure maintenance.
- Mechanical management, which would include supervision of locomotive and rail car maintainers and inspectors.
- General management and general office staff.

Table 2-10 shows the estimated percentages of the total operations and maintenance workforce by job type.

Table 2-10. Estimated Percentages of Total Operations and Maintenance Workforce by Job Type

Job Type	High Rail Traffic Scenario (%)	Low Rail Traffic Scenario (%)
Operations	60	45
Maintenance of Way	25	35
Mechanical	5	5
Management	10	15

OEA expects that the relative percentage of operations employees would be higher under the high rail traffic scenario. The relative percentages of maintenance-of-way and management employees would be higher under the low rail traffic scenario. The relative percentage of mechanical employees would be the same under both scenarios.

Chapter 3
Federally Listed Species in Action Area

3.1 Endangered Species Act Consultation History

The following lists the consultation history to date.

- **April 10, 2019.** OEA sent a letter to Utah USFWS Ecological Services Office in West Valley City, Utah, requesting preliminary comments on the proposed rail line and concurrence with OEA's preliminary list of federally listed species to consider for the proposed rail line.
- **August 1, 2019.** The U.S. Department of Interior's Office of Environmental Policy and Compliance responded to OEA's Notice of Intent (NOI) to prepare an EIS and provided comments on behalf of USFWS. USFWS concurred with OEA's list of federally listed species to consider and reminded OEA that it must consult with USFWS under ESA Section 7 should the proposed rail line affect federally listed species and/or designated critical habitat.
- **February 18, 2020.** OEA and ICF (OEA's third-party consultant) held a teleconference with USFWS Utah Ecological Services staff (Joseph Moore, Rita Reisor, George Weekley, and Kate Novak) to discuss the proposed rail line, federally listed species potentially affected by the proposed project, potential survey needs for federally listed species, and development of the BA.
- **May 21, 2020.** OEA and ICF held a teleconference with USFWS Utah Ecological Services staff (Joseph Moore, Rita Reisor, and Kate Novak) to discuss potential survey needs and methods for assessing federally listed plants, Mexican spotted owl, and Canada lynx.
- **June 10, 2020.** OEA and ICF held a teleconference with USFWS Utah Ecological Services staff (Joseph Moore, Rita Reisor, George Weekley, and Paul Abate) to follow up on the May 21, 2020 call to resolve issues related to fieldwork and BA content to adequately complete ESA Section 7 consultation.
- **September 1, 2020**. OEA provided a preliminary Draft BA and supporting information, including fieldwork reports prepared by the Coalition, to USFWS for review and comment.
- **September 14, 2020**. OEA and ICF held a teleconference with USFWS Utah Ecological Services staff (Joseph Moore, Rita Reisor, George Weekley, and Paul Abate) to review preliminary comments from USFWS on the Draft BA.
- **October 6, 2020.** OEA and ICF held a teleconference with USFWS Utah Ecological Services staff and U.S. Army Corps of Engineers (Corps) staff to coordinate Section 7 consultation for pending Board and Corps decisions related to the proposed rail line.
- **October 8, 2020.** OEA held a teleconference with USFWS and cooperating agencies participating in the Board's EIS process to review the content of the Draft BA and coordinate Section 7 consultation for all federal actions and decisions related to the proposed rail line.
- **October 21, 2020.** OEA held a teleconference with USFWS and cooperating agencies to discuss potential revisions to the Draft BA and coordinate Section 7 consultation for all federal actions and decisions related to the proposed rail line.

3.2 Action Area

The ESA regulations define the action area as all areas to be affected directly or indirectly by the proposed project and not merely the area immediately adjacent to the action. Therefore, the action area includes each Action Alternative's project footprint plus all areas surrounding the project footprint where construction or operations activities could potentially affect the environment, either directly, indirectly, or through interrelated or interdependent actions.

Specific action areas are defined for federally listed plants, fish, and wildlife, because not all impacts from construction and operations occur equally across these taxa. For example, noise can affect wildlife, but not plants.

The following lists the respective action area for plants, fish, and wildlife for each Action Alternative.

- **Plants.** The plant action area consists of a 1,000-foot-wide corridor along much of the rail centerline (500 feet on either side of the centerline). The action area is wider than 1,000 feet in a few areas where the project footprint would extend slightly further than 500 feet from the rail centerline. The action area also includes locations of communications towers and access roads to the towers, which consists of a 1,000-foot-wide corridor along access road centerlines and a 500-foot-wide buffer around communications towers. This part of the action area makes up only 2 percent (or less) of the action areas along the Action Alternatives.
- **Fish.** The fish action area would normally consist of streams and other surface waters in the project footprint and a limited distance upstream and downstream of the proposed rail line where potential water quality and hydrology impacts from construction and operations would affect fish and fish habitat. However, the federally listed fish species addressed in detail in this BA include the Upper Colorado River Basin Fish (Colorado pikeminnow, humpback chub, bonytail, and razorback sucker) (Table 3.1), which, based on USFWS consultation guidance (USFWS 2010), requires the action area to be concurrent with the Upper Colorado River Basin (where the Action Alternatives are located). The reason the action area is concurrent with the basin is to capture actions that propose to use surface or groundwater in the basin, which can deplete water in the basin and affect the species.
- **Wildlife.** The wildlife action area is the same as described for plants to account for wildlife habitat impacts (i.e., 1,000-foot-wide corridor), but also accounts for a noise disturbance area for train noise. This noise disturbance area is defined by the 100-A-weighted decibel (dBA) sound exposure level (SEL), the noise level at which studies have shown animals (domestic and wild) exhibit a response to train noise (FRA 2005). Based on noise modeling for the proposed rail line, the 100-dBA SEL is estimated to extend 350 feet from the rail line for wayside noise (locomotive engine and wheel on rail) and 460 feet for horn noise at grade crossings. The noise disturbance action area is subsumed by the 1,000 foot-wide-corridor.
    - Mexican spotted owl: the action area for Mexican spotted owl deviates from the wildlife action area based on consultations with USFWS biologists and USFWS survey protocols. For this species, an additional 0.5-mile buffer was added to the wildlife action area for survey protocol purposes.

3.3 Federally Listed Species Considered

The federally listed species considered is based on consultations with USFWS and the most recent species listings in the USFW Information for Planning and Consultation (IPaC) system for the action areas. This information revealed six threatened species and six endangered species as occurring or potentially occurring in the action areas, including one mammal, two birds, five fish and four plants (Table 3-1). Critical habitat is designated or proposed for all animal species, with critical habitat occurring in the action area for four fish species.

Table 3-1. Federally Listed Species that Occur or Potentially Occur in the Action Areas

ESA Listed Species	Scientific Name	Status	Designated Critical Habitat?/In Action Areas?
Mammals			
Canada lynx	*Lynx canadensis*	Threatened	Yes/No
Birds			
Mexican spotted owl	*Strix occidentalis lucida*	Threatened	Yes/No
Western yellow-billed cuckoo	*Coccyzus americanus*	Threatened	Proposed/No
Fish			
Colorado pikeminnow (=squawfish)[a]	*Ptychocheilus lucius*	Endangered	Yes/Yes[d]
Humback chub[a,b]	*Gila cypha*	Endangered	Yes/Yes[d]
Bonytail[a]	*Gila elegans*	Endangered	Yes/Yes[d]
Razorback sucker[a]	*Xyrauchen texanus*	Endangered	Yes/Yes[d]
June sucker	*Chasmistes liorus*	Endangered	Yes/No
Plants			
Barneby ridge-cress[c]	*Lepidium barnebyanum*	Endangered	No/NA
Pariette cactus	*Sclerocactus brevispinus*	Threatened	No/NA
Uinta Basin hookless cactus	*Sclerocactus wetlandicus*	Threatened	No/NA
Ute ladies'-tresses	*Spiranthes diluvialis*	Threatened	No/NA

Notes:

[a] These four federally listed fish species are collectively called Upper Colorado River Basin Fish.

[b] On January 22, 2020, USFWS proposed a rule to reclassify the humpback chub from endangered to threatened with a Section 4(f) rule (85 Federal Register 3586).

[c] The Barneby ridge-cress does not occur or potentially occur in the Wells Draw Alternative action area.

[d] While there is designated critical habitat in the action areas because the entire Upper Colorado River Basin is the action area for these species, there is no designated critical habitat along or near any of the Action Alternatives.

Source: U.S. Fish and Wildlife Service 2020a

NA=not applicable

3.3.1 Species Dismissed from Further Consideration

3.3.1.1 Western Yellow-billed Cuckoo

The threatened Western yellow-billed cuckoo was eliminated from further consideration because habitat surveys found no suitable habitat in the action areas. Western yellow-billed cuckoos prefer

to nest in patches of at least 25 acres of dense riparian forest with canopy cover of at least 50 percent in the overstory and understory, which does not occur in the action areas (Coalition 2020a). Consequently, the proposed project would have **No Effect** on the Western yellow-billed cuckoo.

3.3.1.2 June Sucker

The endangered June sucker was eliminated from further consideration because the fish is native only to Utah Lake and tributary rivers (used for spawning), which are outside of the action areas. Consequently, the proposed project would have **No Effect** on the June sucker.

Chapter 4
Methods

This chapter discusses the methods used to determine the current status and habitat use of federally listed species in the action areas. The methods and associated habitat suitability field work conducted along the Action Alternatives are based on OEA consultations with USFWS as part of ESA Section 7 consultation process. Field habitat surveys specific to Canada lynx, Upper Colorado River Basin Fish (Colorado pikeminnow, humpback chub, bonytail, and razorback sucker), Pariette cactus, and Uinta Basin hookless cactus were determined to not be necessary as information was collected during baseline biological resources surveys and/or sufficient habitat and species presence information is already available on these species to complete the ESA Section 7 process.

4.1 Literature Search and Consultation

OEA reviewed literature and data from various sources to document presence of federally listed species and habitats in the action areas. The following briefly summarizes the literature and agencies consulted for federally listed species; Section 4.3, *Species Descriptions and Occurrences*, provides more information on the species and full citations of information used.

- **Canada lynx.** OEA consulted with USFWS and U.S. Forest Service (Forest Service) biologists, obtained existing Canada lynx habitat Geographic Information System (GIS) data from the state of Utah and Forest Service, and reviewed literature on the species and its presence in the state of Utah and the action areas.
- **Mexican spotted owl.** OEA consulted with USFWS biologists, obtained existing Mexican spotted owl habitat GIS data from USFWS, and reviewed literature on species and its presence in the state of Utah.
- **Upper Colorado River Basin fish.** OEA consulted with USFWS biologists, reviewed USFWS literature on the species historical and current presence in the action areas, and obtained information from the Upper Colorado River Endangered Fish Recovery Program.
- **Barneby ridge-cress.** OEA consulted with USFWS biologists, reviewed USFWS species range GIS data, and reviewed literature on the species and its presence in the state of Utah.
- **Pariette cactus and Uinta Basin hookless cactus.** OEA consulted with USFWS biologists, obtained USFWS suitable habitat and core habitat GIS data, and reviewed literature on the species and its presence in the state of Utah.
- **Ute ladies'-tresses.** OEA consulted with USFWS biologists and reviewed literature on the species and its presence in the state of Utah.

In addition, the Coalition's consultant HDR-conducted baseline biological resources surveys in spring, summer, and fall of 2019 that provided additional information on the potential presence of federally listed species/habitats in the action areas, as well as some basis for development of the species specific habitat surveys that were conducted in 2020 for Mexican spotted owl, Barneby ridge-cress, and Ute ladies'-tresses (Section 4.2, *Habitat Suitability Surveys*).

4.2 Habitat Suitability Surveys

The Coalition's consultant HDR conducted habitat suitability surveys in 2020 for the Mexican spotted owl, Barneby ridge-cress, and Ute ladies'-tresses (Coalition 2020b, 2020c, 2020d). This section details the methods for each species; the full habitat suitability reports are available to the public on the Board's website (www.stb.gov) and the Board-sponsored project website (www.uintabasinrailwayeis.com).

4.2.1 Mexican Spotted Owl

4.2.1.1 Habitat Models

The USFWS Utah Ecological Services office uses two separate models to identify potential habitat for the Mexican spotted owl in Utah.

- The initial model (the "1997 model") was developed by Willey and Spotskey (1997) and predicted breeding habitat throughout Utah based on slope, aspect, ruggedness, and vegetation. This model was intended for use at broad scales across large landscapes and was not intended for use at finer spatial scales (USFWS 2012a; Willey 2002a as cited in Coalition 2020b).
- In 2000, another model (the "2000 model") was developed for use at multiple spatial scales (Willey and Spotskey 2000). This model incorporated data on slope, aspect, ruggedness, fine-scale vegetation, surface geology, soil moisture, and an index of surface temperature. The 2000 model identified suitable combinations of the input variables and buffered those locations by 0.5 mile.

Tests of the 2000 model using different techniques in different regions of Utah suggested that it was useful in identifying breeding habitat in canyon landscapes at fine scales (<1:100,000; Willey 2002b as cited in Coalition 2020b). However, it successfully identified only 4.3 percent of known nest sites (Lewis 2014), and land managers have found the 2000 model outputs to be unreliable. Subsequent attempts between 2000 and 2012 to improve the model had mixed results (USFWS 2012a). As described in Section 4.2.1.3, *Pre-Field Preparation*, and per USFWS guidance, biologists defined the action areas (i.e., survey area) based on the 1997 model. The 2000 model was more restricted but identified potential habitat throughout much of Indian Canyon, some of Argyle Canyon, and limited portions of Emma Park in and near the action areas. Lewis (2014) modeled Mexican spotted owl habitat throughout the portion of the Mexican Spotted Owl Colorado Plateau Ecological Management Unit (EMU) in Utah. Input variables included elevation, aspect, curvature, surface ratio, vegetation, and geology. The model output is a continuous scale of probability of occupancy. The model mapped potential habitat over a smaller area than the models used by USFWS but captured 60.6 and 77.7 percent of known nest sites compared to 55.3 and 4.3 percent by the 1997 and 2000 models, respectively (Lewis 2014). Despite improvements in accuracy as a result of advances in spatial data, this model is not widely used by wildlife managers to predict Mexican spotted owl habitat in Utah. Within the action areas, this model identified potential habitat in the Emma Park and Whitmore Park areas but predicted a low probability of occupancy. The highest probability was 0.31 on a scale from 0 to 0.93 (Lewis 2014).

4.2.1.2 Survey Areas

As described in Section 3.2, *Action Area*, the survey areas are concurrent with the action areas, and are defined as a 0.5-mile buffer along the Action Alternatives. Surveys were limited to those areas that fall within the USFWS 1997 habitat model. Survey areas covered a total of approximately 110 square miles (sq. mi.) (70,206 acres), including 39 sq. mi. (25,148 acres) in the Indian Canyon Alternative survey area, 64 sq. mi. (40,983 acres) in the Wells Draw Alternative survey area, and 50 sq. mi. (32,214 acres) in the Whitmore Park Alternative survey area. Figure 4-1 shows the survey areas for each of the three alternatives.

Pre-Field Preparation

USFWS (2002a) recommends that the 1997 model be used a "first-cut" analysis tool to identify potentially rugged areas that could provide suitable owl habitat. The 2000 model predicts the location of breeding and roosting habitat and, according to USFWS, locations identified in the 2000 model should receive a thorough field evaluation. USFWS also recommends that site-specific biological knowledge, field and peer reviews, and previously published information be used to evaluate habitat (USFWS 2002a). For this reason, the survey areas were defined by the 1997 model, which fully encompasses the 2000 model in the survey areas.

Steep terrain is one of the primary attributes of suitable Mexican spotted owl habitat. To help identify suitable habitat, the field biologist derived a surrogate for slope from digital elevation models (DEMs) of the survey areas. Five-meter autocorrelated DEMs were downloaded from the Utah Automated Geographic Reference Center (AGRC 2020 as cited in Coalition 2020b) and converted to a slope raster using the Slope tool in the 3D Analyst toolbox in Environmental Systems Research Institute (ESRI) ArcMap 10.7.1. The output was in degrees slope between 0 and 90. Slopes in excess of 45 degrees were overlaid with both the 1997 and 2000 models to help identify potential habitat. Tablets equipped with the ESRI data collection application Collector were prepared for use in both field navigation and data entry. The Collector application included data layers for aerial images, survey area boundaries, the 1997 and 2000 habitat models, and slopes in excess of 45 degrees. Figure 4-2 shows the overlay of each of these data layers plus the Lewis (2014) data layer, which was used to confirm field evaluations *a posteriori*.

4.2.1.3 Field Evaluation

Biologists familiar with Mexican spotted owl biology and habitat use conducted field evaluations between June 15 and 20, 2020. Both biologists had completed the USFWS Utah Mexican spotted owl training, and the lead biologist has previous experience conducting habitat evaluations and surveys in Utah.

Figure 4-1. Mexican Spotted Owl Survey Area

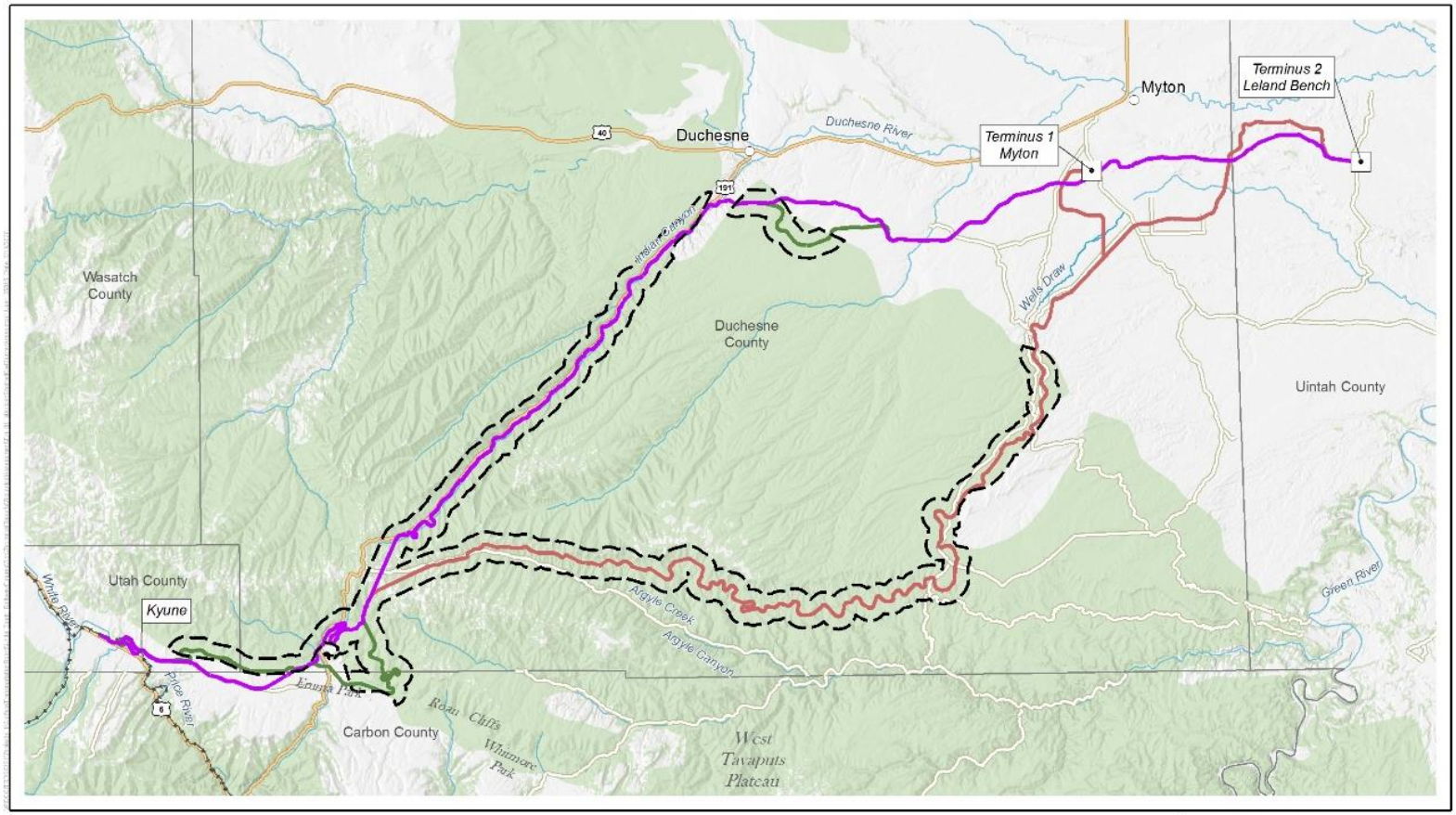
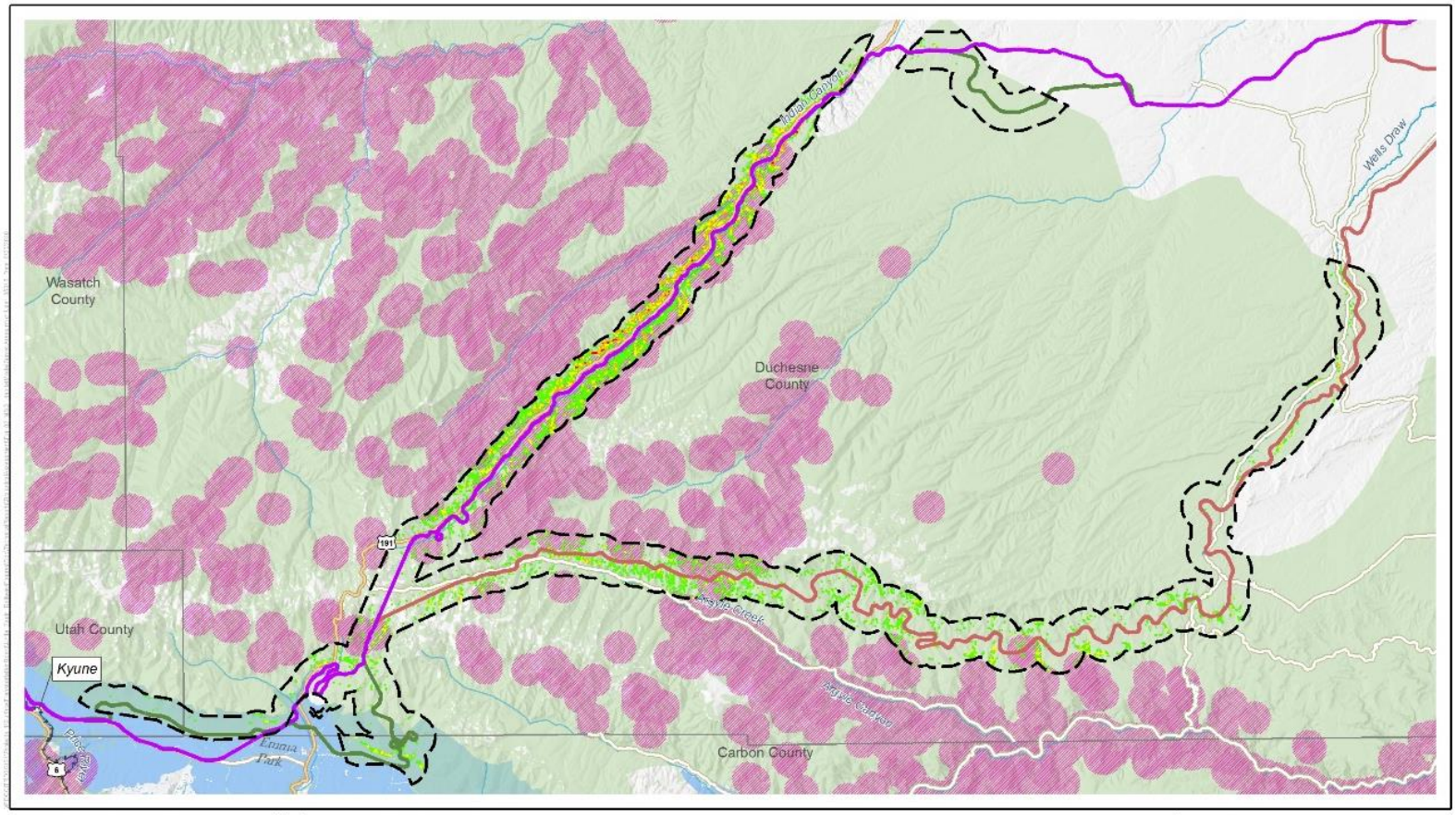


Figure 4-2. Mexican Spotted Owl Habitat Models



Biologists visually assessed all three of the survey areas and evaluated the habitat as high, moderate, or low quality for roosting and nesting Mexican spotted owls (Table 4-1). Biologists used Collector on a tablet to draw polygons around landscape features and link photographs and notes to those polygons. With few exceptions, all portions of the survey areas with steep slopes (>45 degrees) and all portions of the 2000 model located in the survey areas were photographed and assessed in detail. Other areas (those within the 1997 model but not in the 2000 model and not in areas with steep slopes) were first assessed visually and in more detail only if landscape characteristics indicated attributes of suitable habitat. Inaccessible areas were viewed through spotting scopes, and photographs were taken through the spotting scope lens. Areas beyond the survey areas were also evaluated as necessary to assess the length of canyons and the total area of potentially suitable habitat. In general, the characteristics shown in Table 4-1 were used to define high-, moderate-, or low-quality habitat. These characteristics were based on available literature, particularly USFWS (2012a) and Willey and Zambon (2014).

Table 4-1. Characteristics of High-, Moderate-, and Low-Quality Mexican Spotted Owl Habitat

Attribute	High Quality	Moderate Quality	Low Quality
Terrain steepness	Narrow, steep, incised canyon	Canyons with inconsistent cliff habitat	Talus/scree slopes, forested slopes, limited or no cliff habitat
Ruggedness	Tall cliffs with caves, crevices, and ledges	Short cliffs with limited caves, crevices, and ledges	Limited or no caves, crevices, and ledges
Area/extent	<2 km wide by >2 km long	Inconsistent or short canyon habitats	Open valley, exposed cliffs, short side canyons off wide valley
Temperature	Shaded areas, cool microclimates	Limited shade, limited vegetation	South exposure, open habitat, hot/dry microclimate
Vegetation	Late seral conditions and/or mesic vegetation	Limited vegetative cover, xeric vegetation	Limited vegetation, shrub/scrub habitats without trees
Litter/debris	Ample woody debris and litter	Limited woody debris and litter	No woody debris and limited litter
Hydrology	Perennial surface water present	Regularly occurring ephemeral or intermittent surface water	Irregular surface water or no surface water

Notes:
km = kilometers

4.2.2 Barneby Ridge-Cress

USFWS provided biologists with Barneby ridge-cress potentially suitable habitat GIS data (Moore 2019 as cited in Coalition 2020c) as a starting point in determining where to focus suitable habitat surveys. To identify suitable habitat in the action areas, biologists first overlaid USFWS' potentially suitable habitat GIS layer with the action areas. Figure 4-3 provides an overview map of the Action Alternatives and the USFWS-delineated potentially suitable habitat area. Once the potentially suitable habitat area was narrowed down to the action areas, high-quality aerial images (collected

by AeroGraphics from June to October 2019) were used to identify sites that appeared white, thus representing the white limestone shale habitat preferred by Barneby ridge-cress (Section 4.3.4, *Barneby ridge-cress*). Biologists prepared tablets equipped with the Collector application for use in both field navigation and data entry. The Collector application included data layers for aerial images, action area boundaries, the USFWS potential habitat polygon, and the refined white areas identified on desktop computers. Biologists then visually inspected sites both within the USFWS potential habitat polygon, as well as areas determined to be white through aerial images to confirm whether sites displayed characteristics consistent with the description of Barneby ridge-cress habitat. Field evaluation was conducted on July 17, 2020. Following the field evaluation, biologists used the field data to further refine and digitize areas of potentially suitable habitat in the action areas.

4.2.2.1 Ute Ladies'-Tresses

Biologists used habitat, wetlands, and stream information collected in spring, summer, and fall 2019 as part of the proposed rail line's biological resources baseline surveys (Coalition 2020a) and wetland and stream delineation surveys (Coalition 2020e) as a starting point in determining where to focus suitable habitat surveys. Next, action areas above 7,000 feet in elevation were excluded from further review because the species is not known to occur above that elevation and USFWS survey protocols do not require surveys above this elevation. After narrowing the action areas to below 7,000 feet, biologist used GIS software to develop potentially suitable habitat polygons for the species along the action areas based on data collected in the aforementioned biological resources baseline and wetlands and stream delineation surveys. These polygons included riparian areas, as well as areas along water courses and in wet meadows where vegetation is not overly dense. Figure 4-4 provides an overview map of the action areas (the areas below 7,000 feet are highlighted; note the size of the action areas are exaggerated so they are visible at the map scale). Biologists then prepared tablets equipped with Collector for use in both field navigation and data entry. The Collector application included data layers for aerial images, action area boundaries, and potentially suitable habitat polygons for Ute ladies'-tresses that were developed on desktop computers. Biologists then visually inspected all riparian, wetland, and mesic areas identified below 7,000 feet in elevation in action areas to confirm whether these areas displayed characteristics consistent with the description of Ute ladies'-tresses suitable habitat in. Field surveys were conducted between June 22 and July 1, 2020. Following the field survey, biologists used the field data to digitize areas of suitable habitat in the action areas.

Figure 4-3. Barneby Ridge-Cress Potentially Suitable Habitat

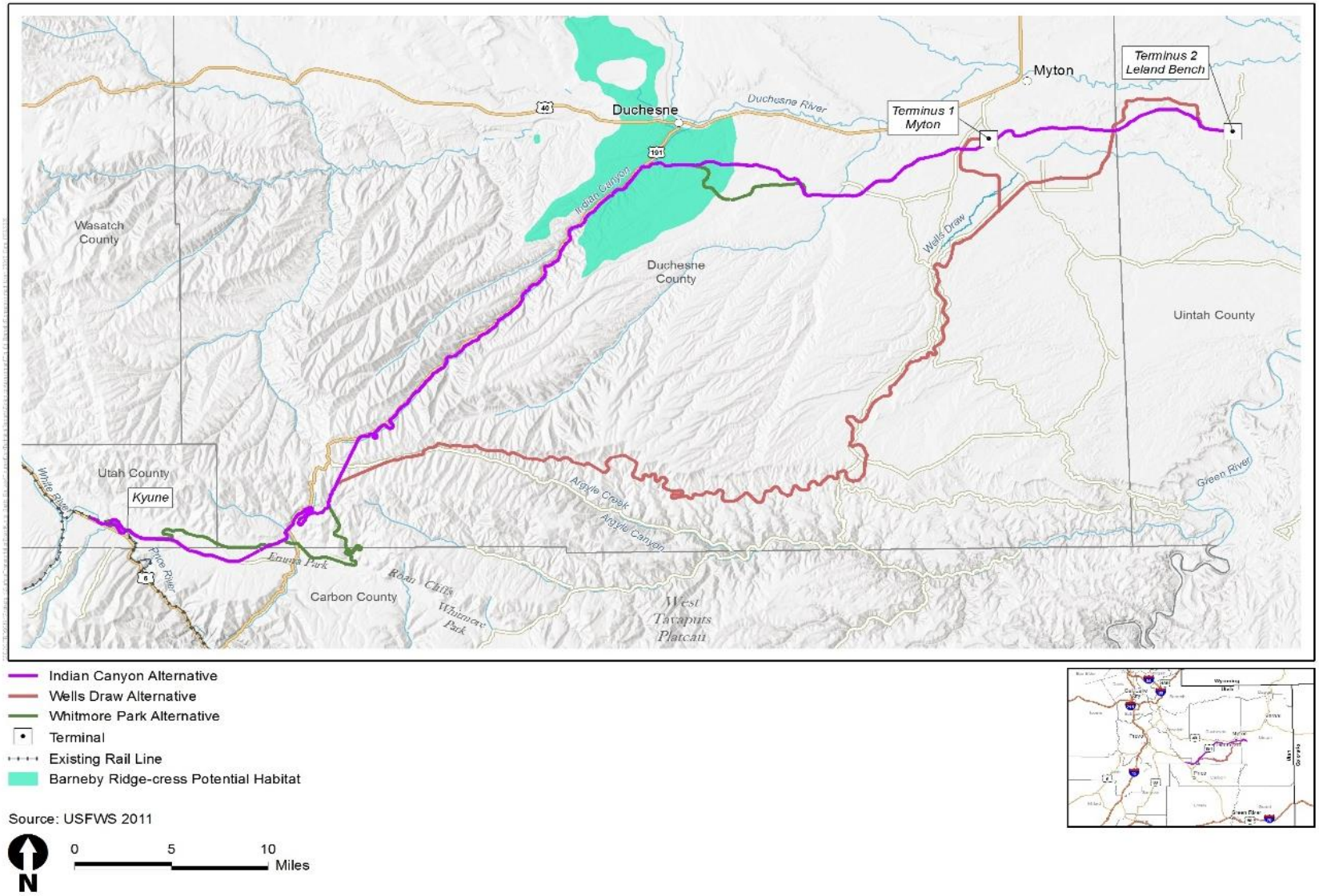
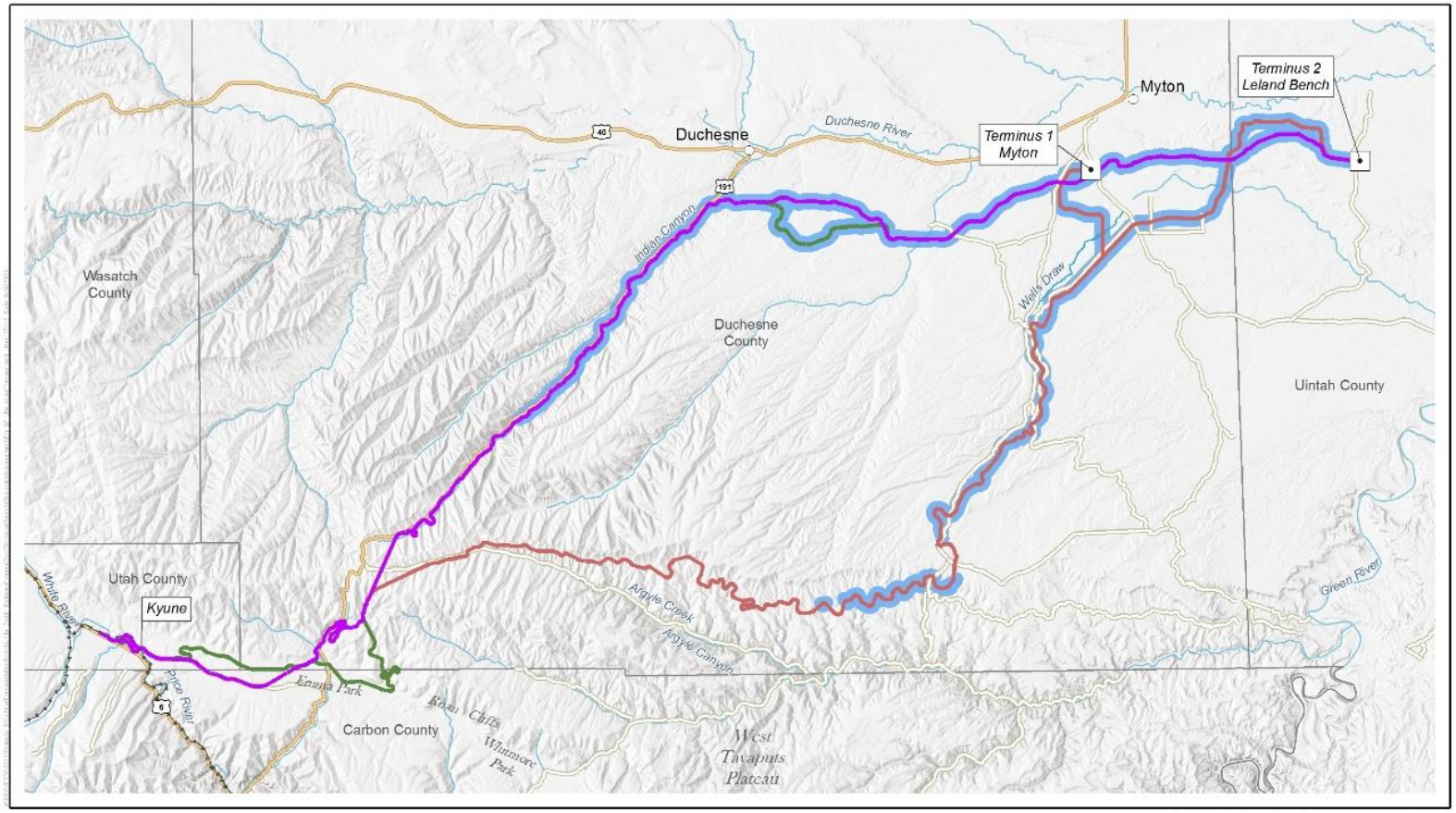


Figure 4-4. Ute Ladies'-Tresses Action Areas



Note that for sites below 7,000 feet, the following habitat types do not qualify as Ute ladies'-tresses habitat per USFWS' interim survey requirements (USFWS 1992).

- Sites that are highly disturbed or modified such as highway rights-of-way built on compacted soils or rock fill; rock or soil fills with steep back slopes; active construction sites; landscaped bluegrass lawns.
- Upland sites.
- Sites entirely inundated by standing water.
- Sites composed entirely of heavy clay soils.
- Very saline sites such as dense monospecific stands of saltgrass (*Distichlis spicata*).

Sites composed entirely of dense stands of reed canary grass (*Phalaris arundinacea*), tamarisk (*Tamarix* species), greasewood (*Sarcobatus vermiculatus*), teasel (*Dipsacus sylvestris*), or common reed (*Phragmites australis*).

4.3 Species Descriptions and Occurrences

4.3.1 Canada Lynx

The Canada lynx (*Lynx canadensis*) was listed as threatened under the ESA on March 24, 2000 (65 Federal Register [FR] 16053). The Canada lynx is a medium-sized cat with long legs, large, well-furred paws, long tufts on the ears, and a short, black-tipped tail. The winter pelage of the Canada lynx is dense and has a grizzled appearance with grayish-brown mixed with buff or pale brown fur on the back, and grayish-white or buff-white fur on the belly, legs, and feet. Summer pelage of the Canada lynx is more reddish to gray-brown. Adult males average 10 kilograms in weight and 85 centimeters in length (head to tail), and females average 8.5 kilograms and 82 centimeters. The Canada lynx's long legs and large feet make it highly adapted for hunting in deep snow.

The distribution of Canada lynx in North America is closely associated with the distribution of North American boreal forest, where individuals maintain large home ranges (between 12 and 83 square miles) (USFWS 2005). In Canada and Alaska, Canada lynx inhabit the classic boreal forest ecosystem known as the taiga. The range of Canada lynx populations extends south from the classic boreal forest zone into the subalpine forest of the western United States, and the boreal/hardwood forest ecotone in the eastern United States. Forests with boreal features extend south into the contiguous United States along the North Cascade and Rocky Mountain Ranges in the west, the western Great Lakes Region, and northern Maine. Within these general forest types, Canada lynx are most likely to live in areas that receive deep snow and have high-density populations of snowshoe hares, the principal prey of Canada lynx. Canada lynx are highly mobile and can disperse over long distances, especially when prey becomes scarce(USFWS Undated).

USFWS designated critical habitat for Canada lynx on November 9, 2006 (71 FR 66008). The critical habitat designation has been revised twice, most recently with the publication of a final rule on September 12, 2014 (79 FR 54781). The critical habitat areas designated in this rule constitute the best assessment of the areas that meet the definition of critical habitat for Canada lynx in the contiguous United States and include 38,954 square miles of critical habitat in five units in Idaho,

Maine, Minnesota, Montana, Washington, and Wyoming. There is no designated critical lynx habitat in Utah (79 FR 54781).

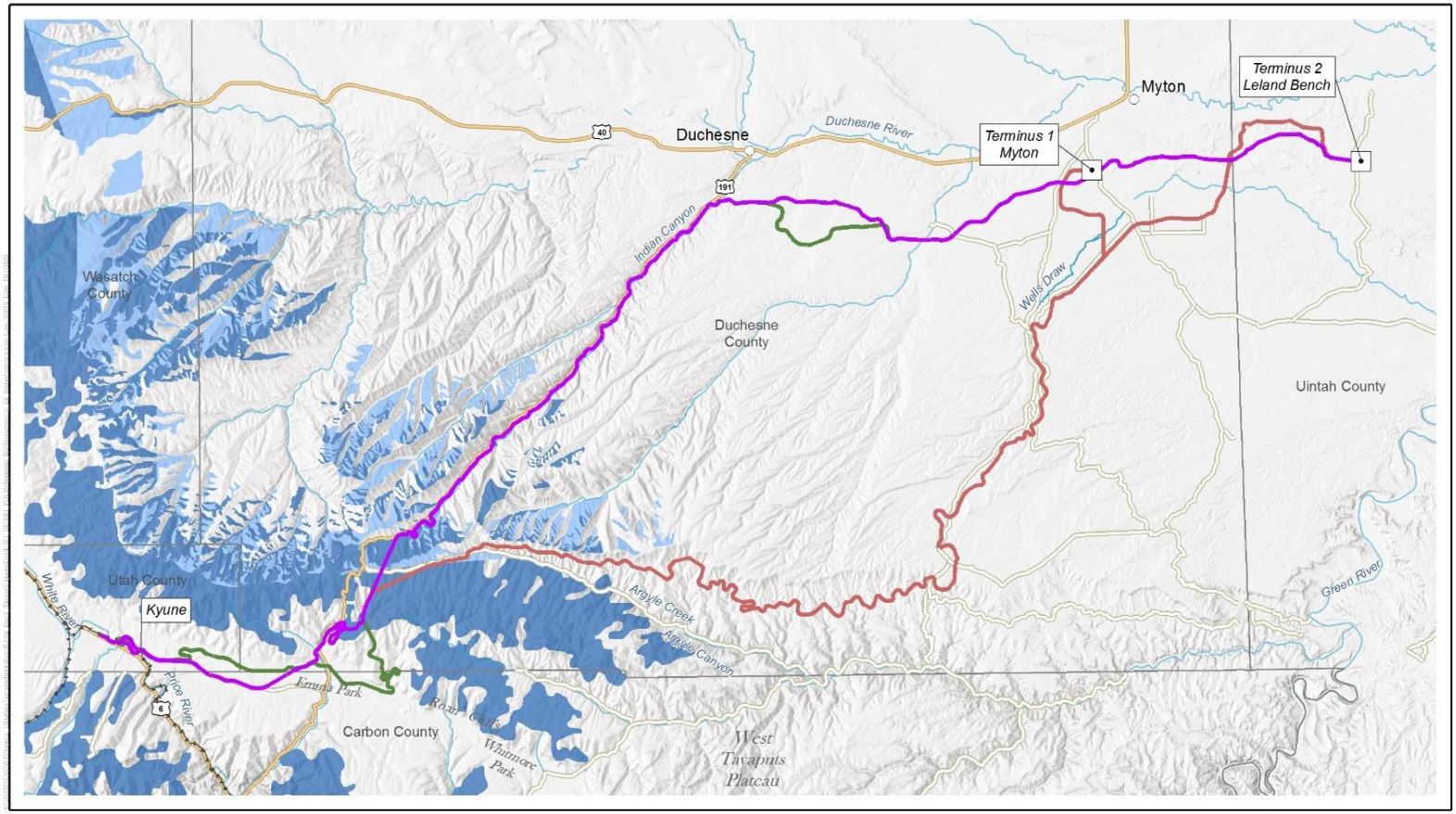
The USFWS Recovery Outline (USFWS 2005) concluded that Canada lynx threats include timber harvest activities, such as precommercial thinning, that reduce the quality of snowshoe hare habitat in some areas in the southern Rocky Mountains. Climate change is expected to adversely affect lynx populations because models have predicted an overall decline in persistent snow of 40 percent. In recent years, an extensive mountain pine beetle epidemic has caused significant mortality of mature lodgepole pine forests, one of the habitats lynx use. Vehicular collisions are also a potentially important cause of mortality.

4.3.1.1 Canada Lynx in the Action Area

Potentially suitable Canada lynx habitat exists in the action areas for all three Action Alternatives, primarily at the higher elevations of Ashley National Forest around Indian Canyon and Argyle Canyon. Snowshoe hare (primary food of the Canada lynx) is extensive in this area and can indicate potentially suitable habitat (Figure 4-5). However, detailed Canada lynx habitat mapping conducted by the Forest Service found Canada lynx habitat in the action areas to be much more limited, and marginal at best. Forest Service Canada lynx habitat mapping in a 2002 GIS dataset shows approximately 122 acres of Canada lynx habitat in the Indian Canyon Alternative and Whitmore Park Alternative action areas (Forest Service 2002); however, this habitat is above the three mile tunnel that crosses under the southern boundary of Ashley National Forest, where no surface disturbance would occur. In addition, this habitat is considered marginal and is disjunct from any typical Canada lynx habitat (Christensen pers. comm.).

The Forest Service also mapped Canada lynx habitat on Ashley National Forest in the form of Lynx Analysis Units (LAU) at the direction of the Canada Lynx Conservation Assessment Strategy (LCAS) (Forest Service 2000a). LAUs approximate the size of a female's home range and contain year-round habitat components. Females have smaller home ranges than males and are more restricted in their movements during the period of kitten dependency. Maintaining good quality and distribution of denning and foraging resources within an LAU helps to assure survival and reproduction by adult females, which is critical to sustain the overall lynx population. A sufficient amount of Canada lynx habitat must be present within the LAU to support a female lynx (Interagency Lynx Biology Team 2013). The Forest Service, when revising the LAUs after the most recent LCAS in 2013, found that no habitat in Ashley National Forest in or around the action areas met this definition and, therefore, did not map any LAUs in Ashley National Forest where the Action Alternatives are located. This means that Ashley National Forest in this area is unoccupied Canada lynx habitat, is considered peripheral Canada lynx habitat, and is not considered to contain Canada lynx habitat sufficient to support a breeding female. In addition, there are no historic Canada lynx locations anywhere in or around the action areas in Ashley National Forest (Christensen pers. comm.). Further, Utah has not historically and does not currently support resident lynx populations because the habitat in the state is naturally incapable of supporting persistent populations; historical and future occurrences in Utah most likely represent occasional dispersing lynx (USFWS 2017a). Overall, Canada lynx habitat in the action areas is marginal at best, and the presence of Canada lynx would be extremely rare.

Figure 4-5. Snowshoe Hare Habitat



4.3.2 Mexican Spotted Owl

Mexican spotted owl (*Strix occidentalis lucida*) was listed as threatened under the ESA on March 16, 1993 (58 FR 14248). It is one of three subspecies of spotted owl recognized by the American Ornithologists' Union (AOU 1998). The other two subspecies are the northern spotted owl (*Strix occidentalis caurina*) and the California spotted owl (*Strix occidentalis occidentalis*); the Mexican subspecies is geographically isolated from both the northern and California subspecies. Mexican spotted owl is a medium-sized owl without ear tufts that is mottled in appearance, with irregular white spots on a brown abdomen, back, and head; the spots are larger and more numerous than in the other two subspecies, giving it a lighter appearance. Unlike most owl in North America, Mexican spotted owl has dark eyes (USFWS 2012a). Adult male and female Mexican spotted owls are similar in appearance; however, females are larger on average than males and can be further distinguished by their vocalizations. Juvenile owl (up to 5 months) have a downy appearance, whereas subadult owls (5 to 26 months) closely resemble adults, with the exception of pointed tail feathers and a pure white terminal band (USFWS 2012a).

Mexican spotted owls are nonmigratory and occupy a variety of habitats in different parts of their range, habitats including various forest types and steep rocky canyons, this last habitat being the primary habitat used in Utah. These owls are basically intolerant of even-age forest management practices, and forests used for roosting and nesting often contain mature or old-growth stands with a complex structure. They require cool summer roosts, such as near canyon bottoms, in dense forests, on shady cliffs, or in caves. Mexican spotted owls do not build their own nests but use suitable naturally occurring sites and nests built by other animals. Nests are either in trees (typically large Douglas-fir), in trunk cavities, or on cliffs. Mexican spotted owls typically locate prey from an elevated perch by sight or sound, and then pounce on the prey, capturing it with their talons. The species has been observed capturing ground prey, such as wood rats, mice, voles, rabbits, gophers, and reptiles, and flying prey, such as bats, birds, and insects. They hunt primarily at night, although infrequent diurnal foraging has been documented (USFWS 2012a). Mexican spotted owls are found throughout much of Utah, Colorado, Arizona, New Mexico, and parts of western Texas, as well as several states in Mexico. Although the subspecies occupies a large geographic area, occurrence is highly disjunct and dependent on specific montane forest and canyon habitat requirements. Most Mexican spotted owls are found on National Forest System land, but in the rocky, canyon habitat of the Colorado Plateau, most are found on land administered by BLM or the National Park Service (USFWS 2012a).

The range of Mexican spotted owls in the United States is divided among five ecological management units (EMU): the Colorado Plateau, Upper Gila Mountains, Basin and Range East, Basin and Range West, and Southern Rocky Mountain EMUs. Despite being the largest EMU, only about 16 percent of known territories are located in the Colorado Plateau EMU (in which the Action Alternatives are located). The majority of nest sites (52 percent) are located in the Upper Gila Mountains EMU located north and east of Phoenix, Arizona. Few nest sites are known to exist in northeastern Utah (north of Moab): two nests are located near the Green River in northeast Emery County, and one nest was identified in northwest Colorado, just across the border from Uintah County, Utah. Despite an apparent prevalence of suitable habitat for Mexican spotted owls in northeastern Utah, it appears that occupancy rates are low relative to the southern parts of their range (USFWS 2012a).

USFWS designated critical habitat for Mexican spotted owl on September 30, 2004 (69 FR 53182). This critical habitat designation includes approximately 8.6 million acres of federal lands in Arizona, Colorado, New Mexico, and Utah.

Primary threats to Mexican spotted owl include timber harvest practices that are incompatible with Mexican spotted owl habitat requirements, predation, and wildland fires (USFWS 2012a), as well as recreation, habitat loss and fragmentation, oil and gas exploration and development, and road improvement and development within canyons (USFWS 1995a). Livestock and wild ungulate grazing is widespread throughout the Mexican spotted owl range and may have an adverse effect on the availability of grass cover for prey species (USFWS 2013). Common mortality factors for Mexican spotted owl include predation from avian predators; starvation; road fatalities; collisions with powerlines, trees, or other obstacles; and human disturbance, such as incompatible timber harvesting, catastrophic wildfire, grazing, recreation, and other land uses (USFWS 2012a). Disease and predation have also emerged as a threat to the species (USFWS 2012a).

4.3.2.1 Mexican Spotted Owl in the Action Area

The Utah Natural Heritage Program database does not contain any known observations of Mexican spotted owl in the action areas or within a 2-mile buffer of the Action Alternatives (UDWR 2019); however, absence in this database means they have not been observed and does not indicate a definitive statement on species absence. Biologist identified potentially suitable habitat in the action areas during habitat suitability surveys. Approximately 294 acres of moderate-quality Mexican spotted owl nesting and roosting habitat were identified in the Wells Draw Alternative action area in a few spots along Argyle Canyon, all on BLM-administered lands (Table 4-2, Figure 4-6). All other portions of the three action areas were determined to be low quality; no high-quality habitat was identified in the action areas.

Table 4-2. Mexican Spotted Owl Habitat in Action Areas (acres)

Action Alternative	Low Quality	Moderate Quality[a]	High Quality
Indian Canyon Alternative	25,148	0	0
Wells Draw Alternative	40,983	294	0
Whitmore Park Alternative	32,214	0	0

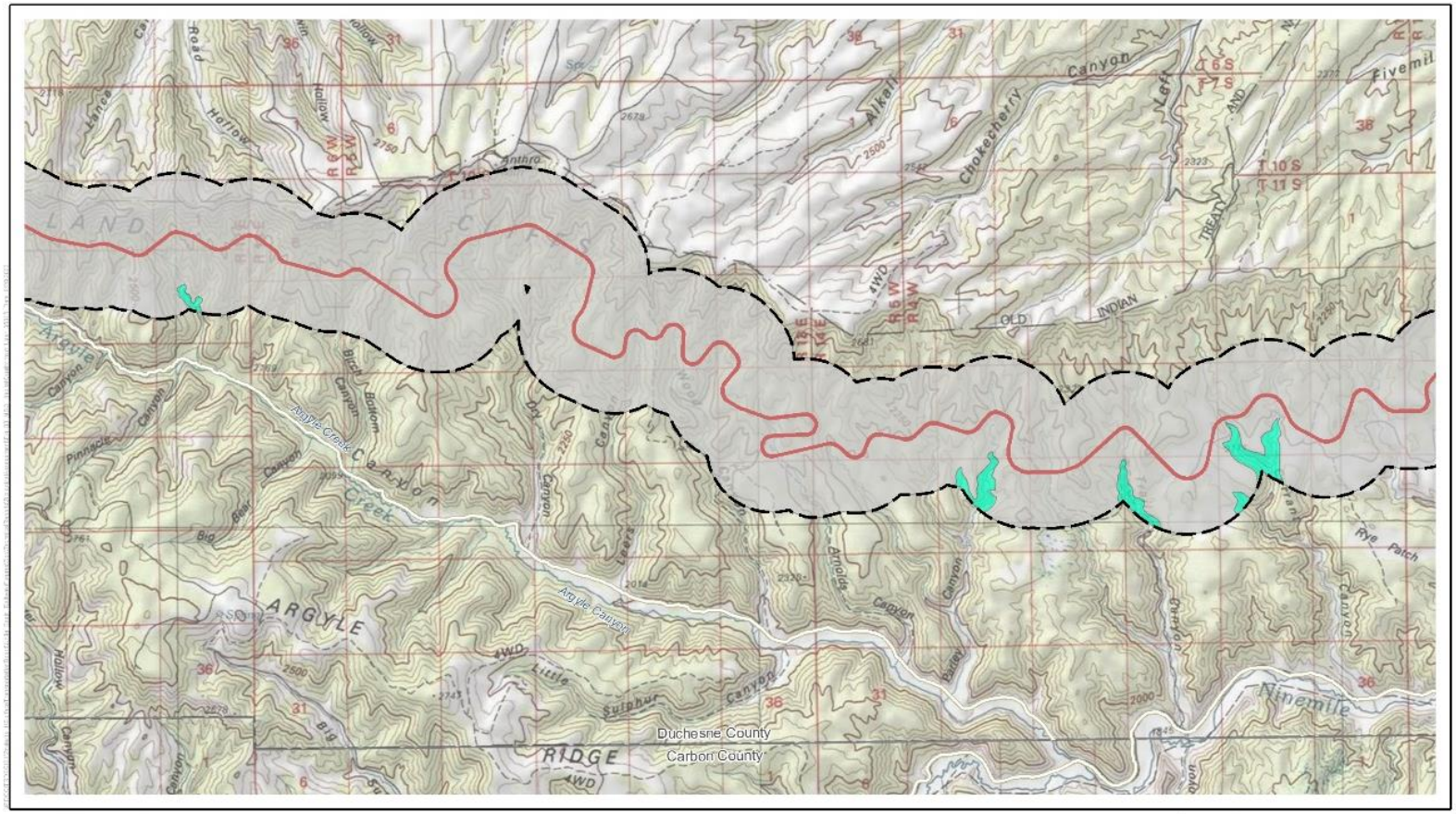
Notes:

[a] Note that both low and moderate quality habitat include areas that the 1997 Willey-Spotskey model (intended for broad scales across large landscapes) identified as prime breeding areas, as well as areas that the model identified as marginal habitat.

Source: Coalition 2020b

Low-quality habitat includes areas with habitat characteristics listed in the Low-Quality column in Table 4-1, and areas with no suitable habitat characteristics (nonhabitat). Because both low-quality habitat and nonhabitat areas were included in the USFWS 1997 model, they are both denoted as low quality in this BA. Low-quality habitat lacks most of the known characteristics of suitable nesting habitat and lacks most or all of the critical habitat primary constituent elements. For this reason, low-quality habitat in the action areas is unlikely to be used by Mexican spotted owls for nesting or foraging.

Figure 4-6. Mexican Spotted Owl Moderate-Quality Habitat in the Wells Draw Alternative Action Area



Moderate-quality habitat meets the criteria listed in Table 4-1 and has a moderate probability of occupancy by nesting and foraging Mexican spotted owls. These areas of moderate-quality habitat are small and isolated from known nesting habitat. This lack of connectivity likely reduces the probability of occupancy in areas identified as moderate quality in the survey areas.

The action areas can be divided into four general regions with differing geologic and vegetation characteristics. The general vicinity of these regions can be seen in Figure 4 of the Mexican spotted owl habitat suitability survey report and includes Argyle Canyon, Indian Canyon, Wells Draw, and Emma Park (Coalition 2020b). The results of the habitat evaluation in Argyle Canyon where moderate-quality habitat was mapped are summarized below; summaries for the remaining regions can be found in the Mexican spotted owl habitat suitability survey report (Coalition 2020b).



Figure 4-7. Moderate-Quality Habitat (Unnamed Canyon)

Only the Wells Draw Alternative traverses through and near Argyle Canyon. After emerging from a proposed tunnel, the alternative traverses the Bad Land Cliffs above Argyle Canyon until it reaches Wells Draw. Throughout much of this region, there is a bench below the Bad Land Cliffs that terminates in sandstone cliffs and relatively short side canyons (most less than 2 miles long) that run south to Argyle Canyon. Although many of these side canyons exhibit suitable habitat characteristics, they are generally short (less than 0.5 mile long), and Argyle Canyon proper does not contain sufficient cliff habitat to be considered moderate-quality habitat. One exception is an unnamed side canyon opposite Pinnacle Canyon that is about 0.75 mile long and exhibits moderate-quality characteristics (Figure 4-7). The upper 0.25 mile of this side canyon is within the action area and is mapped as moderate quality (Figure 4-6).



Figure 4-8. Moderate-Quality Habitat (Parley Canyon)

Near the confluence of Argyle Canyon and Ninemile Canyon, Parley Canyon exhibits sufficient cliff habitat and vegetation, and is of sufficient length, to be considered moderate quality (Figure 4-8). In addition, Trail Canyon and Currant Canyon, which are tributaries to Ninemile Canyon, also exhibit similar characteristics. The upper reaches of these tributary canyons are located within the survey area and are mapped as moderate quality (Figure 4-6). Most of Argyle and Ninemile Canyons are included in the 2000 model, but very little of the Wells Draw Alternative survey area in this region is included in the 2000 model.

4.3.3 Upper Colorado River Basin Fish (Colorado Pikeminnow, Humpback Chub, Bonytail, Razorback Sucker)

The Upper Colorado River Basin Fish comprise four endangered fish species that were once found throughout the Colorado River System. Table 4-3 provides a brief description of each species. The

information in this section is primarily based on information from the Upper Colorado River Endangered Fish Recovery Program (https://coloradoriverrecovery.org/).

Table 4-3. Upper Colorado River Basin Fish

Species	Species Description
Colorado pikeminnow (*Ptychocheilus lucius*)	A large-river minnow found only in the Colorado River Basin. Valued as food by early settlers and miners throughout the basin, wild populations now only occur in rivers upstream of Glen Canyon Dam, Arizona. Individuals may reach 6 feet in length, weigh 80 pounds, and live 40 years. Known for long-distance spawning migrations of up to 200 miles in late spring and early summer, adults are capable of reproducing at 5 to 7 years of age. Young fish feed on insects and plankton, whereas adults feed mostly on fish. The species was first listed as endangered on March 11, 1967 under the Endangered Species Preservation Act (32 FR 4001) and was given full protection under the Endangered Species Act in 1973. Critical habitat was designated on March 21, 1992 (59 FR 13374).
Humpback chub (*Gila cypha*)	A large-river minnow found only in canyon sections of the Colorado River Basin. There are six known populations. Individuals may reach 20 inches in length and live 30 years. Adults are capable of reproducing at 2 to 3 years of age, and spawning occurs in spring and early summer. Humpback chub feed on insects, plankton, and plant matter. The species was first listed as endangered on March 11, 1967 under the Endangered Species Preservation Act (32 FR 4001) and was given full protection under the Endangered Species Act in 1973. Critical habitat was designated on March 21, 1992 (59 FR 13374).
Bonytail (*Gila elegans*)	A large-river minnow found only in the Colorado River Basin. Historically common throughout the Colorado River Basin, wild populations no longer exist. Individuals may reach 22 inches in length and live 50 years. Adults are capable of reproducing at 2 to 3 years of age, and spawning probably occurred in spring and early summer. Bonytail feed on insects, plankton, and plant matter. The species is being reintroduced into the Colorado, Green, and Yampa Rivers, and into Lake Havasu and Lake Mojave. The species was listed as endangered under the Endangered Species Act on April 23, 1980 (45 FR 27710). Critical habitat was designated on March 21, 1992 (59 FR 13374).
Razorback sucker (*Xyrauchen texanus*)	A large-river fish found only in the Colorado River Basin. Valued as food by early settlers and miners, wild populations of razorback sucker are now extremely rare, declining, and consist primarily of adults. Poor survival of young has been attributed to loss of habitat and predation by nonnative fishes. Individuals may reach 36 inches in length, weigh 14 pounds, and live 40 years. Adults are capable of reproducing at 3 to 4 years of age, and spawning occurs during high spring flows. Razorback sucker feed on insects, plankton, and plant matter. The species is being reintroduced into the Colorado, Gunnison, Green, and San Juan rivers, and lakes Havasu and Mohave. The species was listed as endangered under the Endangered Species Act on October 23, 1991 (56 FR 54597). Critical habitat was designated on March 21, 1992 (59 FR 13374).

Notes:
Source: Upper Colorado River Endangered Fish Recovery Program Undated

Colorado pikeminnow were once abundant in the main stem of the Colorado River and most of its major tributaries in Colorado, Wyoming, Utah, New Mexico, Arizona, Nevada and California. Today, two wild populations of Colorado pikeminnow are found in the Upper Colorado River Basin: one in

the upper Colorado River system and one in the Green River system. The San Juan River Basin Recovery Implementation Program continues to stock Colorado pikeminnow to develop a separate, self-sustaining population. The primary threats to Colorado pikeminnow populations are streamflow regulation and habitat modification (including cold-water dam releases, habitat loss, and blockage of migration corridors); competition with and predation by nonnative fish species; and pesticides and pollutants (USFWS 2002b).

Humpback chub historically inhabited the swift and turbulent waters in canyons of the Colorado River and three of its tributaries: the Green and Yampa rivers in Colorado and Utah, and the Little Colorado River in Arizona. The species was first discovered in 1946. Today, four self-sustaining populations of humpback chub occur in the Upper Colorado River Basin. About 2,000 to 3,000 adults can occur in the Black Rocks and Westwater Canyon core population in the Colorado River near the Colorado/Utah border. More than 1,000 adults occur in the Desolation/Gray Canyon core population in the Green River. The population in Cataract Canyon is small, consisting of up to a few hundred adults. The largest known population of humpback chub is in the Lower Colorado River Basin in the Grand Canyon, primarily in the basin and its confluence with the main stem of the Little Colorado River. In 2009, the U.S. Geological Survey (USGS) announced that this population increased by about 50 percent from 2001 to 2008. The agency estimates that the number of adults is currently around 12,000 fish. Loss of habitat extent and connectivity, persistent drought, and the introduction of nonnative fishes have had profoundly negative effects on humpback chub. Water development, with its resulting reduced water availability, changes in water temperature, and altered flow regimes, and the expanding presence of competitive and predatory nonnative fishes threaten the long-term viability of the species (USFWS 2017b).

Bonytail were once common in portions of the Upper and Lower Colorado River Basins. Today, the bonytail is among North America's most endangered fish species. Its distribution and numbers are so low that it is threatened with extinction. No reproducing populations are known in the wild. Recognizing that fewer bonytail were being seen in the Colorado River and no young, biologists captured 34 adults from Lake Mohave (Lower Colorado River Basin) from 1976 to 1988, and 16 from 1988 to 1989, to be held in fish hatcheries. The young of these Lake Mojave fish, and the few remaining adults in hatcheries and in the wild, make up the entire known population of bonytail in the world. Because there were so few bonytail in existence when recovery efforts began, their preferred habitat is still unknown. Their large fins and streamlined body enable bonytail to swim in swift river flows. Through research and monitoring of stocked fish, researchers continue to gain information to help determine this species' life-history needs and ways to improve their survival. Threats to the species include streamflow regulation, habitat modification, competition with and predation by nonnative fish species, hybridization, and pesticides and pollutants (USFWS 2002c).

The razorback sucker historically was widespread and abundant in the Colorado River and its tributaries. Today all populations of razorback sucker are supplemented with stocked fish except for the Lake Mead population. Lakes Mead and Mohave, both in the Lower Colorado River Basin. are the only population with wild fish. Threats to the species include streamflow regulation, habitat modification, competition with and predation by nonnative fish species, and pesticides and pollutants (USFWS 2002d).

4.3.3.1 Upper Colorado River Basin Fish in the Action Area

There is no suitable aquatic habitat for Upper Colorado River Basin Fish in the action area along any of the Action Alternatives. Indian Canyon Creek is located along the Indian Canyon Alternative and

Whitmore Park Alternative and eventually drains in the Duchesne River, which is a tributary of the Green River. Argyle Creek is located along the Wells Draw Alternative, and Willow Creek and the Price River are located along all Action Alternatives. All of these waterways ultimately drain to the Green River. Known species occurrences and suitable habitat are downstream of each Action Alternative, but at a distance beyond where the Action Alternatives' direct effects would reach.

With the exception of Price River, none of the streams crossed or in the vicinity of the Action Alternatives currently support or are known to be occupied by any of the Upper Colorado River Basin Fish (Coalition 2020a; USFWS 2017b, 2002b, 2002c, 2002d). The Action Alternatives cross the Price River near Colton, Utah, and the lower 143 kilometers of the Price River above the confluence with the Green River is known to support Colorado pikeminnow. However, this area of the Price River that supports Colorado pikeminnow is greater than 55 kilometers (35 miles) downstream of where the Action Alternatives cross the Price River. The lower 10 kilometers of the Duchesne River above the confluence of the Green River is known to support razorback sucker and Colorado pikeminnow (USFWS 2002b, 2002d). However, none of the Action Alternatives cross the Duchesne River, and the nearest point at which any Action Alternative is to the Duchesne River (Well Draw Alternative at just over 0.5 mile away) is 40 kilometers (25 miles) upstream of the lower 10 kilometers of the Duchesne River.

4.3.4 Barneby Ridge-Cress

The Barneby ridge-cress (*Lepidium barnebyanum*) is a perennial, herbaceous plant that was listed as endangered under the ESA on September 28, 1990 (55 FR 39860). It is approximately 5 to 15 centimeters (cm) (2 to 6 inches) tall and usually forms raised clumps or cushions up to 20 cm (8 inches) wide. The species arises from a deep woody taproot; its stems are smooth and hairless with narrow leaves clustering at the base of the plant. The species cream-colored flowers are about 5 to 7 millimeters (mm) (0.25 inch) across and alternate along a stem rising 2.5 to 6 cm (1 to 2.5 inches) above the base of the plant. The flowers begin to bloom in early May. Seeds are small, about 1 mm (0.04 inch) across, and are borne in elliptical seed pods called silicles, which are about 4 to 5 mm (0.2 inch) long. The seeds are shed beginning in June and continuing into July (Reveal 1967; Welsh and Reveal 1977; Welsh et al. 1987). Barneby ridge-cress is endemic to the Indian Canyon drainage (Duchesne County, Utah), specifically to ridge crests of limestone shale derived from Uinta and Green River Formations between 6,200 and 6,500 feet (USFWS 1990). These shale barrens appear white, like highly weathered concrete, and occur in pockets in pinyon-juniper woodlands dominated by pinyon pine (*Pinus edulis*) and Utah juniper (*Juniperus osteosperma*). It is found on soils that are shallow, fine-textured shale soils, and intermixed with rock fragments in a zone of interbedding geologic strata. It grows with similar cushion-shaped plant species along semibarren ridges in mixed desert shrub and pinyon-juniper communities. USFWS has not designated critical habitat for the Barneby ridge-cress.

USFWS's Barneby ridge-cress 5-year review (USFWS 2011) and draft Recovery Plan Amendment (2018) identify the following threats to the species: habitat loss and destruction from off-highway vehicle use and energy development; inadequacy of existing regulatory mechanisms; natural biological factors; and climate change as threats to the species.

4.3.4.1 Barneby Ridge-Cress in the Action Area

Field surveys confirmed that areas identified as white on aerial images were also white on the ground and displayed the habitat characteristics described in Section 4.3.4, *Barneby Ridge-Cress*. These white areas were located in pinyon-juniper woodlands and included mound-forming species (Figure 4-9) is a photo of one such location). However, biologists also confirmed that areas adjacent to these white areas were also located in pinyon-juniper habitat and also included other mound-forming species, although the mound-forming species occurred at a higher density in the white shale locations. Figure 4-10 provides a photo of Barneby ridge-cress habitat in a general pinyon-juniper woodland setting. In addition, areas adjacent to the white sites varied in light-brown colors and could be interpreted to resemble weathered concrete. For this reason, potentially suitable habitat is presented in two categories: general pinyon-juniper habitat and white shale habitat.



Figure 4-9. White Shale Habitat

- General pinyon-juniper habitat includes pinyon-juniper woodlands where the USFWS potentially suitable habitat polygon overlaps the action areas.
- White shale habitat is a subset of the general pinyon-juniper habitat and includes sites that appeared white on aerial images where the USFWS potentially suitable habitat polygon overlaps the action areas.



Figure 4-10. Pinyon Juniper Woodland Habitat

Biologists identified approximately 252.42 acres of general pinyon-juniper habitat and 36.19 acres of white shale habitat in the Indian Canyon Alternative action area, and 338.71 acres of general pinyon-juniper habitat and 50.8 acres of white shale habitat in the Whitmore Park Alternative action area (Table 4-4); all suitable habitat is on private land and Tribal trust lands. The USFWS potentially suitable habitat polygon does not overlap the Wells Draw Alternative action area. Figure 4-11 shows the distribution of the suitable Barneby ridge-cress habitat identified in the Indian Canyon Alternative and Whitmore Park Alternative action areas; the Barneby ridge-cress habitat suitability survey report shows the detailed map set (Coalition 2020c). Pinyon-juniper habitat acreage includes white shale habitat acreage and represents the most conservative (highest-acreage) estimate of habitat acreage.

Table 4-4. Barneby Ridge-Cress Habitat in the Action Area (acres)

Action Alternative	Pinyon-juniper Habitat[a]	White Shale Habitat[a]
Indian Canyon	252.42	36.19
Wells Draw	0	0
Whitmore Park	338.71	50.8

Notes:

[a] White shale habitat is subsumed by pinyon-juniper habitat, but the areas are separated in this table to avoid double counting habitat in the overlap area. The pinyon-juniper habitat areas represent the most conservative (highest-acreage) estimate of Barneby ridge-cress habitat.

Source: Coalition 2020c

4.3.5 Pariette Cactus

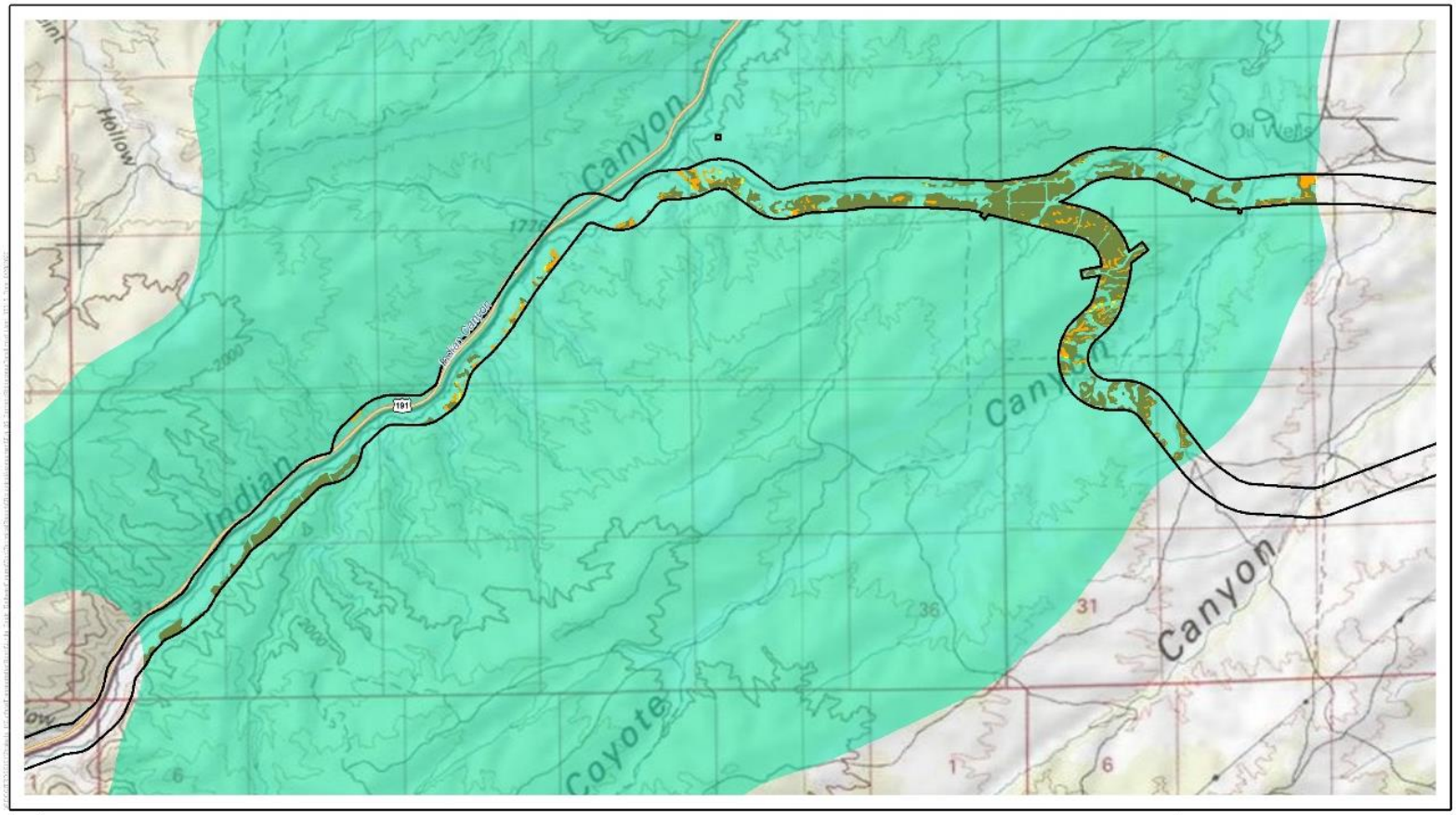
The Pariette cactus (*Sclerocactus brevispinus*) was listed as threatened under the ESA on September 15, 2009 (74 FR 47112). The species is a barrel-shaped and ranges from 2.5 to 8 cm (1.0 to 3.1 inches) tall. Pariette cactus is a morphologically unique Sclerocactus, with flowering adults that are much smaller than either S. *glaucus* or S. *wetlandicus*. Pariette cactus has stems with typically 13 ribs that extend from the ground to the tip of the plant. Along the ribs are areoles (small, cushion-like areas) with hooked spines (Heil and Porter 2004). There are three types of spines, radial and central, defined by the size and position on the plant (74 FR 47112). The bell-shaped flowers usually have pink tepals (petal-like flower parts not differentiated into petals and sepals) and yellow stamens, and are 1 to 1.5 cm (0.4 to 0.6 inch) long and 1.2 to 3 cm (0.4 to 1.2 inches) wide (74 FR 47112). The fruit is short, barrel-shaped, reddish or reddish grey when ripe, 7 to 12 mm (0.3 to 0.5 inch) wide, and 9 to 25 mm (0.35 to 1.0 inch) long. The species is endemic to Duchesne and Uintah Counties, Utah. They are restricted to one area, located in the Pariette Draw, along the Duchesne County–Uintah County border. They grow on highly saline and alkaline fine soils, limited to clay badlands (derived from the Uinta Formation) and in saltbush and sagebrush flats in areas that are sparsely vegetated between 4,590 and 4,920 feet in elevation. Some individuals have been found in marginal habitats outside the main population areas. USFWS has not designated critical habitat for the Pariette cactus.

USFWS has identified the following threats to the species: mineral and energy development, illegal collection, recreation off-road vehicle use, and grazing (USFWS 2015).

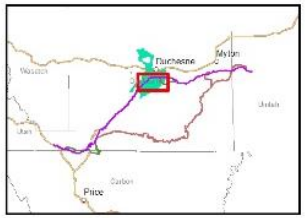
4.3.5.1 Pariette Cactus in the Action Area

Based on USFWS' delineation of suitable Pariette cactus habitat in Utah (USFWS 2011, 2019), there is approximately 1,087 acres of suitable habitat in the Indian Canyon Alternative and Whitmore Park Alternative action areas, and 1,254 acres of habitat in the Wells Draw Alternative action area. Suitable habitat in the action areas is found on private lands, as well as on Tribal trust lands and BLM-administered lands. The USFWS GIS data also include core conservation areas (Core 1 and Core 2) that are subsumed by the suitable habitat areas. These core conservation areas include dense aggregations of the cactus species along with disturbance limits and pollinator buffers that allow for continued connectivity among these aggregations. None of the action areas are within Core 1 conservation areas, but approximately 142.3 acres of the Indian Canyon Alternative and Whitmore Park Alternative action areas are within Core 2 conservation areas. Figure 4-12 shows the locations of suitable Pariette cactus habitat and Core 1 and 2 conservation areas in the action areas.

Figure 4-11. Barneby Ridge-Cress Habitat in the Action Areas



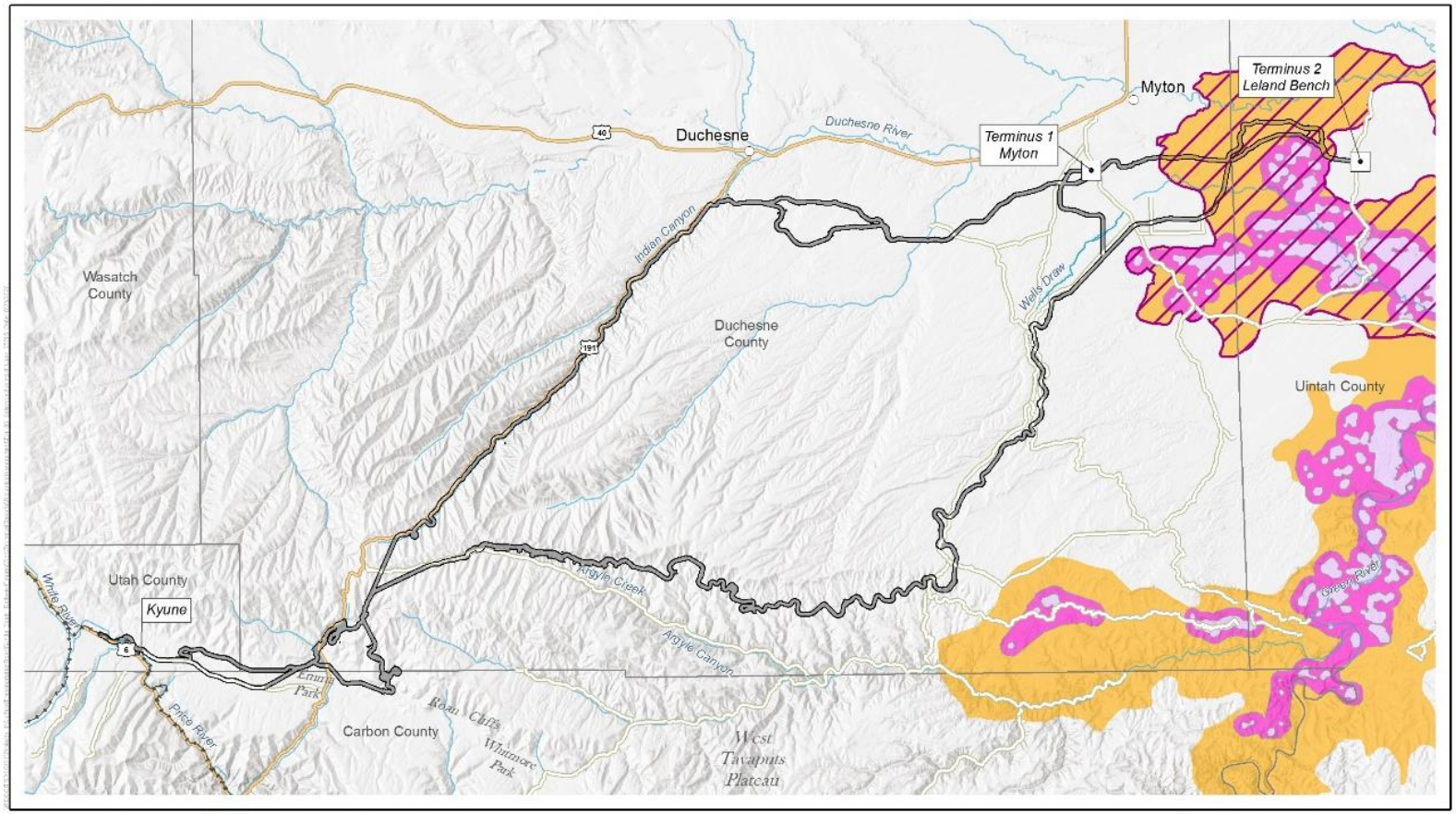
Action Area
Barneby Ridge-cress Potential Habitat
Barneby Ridge-cress Surveyed Habitat
Pinyon-juniper Potential Habitat
Pinyon-juniper/White Shale Potential Habitat
White Shale Potential Habitat



Source: USFWS 2011, Coalition 2020c.

N
0 0.5 1 Miles

Figure 4-12. Pariette Cactus and Uinta Basin Hookless Cactus Suitable Habitat in the Action Areas



4.3.6 Uinta Basin Hookless Cactus

The Uinta Basin hookless cactus (*Sclerocactus wetlandicus*) was listed as threatened under the ESA on September 15, 2009 (74 FR 47112). The species is a barrel-shaped cactus that ranges from 4 to 18 cm (1.5 to 7 inches) tall, with exceptional plants up to 30 cm (12 inches) tall. The stems have typically 12 to 15 ribs that extend from the ground to the tip of the plant. Along the ribs are areoles with hooked spines radiating out (Heil and Porter 2004). There are two types of spines, radial and central, defined by the size and position on the plant (74 FR 47112). The 6 to 14 radial spines are located around the margin of the areole, extending in a plane parallel to the body of the plant. The funnel-shaped flowers usually have pink to violet tepals (petal-like flower parts not differentiated into petals and sepals) with yellow stamens, and are 2 to 5 cm (0.8 to 2 inches) long and 2 to 5 cm (0.8 to 2 inches) in diameter (74 FR 47112). The fruit is short, barrel-shaped, reddish or reddish grey when ripe, 7 to 12 mm (0.3 to 0.5 inches) wide, and 9 to 25 mm (0.35 to 1.0 inches) long. Populations of endemic Uinta Basin hookless cactus occur primarily in Uinta County, Utah, along the Green River, the White River, and their tributaries; the species also occurs in Carbon and Duchesne Counties, Utah (USFWS 2012b). The species is generally found on coarse soils derived from cobble and gravel river terrace deposits, or rocky surfaces on mesa slopes at 4,400 to 6,200 feet in elevation (USFWS 2012b). USFWS has not designated critical habitat for the Uinta Basin hookless cactus.

When USFWS listed the species, the primary threats included oil and gas development, recreational and off-road vehicle use, and illegal collection. All of these threats remain today. New threats include climate change, parasitism by the cactus-borer beetle, and invasive weeds (USFWS 2012b).

4.3.6.1 Uinta Basin Hookless Cactus in the Action Area

Based on USFWS' delineation of suitable Uinta Basin hookless cactus habitat in Utah (USFWS 2011, 2019), there is approximately 1,087 acres of suitable habitat in the Indian Canyon Alternative and Whitmore Park Alternative action areas, and 1,254 acres of habitat in the Wells Draw Alternative action area. Suitable habitat in the action areas is found on private lands, as well as on Tribal trust lands and BLM-administered lands. The USFWS GIS data also include core conservation areas (Core 1 and Core 2) that are subsumed by the suitable habitat areas. These core conservation areas include dense aggregations of the cactus species along with disturbance limits and pollinator buffers that allow for continued connectivity among these aggregations. None of the action areas are within Core 1 conservation areas, but approximately 142.3 acres of the Indian Canyon Alternative and Whitmore Park Alternative action areas are within Core 2 conservation areas. Figure 4-12 shows the locations of suitable Uinta Basin cactus habitat and Core 1 and 2 conservation areas in the action areas.

4.3.7 Ute Ladies'-Tresses

The Ute ladies'-tresses (*Spiranthes diluvialis*) was listed as threatened under the ESA on January 17, 1992 (57 FR 2048). It is a perennial, terrestrial orchid with stems 20 to 50 cm (8 to 20 inches) tall, arising from tuberously thickened roots. The leaves are narrow (1.0 cm / 0.39 in) and can reach 28 cm (11 inches) in length; basal leaves are the longest and become reduced in size up the stem. The flowering stalk consists of few to many small white or ivory flowers clustered into a spike arrangement at the top of the stem. The species is characterized by whitish, stout, ringent (gaping at the mouth) flowers, which generally bloom from late July through August. The Ute ladies'-tresses occurs below 7,000 feet in elevation along riparian edges, gravel bars, old oxbows, high flow

channels, and moist to wet meadows along perennial streams. It is commonly found in stable wetland and seepy areas associated with old landscape features within historical floodplains of major rivers. It can also be found in wetland and seepy areas near freshwater lakes or springs. Populations of Ute ladies'-tresses orchids are known from three broad general areas of the interior western United States: near the base of the eastern slope of the Rocky Mountains in southeastern Wyoming and adjacent Nebraska and north-central and central Colorado; in the upper Colorado River basin, particularly in the Uinta Basin; and in the Bonneville Basin along the Wasatch Front and westward in the eastern Great Basin, in north-central and western Utah, extreme eastern Nevada, and southeastern Idaho. The orchid also has been discovered in southwestern Montana and in the Okanogan area and along the Columbia River in north-central Washington (USFWS 2020b). USFWS has not designated critical habitat for the Ute ladies'-tresses.

USFWS has listed the following threats to the species: loss of habitat related to changes in stream flow, trampling by livestock and recreationists, competition from aggressive weeds, low reproductive rate, and increased vulnerability to stochastic events because of small, scattered colonies (USFWS 1995b).

4.3.7.1 Ute Ladies-Tresses in the Action Area

Biologists identified approximately 11.40 acres of potential Ute ladies'-tresses habitat in the Indian Canyon Alternative action area, 0.99 acre in the Wells Draw Alternative action area, and 11.35 acres in the Whitmore Park Alternative action area. Suitable habitat is primarily on private lands, but small areas of suitable habitat were found on Tribal trust land, Forest Service land, and UDOT land in the Indian Canyon Alternative and Whitmore Park Alternative action areas. The Ute ladies'-tresses habitat suitability survey report shows the detailed distribution of the suitable Ute ladies'-tresses habitat identified in the action areas (Coalition 2020d). Suitable Ute ladies'-tresses habitat identified in each Action Alternative's action area are summarized below.

Indian Canyon Alternative Action Area

The majority of suitable Ute ladies'-tresses habitat for the Indian Canyon Alternative action area occurs on wetland terraces adjacent to Indian Canyon Creek and wet meadow wetlands that rely on Indian Canyon Creek as a primary source of hydrology. These terraces and wet meadows often exhibit moderately dense vegetation and nonsaline conditions, which provide suitable habitat for Ute ladies'-tresses (Figure 4-13). Areas with very dense vegetation or with apparent saline indicators (saline indicators included salt crust or a dominance of saltgrass) were excluded as potential habitat. Within the Indian Canyon Alternative action area, common plant species found in areas identified as suitable Ute ladies'-tresses habitat include mountain rush (*Juncus arcticus* ssp. *littoralis*), foxtail barley (*Hordeum jubatum*), alkali buttercup (*Ranunculus cymbalaria*), and willow species (*Salix* species).



Figure 4-13. Ute Ladies'-Tresses Habitat (Wet Meadow Terrace)

Indian Canyon Creek characteristics can vary throughout Indian Canyon, with the stream becoming more incised as it travels down canyon toward Duchesne, Utah. As the stream becomes more deeply incised, there are fewer floodplain and terrace features and, therefore, less suitable habitat for Ute ladies'-tresses.

Two smaller sites containing suitable Ute ladies'-tresses habitat were identified outside and east of Indian Canyon in the Indian Canyon Alternative action area. These sites total 1.1 acres and are located on floodplains and terraces of two different intermittent stream channels.

Wells Draw Alternative Action Area

Unlike the Indian Canyon Alternative and Whitmore Park Alternative, the Wells Draw Alternative avoids Indian Canyon, where a majority of the suitable Ute ladies'-tresses habitat was identified. Just under 1 acre (0.99 acre) of suitable Ute ladies'-tresses habitat was identified in the Leland Bench area of the Wells Draw Alternative action area. These sites receive water from small streams and canal diversions (Figure 4-14 shows one site). Common plant species identified in suitable Ute ladies'-tresses habitat in the Wells Draw Alternative action area include mountain rush and foxtail barley. High salinity is common in the Wells Draw Alternative action area, which limited the amount of suitable Ute ladies'-tresses habitat.



Figure 4-14. Ute Ladies'-Tresses Habitat (Diversion Canal)

Whitmore Park Alternative Action Area

The Whitmore Park Alternative action area mirrors that of the Indian Canyon Alternative action area through Indian Canyon because in this area the two alternatives are in the same footprint. The action areas differ slightly as the alternatives head east toward the Myton Bench area, where the Whitmore Park Alternative veers south for a short distance until rejoining with the Indian Canyon Alternative. This distinction among routes accounts for the slight difference (0.06 acre) in suitable Ute ladies'-tresses habitat identified in the Indian Canyon Alternative and Whitmore Park Alternative actions areas.

Chapter 5
Environmental Baseline

The proposed rail line would be located primarily within the Colorado Plateau ecoregion and would cross the following subregions (Woods et al. 2001).

- **Semiarid Benchlands and Canyonlands.** The Semiarid Benchlands and Canyonlands subregion is characterized by benches[4] and mesas covered with broad grass, shrub, and woodlands. Bedrock exposures are common and common plant species include warm season grasses, winterfat (*Krascheninnikovia lanata*), Mormon tea (*Ephedra viridis*), four-wing saltbush (*Atriplex canescens*), sagebrush, and pinyon and juniper woodlands.
- **Escarpments.** The Escarpments subregion is characterized by deeply dissected cliff-bench complexes that ascend from lower regions to the mountain rims. Common vegetation includes Douglas-fir forest on steep, north-facing slopes at higher elevations to desert and semidesert grassland or shrubland on lower, drier sites.
- **Uinta Basin Floor.** The Uinta Basin Floor subregion lies in a large basin that is enclosed by the Uinta Mountains and Tavaputs Plateau. Precipitation is typically low and soils are arid, but the area receives stream runoff from the nearby mountains. Stream runoff is often diverted for crop and pasture irrigation on gentle slopes and the valley floor.

A small portion of the proposed rail line would be located in the Wasatch Montane Zone and Mountain Valleys subregions of the Wasatch and Uinta Mountains ecoregion (Woods et al. 2001). The Wasatch Montane Zone consists of forested mountains and plateaus where Douglas-fir and aspen forests are common and Engelmann spruce and subalpine fir grow on steep, north-facing slopes. The Mountain Valleys subregion, which is mostly unforested, contains terraces, floodplains, alluvial fans,[5] and hills and is naturally dominated by sagebrush. Irrigated cropland, irrigated pastureland, and rangeland are common.

The existing habitat in the vicinity of the proposed rail line has been fragmented by previous construction of highway corridors and smaller roads and conversion of land for agricultural, residential, commercial, and industrial uses. The major highways crossed by or near the Action Alternatives are US 191 and U.S. Highway 6 (US 6). Smaller paved and dirt roads provide access to homes, businesses, and oil well pads. These land use changes have disrupted the continuity of the original wildlife habitat. This disruption of continuity has likely affected the function of the original wildlife habitat and the foraging habits, reproductive habits, and migratory movements of many species. Vegetation communities along the proposed rail line can be categorized into six broad land cover types based on U.S. Geological Survey GAP/LANDFIRE data (USGS 2016): agriculture/altered, badland/bedrock, forest/woodland, meadow/grassland, open water, and shrubland. Riparian vegetation also occurs along water courses in areas transitioning from aquatic to upland environments. These transitional areas provide important habitat for many plant and animal species. A total of 261 plant species were recorded during biological resources baseline field surveys (Coalition 2020a).

[4] A bench (or structural bench) is a shelf or step-like landform.

[5] Alluvial fans are fan-shaped deposits of water-transported material (called alluvium). They typically form at the base of topographic features where there is a noticeable break in slope.

Chapter 6
Effects Analysis

This chapter describes the potential effects associated with the proposed project on federally listed species. Direct effects are defined as the direct or immediate effects of the proposed project and include all immediate impacts from project-related actions (e.g., construction-related impacts such as loss of habitat) and those disturbances that are directly related to project elements that occur very close to the time of the action itself. Indirect effects include those effects that are caused by or will result from the proposed project and are later in time (generally after the construction period), but are still reasonably certain to occur.

6.1 Canada Lynx

6.1.1 Construction

Construction-related activities, such as land clearing in the project footprint, earthmoving (cut and fill), constructing the railbed, laying rail line, and relocating roads, could result in impacts on Canada lynx. It is important to note that these impacts should be viewed in the context of the potential for the species to be present in the action area, and as described in Section 4.3.1.1, *Canada Lynx in the Action Area*, Canada lynx habitat in the action areas is marginal at best, and the presence of the species would be extremely rare.

6.1.1.1 Habitat Loss or Alteration and Displacement

Construction of the proposed rail line would remove or alter habitat snowshoe hare habitat, which can be associated with Canada lynx. However, as described Section 4.3.1.1, *Canada Lynx in the Action Area,* more detailed Canada lynx habitat mapping indicates habitat is much more limited in the action areas and is marginal quality at best. In areas where construction would involve clearing habitat, any Canada lynx that may be present would be displaced and forced to move to other habitat areas. Construction-related noise and the presence of humans in construction areas could also displace Canada lynx. Displacement could affect normal foraging and migratory behaviors. Displacement could also reduce survival and productivity because animals might need to expend more energy to locate suitable replacement habitat. However, the habitat in the action areas does not support breeding females.

The effects of habitat clearing would be permanent in areas where permanent rail components (e.g., railbed) would be placed and would be temporary in areas where habitat would be restored (e.g., construction staging areas). In some areas of the project footprint, habitat would be permanently altered from forested habitat to herbaceous or low shrub habitats as a result of temporary clearing. Canada lynx disturbed or displaced by temporary construction activities would likely move to suitable habitats near the project footprint. However, the large areas of habitat around the Action Alternatives would be sufficient to allow for Canada lynx movement and dispersal.

6.1.1.2 Injury or Mortality

Construction of the proposed rail line could result in Canada lynx mortality or injury from construction-related collisions, if any lynx were present in the action area. However, collisions with a larger animal like Canada lynx would be less likely to occur because they could move more quickly and vacate a construction area compared to smaller, less mobile animals. Because construction vehicles typically move at slow speeds, OEA expects that fatalities and injuries from operating construction equipment would be infrequent. Canada lynx would likely vacate a construction area once land clearing activities start and noise and construction equipment become perceptible. This temporary impact would only last for the duration of construction.

6.1.1.3 Accidents and Spills of Hazardous Materials

An accidental release of hazardous materials during construction (e.g., spill of gasoline, oil, or lubricants) could affect Canada lynx if they were exposed to the contaminant, which could cause injury, sickness, or death. Because construction activities would not involve using or storing large volumes of hazardous materials, OEA expects that any uncontained spills of hazardous materials during construction would be small and would affect a limited area. To minimize potential impacts related to accidents and spills of hazardous materials, OEA is recommending mitigation requiring the Coalition obtain a National Pollutant Discharge Elimination System (NPDES)[6] permit and implement a stormwater pollution prevention plan (SWPPP) and best management practices (e.g., sediment barriers), as required by the NPDES permit (Chapter 7, *Mitigation and Minimization Measures*). These measures would limit the chance of a spill occurring and would facilitate a rapid cleanup should a spill occur.

6.1.2 Operations

Rail operations could temporarily and permanently affect Canada lynx, if any were present in the action area, by introducing new sources of noise in the action area; changing the likelihood and spread of wildfires; introducing a source of potential spills and leaks of toxic substances; and altering habitat in the rail corridor during maintenance. Total rail traffic on the proposed rail line could range from 3.68 to 10.52 trains per day, on average, depending on future market conditions. The number of trains per day would not change the types of operations impacts, but it could affect the frequency of the impact (e.g., more trains could result in increased maintenance activities) or increase the chance of the impact occurring (e.g., more trains could increase the risk of sparking a wildfire).

6.1.2.1 Injury or Mortality

Operation of the proposed rail line could injure or kill individual Canada lynx due to collisions with trains and maintenance equipment, if any lynx were present in the action area. Higher mortality rates would likely occur where species density is higher. The maximum speed for a loaded train would be 10 to 20 miles per hour, which would likely be slow enough for a large animal like Canada lynx to see and hear the train in advance of a potential strike, allowing an individual to flee the area. Unloaded trains may move faster, and the track is designed for a maximum speed of 40 miles per hour, which would increase the risk of Canada lynx strikes.

[6] The National Pollutant Discharge Elimination System (NPDES) permit, issued by the state of Utah, is the permit system mandated by Clean Water Act Section 402 to control pollutants in waters of the United States.

6.1.2.2 Habitat Degradation and Displacement

Rail operations could displace Canada lynx, if any were present in the action area, and render adjacent habitat unsuitable. Operation of the proposed rail line would degrade habitat because of increased noise, dust, and potential spills of contaminants. Increased noise levels could result in fright responses, such as flushing or escaping. These noise impacts could cause species to expend more energy near the rail line or avoid the area. As discussed previously, displacement could result in reduced survival and productivity because it requires species to expend energy to locate replacement habitat, which may have fewer resources and be of a lower value. OEA anticipates that any Canada lynx that may be present would become used to, or habituate to, the noise of an operating train and maintenance equipment and would likely avoid the area for the short period that a train or equipment is present.

The proposed rail line could act as a fire source or a potential fire break (i.e., a gap in vegetation type that slows or stops a fire), which could change the natural fire regime of the ecosystem, thereby altering the composition of habitat over time. Section 6.4, *Federally Listed Plants (Barneby Ridge-Cress, Pariette Cactus, Uinta Basin Hookless Cactus, Ute Ladies'-Tresses)*, discusses potential wildfire impacts and OEA's recommended mitigation.

6.1.2.3 Accidents and Spills of Hazardous Materials

The Coalition anticipates that rail traffic on the proposed rail line would consist primarily of trains transporting crude oil. Train accidents or derailments could cause tanker cars to rupture and spill crude oil into the environment. The potential impact of crude oil on the environment would first depend on a train accident or derailment occurring, and then on whether or not the accident or derailment was severe enough to result in a rupture and release of crude oil. Based on train accident and derailment modeling, operation of any of the Action Alternatives would yield a small number of predicted accidents per year, with roughly one accident involving a loaded train every 3 to 10 years, depending on the alternative, and only 25 percent of those would be expected to have any release.

Uinta Basin black and yellow crude oils are waxy crude oils that have a wax content higher than most North American crude oils. The oil does not flow at room temperature and must be heated at higher temperatures for it to flow. Because of this, the oil tends not to disperse if it is spilled onto land. If it is spilled in water, the oil tends to form globules of semisolid material that tend to stay in place. For example, the Utah Department of Environmental Quality (UDEQ) documented an oil spill incident (July 12, 2018) and cleanup effort where a tanker truck spilled 1,000 gallons of crude oil that reached the Price River in Carbon County (UDEQ 2018, 2019). Due to the oil's properties, as the crude oil spilled onto the road surface, it began to harden, so only a small amount actually made it to the river. Once the oil reached the river, instead of forming a giant slick on the water surface, the oil solidified and formed floating chunks that were easily removed by hand and with assistance from a boom. Sampling of public drinking water supply intakes downstream of the spill showed no exceedances of drinking water standards. In the report for this spill (UDEQ 2019), UDEQ stated that Uinta Basin crude oil has been described as "cleanup friendly" and that "thanks to the nature of the crude oil, most of these spills can be easily cleaned up afterward." A similar incident occurred in the Provo River in 2015 with similar results (Central Utah Water Conservancy District 2015, 2016; Orvis News 2015).

As with most crude oils, Uinta Basin crude oil is toxic and an accidental release could have adverse effects on the environment, including permanent and temporary impacts on vegetated habitats.

However, the oil's properties would help reduce the potential impact and make cleanup easier than most crude oils, thereby helping to avoid or minimize the long-term chronic effects from spill of typical crude oils that would spread out over large areas as giant slicks. To minimize potential impacts related to crude oil spills, OEA is recommending mitigation requiring the Coalition develop and implement a spill prevention plan, and immediately contact appropriate agencies and take immediate remedial actions in the event of a spill (Chapter 7, *Mitigation and Minimization Measures*).

An accidental release of other hazardous materials during operations (e.g., fuel leaks from locomotives or maintenance vehicles) could affect individual Canada lynx if they were exposed to the contaminant, which could cause injury, sickness, or death. OEA expects that any release of hazardous materials during operations would be small and would affect a limited area. To minimize potential impacts related to accidents and spills of hazardous materials, OEA is recommending mitigation requiring the Coalition obtain an NPDES permit and implement a SWPPP and best management practices (e.g., sediment barriers), as required by the NPDES permit (Chapter 7, *Mitigation and Minimization Measures*). These measures would help contain a release of hazardous materials and would facilitate rapid cleanup should a spill occur.

6.1.3 Canada Lynx Impact Summary

Construction and operation of the proposed rail line could affect Canada lynx and its habitat. However, as described in Section 4.3.1.1, *Canada Lynx in the Action Area*, Canada lynx habitat in the action areas is marginal at best, and the presence of a Canada lynx would be extremely rare and would represent a dispersing Canada lynx. As such, the potential impacts from the proposed rail line would be insignificant and discountable, because the effects would be extremely unlikely to occur, and if they were to occur, the impact could not be meaningfully measured, detected, or evaluated. Therefore, OEA determines the impact from the proposed rail line would have no population level effects and never reach the scale where take would occur.

6.2 Mexican Spotted Owl

6.2.1 Construction

Construction-related activities, such as land clearing in the project footprint, earthmoving (cut and fill), constructing the railbed, laying rail line, relocating roads, and installing support facilities (e.g., fences, communications towers, and power distribution lines), could result in temporary and permanent impacts on Mexican spotted owl. It is important to note that these impacts should be viewed in the context of the potential for the species to be present in the action area, and as described in Section 4.3.2.1, *Mexican Spotted Owl in the Action Area*, the majority of habitat in the action areas is considered low quality, which consists of either nonhabitat or habitat that would unlikely support the species.

6.2.1.1 Habitat Loss or Alteration and Displacement

Construction of the proposed rail line would remove or alter Mexican spotted owl habitat, resulting in permanent habitat loss or alteration in the rail line footprint. Table 6-1 shows the amount of suitable Mexican spotted habitat that would be permanently removed or temporarily disturbed. As

stated in Section 4.3.2.1, *Mexican Spotted Owl in the Action Area*, most of the habitat identified along the Action Alternatives is considered low quality and would be unlikely to support or be used by the species. The Indian Canyon Alternative and Whitmore Park Alternative would not affect any moderate-quality habitat because none was identified during field surveys, while the Wells Draw Alternative would permanently and temporary affect a very small area of moderate-quality habitat. In these areas where construction would involve clearing habitat, any Mexican spotted owls that may be present would be displaced, or forced to move to other habitat areas. Construction-related noise and the presence of humans in construction areas could also displace Mexican spotted owls. Displacement could affect normal foraging, migratory, and breeding behaviors. Displacement could also reduce survival and productivity because individuals might need to expend more energy to locate suitable replacement habitat.

Table 6-1. Permanent Removal of and Temporary Disturbance to Mexican Spotted Owl Habitat (acres)

	Permanent Removal[a]		Temporary Disturbance[a]	
Action Alternative	**Low Quality**	**Moderate Quality**	**Low Quality**	**Moderate Quality**
Indian Canyon	584.8	0	865.8	0
Wells Draw	1,856.0	0.3	3,533.3	1.8
Whitmore Park	777.8	0	1,531.7	0

Notes:

[a] Habitat defined as high quality during Mexican spotted owl habitat surveys was not observed along any Action Alternative.

The effects of habitat clearing would be permanent in areas where permanent rail components (e.g., railbed) would be placed and would be temporary in areas where habitat would be restored (e.g., construction staging areas). In some areas of the project footprint, habitat would be permanently altered from forested habitat to herbaceous or low shrub habitats as a result of temporary clearing.

Mexican spotted owls disturbed or displaced by temporary construction activities would likely move to suitable habitats near the project footprint and would likely return to temporarily affected areas after construction is completed and workers and equipment are no longer present. The magnitude of these impacts would depend mostly on the timing of construction activities. However, the areas of suitable habitat around the Action Alternatives would be sufficient to allow for movement and dispersal. To minimize impacts related to the clearing of habitat, OEA is recommending mitigation requiring the Coalition limit ground clearing to only the areas necessary for project-related construction activities and to restore and revegetate temporarily cleared areas using native vegetation (Chapter 7*, Mitigation and Minimization Measures*).

6.2.1.2 Injury or Mortality

Construction of the proposed rail line could result in mortality or injury from construction-related collisions, if any Mexican spotted owls were present in the action area. However, collisions would be less likely to occur with birds because they could move more quickly and vacate a construction area. Because construction vehicles typically move at slow speeds, OEA expects that fatalities and injuries from operating construction equipment would be infrequent. Any Mexican spotted owls that may be present would likely vacate a construction area once land-clearing activities start and noise and

construction equipment become perceptible. This temporary impact would only last for the duration of construction.

6.2.1.3 Accidents and Spills of Hazardous Materials

An accidental release of hazardous materials during construction (e.g., spill of gasoline, oil, or lubricants) could affect Mexican spotted owls if they were exposed to the contaminant, which could cause injury, sickness, or death. Because construction activities would not involve using or storing large volumes of hazardous materials, OEA expects that any uncontained spills of hazardous materials during construction would be small and would affect a limited area. To minimize potential impacts related to accidents and spills of hazardous materials, OEA is recommending mitigation requiring the Coalition obtain an NPDES permit and implement an SWPPP and best management practices (e.g., sediment barriers), as required by the NPDES permit (Chapter 7, *Mitigation and Minimization Measures*). These measures would limit the chance of a spill occurring and would facilitate a rapid cleanup should a spill occur.

6.2.2 Operations

Rail operations could temporarily and permanently affect Mexican spotted owl, if any were present in the action area, by introducing new sources of noise in the action area; changing the likelihood and spread of wildfires; introducing a source of potential spills and leaks of toxic substances; and altering vegetation in the rail corridor during maintenance. Total rail traffic on the proposed rail line could range from 3.68 to 10.52 trains per day, on average, depending on future market conditions. The number of trains per day would not change the types of operations impacts, but it could affect the frequency of the impact (e.g., more trains could result in increased maintenance activities) or increase the chance of the impact occurring (e.g., more trains could increase the risk of sparking a wildfire).

6.2.2.1 Injury or Mortality

Operation of the proposed rail line could injure or kill individual Mexican spotted owls, if any were present in the action area, due to collisions with trains and maintenance equipment. Higher mortality rates would likely occur where the species density is higher. The maximum speed for a loaded train would be 10 to 20 miles per hour, which would likely be slow enough for birds like Mexican spotted owl to see and hear the train in advance of a potential strike, allowing an individual to flee the area. Unloaded trains may move faster, and the track is designed for a maximum speed of 40 miles per hour, which would increase the risk of Mexican spotted owl strikes.

6.2.2.2 Habitat Degradation and Displacement

Operation of the proposed rail line would degrade habitat because of increased noise, dust, and potential spills of contaminants. Increased noise levels could result in fright responses, such as flushing or escaping, or increased communications, such as louder or more extended periods of birdsong or begging vocalizations from young birds. These noise impacts could cause individuals to expend more energy near the rail line or avoid the area. Noise related to rail operations could cause birds to abandon their nests with the subsequent demise of young. As discussed previously, displacement could result in reduced survival and productivity because it requires individuals to expend energy to locate replacement habitat, which may have fewer resources and be of a lower

value. Individuals would also be less familiar with new areas and at greater risk of predation, thus, limiting survival of offspring or adults.

Spills of fuels, oils, lubricants, or other hazardous materials during maintenance activities could degrade habitats; however, the areas of suitable habitats around the Action Alternatives would be sufficient to allow for movement and dispersal.

The proposed rail line could act as a fire source or a potential fire break (i.e., a gap in vegetation type that slows or stops a fire), which could change the natural fire regime of the ecosystem, thereby altering the composition of habitat over time. Section 6.4, *Federally Listed Plants (Barneby Ridge-Cress, Pariette Cactus, Uinta Basin Hookless Cactus, Ute Ladies'-Tresses)*, discusses potential wildfire impacts and OEA's recommended mitigation.

6.2.2.3 Encounters with Project Infrastructure

Rail line infrastructure could affect species survival and reproductive success. Power distribution lines, communications towers, and fences associated with the proposed rail line could adversely affect Mexican spotted owl, if any were present in the action area, through collision impacts, which could result injury or death. However, the Coalition is not proposing fences unless a landowner agreement requests one, and OEA anticipates that installation of new power distribution lines would be limited. Power lines would be constructed primarily near road crossings where they could be connected to existing distribution lines. In more remote or inaccessible locations, OEA anticipates the Coalition would use solar-powered equipment, which would have fewer impacts. Communications towers, which would be approximately 120 feet tall, also could present a collision hazard. Each Action Alternative would require the construction of four communications towers. To address potential adverse impacts on wildlife related to communications towers, OEA is recommending mitigation requiring the Coalition follow the USFWS *Recommended Best Practices for Communication Tower Design, Siting, Construction, Operation, Maintenance, and Decommissioning* (USFWS 2018) to avoid or minimize the risk of bird mortality at communications towers (Chapter 7, *Mitigation and Minimization Measures*).

6.2.2.4 Accidents and Spills of Hazardous Materials

Oil could spill from a tanker car onto Mexican spotted owl habitat should a train accident or derailment occur. Section 6.1.2.3, *Accidents and Spills of Hazardous Materials*, discusses the probability of an oil spill occurring during operations and the characteristics of Uinta Basin crude oil that limits its spread when spilled in the natural environment. If cleanup and oil removal were to commence immediately after a spill, impacts would be minimized. However, some permanent and temporary habitat impacts could occur during cleanup, which could result in the loss of vegetation and establishment and spread of noxious and invasive weeds. OEA's recommended mitigation regarding the prevention and treatment of spills would minimize these potential impacts (Chapter 7, *Mitigation and Minimization Measures*).

An accidental release of other hazardous materials during operations (e.g., fuel leaks from locomotives or maintenance vehicles) could affect individual Mexican spotted owls if they were exposed to the contaminant, which could cause injury, sickness, or death. OEA expects that any release of hazardous materials during operations would be small and would affect a limited area. To minimize potential impacts related to accidents and spills of hazardous materials, OEA is recommending mitigation requiring the Coalition obtain an NPDES permit and implement an SWPPP

and best management practices (e.g., sediment barriers), as required by the NPDES permit (Chapter 7, *Mitigation and Minimization Measures*). These measures would help contain a release of hazardous materials and would facilitate rapid cleanup should a spill occur.

6.2.3 Mexican Spotted Owl Impact Summary

Construction and operation of the proposed rail line could affect Mexican spotted owl and its habitat. However, as described in Section 4.3.2.1, *Mexican Spotted Owl in the Action Area*, the majority of habitat across all the Action Alternatives' action areas is considered low quality, which consists of either nonhabitat or habitat that would unlikely support the species. One very small area of moderate-quality habitat would be affected along the Wells Draw Alternative (Table 6-1). However, as stated in Section 4.3.2.1, *Mexican Spotted Owl in the Action Area*, even this moderate-quality habitat is small and isolated from known nesting habitat, and because of this lack of connectivity, the habitat likely reduces the probability of occupancy in this habitat. Further, there are no known Mexican spotted owl observations in the action areas or within a 2-mile buffer of the Action Alternatives (UDWR 2019). Based on this information, the presence of a Mexican spotted owls in the action areas would be rare. As such, the potential impacts from the proposed rail line would be insignificant and discountable, because the effects would be extremely unlikely to occur, and if they were to occur, the impact could not be meaningfully measured, detected, or evaluated. Therefore, OEA determines the impact from the proposed rail line would have no population level effects and never reach the scale where take would occur.[7]

6.3 Upper Colorado River Basin Fish (Colorado Pikeminnow, Humpback Chub, Bonytail, Razorback Sucker)

There is no suitable aquatic habitat for or presence of Upper Colorado River Basin Fish in the action areas along any of the Action Alternatives or within a distance downstream that could be affected by the proposed rail line; therefore, there would be no direct impact on the species or their habitats from construction or operations. However, water withdrawals in the Upper Colorado River Basin for constructing the proposed rail line could indirectly affect Upper Colorado River Basin Fish. USFWS has issued consultation guidance specific to addressing potential impacts on these species for actions that propose to use surface or groundwater in the Upper Colorado River Basin (USFWS 2010). As stated in USFWS' consultation guidance, any action that depletes water from the Upper Colorado River Basin can have adverse effects on Upper Colorado River Basin Fish and their designated critical habitat by reducing water quality and quantity.

The Coalition proposes to use surface or groundwater to construct the proposed rail line, so there could be potential impacts on the species related to water depletions in the basin. USFWS has

[7] OEA would reconsider this effects analysis if the Board were to license the Wells Draw Alternative and OEA reinitiated consultation on the Wells Draw Alternative. While OEA believes this effects analysis would have a high likelihood of remaining the same due to the small, isolated, and disconnected nature of the moderate-quality habitat identified that reduces the likelihood of occupancy, OEA has included a measure in Chapter 7 that would require the Coalition to conduct Mexican spotted owl surveys in these moderate-quality habitat areas if the Board were to license the Wells Draw Alternative. Those surveys would inform whether or not OEA would change the effects analysis for the species.

developed an ESA Section 7 decision tree to determine the appropriate effects determinations for these species; the decision tree generates a conclusion of either "not likely to adversely affect" or "likely to adversely affect", which is based on the amount of water used for a proposed action and whether or not the water source is considered "historic" (i.e., water right permitted prior to 1988). The decision tree states that any water use more than 0.1 acre-feet and from a source not considered historic requires formal consultation, and therefore by definition, is an action that would "likely adversely affect" Upper Colorado River Basin Fish. The Coalition estimates that 1,650 acre-feet of water would be needed to construct the Indian Canyon Alternative, 8,890 acre-feet to construct the Wells Draw Alternative, and 1,750 acre-feet to construct the Whitmore Park Alternative. The Coalition has stated that this water would be sourced through existing water rights near the Action Alternatives, and that it would not pursue new water rights. However, the Coalition is unable to identify the specific existing water rights that it could use at this time; therefore, it is unknown if the water right will be considered historic. In the absence of this information, OEA is conservatively assuming that the Coalition's water source will not be historic. Therefore, the effects determination for Upper Colorado River Basin Fish based on the ESA Section 7 decision tree for the Action Alternatives is "likely to adversely affect."

In addition, the water volume is used as a metric to determine if a depletion fee[8] is required or if a Recovery Implementation Program Recovery Plan (RIPRAP) action may be necessary as part of completing formal consultation. Based on the ESA Section 7 decision tree, the Indian Canyon Alternative and Whitmore Park Alternative would require a depletion fee because greater than 100 acre-feet of water would be used from the Basin for constructing these Action Alternatives. The Wells Draw Alternative would require the depletion fee and a RIPRAP action because greater than 4,500 acre-feet would be required to construct the alternative. Should the Board license an Action Alternative, the Coalition would commit to and be responsible for these measures (Chapter 7, *Mitigation and Minimization Measures*).

6.4 Federally Listed Plants (Barneby Ridge-Cress, Pariette Cactus, Uinta Basin Hookless Cactus, Ute Ladies'-Tresses)

6.4.1 Impacts Common to Federally Listed Plants

Construction and operation of the proposed rail line would result in impacts on federally listed plants. This subsection first presents the potential impacts that would be the same for all federally listed plants because all of the impact types and mechanisms would be the same for these plants. Potential impacts caused by rail line construction are discussed followed by potential impacts caused by rail operations. Impacts in this subsection are qualitatively discussed. Subsection 6.4.2, *Impact by Plant Species*, presents the quantified impacts by federally listed plant species for the Action Alternatives.

[8] The current deletion fee for the 2020 fiscal year ending September 30 is $22.12 per acre-foot.

6.4.1.1 Construction

Construction of the proposed rail line would involve clearing, excavating, and filling within the project footprint, which would result in the permanent loss or alteration of federally listed plants and their suitable habitat. Construction could also affect federally listed plants beyond the project footprint as a result of fugitive dust emissions, the introduction and/or spread of noxious weeds, and releases (spills) of hazardous materials. The extent of such impacts would vary based on the affected plant species, relative abundance of the species, soil conditions, hydrology, topography, and the extent of earthmoving required for construction.

Clearing and Fill Placement

Within the rail line footprint, construction would involve the permanent removal of suitable habitat for federally listed plants to allow for the placement of fill for regrading of the rail corridor, construction of the railbed, and installation of permanent project-related features, such as permanent access roads. Following construction, some natural regrowth could occur in areas within the rail line footprint that are not periodically maintained for vegetation control. However, regrowth would be sparse in areas that would be continually disturbed by railroad maintenance. In the temporary footprint, construction would involve temporarily clearing suitable federally listed plant habitat for construction staging areas, temporary access roads, and temporary facilities; these temporarily disturbed areas are considered permanent impact for the purposes of this BA. To minimize impacts related to clearing and fill placement, OEA is recommending mitigation requiring the Coalition limit construction activities that could disturb suitable federally listed plant habitat to the rail line footprint and immediately surrounding areas, to the extent practicable, and immediately restore cleared suitable habitat in the temporary footprint after construction has been completed (Chapter 7, *Mitigation and Minimization Measures*). In addition, OEA is recommending the Coalition conduct site-specific preconstruction plant surveys in the identified suitable habitat areas along the Action Alternative licensed by the Board to document the presence or absence of federally listed plants and the extent of impacts (if identified) to inform potential mitigation requirements, should the Board license an Action Alternative (Chapter 7, *Mitigation and Minimization Measures*). Further, OEA is recommending the Coalition work with USFWS on potential compensatory mitigation based on the results of the preconstruction federally listed plant surveys (Chapter 7, *Mitigation and Minimization Measures*).

Plant Germination and Growth

The movement of heavy equipment and supplies during construction could compact the soil, which would affect plant germination and growth within the project footprint. Compaction is caused when soil particles are squeezed together, making soils denser, oxygen-deprived, and less able to absorb water (Alabama Cooperative Extension System 2013). This condition would prevent seeds from germinating and would make it difficult for roots to penetrate the soil surface. Vegetation removal and soil compaction would expose soil to erosion caused by rain and overland stormwater runoff, which could reduce soil quality and negatively affect vegetation within and beyond the rail corridor, including federally listed plants. To minimize these impacts, OEA is recommending mitigation requiring the Coalition minimize the duration and extent of activity at temporary construction facilities (e.g., staging areas), provide surface treatments to minimize soil compaction, and promote vegetation growth after the facilities are no longer needed to support construction (Chapter 7, *Mitigation and Minimization Measures*).

Noxious and Invasive Weeds

Rail construction could introduce and increase the spread of noxious and invasive weeds in the following ways.

- Construction equipment could carry weed seeds or plant parts from infested areas outside the project footprint into the project footprint.
- Construction equipment could disturb existing weed infestations in the project footprint and cause the spread of these infestations.
- Overburden and cut materials containing weeds could be transferred to off-site locations.
- Fill material could contain weeds.
- Seed mixtures containing weed seeds could be used for revegetation.

Noxious and invasive weeds introduced during construction activities would compete with native vegetation, including federally listed plants. Noxious and invasive weeds are often more aggressive than native vegetation, and the disturbed conditions of a construction site can create an environment (e.g., bare and compact soil, disturbed surfaces) where some noxious and invasive weeds thrive. Noxious and invasive weeds that encroach beyond the rail corridor could out-compete federally listed plants and result in altered vegetation structure, a reduction in plant species richness, and overall disruption of the federally listed plant ecosystem. To address these impacts, OEA is recommending mitigation requiring the Coalition develop and implement a noxious and invasive weed control program that identifies specific construction methods to minimize the introduction and spread of noxious weeds, potentially including the use of sterile ballast, weed-free seed straw, mulching, and hydroseeding materials (Chapter 7, *Mitigation and Minimization Measures*).

Dust Deposition

The operation of construction equipment would generate fugitive dust from loose soil. Accumulation of fugitive dust on federally listed plants in or near the project footprint could affect plant growth by inhibiting photosynthesis and reducing plant density and plant diversity. Increased dust could cause some noxious weeds to colonize and disrupt the overall plant ecosystem. The magnitude and duration of dust exposure, tolerance of native vegetation and federally listed plants, and aggressiveness of noxious weeds would determine vegetation response and the intensity of impacts. However, any dust accumulation on federally listed plants would be temporary and would last only for the duration of construction. The impact of fugitive dust would also be minimized by OEA's recommended mitigation requiring the Coalition to use water for fugitive dust-suppression controls during construction (Chapter 7, *Mitigation and Minimization Measures*).

Accidental Spills of Hazardous Materials

Accidental release of hazardous materials during construction, such as an inadvertent spill of gasoline or oil when fueling or storing construction equipment, could damage federally listed plants and affect plant growth. The extent of the impact would depend on the type and volume of the material spilled, the location, and the plants affected. Because construction activities would not involve using or storing large volumes of hazardous materials, OEA expects that any uncontained spills of hazardous materials during construction would be small and would affect a limited area.

Impacts associated with spills of hazardous materials would be minimized by the implementation of a SWPPP and best management practices, as would be required by the Coalition's NPDES permit and OEA's recommended mitigation (Chapter 7, *Mitigation and Minimization Measures*).

6.4.1.2 Operations

The primary operation activities that could affect federally listed plants are maintenance, incidental pollutant discharges from train operation, and wildfires. Total rail traffic on the proposed rail line would range from 3.68 to 10.52 trains per day, on average. The number of trains per day would not change the types of operation impacts, but it could affect the frequency of the impact (e.g., more trains could result in increased maintenance activities) or increase the chance of the impact occurring (e.g., more trains could increase the risk of sparking a wildfire).

Maintenance Activities

Maintenance activities would include controlling vegetation and maintaining tracks and other features in the rail line footprint, which could affect federally listed plants that may be present. These activities would be infrequent and brief. Vegetation would be periodically cleared or trimmed in the corridor, which could permanently alter vegetation. For example, shrub vegetation that would be continuously cleared for maintenance could convert to herbaceous vegetation. Maintenance activities could disturb the ground surface or result in leaks and spills of fuels, oils, or lubricants from maintenance vehicles and equipment. Any mobilized sediment, spilled chemicals, or petroleum products could reach adjacent federally listed plants, affecting plant density and diversity and degrading the plant ecosystem on a localized scale. However, the area of vegetation that could be affected would be small, and maintenance activities would be infrequent and brief. As discussed previously, OEA is recommending mitigation requiring the Coalition prevent and remediate spills during rail operations, which would minimize impacts on vegetation related to spills during maintenance activities (Chapter 7, *Mitigation and Minimization Measures*).

Pollutant Deposition

Rail operations would release pollutants that could affect federally listed plants. The two most important types of pollutants associated with rail transport are polycyclic aromatic hydrocarbons (PAHs) and heavy metals (Wilkomirski et al. 2011). PAHs occur naturally in air, water, and soil but can also be manufactured. They are found in substances such as asphalt, oil, coal, and creosote (Agency for Toxic Substances and Disease Registry 1995). The main sources of PAHs around rail lines are substances used for rolling stock use, such as machine grease, fuel oils, and transformer oils (Wilkomirski et al. 2011). Heavy metals in emissions and rail car materials can build up on plants and in soil near rail lines (Wilkomirski et al. 2011). Stormwater discharges from the railbed and access roads could convey low concentrations of these pollutants to vegetated areas. Some plant species accumulate and tolerate PAHs (Simonich and Hites 1994 in Liu et al. 2009). However, PAHs can also stunt plant growth and affect root physiology (Liu et al. 2009). Heavy metals may inhibit growth and damage plant physiology, but plants also have resistance mechanisms against toxic effects (Cheng 2003). Any releases of PAHs and heavy metals associated with rail operations would be localized and could result in the degradation of federally listed plants within the rail line footprint. OEA does not expect that these pollutants would affect federally listed plants outside of the rail line footprint.

Wildfire

Trains can contribute to wildfires by providing an ignition source. The two most common ignition sources associated with railroads are exhaust sparks (carbon particles, such as chunks or flakes) emitted from the locomotive engine and hot brake shoe fragments (California Department of Forestry and Fire Protection et al. 1999). With the advent of composition brake shoes, brake-shoe sparks and fragments are much less common, unless the shoe is worn out (California Department of Forestry and Fire Protection et al. 1999).

Several factors are important for assessing where exhaust sparks are most likely to occur. These include how long a locomotive has been idling, where it accelerates and decelerates, and where downgrades are located (California Department of Forestry and Fire Protection et al. 1999). When a locomotive is idling or operating at minimum power, carbon particles can build up in the locomotive. When power is turned up after a period of idling or operating at minimum power, those carbon particles can be ejected out of the locomotive. Locomotives are most likely to idle or operate at minimum power in rail yards, on sidings, while negotiating downgrades and decelerating for a stop or for a restricted speed zone (California Department of Forestry and Fire Protection et al. 1999). Exhaust-spark fires are most likely to occur at yard exits and sidings, at locations where long downgrades change to level or upgrade track, and where the rail line grade changes from level to steep upgrade track (California Department of Forestry and Fire Protection et al. 1999).

Any of the Action Alternatives would require sidings (Chapter 2, *Description of the Proposed Project*, Table 2-8), which would increase the potential for locomotive carbon particle buildup and emissions. The locomotive would also be stopped or operating at minimum power when materials would be loaded into rail cars at the terminus points of the rail line. Many grade changes would occur along the Action Alternatives that could contribute to carbon particle buildup and emissions.

If rail operations were to start a fire, impacts on federally listed plants would vary, depending on the conditions at the time of the wildfire and on prevention and suppression efforts. Some wildfires alter vegetation structure in relatively subtle ways (reducing litter and dead herbs in small areas). Other wildfires change nearly every aspect of the vegetation structure. Woody plants may be stripped of foliage and killed; litter and organic matter may be consumed, exposing mineral soil; and underground structures, such as roots and rhizomes, may be killed (e.g., in most coniferous trees) or rejuvenated (e.g., in many grass and shrub species, aspen, and oak) (Forest Service 2000b).

The probability of a train-induced wildfire along the Action Alternatives would be very low for several reasons, including improvements in locomotive technology and the fact that trains make up a small percentage of fire starts (Table 6-2). In addition, the fire risk for much of the action areas is considered very low, low, or moderate (Table 6-3), and in the action areas that overlaps suitable *sclerocactus* habitat the risk is low and very low (Figure 6-1); there are no areas defined as very high fire risk (Table 6-2, Figure 6-1). However, there is still fire risk and OEA is recommending mitigation requiring the Coalition develop and implement a wildfire management plan in consultation with appropriate state and local agencies, including local fire departments. The plan should incorporate specific information about operations, equipment, and personnel on the rail line that might be of use in case a fire occurs and should evaluate and include, as appropriate, site-specific techniques for fire prevention and suppression (Chapter 7, *Mitigation and Minimization Measures*).

Table 6-2. Wildfires in Utah (1980–2016)

Cause of Fire	Number of Fires	Percent of Fires	Acres Burned
Lightning	6,668	73.9	451,385
Equipment Use	105	1.2	37,910
Smoking	164	1.8	993
Campfire	1,280	14.2	62,250
Debris Lighting	65	0.7	8,544
Railroad	22	0.2	413
Arson	183	2.0	9,160
Children	84	0.9	1,269
Miscellaneous	451	5.0	110,975
Total	**9,022**	**100**	**682,899**

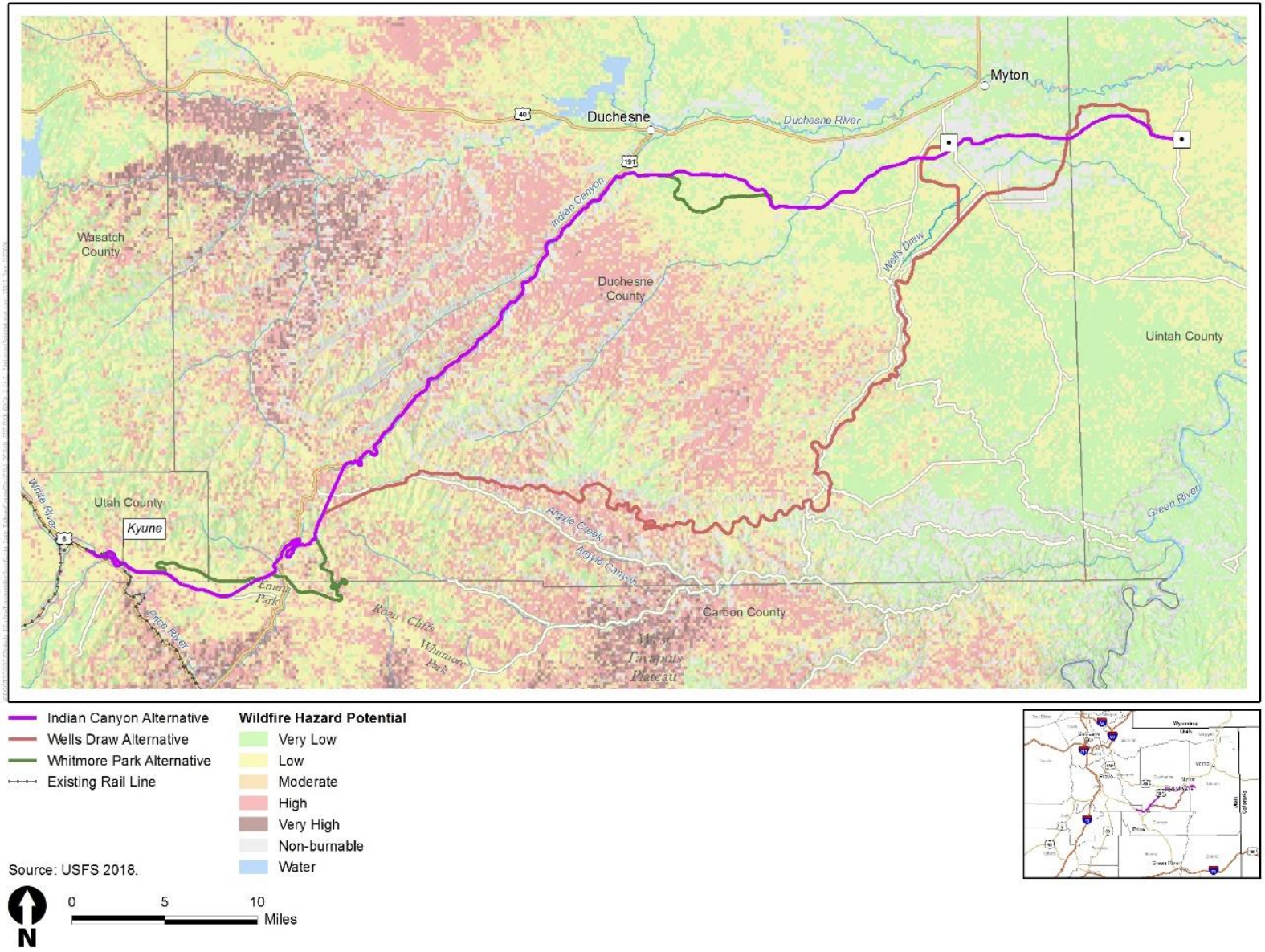
Notes:
Source: USGS 2019

Table 6-3. Wildfire Hazard Potential in the Action Areas (acres)

Wildfire Hazard Potential Class	Action Alternative		
	Indian Canyon	Wells Draw	Whitmore Park
Very low	2,002.4	2,589.7	2,106.2
Low	4,678.4	5,173.7	5,106.4
Moderate	761.7	1,643.0	987.0
High	786.0	1,617.7	675.8
Very high	--	--	--
Nonburnable	1,292.5	1,658.2	1,256.3
Water	--	0.3	--

Notes:
Source: Forest Service 2018

Figure 6-1. Wildfire Hazard Potential along the Action Alternatives



Accidental Spills of Hazardous Materials

Oil could spill from a tanker car onto federally listed plants should a train accident or derailment occur. Section 6.1.2.3, *Accidents and Spills of Hazardous Materials*, discusses the probability of an oil spill occurring during operations and the characteristics of Uinta Basin crude oil that limits its spread when spilled in the natural environment. If cleanup and oil removal were to commence immediately after a spill, impacts on wetland functions would be minimized. However, some permanent and temporary impacts on federally listed plants could occur during cleanup, which could result in the loss of plants and establishment and spread of noxious and invasive weeds. OEA's recommended mitigation regarding the prevention and treatment of spills would minimize these potential impacts (Chapter 7, *Mitigation and Minimization Measures*).

An accidental release of other hazardous materials during operations (e.g., fuel leaks from locomotives or maintenance vehicles) could affect federally listed plants if they were exposed to the contaminant, which could cause loss of individual plants. OEA expects that any release of hazardous materials during operations would be small and would affect a limited area. To minimize potential impacts related to accidents and spills of hazardous materials, OEA is recommending mitigation requiring the Coalition obtain an NPDES permit and implement an SWPPP and best management practices (e.g., sediment barriers), as required by the NPDES permit (Chapter 7, *Mitigation and Minimization Measures*). These measures would help contain a release of hazardous materials and would facilitate rapid cleanup should a spill occur.

6.4.2 Impact by Plant Species

Construction and operation of any of the Action Alternatives would affect special status species, as described in Section 6.4.1, *Impacts Common to Federally Listed Plants*. Table 6-4 quantifies the impact on federally listed plants in the project footprint for each Action Alternative. The Wells Draw Alternative it outside of the range of Barneby ridge-cress; therefore, the alternative would have no impact on the species.

Table 6-4. Permanent Impact to Federally Listed Plant Species Suitable Habitat (acres)

Plant Species	Indian Canyon[b]	Wells Draw[b]	Whitmore Park[b]
Barneby ridge-cress Pinyon-juniper habitat	66.0	--	131.6
Barneby ridge-cress white shale habitat	8.8	--	20.7
Pariette cactus	504.7	550.0	504.7
Pariette cactus/ Uinta Basin hookless cactus[a]	60.5	--	60.5
Uinta Basin hookless cactus	504.7	550.0	504.7
Ute ladies'-tresses	4.3	0.1	4.2

Notes:

[a] This is a Core 2 conservation area. These areas are subsumed by the suitable habitat areas and are core conservation areas that include dense aggregations of the species. No Core 1 Conservation Areas are within the project footprint.

[b] For purposes of this BA, permanent impacts include areas within the rail line footprint and temporary footprint where all construction and operations activities would occur.

6.4.3 Impact Summary for Federally Listed Plants

Construction and operation of the proposed rail line could affect federally listed plants. While some impacts may be short-term and temporary (e.g., dust), there would be unavoidable direct and permanent long-term impacts on suitable habitat for federally listed plants from clearing and fill placement during construction (Table 6-4). For this BA and ESA Section 7 consultation, OEA is conservatively assuming the identified suitable federally listed plant habitats are occupied; therefore, impacts on suitable habitat equal impacts on federally listed plants (until preconstruction surveys indicate otherwise, should the Board license an Action Alternative). Notably, the ESA Section 9 take prohibition does not apply to federally listed plants, except that it is illegal under Section 9(a)(2) to remove an endangered plant from federal land, or to take an endangered plant in knowing violation of state law. If a person develops private land, with no federal jurisdiction involved, in accordance with state law, then the potential destruction, damage, or movement of endangered or threatened plants does not violate the ESA. Suitable habitat for Barneby ridge-cress was identified on private and Tribal trust lands; suitable habitat for Pariette cactus and Uinta Basin hookless cactus was identified on private land, Tribal trust land, and BLM-administered land; and suitable habitat for Ute ladies'-tresses was identified on private, Forest Service, and UDOT land.

Chapter 7
Mitigation and Minimization Measures

In its Draft EIS, OEA preliminarily recommends that the Board impose mitigation measures for the proposed project, which would minimize the proposed rail line's impacts on the species addressed in this BA. The Coalition has also submitted a list of volunteer mitigation measures to avoid, minimize, and reduce impacts from the proposed rail line; some of these would minimize impacts on federally listed species. Both OEA's recommended mitigation measures and the Coalition's voluntary mitigation measure include the requirement that the Coalition comply with any conditions and mitigation commitments contained in a Biological Opinion (BO) issued by USFWS for the proposed rail line. OEA is recommending the mitigation and minimization measures in this chapter for USFWS to consider for the BO. These measures would apply to all Action Alternatives, with the following exceptions: 1) the Mexican spotted owl measure in Section 7.1.2.8, *Mexican Spotted Owl*, only applies to the Wells Draw Alternative, and 2) all Barneby ridge-cress measures in Sections 7.1.2.1, *Barneby Ridge-Cress (Suitable Habitat Areas)*, and 7.1.2.2, *Barneby Ridge-Cress (Occupied Habitat Areas)*, do not apply to the Wells Draw Alternative because the alternative is outside of the species' range.

7.1 OEA Recommended Measures

7.1.1 General Measures

- **MM-1.** The Coalition shall conduct preconstruction surveys of federally listed plants (Barneby ridge-cress, Pariette cactus, Uinta Basin hookless cactus, and Ute ladies'-tresses) along the Action Alternative licensed by the Board and after final engineering of that Action Alternative is complete. The Coalition shall design and implement preconstruction surveys in consultation with OEA and USFWS and shall follow the procedures that OEA and USFWS approve.
- **MM-2**. The Coalition shall consult with OEA and USFWS regarding appropriate compensatory mitigation for impacts on federally listed plants that are identified in suitable habitat areas during preconstruction surveys and shall implement the compensatory mitigation that OEA and USFWS approve.
- **MM-3**. The Coalition shall implement measures to reduce collision risks from project-related power communications towers. The Coalition shall incorporate the design recommendations in the USFWS *Recommended Best Practices for Communication Tower Design, Siting, Construction, Operation, Maintenance, and Decommissioning* (USFWS 2018) to avoid or minimize the risk of bird mortality at communications towers.
- **MM-4**. During project-related construction, The Coalition shall minimize, to the extent practicable, soil compaction and related effects (e.g., increase runoff and erosion), and provide surface treatments to minimize soil compaction (e.g., break up compacted soils during reclamation to promote infiltration) and shall take actions to promote vegetation regrowth after facilities (e.g., temporary staging areas) are no longer needed to support construction.
- **MM-5**. The Coalition shall develop and implement a wildfire management plan in consultation with appropriate state and local agencies, including local fire departments. The plan shall incorporate specific information about operation, equipment, and personnel on the rail line that

might be of use in case a fire occurs and shall evaluate and include as appropriate site-specific techniques for fire prevention and suppression.

7.1.2 Species Specific Measures

7.1.2.1 Barneby Ridge-Cress (Suitable Habitat Areas)

- **BRC-1.** The Coalition shall design project infrastructure to minimize impacts within suitable habitat, to the extent practicable.
- **BRC-2.** The Coalition shall place signing to limit off-road travel in sensitive areas.
- **BRC-3.** The Coalition shall stay on designated routes and other cleared/approved areas.
- **BRC-4.** The Coalition shall minimize and clearly define ingress and egress access within suitable habitat.
- **BRC-5.** Prior to construction, the Coalition's project personnel shall be educated about the sensitive nature of the habitat, instructed to stay within the project disturbance area, and instructed on the specific avoidance and minimization measures implemented.
- **BRC-6.** The Coalition shall use only water (i.e., no chemicals, reclaimed production water, oil field brine) for dust abatement within suitable habitat during construction.
- **BRC-7.** The Coalition shall power wash construction vehicles and equipment prior to entering suitable habitat or when moving between infested areas in order to prevent spreading seeds from noxious and invasive species.

7.1.2.2 Barneby Ridge-Cress (Occupied Habitat Areas)

- **BRC-8.** Before and during construction, the Coalition shall have a qualified biologist identify areas of avoidance in the field (e.g., flagging, temporary fencing, rebar).
- **BRC-9.** The Coalition shall have a qualified botanist on site during construction to monitor the surface disturbance activity and assist with implementation of applicable conservation measures.
- **BRC-10.** Within occupied habitat, the Coalition shall design project infrastructure to avoid direct disturbance and minimize indirect impacts to populations and individual plants:
    a. The Coalition shall design project infrastructure to minimize impacts within occupied habitat, to the extent practicable.
    b. The Coalition shall conduct ground disturbing activities that require removal of vegetation to be located a minimum distance of 300 feet from individual plants and/or populations, to the extent practicable.
    c. The Coalition shall incorporate into the project design measures, such as silt fences, hay bales, and similar structures or practices, to avoid water flow and/or sedimentation into occupied habitat and avoidance areas.
- **BRC-11.** The Coalition shall not conduct construction activities from May 1 through June 30 (flowering period) within occupied habitat.

- **BRC-12.** The Coalition shall use only water (i.e., no chemicals, reclaimed production water, oil field brine) for dust abatement within occupied habitat during construction.
- **BRC-13.** The Coalition shall obey a 15-mile-per-hour speed limit on dirt roads within occupied habitat during construction in order to reduce fugitive dust during the time of the year when species, pollinators, and associated habitat are most vulnerable to dust related impacts (April 1–July 31). Speed limit signs shall be posted in restricted areas for project personnel.
- **BRC-14.** The Coalition shall re-vegetate all temporarily disturbed areas with native species comprised of species native to the area and non-native species or seed mixtures approved by USFWS. Seed mixtures may include approved non-native species that are not likely to invade other areas or persist long-term in the habitat. If appropriate for the site, biological soil crusts are recommended to be incorporated into the reclamation process in addition to native seeds.
- **BRC-15.** The Coalition shall develop a project-specific plan with USFWS if ground-disturbing activities occur within 300 feet of plants or populations to offset impacts and monitor individuals or populations.

7.1.2.3 Ute Ladies'-Tresses (Suitable Habitat Areas)

- **ULT-1.** The Coalition shall design project infrastructure to minimize impacts within suitable habitat, to the extent practicable.
- **ULT-2.** During construction, the Coalition shall avoid soil compaction that would impact Ute ladies' tresses habitat, to the extent practicable.
- **ULT-3.** The Coalition shall avoid altering site hydrology and concentrating water flows or sediments into occupied habitat, to the extent practicable.
- **ULT-4.** The Coalition shall place signing to limit off-road travel in sensitive areas.
- **ULT-5.** The Coalition shall stay on designated routes and other cleared/approved areas.
- **ULT-6.** The Coalition shall use geotextile matting to protect vegetation and soils from damage and compaction for equipment operating within suitable habitat.
- **ULT-7.** Prior to construction, the Coalition's project personnel shall be educated about the sensitive nature of the habitat, instructed to stay within the project disturbance area, and instructed on the specific avoidance and minimization measures implemented.
- **ULT-8.** The Coalition shall use only water (i.e., no chemicals, reclaimed production water, oil field brine, etc.) for dust abatement within suitable habitat during construction.
- **ULT-9.** The Coalition shall power wash construction vehicles and equipment prior to entering suitable habitat or when moving between infested areas in order to prevent spreading seeds form noxious and invasive species.

7.1.2.4 Ute Ladies'-Tresses (Occupied Habitat Areas)

- **ULT-10.** Before and during construction, the Coalition shall have a qualified biologist identify areas of avoidance in the field (e.g., flagging, temporary fencing, rebar).
- **ULT-11.** The Coalition shall have a qualified botanist on site during construction to monitor the surface disturbance activity and assist with implementation of applicable conservation measures.

- **ULT-12.** Within occupied habitat, the Coalition shall design project infrastructure to avoid direct disturbance and minimize indirect impacts to populations and individual plants:
    a. The Coalition shall design project infrastructure to minimize impacts within occupied habitat, to the extent practicable.
    b. The Coalition shall conduct ground disturbing activities that require removal of vegetation to be located a minimum distance of 300 feet from individual plants and/or populations, to the extent practicable.
    c. The Coalition shall incorporate into the project design measures, such as silt fences, hay bales, and similar structures or practices, to avoid water flow and/or sedimentation into occupied habitat and avoidance areas.
- **ULT-13.** The Coalition shall not conduct construction activities during the flowering period (typically August–September, depending on location) within occupied habitat.
- **ULT-14.** The Coalition shall obey a 15 mile per hour speed limit on dirt roads within occupied habitat during construction in order to reduce fugitive dust during the time of the year when species, pollinators, and associated habitat are most vulnerable to dust related impacts (July 1–September 31). Speed limit signs shall be posted in restricted areas for project personnel.
- **ULT-15.** The Coalition shall re-vegetate all temporarily disturbed areas with native species comprised of species native to the area and non-native species or seed mixtures approved by USFWS. Seed mixtures may include approved non-native species that are not likely to invade other areas or persist long-term in the habitat.
- **ULT-16.** The Coalition shall develop a project specific plan with USFWS if ground-disturbing activities occur within 300 feet of plants or populations to offset impacts and monitor individuals or populations.

7.1.2.5 Uinta Basin Hookless Cactus and Pariette Cactus (Suitable Habitat Areas)

- **SCL-1.** The Coalition shall conduct ground disturbing activities that require removal of vegetation to be located a minimum distance of 300 feet from individual *Sclerocactus* plants and/or populations, to the extent practicable.
- **SCL-2.** The Coalition shall design project infrastructure to minimize impacts within suitable habitat, to the extent practicable.
- **SCL-3.** The Coalition shall use only water (i.e., no chemicals, reclaimed production water, oil field brine) for dust abatement within the *Sclerocactus* Habitat Polygon during construction.
- **SCL-4.** The Coalition shall implement erosion control measures (e.g., silt fencing) to minimize sedimentation or concentrating water flow to *Sclerocactus* plants and populations located down slope of proposed surface disturbance activities. Such measures should only be installed within the area proposed for disturbance.
- **SCL-5.** The Coalition shall reclaim all temporarily disturbed areas with plant species native to the region, or seed mixtures approved by USFWS.

7.1.2.6 Uinta Basin Hookless Cactus and Pariette Cactus (Core Conservation Area 2)

- **SCL-6.** The Coalition shall conduct ground disturbing activities outside of the reproductive period, April 1–June 30, or as determined by a qualified botanist.
- **SCL-7.** The Coalition shall minimize surface disturbance to minimize impacts to *Sclerocactus* and suitable habitat, to the extent practicable.

7.1.2.7 Uinta Basin Hookless Cactus and Pariette Cactus (Occupied Habitat Areas)

- **SCL-8.** The Coalition shall conduct ground disturbance activities outside of the reproductive period, April 1–June 30 (or as determined by a qualified botanist), when within 300 feet of individual *Sclerocatus* plants and/or populations.
- **SCL-9.** The Coalition shall have a qualified biologist flag *Sclerocactus* avoidance areas (within 25 feet of disturbance edge). Flagging shall be immediately removed following construction activity.
- **SCL-10.** The Coalition shall obey a 15-mile-per-hour speed limit on dirt roads within occupied *Sclerocactus* habitat during construction in order to reduce fugitive dust during the time of the year when *Sclerocactus* species, pollinators, and associated habitat are most vulnerable to dust related impacts (March 1–August 31). Speed limit signs shall be posted in restricted areas for project personnel and signing shall be posted to limit off-road travel in sensitive areas.
- **SCL-11.** The Coalition shall use only water (i.e., no chemicals, reclaimed production water, oil field brine) for dust abatement within occupied habitat during construction.
- **SCL-12.** The Coalition shall have a qualified botanist on site during construction to monitor the surface disturbance activity and assist with implementation of applicable conservation measures.
- **SCL-13.** If new surface disturbance occurs within occupied habitat, the Coalition shall contribute to the *Sclerocactus* Conservation Fund. Proof of payment shall be provided to the action agency prior to construction. The payment shall be calculated based on acres of disturbance using the USFWS "2016 Ecological Restoration Mitigation Calculation Guidelines for impacts to *Sclerocactus wetlandicus* and *Sclerocactus brevispinus* Habitat."
  Funds shall be paid to:

  Sclerocactus Conservation Fund - BLM
  Impact-Directed Environmental Accounts National Fish and Wildlife Foundation
  1133 Fifteenth Street NW, Suite 1100
  Washington, DC 20005

7.1.2.8 Mexican Spotted Owl

- **MSO-1.** The Coalition shall conduct Mexican spotted owl surveys in the moderate-quality habitat along the Wells Draw Alternative should the Board license the Wells Draw Alternative and the Coalition choose to construct the Wells Draw Alternative. The survey method shall be determined in consultation with USFWS.

7.2 Coalition Voluntary Measures

- **VM 1.** Prior to initiating any project-related construction activities, the Coalition will develop a spill prevention, control, and countermeasures plan in consultation with federal, tribal, state, and local governments. The plan shall specify measures to prevent the release of petroleum products or other hazardous materials during construction activities and contain such discharges if they occur. In the event of a spill over the applicable reportable quantity, the Coalition will comply with its spill prevention, control, and countermeasures plan and applicable federal, state, local, and tribal regulations pertaining to spill containment, appropriate clean-up, and notifications.
- **VM 2.** The Coalition will ensure that gasoline, diesel fuel, oil, lubricants, and other petroleum products are handled and stored to reduce the risk of spills contaminating soils or surface waters. If a petroleum spill occurs in the project area as a result of rail construction, operations, or maintenance and exceeds specific quantities or enters a water body, the Coalition (or its agents) will be responsible for promptly cleaning up the spill and notifying responsible agencies in accordance with federal, state, and tribal regulations.
- **VM 3.** The Coalition will prepare a hazardous materials emergency response plan to address potential derailments or spills. This plan will address the requirements of the Pipeline and Hazardous Materials Safety Administration and FRA requirements for comprehensive oil spill response plans. The Coalition will distribute the plan to federal, state, local, and tribal emergency response agencies. This plan shall include a roster of agencies and people to be contacted for specific types of emergencies during rail construction, operation and maintenance activities, procedures to be followed by particular rail employees, emergency routes for vehicles, and the location of emergency equipment.
- **VM 4.** In the event of a reportable hazardous materials release, the Coalition will notify appropriate federal, state, and tribal environmental agencies as required under federal, state, and tribal law.
- **VM 5.** The Coalition will limit ground disturbance to only the areas necessary for project-related construction activities.
- **VM 6.** The Coalition will submit a notice of intent to request permit coverage under Utah Pollutant Discharge Elimination System Construction General Permit UTRC00000 for construction stormwater management. The Coalition will submit an application for coverage under the NPDES stormwater construction permits pursuant to Section 402 of the Clean Water Act for construction stormwater management on tribal land. The Coalition will develop a stormwater pollution prevention plan, which will include construction best management practices to control erosion and reduce the amount of sediment and pollutants entering surface waters, groundwater, and waters of the U.S. The Coalition will require its construction contractor(s) to follow all water quality control conditions identified in all permits, including the Section 404 permit from the Corps and the Section 401 Water Quality Certification from the UDEQ and the U.S. Environmental Protection Agency.
- **VM 7.** The Coalition will revegetate disturbed areas, where practical and in consultation with the Ute Indian Tribe as applicable, when construction is completed. The goal of reclamation will be the rapid and permanent re-establishment of native ground cover on disturbed areas to prevent soil erosion, where feasible. If weather or seasonal conditions prevent vegetation from being quickly re-established, the Coalition will use measures such as mulching, erosion-control

blankets, or dust-control palliatives to prevent erosion until vegetative cover is established. The Coalition will monitor reclaimed areas for 3 years. For areas where efforts to establish vegetative cover have been unsuccessful after 1 year, the Coalition will reseed annually for up to 3 years as needed.

- **VM 8.** The Coalition will comply with any conditions and mitigation commitments contained in a biological opinion for sensitive species that could potentially be impacted by the project.
- **VM 9.** The Coalition will prepare a noxious and invasive weed control plan in consultation with the Ute Indian Tribe where applicable. Where practical, the Coalition will include the policies and strategies in Utah's *Strategic Plan for Managing Noxious and Invasive Weeds* when designing response strategies for noxious and invasive weeds.
- **VM 10.** The Coalition will comply with any conditions and mitigation commitments contained in a biological opinion for sensitive plant species that could potentially be impacted by the project.

Chapter 8
Effects Determination

This chapter presents the effects determinations for each species based on the information presented in Section 4.3, *Species Descriptions and Occurrences*, Chapter 6, *Effects Analysis*, and Chapter 7, *Mitigation and Minimization Measures*. The effects determinations and supporting information presented in the chapter are described in the context of all Action Alternatives (except where noted), but as stated in Chapter 1, *Introduction*, OEA is consulting with USFWS only on the Coalition's preferred alternative - Whitmore Park Alternative. While OEA believes that the effects determinations presented in this Chapter would be the same for all Action Alternatives (with possible exception of Mexican Spotted Owl for Wells Draw Alternative, as noted below), if the Board decides to license an Action Alternative other than the Whitmore Park Alternative, OEA would use the information in this BA and reinitiate Section 7(a)(2) consultation with USFWS.

8.1 Canada Lynx

The information, analysis, mitigation, and minimization presented in this BA was the basis of the finding that the proposed project warrants an effects determination of ***May Affect, Not Likely to Adversely Affect*** for Canada lynx.

A determination of ***May Affect*** is warranted based on the following rationale.

- The presence of suitable Canada lynx habitat in the action areas in the higher elevations around Ashley National Forest.
- The potential presence of a dispersing Canada lynx in the action areas.
- The potential disturbance from construction and operation noise and human activities that could result in disturbance or displacement of Canada lynx.
- The potential for injury or mortality during construction and operations due to collisions and spills of hazardous materials.
- The potential for displacement due to removal, alteration, or degradation of habitat during construction and operations.

A determination of ***Not Likely to Adversely Affect*** is warranted based on the following rationale.

- Canada lynx habitat in the action areas is limited, marginal (at best), and disjunct from any typical Canada lynx habitat. In addition, this habitat is above a proposed tunnel and would not be physically disturbed in any way.
- There are no LAUs mapped in the action areas, which means the action areas are unoccupied Canada lynx habitat, is considered peripheral Canada lynx habitat, and not considered to contain a Canada lynx habitat sufficient to support a breeding female.
- There are no historic Canada lynx locations anywhere in or around the action areas in Ashley National Forest.

- The presence of a Canada lynx in the action areas would be rare. Utah has not historically supported and does not currently support resident lynx populations because the habitat in the state is naturally incapable of supporting persistent populations; historical and future occurrences in Utah most likely represent occasional dispersing lynx.

8.2 Mexican Spotted Owl

The information, analysis, mitigation, and minimization presented in this BA was the basis of the finding that the proposed project warrants an effects determination of ***May Affect, Not Likely to Adversely Affect*** for Mexican spotted owl.

A determination of ***May Affect*** is warranted based on the following rationale.

- The presence of suitable Mexican spotted owl habitat in the action areas.
- The potential disturbance from construction and operation noise and human activities that could result in disturbance or displacement of Mexican spotted owl.
- The potential for injury or mortality during construction and operations due to collisions and spills of hazardous materials.
- The potential for displacement due to removal, alteration, or degradation of habitat during construction and operations.
- Encounters with project infrastructure that could result in injury or death.

A determination of ***Not Likely to Adversely Affect*** is warranted based on the following rationale.[9]

- The majority of the habitat in the action areas is considered low quality, which consists of either nonhabitat or habitat that would unlikely support the species.
- There is no high-quality Mexican spotted owl habitat in the action areas.
- The presence of a Mexican spotted owl in the action areas would be unlikely given the results of the habitat suitability surveys. In addition, there are no known Mexican spotted owl observations in the action areas or within a 2-mile distance of the Action Alternatives.

[9] For the Wells Draw Alternative, OEA would reconsider this effects determination if the Board were to license the Wells Draw Alternative. While OEA believes the effects determination would have a high likelihood of remaining the same due to the small, isolated, and disconnected nature of the moderate-quality habitat identified that reduces the likelihood of occupancy, OEA has included a measure in Chapter 7 that would require the Coalition to conduct Mexican spotted owl surveys in these moderate-quality habitat areas if the Board were to license the Wells Draw Alternative. Those surveys would inform whether or not OEA would change the effects determination for the species.

8.3 Upper Colorado River Basin Fish (Colorado Pikeminnow, Humpback Chub, Bonytail, Razorback Sucker)

The information, analysis, and use of the ESA Section 7 Upper Colorado Basin Fish decision tree presented in this BA was the basis of the finding that the proposed project warrants an effects determination of ***May Affect, Likely to Adversely Affect*** for Upper Colorado Basin Fish.

A determination of ***May Affect*** is warranted based on the following rationale.

- The proposed rail line would use water from source(s) in the Upper Columbia River Basin that that would contribute to water depletions that would adversely affect species through reduced water quantity and degradation of water quality.

A determination of ***Likely to Adversely Affect*** is warranted based on the following rationale.

- The water volume necessary for construction of the proposed rail line would exceed 0.1 acre-feet.
- The water source is not considered historic.

8.4 Federally Listed Plants (Barneby Ridge-Cress, Pariette Cactus, Uinta Basin Hookless Cactus, Ute Ladies'-Tresses)

The information, analysis, mitigation, and minimization presented in this BA was the basis of the finding that the proposed project warrants an effects determination of ***May Affect, Likely to Adversely Affect*** for federally listed plants (Barneby ridge-cress,[10] Pariette cactus, Uinta Basin hookless cactus, Ute ladies'-tresses).

A determination of ***May Affect*** is warranted based on the following rationale.

- The presence of suitable habitat identified in the action areas.
- Removal of and damage to plants during construction from clearing, filling, and trampling, and during maintenance activities during operations.
- Adverse effects from dust generated during construction and the establishment and spread of noxious weeds and invasive species.
- The potential for plant damage during construction and operations due to spills of hazardous materials.
- The potential for wildfire starts during rail operations that could result in damage or mortality of plants.

A determination of ***Likely to Adversely Affect*** is warranted based on the following rationale.

[10] The effects determination for this species is not applicable to the Wells Draw Alternative because this alternative is outside of species' range.

- Unavoidable direct and permanent long-term impacts on suitable habitat for federally listed plants from clearing and fill placement during construction (Table 6-4). For this BA and ESA Section 7 consultation, OEA is conservatively assuming the identified suitable federally listed plant habitats are occupied; therefore, impacts on suitable habitat equal impacts on federally listed plants (until pre-construction surveys indicate otherwise, should the Board license an Action Alternative).

Chapter 9
Cumulative Effects

Cumulative effects are those effects of future state or private activities, not involving federal activities, that are reasonably certain to occur within the action area of the federal action subject to consultation (50 C.F.R. § 402.02). The definition applies only to ESA Section 7 analyses and should not be confused with the broader use of this term in NEPA or other environmental laws. ESA Section 7 regulations require the federal action agency to provide an analysis of cumulative effects when requesting initiation of formal consultation. Because OEA has made an effects determination of "may affect, likely to adversely affect" for the four Upper Colorado Basin Fish Species and the four federally listed plants, OEA is addressing cumulative effects on these species only. There is no ESA requirement for federal action agencies to address cumulative effects for informal consultation, as confirmed by *Conservation Congress v. U.S. Forest Service*, No. 12-16452 (9th Cir. 2013). Therefore, Canada lynx and Mexican spotted owl are not addressed in this chapter.

9.1 Future Cumulative Actions in the Action Area

OEA developed a list of cumulative actions based on the list of cumulative actions developed for the EIS, and determined which cumulative actions were reasonably certain to occur and fit the narrower definition of cumulative actions under ESA. The following two sections summarize the cumulative projects and actions addressed in the EIS, followed by a discussion on projects that would be considered cumulative actions under the ESA's cumulative definition for the federally listed species addressed.

9.1.1 Oil and Gas Development

Oil and gas refer generally to fluid petroleum products that are derived from organic material deposited millions of years ago and now lie underground. Over time, heat and pressure transformed those raw materials into energy-rich hydrocarbon liquids and gases. Oil and gas are produced by drilling wells into the formations that contain oil and gas resources. After well sites are selected they are prepared for drilling by construction of a well pad and supporting infrastructure. Drilling involves a drill rig, associated equipment such as pumps, and truck trips. After the wells are drilled, they are "completed" using a variety of techniques, depending on the characteristics of the formation, such as hydraulic fracturing to create fractures in the rock. This allows fluids to more freely flow from the formation into the well, where the fluids flow up the well to the surface. Oil, gas, and/or water produced by a well are separated at the well site or are transported to nearby facilities for separation. OEA anticipates that, if the Coalition were to construct and operate the proposed rail line, some of the crude oil produced in the Basin would be trucked from wells to rail terminals near Myton and Leland Bench for loading into trains.

The Coalition estimates that rail traffic on the proposed rail line would range from 3.68 trains per day (low rail traffic scenario) and 10.52 trains per day (high rail traffic scenario), on average, depending on future market conditions. The trains would primarily transport crude oil and would have the capacity to ship between approximately 130,000 and 350,000 barrels of oil each day, on average, out of the Basin. The actual volume of oil transported on the proposed rail line and the

number of trains would depend on various independent variables and factors including, but not limited to, general domestic and global economic conditions, commodity pricing, and the strategic and capital investment decisions of oil producers and their customers (Coalition Response to IR#2).

For the analysis of potential cumulative impacts, OEA developed two potential scenarios for future oil and gas development in the Basin that correspond to the Coalition's estimated range of rail traffic. Under the low oil production scenario, total oil production in the Basin would increase by an average of 130,000 barrels per day from historical production levels. Under the high oil production scenario, total oil production in the Basin would increase by an average of 350,000 barrels per day. Historical production has varied substantially year-to-year. Where the analysis required quantification of historical production, OEA used 90,000 barrels per day as a conservative baseline level of production, which is slightly lower than the maximum historical production from the Basin of 94,000 barrels per day. Although OEA expects that the proposed rail line would divert some oil that in the past has been trucked to terminals outside the Basin to rail transportation, OEA assumed, for the purposes of the cumulative impacts analysis, that all oil transported on the proposed rail line would come from new production. This is a conservative assumption because it may overstate total future oil production in the Basin and, therefore, potential cumulative impacts.

OEA assumed that future oil and gas development, including well drilling and operation along with construction and operation of related facilities, such as pipelines, would occur throughout the Basin in the fields shown in Figure 9-2. The exact locations of new oil and gas development would depend on many factors, including domestic and global demand, as well as future decisions by private, state, tribal, and federal owners of mineral rights in the Basin. The Monument Butte Oil and Gas Development Project, which is proposed to develop up to 5,750 oil and gas wells in an area located about 6 miles south of Myton, Utah, is an example of a proposed oil and gas development project in the region (BLM 2016). Crude oil produced from the Monument Butte project wells potentially could be transported on the proposed rail line.

9.1.1.1 Well Development

To assess the impacts of increased oil and gas development as part of the cumulative analysis, OEA estimated the number of oil wells that would need to be constructed and operated to satisfy the expected increased oil production volume scenarios of 130,000 or 350,000 barrels per day, respectively. Based on consultation with the Utah Geological Survey (UGS) regarding current drilling technologies and methods in the Basin, OEA estimated that new horizontal wells would produce 366 barrels of crude oil per day, on average, during the first year of production (Vanden Berg pers. comm.). OEA reviewed data on vertical wells drilled between 2014 and 2018 from the Utah Division of Oil, Gas, and Mineral (UDOGM) to estimate an average initial production rate of 66 barrels of crude oil per day for new vertical wells. OEA used historical well data from UDOGM's completion and production databases to create a 15-year oil production decline curve for horizontal and vertical wells.[11] Based on consultation with UGS, OEA assumed that 20 percent of the new wells drilled each

[11] A duration of 15 years was selected to balance competing analysis interests: (1) a robust decline curve and (2) an accurate estimate of well production volumes. A longer duration captures a more complete decline curve, including the later period when a well's annual production begins to plateau from year to year. Conversely, a shorter duration captures the production volumes of wells that were more recently drilled in the Basin. Compared to wells drilled in earlier years, these wells are more likely to use the same technologies and drilling processes of future wells analyzed under the cumulative analysis and are, therefore, more representative. Balancing the tradeoffs of optimizing for (1) and (2), OEA selected a 15-year period of well volume data (e.g., 2004 to 2019).

year would be vertical wells and 80 percent would be horizontal wells (Vanden Berg pers. comm.; Utah Geological Survey 2019).

OEA used the initial production rates, decline curves, and estimated ratio of horizontal wells to vertical wells to calculate the annual production rate of an average well in each year of its lifetime and the number of wells that would need to be constructed each year to meet the oil production volume expected in the respective scenarios. For simplicity, OEA assumed it would take 1 year to construct all the wells before they would start producing oil at their expected annual rate. In the second year of the project (i.e., the first year of production), the wells constructed in the first year would be operating at the production volume needed to satisfy each of the two oil production scenarios.

By the third year of the project (i.e., the second year of production) the wells constructed in the first year would not produce enough oil to satisfy the production scenarios because the average well production volume decreases over a well's lifetime. Therefore, additional wells would need to be constructed in the second year of the project to supplement the reduced production from the wells constructed in the first year. In the third year, the old (first year) and new (second year) wells combined produce the volume needed to satisfy the production scenarios, and so forth. As the decline curve starts to plateau in later years, fewer and fewer wells need to be constructed each year. OEA chose year 15 of the analysis to represent "steady state" development, as this was the analysis year when the number of wells constructed per year was closest to the number of new producing wells in that year (i.e., wells that were constructed in the 14th year). Production from an oil well will steadily decline. By year 15, OEA estimated that an average horizontal well could produce approximately 40 barrels per day and an average vertical well could produce approximately 7 barrels per day

Based on this approach, steady state annual development under the low oil production scenario requires construction of approximately 80 wells, plus production from 83 wells for each year of production (i.e., under the steady state assumption there are 83 wells of each "vintage" steady state year). Therefore, the steady state total number of wells in the field in any year is 83 wells times 15 years, or 1,245 wells. Under the high oil production scenario, there would be 217 wells constructed and 222 wells operating for each steady state year of production. Therefore, the steady state total number of wells in the field in any year is 222 wells times 15 years, or 3,330 wells. As an example, Table 9-1 and Table 9-2 display the estimated annual well development for the low oil production scenario and high oil production scenario, respectively.

Table 9-1. Estimated Well Development for the Low Oil Production Scenario

Year	New Wells in Production	Wells in Construction	Total Wells in Production	Oil Produced (Bbl/day)[a]
1	0	425	0	>=130,000
2	425	184	425	>=130,000
3	184	148	609	>=130,000
4	148	130	757	>=130,000
15 (Steady state)	83	80	1,245[b]	>=130,000

Notes:

[a] The number of wells in production and construction in any given year is based on satisfying the condition that at least 130,000 barrels of oil be produced per day.

[b] Steady state development represents the average year of production. For the steady state year, total wells in production are equal to new wells in production (83) multiplied by the number of years from initial development (15).

Sources: UDOGM 2020; UGS 2019; Vanden Berg pers. comm.

Bbl = barrel

Table 9-2. Estimated Well Development for the High Oil Production Scenario

Year	New Wells in Production	Wells in Construction	Total Wells in Production	Oil Produced (Bbl/day)[a]
1	0	1,144	0	>=350,000
2	1,144	496	1,144	>=350,000
3	496	398	1,640	>=350,000
4	398	349	2,038	>=350,000
15 (Steady state)	222	217	3,330[b]	>=350,000

Notes:

[a] The number of wells in production and construction in any given year is based on satisfying the condition that at least 350,000 barrels of oil be produced per day.

[b] Steady state development represents the average year of production. For the steady state year, total wells in production are equal to new wells in production (222) multiplied by the number of years from initial development (15).

Sources: UDOGM 2020; UGS 2019; Vanden Berg pers. comm.

Bbl = barrel

OEA's estimate of oil well development exceeds the estimates provided by the Coalition. In response to an Information Request from OEA, the Coalition estimated that, on average, under the low oil production scenario there would be 130 wells operating and 29 under construction and under the high oil production scenario there would be 350 wells operating and 70 under construction. OEA's independent analysis, described above, determined that the number of producing wells would likely need to be much greater than the Coalition's estimates in order to produce the low and high oil production scenario volumes.

OEA's estimates of future oil production represent a reasonably foreseeable development scenario based on historical data from the Basin and consultation with UGS. Oil and gas development technology is continually evolving. Changes in technology could affect the number of wells, the typical well mix (vertical/directional vs horizontal), and the volume of oil produced per well that would be carried on the proposed rail line in the future.

9.1.1.2 Support Facilities and Truck Trips

Ancillary facilities that support oil field development are expected to include access roads, electric power distribution lines, well pads, surface or subsurface pipelines, and storage tanks. Construction activities would involve vegetation clearing and surface disturbance for the construction of new wells and ancillary facilities. The extent of surface disturbance for construction of new wells and ancillary facilities would depend, in part, on whether the new wells represent in-fill development within an existing field, including additional well drilling from an existing well pad, or new development within a previously undeveloped area of the field.

OEA assumed that increased production for oil transported on the proposed rail line would originate from oil fields in the Basin, as shown in Figure 9-2. OEA estimated that 622 truck trips per day would transport oil from oil fields to the terminals under the low oil production scenario and

1,675 truck trips per day would transport oil from oil fields to the terminals under the high oil production scenario.

9.1.2 Rail Terminals

If the Coalition were to construct and operate the proposed rail line, OEA anticipates that new rail terminals would be constructed at the terminus points near Myton and Leland Bench to transfer commodities between trucks and rail cars. The Coalition is not seeking Board authority to construct new rail terminals as part of the proposed rail line. The Coalition anticipates that third parties, such as firms that specialize in oil field or freight logistics, would construct and operate the new rail terminals if the proposed rail line is authorized. This has been a common practice for development of truck-to-rail crude oil terminal facilities, for example in North Dakota, as the movement of crude oil in the United States by rail has increased with increasing oil production (Opendatasoft 2019). Because new rail terminals are not part of the Coalition's proposal or the Board's decision-making in this proceeding, OEA has only general information regarding the potential design of those facilities based on similar projects elsewhere in the country.

Truck-to-rail terminal facilities providing for tank car loading and storage can have several layouts, including the following.

- Multiple relatively short (e.g., 20 to 40 cars) tracks
- One or more long (e.g., 10,000 feet) tracks
- One or more loop tracks

If adequate and suitable land is available, loop tracks are often used for handling bulk commodity trains, such as crude oil, coal, or grain because loop tracks minimize the train movements required, which creates efficiencies. OEA reviewed publicly available information on terminals in North Dakota and Colorado and found that terminals with the capacity to load between a few trains per week up to multiple trains simultaneously range in size from a few hundred to more than 500 acres and that size is not correlated with train-loading capacity. The review of topography and current land development indicate that the Myton Bench and Leland Bench areas could be suitable for loop track facilities plus sidings to accommodate rail-car storage and handling of other commodities. Based on OEA's review of information on existing terminals in other areas of the country, OEA assumed that terminals at Myton Bench and Leland Bench would be 400 acres each and would have two double-tracked loops with 10,000 feet of additional car storage track, for both the low oil production scenario and high oil production scenario.

The rail terminal developers would determine the design and features of any terminals, where storage and transfer of crude oil between trucks, tanks, and rail cars would be subject to the Spill Prevention, Control, and Countermeasure regulations at 40 C.F.R. Part 112. Based on existing terminals developed elsewhere, the basic features for such terminals, in addition to the required rail track, would include facilities for offloading crude oil from tanker trucks, heated crude oil storage tanks and associated piping and pumping, multiple rail tank car loading, facilities for handling non-oil commodities, administration and utility buildings, and access roads. A mobile crane would be used for loading/offloading non-oil commodities, and open (lay down) areas would be provided for temporary storage of such commodities. These features are illustrated in Figure 9-1.

Figure 9-1 Example Crude Oil Rail Loading Terminal



As shown, multiple tanks would be anticipated as part of each terminal facility. Air emissions from tanks and unloading/loading would be controlled by flaring and/or vapor combustion units based on each terminal's permit issued by the Utah Department of Environmental Quality. To account for congestion, weather, or other considerations and potential sources of schedule delay, OEA anticipates that terminals would have approximately 5 days of oil-storage capacity.

For the low oil production scenario, OEA assumed that each terminal would have four heated tanks with an approximate 350,000-barrel total storage capacity. Each terminal would have the capacity to load, on average, one train (approximately 70,000 barrels) per day. OEA assumed that the facility would be able to unload at least six trucks simultaneously, load crude oil into at least 12 rail cars simultaneously, and load a unit train in approximately 12 hours. OEA further assumed, again based on readily available information on North Dakota and Colorado terminals, that each facility would employ approximately 50 personnel, and peak construction employment would be 300 for each facility.

For the high oil production scenario, OEA assumed each terminal would have eight heated tanks with an approximate 900,000-barrel total storage capacity and would have the capacity to load three trains per day. OEA assumed the facility would be able to unload at least 12 trucks simultaneously, load crude oil into at least 24 rail cars and two trains simultaneously, and load a unit train in approximately 12 hours. OEA further assumed that each facility would employ approximately 125 personnel, and that peak construction employment would be 300.

9.1.3 Other Reasonably Foreseeable Cumulative Projects and Actions

Table 9-3 describes other reasonably foreseeable projects and actions that OEA considered in the cumulative impacts analysis. Figure 9-2 shows the locations of cumulative projects and actions.

Table 9-3. Other Projects and Actions Analyzed

Map ID	Project Name	Description	Status/ Timing	Federal Nexus?
Watershed Improvement Projects				
1	Ashley Valley Watershed Project, Uintah County (Uintah County 2019)	Improvements under consideration will address flood protection, watershed protection, agricultural water management, and public recreation development. An evaluation of potential alternatives and associated environmental impacts is required and will be documented in the form of an Environmental Assessment.	In planning phase	Yes
2	Pelican Lake Sediment Control Construction, Uintah County (Utah WRI 2019)	Pelican Lake has severe sedimentation issues, which need to be addressed to help restore this once Blue Ribbon Fishery. Three specific projects have been identified and are undergoing engineering and design in FY 2018. Projects include creation of a sediment catch basin near Pelican Lake, improvements to the 1.5 miles of canal directly above Pelican Lake, and creation of a Biofilter/wetland complex at the mouth of Pelican Lake.	2021	Yes
3	2019 Watershed Plan, Duchesne County (DCWCD 2019)	The plan involves implementing several component projects to increase water supply, improve water quality, and enhance the environment. The plan includes the following: • Yellowstone Feeder Canal • Roosevelt and Ballard Flood Control • Gray Mountain Canal • Dry Gulch Irrigation Company • Uintah Indian Irrigation Project • Myton City Flood Control • Dry Gulch Irrigation Company • Altamont City Flood Control • Lake Fork Western Canal • South Boneta Canal • Uintah Basin Irrigation Company • Duchesne County Noxious Weed Control	Environmental Assessment contract awarded (USDA-NRCS)	Yes

Map ID	Project Name	Description	Status/ Timing	Federal Nexus?
Road Improvement Projects				
4	Woods Road Reconstruction, Uintah County (UDOT 2019a)	This project will reconstruct the existing roadway to improve pavement condition and improve safety including wider shoulders. FA-1552 / Start Milepost: 13.424 - End Milepost: 15.454.	Construction in 2023	Yes
5	1500 East Improvements in Ballard, Uintah County (UDOT 2019b)	The project will widen the existing roadway to provide shoulders that will accommodate pedestrian and bicycle access. The project will also address drainage and rehabilitate the roadway surface. FA-1550 / Start Milepost: 7.405 - End Milepost: 8.408.	Construction in 2022	Yes
6	State Street Road Widening, Duchesne County (UDOT 2019c)	The project will widen the existing roadway to provide shoulders that will accommodate pedestrian and bicycle access. The project will also address drainage and rehabilitate the roadway surface. Located on State Street between 800 South and 300 South.	Construction in 2022	Yes
7	Myton Main Street, Duchesne County (UDOT 2019d)	The project will reconstruct the existing roadway by milling existing asphalt surface and replacing with 4-inch surface course. Shoulders will be modified to tie into existing curb and gutter to improve drainage. Located on Main Street, Myton, Utah.	Construction in 2022	Yes
8	US 40; Pleasant Valley to Myton, Duchesne County (UDOT 2019e)	The project will extend the life of the pavement by milling the existing asphalt surface and replacing it with 3 inches of hot-mix asphalt. Located along US 40/ Start Milepost: 103.494 – End Milepost: 106.282.	Construction start date 2020	Yes
9	SR-87 Roadside Improvements, Duchesne County (UDOT 2019f)	The project will construct safety improvements along SR-87 from MP 10.8 to MP 19.7 including shoulder widening and guardrail and drainage improvements. Located along US 40/ Start Milepost: 103.494 – End Milepost: 106.282.	Construction start date March 2020	Yes
10	Road Preventative Treatment, Carbon County (UDOT 2019g)	This project will rehabilitate the road at 1900 East and 600 North to 800 North by smoothing out rough spots, adding a layer of asphalt, and improving the shoulders. Located at Milepost: .63 - End Milepost: .995 near Price, Utah.	Scheduled for 2020	Yes

Map ID	Project Name	Description	Status/ Timing	Federal Nexus?
11	US 6/100 North Interchange Improvements, Carbon County (UDOT 2019h)	Carbon County is making landscaping enhancements at the 100 North Interchange along US 6 in Price. This is a multiple agency and entity partnership effort. UDOT is contributing $50,000 toward landscape materials. Located along US 6 / Start Milepost: 239.5 - End Milepost: 240.2.	In design phase	No
12	Rehabilitation of SR-157; Kenilworth Road and SR-139; Spring Glen Road, Carbon County (UDOT 2019i)	The project involves the rehabilitation of high-volume road damage at SR-157; Kenilworth Road and SR-139; Spring Glen Road. Located along SR-157; Kenilworth Road and SR-139; Spring Glen Road.	Proposed construction start date June 2020	Yes
13	1900 East Phase III, 600 North to 800 North, Carbon County (UDOT 2019j)	This project will apply cost-effective treatments before major road rehabilitation is required. The preservation efforts may include resurfacing the roadway and/or bridges and sealing cracks, improving ride quality and increasing skid resistance. Located at 1900 East Phase III, 600 North to 800 North.	Proposed construction start date July 2020	Yes
14	Ridge Road Reconstruction, Carbon County (Coalition 2019b)	Ridge Road has experienced deterioration due to the heavy volume of truck traffic. Deterioration of the road has caused public safety concerns for vehicles using the road. Reconstructing the road for the heavier truck volume will increase public safety for users of the road and relieve truck traffic congestion in other residential areas throughout Carbon County.	Feasibility evaluation in process	No
15	US 6, MP 200 Bridge Ride Fix, Utah County (UDOT 2019k)	This project will fix the rough ride over the structures near Milepost 200 in SF Canyon. Located along US 6 / Start Milepost: 200.6 - End Milepost: 200.8.	In planning phase	Yes
Facility and Other Infrastructure Improvements				
16	Roosevelt Airport Improvements, Duchesne County (FAA 2019)	Federal Aviation Administration grant for runway, taxiway, lighting and drainage improvements at the Roosevelt Municipal Airport.	Grant awarded in 2019	Yes

Map ID	Project Name	Description	Status/ Timing	Federal Nexus?
17	Peerless Port of Entry, Carbon County (UDOT 2019l)	This project involves building new and improving existing maintenance, visitor and welcome facilities. Located along US 6 / Start Milepost: 236.83 - End Milepost: 237.83.	Construction start date March 2020. End date November 2020.	No
18	Roosevelt Library, Duchesne County (Duchesne County Library System 2018)	A 14,000-square-foot new library will be built in Roosevelt or an 8,500-square-foot expansion of the existing library to adequately facilitate and promote growth and learning opportunities for the Roosevelt community.	Feasibility study completed in 2018. The library board has purchased the softball fields at Central Park for the new library's location.	No
19	MS4 Stormwater Infrastructure Improvements, Carbon County (UDOT 2019m)	This project includes stormwater infrastructure improvements along SR-10 / Start Milepost: 67.666 - End Milepost: 67.785.	Construction nearly complete	No
Forest Service Actions				
20	Badlands Lop and Scatter Project, Duchesne County (Forest Service 2019a)	The wildlife habitat improvement project targets the removal of encroaching conifers (pinyon, juniper, and Douglas fir), located on the South Unit of Ashley National Forest. Treatment would be done through mechanical means using chainsaws. The project is located on the west side of the South Unit of the Duchesne/Roosevelt Ranger District of Ashley National Forest, approximately 20 miles southwest of Duchesne Utah.	Under analysis	Yes

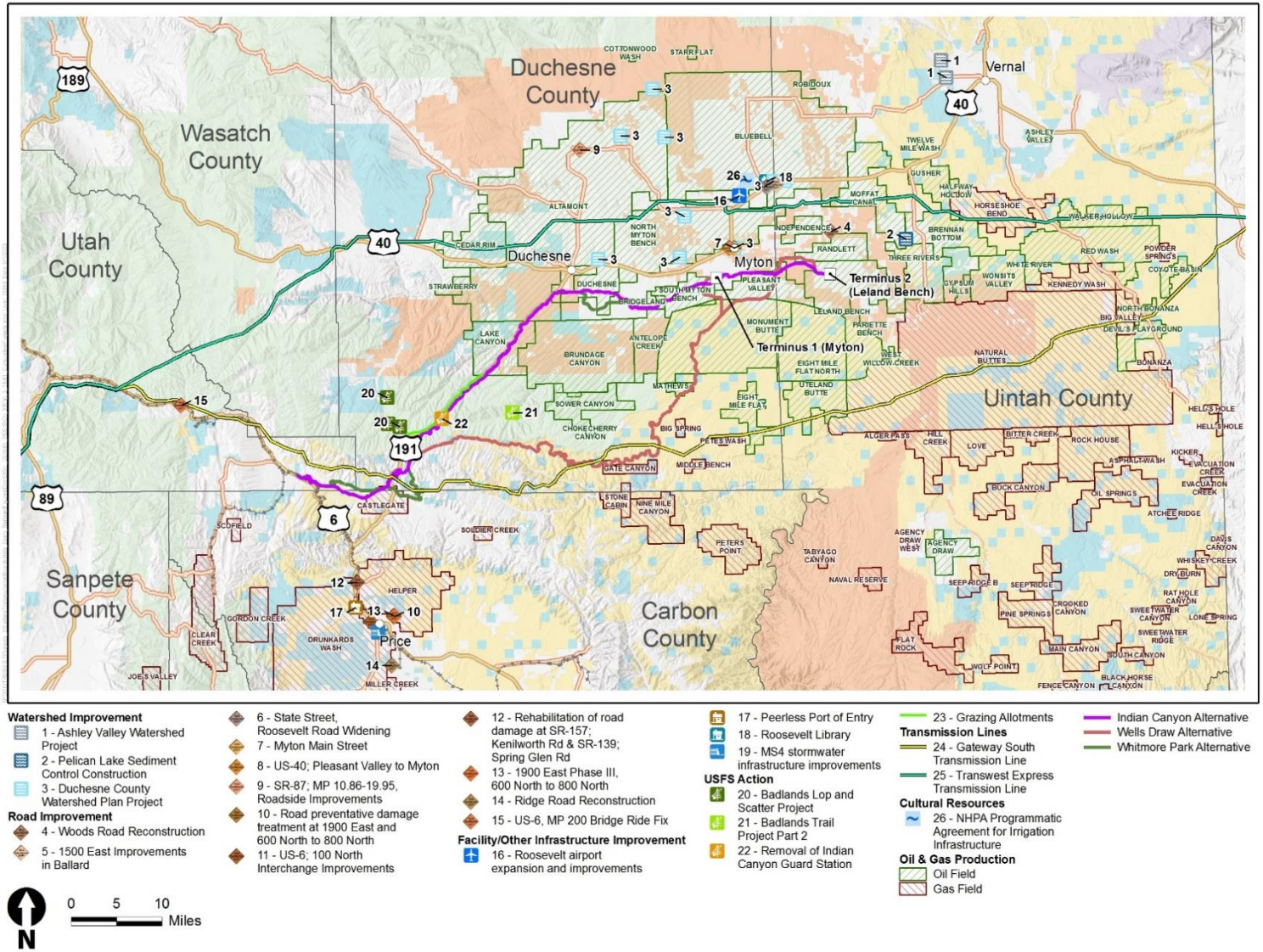
Map ID	Project Name	Description	Status/ Timing	Federal Nexus?
21	Badlands Trail Project – Part 2, Duchesne County (Forest Service 2019b)	The project includes construction of an off-highway vehicle trail connection on the South Unit of the Duchesne/Roosevelt Ranger District. The segment would connect Sowers Canyon Road to Forest Service Road 497. This segment would be approximately 3.3 miles. The project is located south of US 40 at the junction of Sowers Canyon Road and Forest Service Road 497, approximately 6.15 miles south of the Bridgeland turn-off.	Under analysis	Yes
22	Removal of Indian Canyon Guard Station, Duchesne County (Groves pers. comm.)	The project involves removal of a historic guard station along US 191 South. Located along US 191 South at the confluence of Mill Hollow and Left Fork Indian Canyon.	Implementation in 2020	Yes
23	Ashley National Forest Grazing Allotments, Duchesne County (Groves pers. comm.)	Left Fork Indian and Mill Hollow cattle grazing allotments run the full length of US 191 on Ashley National Forest.	Ongoing 6/2016–10/2015	Yes
Interstate Electric Power Transmission Projects				
24	Gateway South Transmission Line (BLM 2016)	PacifiCorp proposes to construct, operate, and maintain a 500-kilovolt overhead, single-circuit, alternating-current, transmission line. Spans across several counties.	FEIS published 2016; estimated line in service for customers is 2024	Yes
25	TransWest Express Transmission Project (TransWest Express 2019)	The TransWest Express Transmission Project will provide the transmission infrastructure and transmission capacity necessary deliver approximately 20,000 GWh/yr of renewable energy generated in Wyoming to the Desert Southwest region, including Arizona, Nevada, and southern California.	In permitting and siting process; estimated construction 2020–2023	Yes

Map ID	Project Name	Description	Status/ Timing	Federal Nexus?
26	National Historic Preservation Act Programmatic Agreement for Irrigation Infrastructure	The PA is an NHPA Section 106 PA for a programmatic approach to the mitigation of adverse effects of projects on canals in Utah. The PA allows project proponents for projects with a federal nexus in Utah and adverse effects on canals to contribute a set amount of funding to a research project at Utah State University in lieu of piecemeal mitigation through individual Section 106 Memoranda of Agreement for each project. Utah State University then uses the funding for broad research and public outreach about the history of canals and irrigation in Utah.	Signed in 2020	Yes

Notes:

Utah WRI = Utah Watershed Restorative Initiative; FY = fiscal year; DCWCD = Duchesne County Water Conservancy District; USDA-NRCS = U.S. Department of Agriculture National Resource Conservation Service; UDOT = Utah Department of Transportation; US 6 = U.S. Highway 6; SR = State Route; US 40 = U.S. Highway 40; US 191 = U.S. Highway 191; BLM = Bureau of Land Management; Forest Service = U.S. Forest Service; GWh/yr = gigawatts per year; PA = Programmatic Agreement; NHPA = National Historic Preservation Act

Figure 9-2 Foreseeable Future Actions



9.1.4 Reasonably Certain Future Non-Federal Actions

9.1.4.1 Federally Listed Plants (Barneby Ridge-Cress, Pariette Cactus, Uinta Basin Hookless Cactus, Ute Ladies'-Tresses)

OEA determined that two nonfederal actions are reasonably certain to occur in the federally listed plants' action areas. Based on the information in Section 9.1.1, *Oil and Gas Development*, Section 9.1.2, *Rail Terminals*, and Section 9.1.3, *Other Reasonably Foreseeable Cumulative Projects and Actions,* the only cumulative projects and actions that would overlap with the federally listed plants' action areas would be oil and gas development, rail terminals, the Gateway South Transmission Line, and the Forest Service's grazing allotments. The Board has no jurisdiction over the any of these cumulative projects and cannot impose any measures to avoid, minimize, or mitigate their effects on federally listed plant species. However, with the exception of oil and gas development (on private or state lands only with no federal nexus) and the rail terminals, all of these reasonably certain future actions are federal actions because they require federal approval for the action to proceed. Oil and gas development would need BLM approval on BLM-administered lands or private lands with BLM mineral estate, grazing allotment management required Forest Service approval, and the Gateway South Transmission Line required BLM approval; these actions already have or will need to go through the ESA Section 7 consultation process.

The overlap of the action areas with the areas where oil and gas development could occur (i.e., in active fields on private or state lands) would be a narrow area between the proposed rail line's project footprint and the edge of the action area, which is very narrow; therefore, it is not anticipated that an oil or gas pad would be developed immediately adjacent to the proposed rail line within the action area. However, it is possible that related oil and gas development could occur in this narrow area (e.g., an access road crossing of the rail line). Based on the locations of potential oil and gas development areas in the action areas, there is suitable habitat for all federally listed plants that could occur in areas of oil and gas development. Depending on the size, exact location, layout, and associated facilities of an oil and gas well, it is possible that these suitable habitats could be affected. If oil and gas project designs do not avoid these suitable habitat areas and these areas are occupied by federally listed plants, then oil and gas development would directly affect individual plants; impacts would be similar to those described for the proposed rail line (Section 6.4.1, *Impacts Common to Federally Listed Plants*). Therefore, oil and gas development *may affect, and is likely to adversely affect* federally listed plants. Overall, this does not change OEA's effects determination of ***May Affect, Likely to Adversely Affect*** for federally listed plants for the proposed rail line.

As stated in Section 9.1.2, *Description of Rail Terminals*, because the new rail terminals are not part of the Coalition's proposal or the Board's decision-making in this proceeding, OEA has only general information regarding the potential design of these facilities based on similar projects elsewhere in the country. Therefore, OEA is assuming a rail terminal size would range from a few hundred acres up to 500 acres. Based on the locations of the rail terminals, the only federally listed species that could occur in or around the rail terminal locations is the Ute ladies'-tresses. The rail terminal locations are outside of the known ranges and suitable habitats of the remaining federally listed plants (Figures 4-3, 4-11, and 4-12); therefore, construction and operation of the rail terminals would have *no effect* on these species. Ute ladies'-tresses habitat suitability surveys were conducted through a large part of the Myton terminal location because the action areas for the Indian Canyon Alternative and Whitmore Park Alternative go through the Myton terminal location. No suitable Ute ladies'-tresses habitat was found in this part of the action area. However, a review of the National

Wetland Inventory indicates some emergent wetland in the general vicinity of the terminal location, which can be suitable habitat for Ute ladies'-tresses. Depending on the size, exact location, and layout of the terminal, it is possible that these wetland areas could be affected. If rail terminal design does not avoid these wetland areas and the wetlands support Ute ladies'-tresses, then the Myton rail terminal would directly affect individual plants; impacts would be similar to those described for the proposed rail line (Section 6.4.1, *Impacts Common to Federally Listed Plants*). Therefore, the Myton rail terminal *may affect, and is likely to adversely affect* the Ute ladies'-tresses. No suitable Ute ladies'-tresses habitat was identified in the action areas that overlap the Leland Bench terminal location. A review of the National Wetland Inventory in areas beyond the action area and in the vicinity of the terminal location indicate no wetlands; therefore, suitable Ute ladies'-tresses habitat is unlikely to be present. Construction and operation of the Myton terminal would not change OEA's overall effects determination of ***May Affect, Likely to Adversely Affect*** for Ute ladies'-tresses for the proposed rail line.

9.1.4.2 Upper Colorado River Basin Fish Species (Colorado Pikeminnow, Humpback Chub, Bonytail, Razorback Sucker)

OEA determined that several cumulative projects and actions would overlap with the Upper Colorado River Basin Fish Species' action area. The cumulative effect of these projects must also overlap with the impact type and impact mechanisms with the proposed rail line to be considered a cumulative effect, so any cumulative project or action that could result in water depletions in the Upper Colorado River Basin and is a nonfederal action could result in cumulative effects (i.e., water quantity and quality impacts related to depletions). Based on the information in Section 9.1.1, *Oil and Gas Development*, Section 9.1.2, *Rail Terminals*, and Section 9.1.3, *Other Reasonably Foreseeable Cumulative Projects and Actions,* cumulative actions or projects that do not have a federal nexus and could result in water depletions and related effects in the Upper Colorado River Basin include oil and gas development (on private or state lands only with no federal nexus); rail terminals; US 6/100 North Interchange Improvements, Carbon County; Ridge Road Reconstruction, Carbon County; Peerless Port of Entry, Carbon County, Roosevelt Library, Duchesne County; and MS4 Stormwater Infrastructure Improvements, Carbon County. The Board has no jurisdiction over the any of these cumulative projects and cannot impose any measures to avoid, minimize, or mitigate their effects on Upper Colorado River Basin Fish Species. The Peerless Port of Entry project is to be completed in November 2020 and MS4 Stormwater Infrastructure Improvements is nearly completed based on budget expenditure, so these projects would not qualify as future actions for ESA cumulative effects assessment. In addition, based on past oil and gas development, most new oil and gas development would likely occur on federal lands (i.e., BLM) or private lands with BLM mineral estate, which would require federal approvals; however, the areas where oil and gas development could occur in active fields on private or state lands with no federal nexus. The remaining cumulative projects and actions reviewed have a federal nexus in the form of federal funding (e.g., U.S. Department of Transportation for the UDOT projects) or federal approval (e.g., Section 404 permitting for Pelican Lake Sediment Control Construction project); therefore, these projects already have gone through or will need to go through the ESA Section 7 consultation process.

The potential rail terminal locations are not within, adjacent to, or near any surface waters or streams that are known to support Upper Colorado Basin Fish Species. However, it is possible that construction and operation of the rail terminals could require surface or groundwater withdrawals in the Upper Colorado River Basin. Therefore, Upper Colorado River Basin Fish could be affected by construction and operation of the rail terminals by adversely affecting water quantity and quality in

the basin. Similarly, oil and gas development could require surface or groundwater withdrawals for construction and operations in the Upper Colorado River Basin, which could affect Upper Colorado River Basin Fish. Oil and gas development impacts on Upper Colorado River Basin Fish would depend on well pad location and volume of surface or groundwater withdrawals. The remaining cumulative projects and actions could require some surface and/or groundwater withdrawals for dust suppression during construction, but are unlikely to require any for operations; these withdrawals would be short-term and temporary, lasting only the duration of construction. Overall, these potential cumulative effects on Upper Colorado River Basin Fish do not change OEA's overall effects determination of ***May Affect, Likely to Adversely Affect*** for the proposed rail line. In addition, the RIPRAP was established to mitigate the effects of water depletions on Upper Colorado River Basin Fish.

Because the Upper Columbia River Basin Fish Species' action area is so large (i.e., the Upper Colorado River Basin because of depletion impacts), there are potential cumulative projects and actions that could occur outside the area reviewed in the EIS. The Upper Colorado River Basin covers parts of five states, including Wyoming, Colorado, Utah, Arizona, and New Mexico, which is a vast area for surface and groundwater withdrawals to occur. USGS recently issued a report (2018) on water use and trends in the Colorado River Basin between the years 1985 and 2010. The data for the last year of the study (i.e., 2010) showed that water withdrawals in the Upper Columbia River Basin totaled 8.30 million acre-feet. Greater than 96 percent of the withdrawals were from surface waters, and from 1985 to 2010, withdrawals averaged 98 percent from surface-water sources. Water withdrawals in the Upper Colorado River Basin are used for hydroelectric, irrigation, industrial, commercial, thermoelectric, public supply, wastewater returns, interbasin transfers, mining, aquiculture, and livestock purposes. However, 92 percent of the withdrawals are used for hydroelectric (69 percent), irrigation (13 percent), and interbasin transfers (10 percent). OEA is assuming that future water withdrawals in the Upper Colorado River Basin will be similar in both volume and purpose as withdrawals in the past; however, it is difficult to determine what percent of these future withdrawals would have a federal nexus, and therefore, what percent would be excluded from this cumulative effects analysis. The volume of water estimated to construct the Action Alternatives compared to basin-wide withdrawals is very small. The Coalition estimates that 1,650 acre-feet of water would be needed to construct the Indian Canyon Alternative; 8,890 acre-feet to construct the Wells Draw Alternative; and 1,750 acre-feet to construct the Whitmore Park Alternative. These withdrawal volumes represent about 0.1 percent or less for all of the Action Alternatives compared to the annual withdrawals from the Upper Colorado River Basin. Therefore, this does not change OEA's overall effects determination of ***May Affect, Likely to Adversely Affect*** for Upper Colorado River Basin Fish for the proposed rail line. In addition, the RIPRAP was established to mitigate the effects of water depletions on Upper Colorado River Basin Fish.

Chapter 10
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10.2 Personal Communications

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Groves, Kristy. Ashley National Forest, Duchesne/Roosevelt Ranger District. U.S. Forest Service. February 5, 2020—Email regarding cumulative projects and plans from to Merin Swenson, ICF.

Vandenberg, Michael. Personal communication. Energy and Minerals Program Manager, Senior Geologist. Utah Geological Survey. October 2, 2020—Email to Joshua Wayland, Surface Transportation Board, Office of Environmental Analysis.

Appendix J

Bureau of Land Management Greater Sage-Grouse Resource Management Plan Compliance

Introduction

The language in this appendix was created by the U.S. Department of the Interior, Bureau of Land Management (BLM) to be used as a reference for Greater Sage-Grouse (GRSG) plan compliance in the Uinta Basin Railway Environmental Impact Statement (EIS). It compares the different plan conformance measures for the *2015 Utah GRSG Approved Resource Management Plan Amendment* (ARMPA) and the 2019 Utah GRSG ARMPA that would apply to the Action Alternatives for the proposed rail line as shown in Draft EIS Chapter 3, Section 3.4, *Biological Resources,* Table 3.4-18.

The full 2015 and 2019 GRSG ARMPAs can be found online as follows.

- 2015 GRSG ARMP: https://eplanning.blm.gov/epl-front-office/eplanning/planAndProjectSite.do?methodName=dispatchToPatternPage&currentPageId=99423
- 2019 GRSG ARMP: https://eplanning.blm.gov/epl-front-office/eplanning/planAndProjectSite.do?methodName=dispatchToPatternPage&currentPageId=153126

All figures, tables, appendices, and references mentioned below are for the ARMPAs being described and can be found on the preceding referenced websites.

2015 and 2019 ARMPA Similarities

Management Action (MA)-Lands and Realty (LR)-1

In Priority Habitat Management Areas (PHMA), manage lands rights-of-way (ROWs), permits, and leases as follows (Figure 2-11, Rights-of-Way [Appendix A]).

- Open: 18,900 acres (associated with designated above-ground ROW corridors)
- Avoided: 1,997,000 acres
- Excluded: 10,500 acres

MA-LR-2

Linear and Site-Type ROWs, Permits, and Leases (excluding wind and solar)

PHMA will be avoidance areas for new linear and site type ROWs, permits, and leases except for within ROW corridors designated for aboveground use. Placement of new ROWs, permits, and leases in PHMA shall be avoided if at all possible. Where avoidance is not possible in PHMA, placement of a new ROW/permit/lease can be allowed if it applies the management for discretionary activities in PHMA identified in MA-SSS-3 (e.g., mitigation, disturbance cap, buffers, tall structure restrictions, seasonal restrictions, and applicable required design features [RDFs]).

In PHMA, lands ROWs, permits and leases that cannot be avoided shall be located in areas that minimize the effect on the GRSG population (e.g., non-habitat areas, least suitable habitat, collocated with existing disturbances).

In PHMA, new proposals for power lines, access roads, pump storage, and other hydroelectric facilities licensed by Federal Energy Regulatory Commission will be subject to all GRSG ROW avoidance allocations and pertinent management for discretionary activities in MA-SSS-3.

Outside PHMA, portions of opportunity areas within 4 miles of a lek that is located in PHMA will be avoidance areas for new ROWs, permits and leases, applying stipulations for noise and tall structures.

2015 ARMPA Only

MA-LR-7

In GHMA, manage ROWs, permits, and leases as follows (Figure 2-11).

- Open: 484,900 acres
- Avoided: 0 acres
- Excluded: 17,600 acres

New ROWs (including permits and leases) authorizations will be allowed if they apply the pertinent management for discretionary activities in GHMA identified in MA-SSS-5.

MA-Special Status Species (SSS)-3

In PHMA, apply the following management to discretionary disturbances or activities that are not otherwise excluded or closed to minimize and mitigate effects on GRSG and its habitat from the project/activity:

A- Net Conservation Gain

In all GRSG habitat, in undertaking BLM management actions, and, consistent with valid existing rights and applicable law, in authorizing third-party actions that result in habitat loss and degradation, BLM will require and ensure mitigation that provides a net conservation gain to the species, including accounting for any uncertainty associated with the effectiveness of such mitigation. This will be achieved by avoiding, minimizing, and compensating for impacts by applying beneficial mitigation actions. Exceptions to net conservation gain for GRSG shall be made for vegetation treatments to benefit Utah prairie dog.

Mitigation will be conducted according to the mitigation framework contained in Appendix F, *Mitigation Strategy: Utah Greater Sage-Grouse Resource Management Plan Amendment* (RMPA).

Consider the likelihood of development of not-yet-constructed surface-disturbing activities – as defined in Table D.2 of the Monitoring Framework (Appendix D)–under valid existing rights prior to authorizing new projects in PHMA.

B- Disturbance Cap

In PHMA, manage discrete anthropogenic disturbances, whether temporary or permanent, so they cover less than 3 percent of 1) PHMA associated with a GRSG population area and 2) within a proposed project analysis area. See Appendix E, G*reater Sage-Grouse Disturbance Cap Guidance*, for additional information on implementing the disturbance cap, including what is and is not considered disturbance and how to calculate the proposed project analysis area.

If the 3 percent anthropogenic disturbance cap is exceeded on all lands (regardless of land ownership) within GRSG PHMA in any given population area (BSU), then no further discrete anthropogenic disturbances (subject to applicable laws and regulations, such as the Mining Law of 1872 [as amended], valid existing rights, etc.) will be permitted by BLM within GRSG PHMA in any BSU until the disturbance has been reduced to less than the cap.

If the 3 percent disturbance cap is exceeded on all lands (regardless of land ownership) within a proposed project analysis area in PHMA, then no further anthropogenic disturbance will be permitted by BLM until disturbance in the proposed project analysis area has been reduced to maintain the area under the cap (subject to applicable laws and regulations, such as the Mining Law of 1872 [as amended], valid existing rights, etc.). Within designated utility corridors, the 3 percent disturbance cap may be exceeded at the project scale if the site specific National Environmental Policy Act (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.

An area with disturbance is not excluded from the 3 percent until it has been restored to provide GRSG habitat. The objective of successful restoration is to provide for the needs of GRSG, as evidenced by one of the following.

- Vegetative cover is consistent with the GRSG habitat objectives and the ecological site description (Objective SSS-3).
- Monitoring indicates the area is regularly used by GRSG to sustain one or more seasonal habitat requirements (nesting, brood-rearing, winter).

Final restoration success and approval for abandonment for disturbances will be subject to an interdisciplinary review of available monitoring data and final monitoring reports.

C- Predation

In PHMA, eliminate or minimize external food sources for corvids, particularly dumps, or waste transfer facilities. Apply best management practices (BMPs) to development activities to reduce opportunities for GRSG predators (e.g., limiting food sources, nest/perches deterrents, and road kill).

Apply habitat management practices (e.g. grazing management and vegetation treatments) that decrease the effectiveness of predators.

D- Noise Restrictions

In PHMA, limit noise from discrete anthropogenic disturbances, whether during construction, operation, or maintenance, to not exceed 10 decibels above ambient sound levels (as available at the

signing of the GRSG RMPA Record of Decision (ROD) or as first measured thereafter) at occupied leks from 2 hours before to 2 hours after official sunrise and sunset during breeding season (e.g., while males are strutting). Support the establishment of ambient baseline noise levels for PHMA habitat area leks.

Limit project related noise in other PHMA habitats and seasons where it will be expected to reduce functionality of habitats that support associated GRSG populations.

As additional research and information emerges, specific new limitations appropriate to the type of projects being considered will be evaluated and appropriate measures will be implemented where necessary to minimize potential for noise impacts on PHMA GRSG population behavioral cycles.

E- Tall Structure Restrictions

In PHMA, limit the placement of permanent tall structures within GRSG breeding and nesting habitats.

For the purposes of this restriction, a tall structure is any man-made structure that provides for perching/nesting opportunities for predators (e.g., raptors and ravens) that are naturally absent, or that decreases the use of an area by GRSG. A determination as to whether something is considered a tall structure will be made based on local conditions such as existing vegetation or topography.

F- Seasonal Restrictions

In PHMA, in coordination with the appropriate State of Utah (State) agency, apply seasonal restrictions during the period specified below to manage discretionary discrete anthropogenic disturbances and uses on public lands to prevent disturbance to GRSG populations and habitat during seasonal life cycle periods as follows.

- In breeding (leks), nesting and early brood-rearing habitat from February 15 to June 15.
- In brood rearing habitat from April 15 to August 15.
- In winter habitat from November 15 to March 15.

Specific time and distance determinations will be based on site-specific conditions and may be modified due to documented local variations (e.g., higher/lower elevations) or annual climactic fluctuations (e.g., early/late spring and long and/or heavy winter) in order to better protect GRSG, in coordination with the appropriate State agency.

G- Buffers

In undertaking BLM management actions, and consistent with valid and existing rights and applicable law in authorizing third-party actions, BLM will apply the lek buffer-distances identified in the U.S. Geological Survey Report *Conservation Buffer Distance Estimates for Greater Sage-Grouse – A Review* (Open File Report 2014-1239; Manier et al. 2014).

H- Required Design Features/Best Management Practices

In PHMA, apply the RDFs from the applicable sections identified in Appendix C, *Required Design Features*, when authorizing/permitting site-specific activities/projects for wildland fire

management actions, travel and transportation, lands and realty, fluid minerals, nonenergy leasable minerals, coal, mineral materials, and locatable minerals (consistent with applicable law).

The applicability and overall effectiveness of each RDF cannot be fully assessed until the project level when the project location and design are known. Because of site-specific circumstances, some RDFs may not apply to some projects and/or may require slight variations. All variations in RDFs will require that at least one of the following be demonstrated in the NEPA analysis associated with the project/activity.

- A specific RDF is documented to not be applicable to the site-specific conditions of the project/activity (e.g. due to site limitations or engineering considerations). Economic considerations, such as increased costs, do not necessarily require that an RDF be varied or rendered inapplicable.
- An alternative RDF, State-implemented conservation measure, or plan-level protection is determined to provide equal or better protection for GRSG or its habitat.
- A specific RDF will provide no additional protection to GRSG or its habitat.

MA-SSS-5

In GHMA, apply the following management to meet the objective of a net conservation gain for discretionary actions that can result in habitat loss and degradation.

A- Existing Management

Implement GRSG management actions included in the existing RMPs and project-specific mitigation measures associated with existing decisions.

B- Net Conservation Gain

In all GRSG habitat, in undertaking BLM management actions, and, consistent with valid existing rights and applicable law, in authorizing third-party actions that result in habitat loss and degradation, BLM will require and ensure mitigation that provides a net conservation gain to the species, including accounting for any uncertainty associated with the effectiveness of such mitigation. This will be achieved by avoiding, minimizing, and compensating for impacts by applying beneficial mitigation actions. Exceptions to net conservation gain for GRSG may be made for vegetation treatments to benefit Utah prairie dog. Mitigation will be conducted according to the mitigation framework contained in Appendix F.

C- Buffers

In undertaking BLM management actions, and consistent with valid and existing rights and applicable law in authorizing third-party actions, BLM will apply the lek buffer-distances identified in the US Geological Survey Report *Conservation Buffer Distance Estimates for Greater Sage-Grouse – A Review* (Open File Report 2014-1239; Manier et al. 2014) in accordance with Appendix B.

D- Required Design Features/Best Management Practices

In GHMA, apply the fluid mineral RDFs that are associated with GHMA identified in Appendix C. when authorizing/permitting site-specific fluid mineral development activities/projects.

The applicability and overall effectiveness of each RDF cannot be fully assessed until the project level when the project location and design are known. Because of site-specific circumstances, some RDFs may not apply to some projects and/or may require slight variations. All variations in RDFs will require that at least one of the following be demonstrated in the NEPA analysis associated with the project/activity.

- A specific RDF is documented to not be applicable to the site-specific conditions of the project/activity (e.g. due to site limitations or engineering considerations). Economic considerations, such as increased costs, do not necessarily require that an RDF be varied or rendered inapplicable.
- An alternative RDF, State-implemented conservation measure, or plan-level protection is determined to provide equal or better protection for GRSG or its habitat.
- A specific RDF will provide no additional protection to GRSG or its habitat.

MA-SSS-6

Sage-Grouse Management Outside PHMA/GHMA

Proposed projects within State of Utah Sage-Grouse Management Areas (SGMA) and U.S. Fish and Wildlife Service (USFWS) priority areas for conservation (PAC), as well as adjacent to PHMA outside these areas, will consider impacts on GRSG and implement measures to mitigate impacts when preparing site-specific planning and environmental compliance documents.

Outside of PHMA, prior to site-specific authorizations, BLM will evaluate habitat conditions and may require surveys to determine if the project area contains GRSG habitat (Federal Land Policy and Management Act [FLPMA], 43 United States Code (U.S.C.) 1701 Sec. 201 (a); BLM Manual 6840.04 D3; BLM-M-6840.04 E2). Surveys will be required prior to authorizing discrete anthropogenic disturbances within 4 miles of an occupied lek that is located in PHMA, but only in existing sagebrush.

If an area is determined to be GRSG habitat (e.g., nesting, brood-rearing, winter, transition), mitigation will be considered as part of the project level NEPA analysis and will be attached as conditions of approval to new discretionary actions, if deemed necessary to protect the habitat (BLM Manual 6840.04 D 5). Measures that may be considered include those identified in Appendix C.

Outside of PHMA, but within SGMAs and PACs, avoid removal of sagebrush and minimize development that creates a physical barrier to GRSG movement; these areas may be used by GRSG to connect to other populations or seasonal habitat areas. Exceptions shall be made for vegetation treatments to benefit Utah prairie dog, where the landscape will be managed for both species.

Outside of PHMA, but within SGMAs and PACs, consider noise and permanent structure stipulations around leks. Outside PHMA, portions of State of Utah opportunity areas within 4 miles of a lek that is located in PHMA will be managed with the following allocations.

- Fluid minerals will be open for leasing with controlled surface use (CSU) stipulations (noise and tall structures).
- Lands ROWs, permits, and leases will be avoided, applying avoidance criteria for noise and tall structures. Do not site wind energy development in opportunity areas within 5 miles from occupied GRSG leks that are in PHMA. Outside of PHMA, avoid and minimize effects from

discrete anthropogenic disturbances in areas that have been treated with the intent of improving or creating new GRSG habitat. Evaluate conditions in the treated area to determine if it is providing habitat for GRSG and if additional measures are necessary to protect the habitat.

2019 ARMPA Only

MA-SSS-3

In PHMA, apply the following management to discretionary disturbances or activities that are not otherwise excluded or closed to minimize and mitigate effects on GRSG and its habitat from the project/activity.

A- Mitigation Strategy

In PHMA, when undertaking BLM management actions, and, consistent with valid existing rights and applicable law, when authorizing third-party actions that result in habitat loss and degradation, BLM will achieve the planning-level GRSG management goals and objectives through implementation of mitigation and management actions. Under this Proposed Plan Amendment, management would be consistent with the GRSG goals and objectives, and in conformance with BLM Manual 6840, Special Status Species Management. In accordance with BLM Manual 6840, BLM will undertake planning decisions, actions and authorizations "to minimize or eliminate threats affecting the status of [GRSG] or to improve the condition of [GRSG] habitat" across the planning area. Exceptions to this mitigation strategy for GRSG shall be made for vegetation treatments to benefit Utah prairie dog.

Compensation, which involves replacing or providing substitute resources for the impacts (including through payments to fund such work), would be considered only when voluntarily offered by a proponent, required by a law other than FLPMA, or to meet a State recommendation or requirement. Therefore, consistent with valid existing rights and applicable law, when considering third-party actions that result in habitat loss and degradation, BLM will consider compensatory mitigation actions only as a component of compliance with a State mitigation plan, program, or authority; when required by a federal law other than FLPMA; or when offered voluntarily by a project proponent. Accordingly, before authorizing third-party actions that result in habitat loss and degradation in PHMA or State of Utah SGMAs, BLM will complete the following steps.

1. Notify the appropriate State agency to determine if the State requires or recommends any additional mitigation—including compensatory mitigation—under State regulations, policies, or programs related to the conservation of GRSG.
2. Recommend to the project proponent that it coordinate with the appropriate State agency to ensure it complies with all applicable State requirements relating to its proposal.
3. Consider the State's recommendations—if the State determines that there are unacceptable residual impacts on GRSG or its habitat and compensatory mitigation is required as a part of State policy or authorization, or if a proponent voluntarily offers mitigation, BLM will incorporate that mitigation into BLM's NEPA and decision-making process.
4. BLM will ensure mitigation outcomes are consistent with the State's mitigation strategy and principles outlined in the *State of Utah Conservation Plan for Greater Sage-Grouse*, including, but not limited to the following.

a. Creating, restoring and/or protecting functional habitat or habitat corridors to offset the impacts of unavoidable disturbance to GRSG habitat.

b. In most cases, compensatory mitigation projects should be completed before the project triggering mitigation occurs.

c. Compensatory mitigation projects should account for the risk that the mitigation may fail or not persist for the full duration of the project it is intended to offset.

d. Compensatory mitigation projects should provide habitat that is in place for at least the duration of the project it is intended to offset.

Project-specific analysis will be necessary to determine how a compensatory mitigation proposal addresses impacts from a proposed action. BLM will cooperate with the State to determine appropriate project design and alignment with State policies and requirements, including those regarding compensatory mitigation. BLM will defer to the appropriate State authority to quantify habitat offsets, durability, and other aspects used to determine the recommended compensatory mitigation action.

BLM will not deny a proposed authorization in GRSG habitat solely on the grounds that the proponent has not proposed or agreed to undertake voluntary compensatory mitigation. In cases where waivers, exceptions, or modification may be granted for projects with a residual impact, voluntary compensatory mitigation consistent with the State's management goals can be one mechanism by which a proponent achieves the RMPA goals, objectives, and waiver, exception, or modification criteria. When a proponent volunteers compensatory mitigation as their chosen approach to address residual impacts, BLM can incorporate those actions into the rationale used to grant a waiver, exception, or modification. The final decision to grant a waiver, exception, or modification will be based, in part, on criteria consistent with the State's GRSG management plans and policies.

In short, BLM would continue to apply the mitigation hierarchy as described in the Council on Environmental Quality (CEQ) regulations at 40 Code of Federal Regulations (C.F.R.) Section 1508.20; however, BLM would focus on avoiding, minimizing, rectifying, and reducing impacts over time. Compensation would be considered only when voluntarily offered by a proponent, required by a law other than FLPMA, or to meet a State recommendation or requirement. BLM commits to cooperating with the State to analyze applicant-proposed, State-recommended, or State-imposed compensatory mitigation to offset residual impacts. BLM remains committed to achieving the planning-level MA-SSS-3: In PHMA, apply the following management to discretionary disturbances or activities that are not otherwise excluded or closed to minimize and mitigate effects on GRSG and its habitat from the project/activity:

B- Disturbance Cap

In PHMA, manage discrete anthropogenic disturbances so they cover less than 3 percent of 1) PHMA associated with a GRSG population area, and 2) within a proposed project analysis area. See Appendix E, *Greater Sage-Grouse Disturbance Cap Guidance*, for additional information on implementing the disturbance cap, including what is and is not considered disturbance and how to calculate the proposed project analysis area.

If the 3 percent disturbance cap is exceeded on all lands (regardless of land ownership) within GRSG PHMA in any BSU or within a proposed project analysis area in PHMA, then no further discrete

anthropogenic disturbances (subject to applicable laws and regulations, such as the Mining Law of 1872 [as amended], valid existing rights, etc.) will be permitted by BLM within GRSG PHMA in any BSU or the proposed project analysis area until the disturbance has been reduced to less than the cap.

However, the 3 percent cap may be exceeded at either scale if a technical team determines that site-specific GRSG habitat and population information, combined with project design elements indicates the project will improve the condition of GRSG habitat within the proposed project analysis area or within the PHMA in the population area where the project is located.

Factors considered by the team will include GRSG abundance and trends, movement patterns, habitat amount and quality, extent and alignment of project disturbance, location and density of existing disturbance, project design options and other biological factors. Such exceptions to the 3 percent disturbance cap may only be approved by the BLM Authorized Officer with the concurrence of the State Director.

The finding and recommendation shall be made by the technical team, which should consist of, at least, a BLM field biologist, other local GRSG experts, and biologists and other representatives from the appropriate State agency.

Within designated utility corridors, the 3 percent disturbance cap may be exceeded at the project scale if the site specific NEPA analysis indicates that doing so will improve the condition of Greater Sage-Grouse habitat in comparison to siting a project outside the designated corridor. This exception is limited to projects that 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.

An area with disturbance within GRSG habitat is not excluded from the 3 percent cap until it provides GRSG habitat. The objective of successful restoration of disturbed GRSG seasonal habitats is to provide for the needs of GRSG, which could be evidenced by one of the following.

- Vegetative cover is consistent with the GRSG habitat objectives and the ecological site description (Objective SSS-3).
- Monitoring indicates the area is regularly used by GRSG to sustain one or more seasonal habitat requirements (nesting, brood-rearing, winter).

Include a schedule in project authorizations for monitoring the status of restoration efforts (e.g., areas of disturbance that meet the restoration criteria). Areas where disturbance would exceed 3 percent after project construction should include annual assessments to prioritize restoration efforts and determine what areas have been restored.

Areas of PHMA that were not GRSG habitat at project initiation would be excluded from the 3 percent cap calculation upon project completion and reclamation, as outlined in the applicable lease or permit.

Final restoration success and approval for abandonment for disturbances will be subject to an interdisciplinary review of available monitoring data and final monitoring reports.

Consider the likelihood of development of not-yet-constructed surface-disturbing activities—as defined in Table D.2 of the Monitoring Framework (Appendix D of the 2015 ROD/ Approved RMPA)—under valid existing rights prior to authorizing new projects in PHMA.

C- Density of Energy/Mining Facilities

Subject to applicable laws, including the Mining Law of 1872, and applicable regulations, and valid existing rights, if the average density of one energy and mining facility per 640 acres (the density cap) is exceeded on all lands (regardless of land ownership) in PHMA within a proposed project analysis area, then no further disturbance from energy or mining facilities will be permitted by BLM: (1) until disturbance in the proposed project analysis area has been reduced to maintain the limit under the cap; or (2) unless the energy or mining facility is collocated into an existing disturbed area (subject to applicable laws and regulations, such as the Mining Law of 1872 [as amended], valid existing rights, etc.); however, the density cap may be exceeded if a project is on non-habitat (see MA-SSS-1 language related to placement of development in non-habitat portions of PHMA), or if the process identified in MA-SSS-3B determines the project will improve the condition of GRSG habitat at the proposed project analysis area or within the PHMA where the project is located through analysis of site-specific GRSG habitat and population information and project design elements.

Energy and mining facilities to which this action applies are as follows.

- Oil and gas wells and development facilities
- Coal mines
- Wind towers
- Solar fields
- Geothermal wells/developments
- Active locatable, leasable, and saleable developments

D- Predation

In PHMA, eliminate or minimize external food sources for corvids, particularly dumps, or waste transfer facilities. Apply BMPs to development activities to reduce opportunities for GRSG predators (e.g., limiting food sources, nest/perches deterrents, and road kill).

Apply habitat management practices (e.g. grazing management and vegetation treatments) that decrease the effectiveness of predators.

When conducting habitat treatments, remove trees that have corvid nests that could impact PHMA nesting and brood-rearing habitat when in compliance with the Migratory Bird Treaty Act (e.g., when the nest is unoccupied and outside of migratory bird nesting season).

Efforts by other agencies to minimize impacts from predators on the GRSG should be supported and encouraged where needs have been documented. Collaborate with applicable government entities to implement programs to control predator populations of GRSG (e.g., ravens, red fox, badgers, and raccoons).

E- Noise Restrictions

In PHMA, limit noise from discrete anthropogenic disturbances, whether during construction, operation, or maintenance, to not exceed 10 decibels above ambient sound levels (as available at the signing of the GRSG RMPA ROD or as first measured thereafter) at occupied leks from 2 hours before

to 2 hours after official sunrise and sunset during breeding season (e.g., while males are strutting). Support the establishment of ambient baseline noise levels for PHMA habitat area leks.

Limit project related noise in other PHMA habitats and seasons where it will be expected to reduce functionality of habitats that support associated GRSG populations.

As additional research and information emerges, specific new limitations appropriate to the type of projects being considered will be evaluated and appropriate measures will be implemented where necessary to minimize potential for noise impacts on PHMA GRSG population behavioral cycles.

F- Tall Structure Restrictions

In PHMA, limit the placement of permanent tall structures within GRSG breeding and nesting habitats.

For the purposes of this restriction, a tall structure is any man-made structure that provides for perching/nesting opportunities for predators (e.g., raptors and ravens) that are naturally absent, or that decreases the use of an area by GRSG. A determination as to whether something is considered a tall structure will be made based on local conditions such as existing vegetation or topography.

G- Seasonal Restrictions

In PHMA, in coordination with the appropriate State agency, apply seasonal restrictions during the period specified below to manage discretionary discrete anthropogenic disturbances and uses on public lands to prevent disturbance to GRSG populations and habitat during seasonal life cycle periods as follows.

- In breeding (leks), nesting and early brood-rearing habitat from February 15 to June 15.
- In brood rearing habitat from April 15 to August 15.
- In winter habitat from November 15 to March 15.

Specific time and distance determinations will be based on site-specific conditions and may be modified due to documented local variations (e.g., higher/lower elevations) or annual climactic fluctuations (e.g., early/late spring and long and/or heavy winter) in order to better protect GRSG, in coordination with the appropriate State agency.

H- Buffers

In undertaking BLM management actions, and consistent with valid and existing rights and applicable law in authorizing third-party actions, BLM will assess and address impacts within the lek buffer-distances identified in the US Geological Survey Report *Conservation Buffer Distance Estimates for Greater Sage-Grouse – A Review* (Open File Report 2014-1239; Manier et al. 2014) in accordance with Appendix B, *Applying Lek-Buffer Distances*.

I- Required Design Features/Best Management Practices

In PHMA, apply the RDFs from the applicable sections identified in Appendix C, *Required Design Features*, when authorizing/permitting site-specific activities/projects for wildland fire management actions, travel and transportation, lands and realty, fluid minerals, nonenergy leasable minerals, coal, mineral materials, and locatable minerals (consistent with applicable law).

The applicability and overall effectiveness of each RDF cannot be fully assessed until the project level when the project location and design are known. Because of site-specific circumstances, some RDFs may not apply to some projects and/or may require slight variations. All variations in RDFs will require that at least one of the following be demonstrated in the NEPA analysis associated with the project/activity.

- A specific RDF is documented to not be applicable to the site-specific conditions of the project/activity (e.g. due to site limitations or engineering considerations). Economic considerations, such as increased costs, do not necessarily require that an RDF be varied or rendered inapplicable.
- An alternative RDF, State-implemented conservation measure, or plan-level protection is determined to provide equal or better protection for GRSG or its habitat.
- A specific RDF will provide no additional protection to GRSG or its habitat.

MA-SSS-6

Sage-Grouse Management Outside PHMA

Outside PHMA, implement GRSG management actions included in the RMPs and project-specific mitigation measures associated with decisions that pre-dated the 2015 amendments.

Proposed projects within State SGMAs and USFWS PACs, as well as adjacent to PHMA outside these areas, will consider impacts on GRSG and may implement measures to mitigate impacts on GRSG populations within adjacent PHMA when preparing site-specific planning and environmental compliance documents.

Outside of PHMA, but within SGMAs and PACs, avoid removal of sagebrush and minimize development that creates a physical barrier to GRSG movement; these areas may be used by GRSG to connect to other populations or seasonal habitat areas. Exceptions shall be made for vegetation treatments to benefit Utah prairie dog, where the landscape will be managed for both species.

Outside of PHMA, but within SGMAs and PACs, consider noise and permanent structure stipulations around leks.

Outside PHMA, after analyzing the impacts using the buffer distances identified in Appendix B from a lek that is located in PHMA, portions of State opportunity areas will be managed with the following allocations.

- Fluid minerals will be open for leasing with CSU stipulations (noise and tall structures).
- Lands ROWs, permits, and leases will be avoided, applying avoidance criteria for noise and tall structures.

Avoid siting wind energy development in opportunity areas within the buffer distances identified in Appendix B from occupied GRSG leks that are in PHMA, if the lek buffer analysis as identified in Appendix B shows that siting wind energy development in opportunities areas will impact lek persistence within PHMA.

Outside of PHMA, avoid and minimize effects from discrete anthropogenic disturbances in areas that have been treated with the intent of improving or creating new GRSG habitat. Evaluate conditions in

the treated area to determine if it is providing habitat for GRSG and if additional measures are necessary to protect the habitat.

Outside of PHMA, provide that acres of GRSG seasonal habitat (based on best available maps, then confirmed to be regularly used by GRSG to sustain one or more seasonal habitat requirements through coordination with the appropriate State agency and through on-the-ground information) that is lost to habitat degradation actions (Appendix C, Table C.2 of the 2015 ROD/Approved RMPA) are replaced by creating/improving GRSG habitat within PHMA.

Appendix K

State of Utah Letter and Coalition's Sage-Grouse Mitigation Plan

State of Utah

GARY R. HERBERT
Governor

SPENCER J. COX
Lieutenant Governor

Office of the Governor
PUBLIC LANDS POLICY COORDINATING OFFICE

KATHLEEN CLARKE
Director

July 23, 2020

Submitted via electronic mail: mmckee@7county.utah.gov

Seven County Infrastructure Coalition
Mike McKee
Executive Director
294 E 100 S
Price, UT 84501

Subject: **Uinta Basin Railway Project:**
Mitigation Compliance for Greater Sage-grouse

Dear Executive Director Mckee:

The State of Utah, through the Public Lands Policy Coordinating Office (PLPCO) and the Utah Division of Wildlife Resources (UDWR), has reviewed the proposed draft alternatives for the Uinta Basin Railway Project, currently proposed by the Seven County Infrastructure Coalition (Coalition). Under the State's Conservation Plan for Greater Sage-grouse (2019) (State Plan), the State has reviewed the proposed rail routes to determine if steps could be taken to mitigate impacts to sage-grouse habitat, including compensatory mitigation, as outlined in the State's regulations, policies, and programs related to the conservation of the greater sage-grouse.

After reviewing the proposed alternative routes, it appears that all routes will impact, to some degree, sage-grouse habitat located within the Carbon Sage-grouse Management Area (CSGMA). The total number of acres that will be impacted due to the project is dependent on which route alternative is selected, and on the actual ground disturbing activities that occur. As such, the State will provide a more concrete analysis of direct permanent disturbance impacts to sage-grouse habitat, after a route is selected through the NEPA process.

Of note, the State believes that a variety of steps should be taken to avoid and minimize impacts to sage-grouse habitat during construction and maintenance of the rail line. Those steps to avoid and minimize impacts may include timing restrictions during construction, recommended operational constraints, after construction, and best practices to limit disturbance to habitat to the minimum amount of ground disturbance necessary during construction, among other practices already being explored by the Coalition and the State. The State is committed to continuing to explore and develop potential strategies to avoid or minimize impacts to sage-grouse habitat, when a preferred alternative is selected and developed. However, the Coalition has already taken significant steps to avoid and minimize impacts to sage-grouse leks by re-routing the rail line away from leks and summer brood rearing habitat, a step likely to provide a long-term benefit to sage-grouse in the CSGMA.

In addition to steps taken to avoid and minimize impacts to sage-grouse habitat, the State also recommends that the Coalition implement voluntary compensatory mitigation. The Utah Conservation Plan for Greater Sage-grouse (2019) recommends that voluntary compensatory mitigation should occur at a ratio of four acres restored for every one acre directly impacted from a project. The compensatory mitigation ratio was developed with the aim of replacing lost habitat with additional functional habitat. Typically, habitat restoration occurs through pinyon/juniper removal. However, habitat can be restored using other methods.

In the case of the Emma Park area, there is limited opportunity to restore upland areas of sagebrush similar to what will be impacted due to construction of the Uinta Basin Railway. Greater sage-grouse in the CSGMA are constrained to approximately 32 miles long, 2.5 to 6 miles wide, 110,000 acres of habitat, mostly within Emma Park and Whitmore Park. This area provides year-round habitat for the species, with one of the most limiting factors to the population being summer brood-rearing habitat. In addition to other avoidance and minimization measures discussed between the Coalition and the UDWR, the best recommended compensatory mitigation for impacts for the Uinta Basin Project Railway project will be the creation of wet meadows. Wet meadows, or other mesic areas provide grasses, forbs and insects critical for meeting dietary needs of sage-grouse broods, especially during summer as food becomes more spares due to the typical hot and dry summer weather in the CSGMA.

One method for creating additional wet meadow habitat in the CSGMA is through the restoration of downcut waterways to increase the quantity and quality of sage-grouse

brood habitat. This type of restoration is commonly accomplished by the installation of structures that slow the flow of water in incised washes and streams, trapping sediment and raising the water table, which has the effect of creating wet meadow areas along stream banks. A low-cost method for small waterway restorations is a Beaver Dam Analog (BDA) structure, a semipermeable dam built from wooden posts and faced with juniper, willow, or other available material capable of impounding 2-3 feet of sediment. Larger waterways or more severe down cuts may require larger rock structures and other more expensive BDAs.

To create sufficient wet meadows, the State recommends that BDA's be constructed in a series of four structures which would create a BDA Complex of dams to trap sediment and slow the water. These BDA Complexes, if properly placed, could significantly expand the amount of high-quality summer brood-rearing habitat available to sage-grouse within the CSGMA. Increases in summer brood-rearing habitat quantity and quality may increase sage-grouse reproductive success and help mitigate impacts of any direct habitat loss caused by construction of the Uinta Basin Railway. The State will ensure that all BDA's developed in and around the CSGMA, will be built outside of any new right-of-way for the rail line.

The preferred compensatory mitigation strategy recommended by the State is for the Coalition to provide in-lieu funding or labor to develop 4 BDA Structures (or approximately one BDA Complex) for every acre of habitat that is permanently disturbed. Each BDA Complex (four structures) would be installed by the State, or Coalition, with guidance from the State, and will be maintained by the State.

The four BDA structures for each acre of disturbed habitat would restore important summer brood-rearing habitat to benefit sage-grouse and offset the likely impacts from installation and maintenance of a rail line. From previous projects in the area, it is estimated that a BDA will cost $450 per structure to install and maintain.

Below is a hypothetical scenario of projected costs to install and maintain BDAs based on a draft of potential projected acreage of permanent disturbance for the Whitmore Park Alignment.

1 Acre of Disturbance = 4 BDA Structures
1 BDA Structure= $450
Whitmore Park Alignment => 410 acres of permanent disturbance
410 acres X 4 acre-equivalent X $450 per BDA = $738,800.00

The Coalition could provide a one-time in-lieu fee payment to the State's Sage-grouse Compensatory Mitigation Program, using the recommended ratios above. Once an in-lieu fee payment is made, the State will utilize the funding for the restoration and enhancement of sage-grouse habitat and for monitoring and maintenance of any restoration efforts. Upon payment of the in-lieu fee, the State will provide the Coalition a written receipt stating that the compensatory mitigation requirements or recommendations are satisfied

On the other hand, the Coalition could, on its own, construct the BDA Complexes (with guidance and input from the State), and then the State would provide mitigation credits to the Coalition, once the BDA Complexes are installed and begin to provide functional wet meadow riparian habitat to sage-grouse.

In the event the State is unable to gain permission to access private or federal lands to develop BDA structures within Emma Park, as outlined herein, the State will work with private landowners, the Utah School and Institutional Trust Lands Administration, and other State and Federal Landowners, to develop sufficient credits using State Credit Generation Projects to offset the foreseeable permanent disturbance arising out of rail line construction and maintenance activities.

In addition, in an effort to ensure accurate accounting of acreage of habitat permanently disturbed, the State will defer to guidance in the 2019 Utah Conservation Plan for Greater Sage-Grouse, which calls for an on-the-ground review of impacts prior to finalizing impact analysis. In the State Plan, areas of non-habitat and opportunity areas have been generally identified. Non-habitat areas within SGMAs include lands that do not contribute to the lifecycle of sage-grouse. Similarly, Opportunity Areas have been identified in Emma Park. Opportunity Areas are those portions of an SGMA that currently do not contribute to the lifecycle of sage-grouse, but they are areas where restoration or rehabilitation efforts can provide additional habitat when linked to existing sage-grouse populations. When the State calculates permanent disturbance, the State will only be calculating impacts on sage-grouse habitat based on the "on-the-ground" review and delineation.

Other measures, such as GPS tracking devices that would improve the State's ability to manage and understand sage-grouse movement in the area, have been thoroughly

discussed between the Coalition and UDWR. As part of the ensuring successful compensatory mitigation, the State would be willing to monitor the sage-grouse habitat usage, following construction of the BDAs, by utilizing a small percentage of the compensatory mitigation funding to acquire GPS tracking devices, and substitute alternative riparian restoration approaches as appropriate, rather than asking the Coalition for those funds, in addition to other mitigation scenarios. The State appreciates the opportunity to work with the Coalition on this project.

It is anticipated that by avoiding, minimizing, and through providing compensatory mitigation to benefit sage-grouse, the proposed project will not negatively impact the greater sage-grouse population that uses the general area over the long-term. Based on the State's expertise, and what has been observed in the project area, the State finds the proposed compensatory mitigation solution identified above should be suitable to maintaining and restoring essential wet meadow habitat in the CSGMA.

Thank you, again, for the opportunity to comment on the mitigation for this project. If you have any questions, please send those to PLPCO at the address listed below.

Sincerely,



Kathleen Clarke
Director

cc: Commissioner Brad Horrocks
bhorrocks@uintah.utah.gov

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Draft Greater Sage-grouse Mitigation Strategies Memorandum

Uinta Basin Railway

Seven County Infrastructure Coalition

June 1, 2020

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1.0 Introduction

The Seven County Infrastructure Coalition (Coalition), a governmental entity comprising Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah Counties, is proposing a new railway that would connect the Uinta Basin's various industries to the national rail network. Currently, the Uinta Basin does not have rail service, and freight needs are met primarily through trucking over a limited highway network. The railway (proposed action) would be constructed and operated under the authority of the U.S. Surface Transportation Board (STB). The STB, in conjunction with other regulatory bodies, is preparing an Environmental Impact Statement (EIS) for this railway, which has the potential to cause environmental impacts. The STB has identified three railway alternative routes for analysis within the EIS. The Coalition, through its consultant, HDR, is conducting engineering and environmental activities in support of the EIS.

The STB has chosen three of the routes proposed by the Coalition for detailed study in the EIS:

- Indian Canyon, as defined by a preliminary engineered route dated November 22, 2019
- Wells Draw, as defined by a preliminary engineered route dated November 22, 2019
- Whitmore Park, as defined by a preliminary engineered route dated February 12, 2020

This memorandum summarizes the acreage in the Utah Division of Wildlife Resources' (UDWR) Carbon Sage-grouse Management Area (CSGMA) that might be affected by the three alternative railway routes as well as strategies that could be used to mitigate potential effects. Through the Coalition's collaboration with UDWR in developing and reviewing these strategies, UDWR has expressed a preference to have the Coalition mitigate impacts by supporting habitat-improvement projects through Utah's Watershed Restoration Initiative, focusing on creating and improving wet meadow habitat in the CSGMA.

What is wet meadow habitat?

A wet meadow is an open wetland habitat with predominantly herbaceous (nonwoody) vegetation that can include any combination of grasses, sedges, rushes, ferns, and forbs.

It is important to note that this memorandum is not a final mitigation plan, nor is it a final voluntary mitigation commitment. It is a draft document summarizing the potential mitigation strategies that could be implemented in the final mitigation plan. These strategies have been developed by the Coalition in cooperation with representatives from state and federal agencies including UDWR, the Bureau of Land Management, the Utah Public Lands Policy Coordinating Office, and the Utah State University Wildlife Extension.

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1.1 Overview of Potential Effects to Greater Sage-grouse Habitat

In order to generate conservative estimates of the expected environmental effects of the three alternatives, an area of potential effects (APE) was established for each alternative. The APE boundary generally extends at least 25 feet from designed railway cut-and-fill lines, as determined based on preliminary engineering (see Figure 1 on page 4 for a representation of the APE and cut-and-fill lines). This boundary was generally continued parallel to the route centerline until an adjustment was required due to design features or changes in topography. The APE was extended for tunnel portals, bridge structures, and road crossings to include construction staging areas and potential road realignments. The APE was also adjusted in some areas to account for access roads and stream relocations and to allow minor vertical or horizontal grade refinements.

Table 1 summarizes the acreage of UDWR greater sage-grouse habitat, non-habitat, and opportunity areas in the APE and potential cut-and-fill lines for each of the three alternative routes. Table 2 below summarizes the acreage of habitat, non-habitat, and opportunity areas by property ownership in the APE and cut-and-fill areas for each of the three alternative routes. Figure 2 on page 5 shows the habitat, non-habitat, opportunity areas, and lek locations in relation to the three alternative routes. See Section 3.5 for a description of habitat, non-habitat, and opportunity areas.

What is a lek?

A lek is *a* relatively open area adjacent to sagebrush where male sage-grouse congregate during early spring to engage in courtship displays.

Table 1. UDWR Greater Sage-grouse Habitat by APE and Cut-and-fill Boundaries

In acres

Type of Area	APE	Cut and Fill
Indian Canyon		
Habitat	689.9	242.8
Non-habitat	17.9	7.9
Opportunity	46.8	9.4
Total	**754.6**	**260.1**
Wells Draw		
Habitat	689.9	242.8
Non-habitat	19.9	7.9
Opportunity	46.8	9.4
Total	**754.6**	**260.1**
Whitmore Park		
Habitat	1,247.2	331.1
Non-habitat	293.3	71.1
Opportunity	66.5	28.8
Total	**1,607.0**	**431.0**

Table 2. UDWR Greater Sage-grouse Habitat by Property Ownership, APE, and Cut-and-fill Boundaries

In acres

Type of Area	Property Ownership							
	BLM		Private		SITLA		UDOT	
	APE	Cut and Fill	APE	Cut and Fill	APE	Cut and Fill	APE	Cut and Fill
Indian Canyon								
Habitat	119.1	40.5	421.8	157.3	147.6	45.0	1.5	0.0
Non-habitat	0.0	0.0	17.9	7.9	0.0	0.0	0.0	0.0
Opportunity	0.0	0.0	14.7	1.8	32.1	7.6	0.0	0.0
Total	**119.1**	**40.5**	**454.4**	**167.0**	**179.7**	**52.6**	**1.5**	**0.0**
Wells Draw								
Habitat	119.1	40.6	421.8	157.3	147.6	45.0	1.5	0.0
Non-habitat	0.0	0.0	17.9	7.9	0.0	0.0	0.0	0.0
Opportunity	0.0	0.0	14.7	1.8	32.1	7.6	0.0	0.0
Total	**119.1**	**40.6**	**454.4**	**167.0**	**179.7**	**52.6**	**1.5**	**0.0**
Whitmore Park								
Habitat	0.0	0.0	989.9	272.3	256.5	58.8	0.8	0.0
Non-habitat	0.0	0.0	248.7	56.5	44.7	14.6	0.0	0.0
Opportunity	0.0	0.0	66.5	28.8	0.0	0.0	0.0	0.0
Total	**0.0**	**0.0**	**1,305.1**	**357.6**	**301.2**	**73.4**	**0.8**	**0.0**

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Figure 1. Representation of the APE and Cut-and-fill Lines

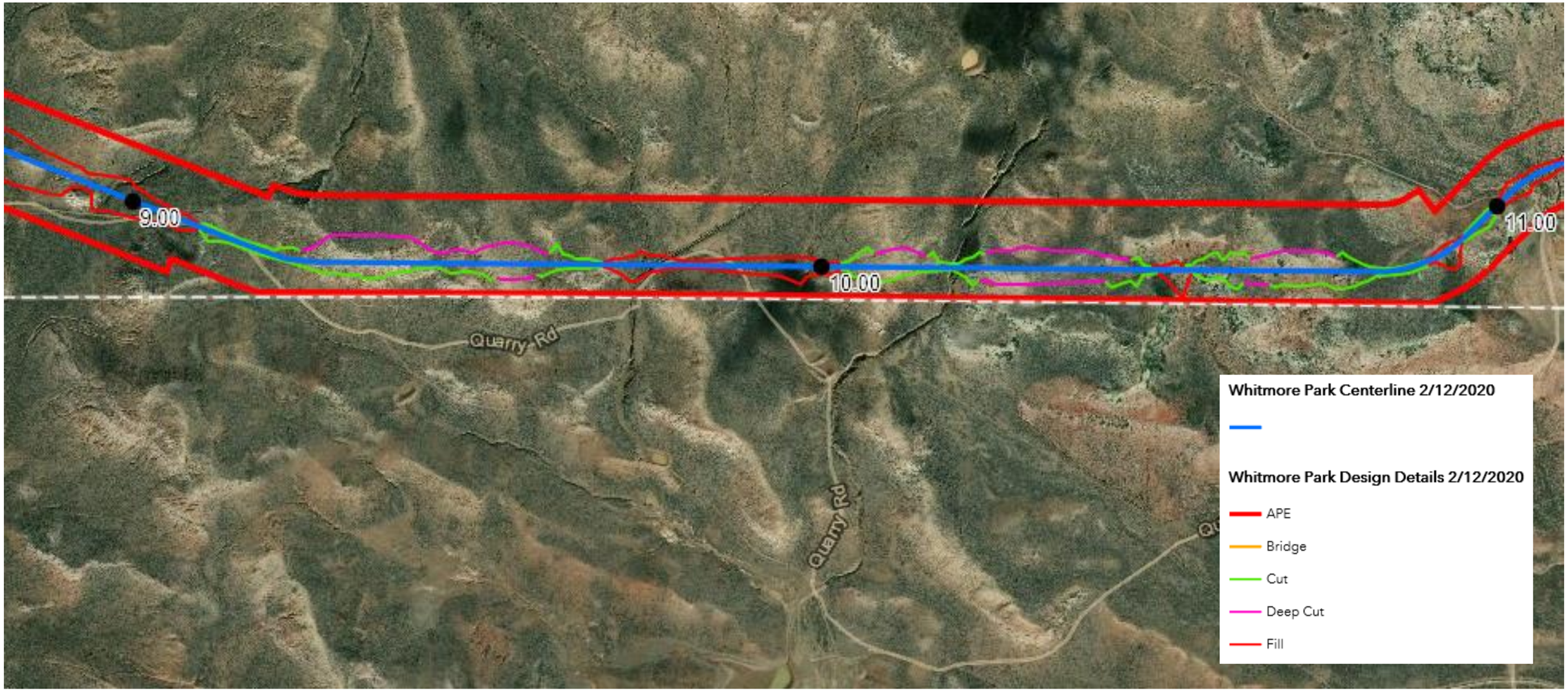
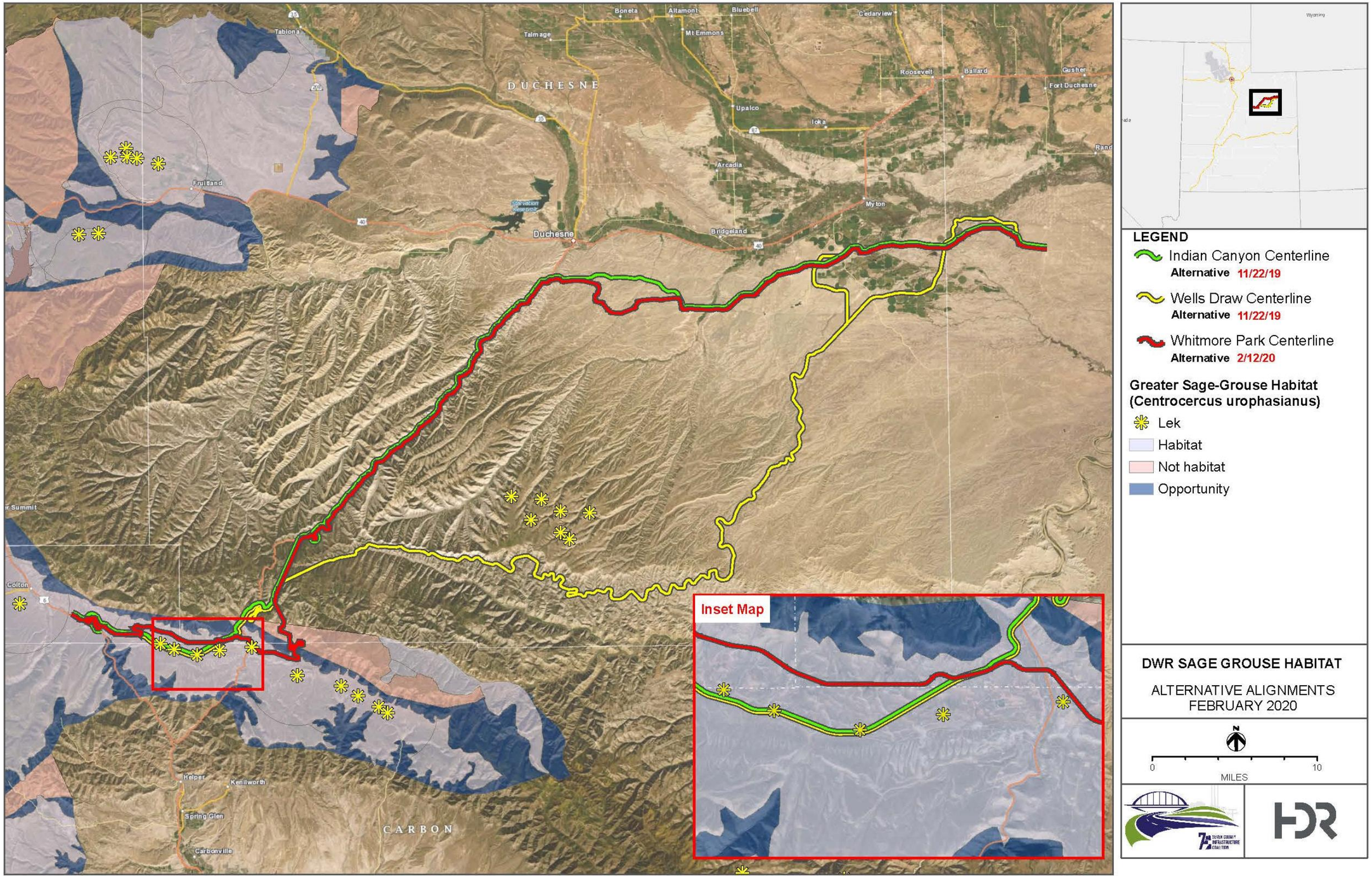


Figure 2. UDWR Greater Sage-grouse Habitat and Lek Locations



2.0 Regulatory Setting

In March 2010, the U.S. Fish and Wildlife Service (USFWS) found that greater sage-grouse warranted listing under the Endangered Species Act. That finding was attributed to habitat fragmentation and "inadequate regulatory mechanisms" designed to protect sage-grouse habitat at the local, state, and federal levels. In response, Utah Governor Gary Herbert established a task force to review relevant information and develop a statewide plan to conserve sage-grouse and their habitat. As a result, the first *Utah Conservation Plan for Greater Sage-grouse* was finalized in February 2013. It identified Utah's Sage-grouse Management Areas (SGMAs), which represent the highest-priority areas for sage-grouse conservation.

In October 2015, USFWS found that sage-grouse did not warrant listing under the Endangered Species Act. That decision was based on new scientific information and voluntary conservation measures put in place since 2010, including State-led conservation actions. The State of Utah has continued its sage-grouse management practices and revised its conservation plan to incorporate practices identified by USFWS in 2015 (UDWR 2019).

The State of Utah's Compensatory Mitigation Program, administered by the Utah Department of Natural Resources (UDNR, of which UDWR is a division), was established in part by the Utah legislature under Utah Code 79-2-501 and subsequent sections, Utah Administrative Code (UAC) Rule R634-3 (Compensatory Mitigation Program), and the *Utah Conservation Plan for Greater Sage-grouse* (UDWR 2019). The Compensatory Mitigation Program was established to offset the impacts of permanent disturbance of greater sage-grouse habitat in Utah.

What is permanent disturbance?

Permanent disturbance is an action, caused by humans, that results in a loss of greater sage-grouse habitat for at least 5 years [UAC R634-3-3(28)].

Compensatory mitigation refers to "the restoration or establishment of sage-grouse habitat or permanent protection of existing occupied habitat to offset the unavoidable adverse impacts which remain following permanent disturbance to sage-grouse habitat" [UAC R634-3-3(7)]. Before an organization uses compensatory mitigation, it should take the necessary steps to first avoid and then minimize disturbance to sage-grouse and their habitat. If permanent disturbance cannot be avoided, then compensatory mitigation should be voluntarily used to offset impacts.

Each acre of permanent disturbance to sage-grouse habitat, regardless of land-ownership type, is referred to as a "debit," and each acre of sage-grouse habitat within SGMAs that is created, restored, or preserved to offset debits is referred to as a "credit." UAC R634-3-4 recommends that the disturber generate 4 acres of functional habitat or corridors in SGMAs for every 1 acre of permanent disturbance. Credits and debits are tracked annually by UDNR through its Credit Exchange Service. Each mitigation credit should be managed as functional habitat or corridor for the duration of any direct impacts from the permanent disturbance [UAC R634-3-4(6a)].

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Compensatory mitigation credits can be generated by creating or protecting sage-grouse habitat in any of the following three ways (UDWR 2019):

- Create functional sage-grouse habitat adjacent to existing occupied habitat that has a live sagebrush canopy of at least 10%, and has no more than 1% canopy cover of conifer trees over 0.5 meter (20 inches) in height.
- Create corridors that link two occupied habitat areas that facilitates safe movement between habitats, particularly by broods. A corridor must be at least 100 acres, have a width of at least 2,000 feet, contain less than 1% canopy cover by conifers, and have at least 15% ground cover in perennial grasses, in addition to the presence of shrubs and forbs.
- Protect existing occupied habitat through a conservation bank, easement, or other mechanism.

3.0 Greater Sage-grouse Biology

It is imperative to understand the seasonal movements and habitats used by sage-grouse when making conservation decisions and actions. Sage-grouse require a large, continuous area of sagebrush habitat as well as a substantial understory of grasses and forbs in nesting and brood-rearing habitats. Generally, seasonal habitats for sage-grouse have been defined using four broad categories: breeding, summer, winter, and transitional (UDWR 2019; USDA NRCS 2020).

3.1 Breeding Habitats

Breeding habitats consist of areas where pre-nesting, lekking, nesting, and early brood-rearing activities occur. Leks are relatively open areas adjacent to sagebrush where male sage-grouse congregate during early spring (typically mid-March through early May) to engage in courtship displays, known as “strutting.” Peak mating time place shortly after sunrise, although the birds occasionally mate at sunset or under a full moon. After mating, the hens fly from the lek to suitable nesting habitat, which is usually tall sagebrush with quality canopy cover. Nesting and early brood-rearing typically occurs from May through mid-July. In addition to sagebrush cover, successful nest and brood-rearing sites require a substantial understory of grasses and forbs. The understory provides protective cover from predators, and the hens and chicks will feed on the soft forbs and insects.

3.2 Summer Habitats

Summer habitats consist primarily of late brood-rearing areas. Late brood-rearing typically occurs between mid-July and mid-October. As the summer months get hotter, the grasses and forbs start to dry out, and the broods might move to more productive areas where conditions are moister. These areas include higher elevations, wet meadows, agricultural fields, and riparian areas adjacent to sagebrush cover, although the broods can stay in drier sites if there are enough insect.

3.3 Winter Habitats

Sage-grouse rely entirely on sagebrush for food and cover during winter. Winter habitats are areas where sagebrush is available above the snow. The winter cycle is typically between mid-October and March.

3.4 Transitional Habitats

Transitional habitats are those that link or connect seasonal habitats through migration corridors.

3.5 Habitat, Non-habitat, and Opportunity Habitat

In general, the seasonal movements of Utah's sage-grouse populations reflect the amount of habitat available to them (UDWR 2019). Seasonal habitats in Utah's SGMAs have been mapped and classified based on current or potential sage-grouse habitat conditions.

- **Habitat areas** include the "combined total of seasonal habitats used by sage-grouse at some point during their lifecycle. Habitat includes the geographical extent of leks, nesting, brood-rearing, transitional, and winter areas."
- **Non-habitat areas** are land that does not contribute to the lifecycle of sage-grouse.
- **Opportunity areas** are those portions of the SGMA that "currently do not contribute to the lifecycle of sage-grouse, but they are areas where restoration or rehabilitation efforts can provide additional habitat when linked to existing sage-grouse populations."

4.0 Greater Sage-grouse Mitigation Strategies

The following mitigation strategies have been developed by the Coalition in cooperation with representatives from state and federal agencies including UDWR, the Bureau of Land Management, the Utah Public Lands Policy Coordinating Office (PLPCO), and the Utah State University Wildlife Extension:

1. Greater sage-grouse habitat improvement
2. Limited operation flexibility
3. Greater sage-grouse research funding
4. Predator control
5. Utah's Greater Sage-grouse Compensatory Mitigation Program
6. Conservation easements

Through the Coalition's collaboration with UDWR in developing and reviewing these strategies, UDWR has expressed a preference for a strategy in which the Coalition funds projects that focus on creating and improving wet meadow habitat in the CSGMA (strategy 1). UDWR also supports implementing practical limited operation flexibility, sage-grouse research funding, and predator control (strategies 2, 3, and 4) to further on-site mitigation efforts. The other strategies (Utah's Compensatory Mitigation Program and conservation easements) would be reconsidered if it is determined that strategies 1 through 4 are infeasible or inadequate.

4.1 Greater Sage-grouse Habitat Improvement

Through extensive consultation with the Coalition, area biologists said that habitat-improvement projects need to focus on enhancing, restoring, and establishing wet meadows in the CSGMA. Wet meadows adjacent to sagebrush areas are particularly important during the summer months as the grasses and forbs in breeding habitats begin to dry and broods move to moister, more-productive areas seeking food sources. Area biologists have seen some success applying beaver dam analogs to incised streams and have suggested this and other similar structures as methods to boost the water table and improve and expand

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mesic habitats in the CSGMA. UDWR and HDR have identified several potential sites in the CSGMA for enhancing, restoring, and establishing wet meadows.

Habitat-improvement projects could be implemented directly by the Coalition or through Utah's Watershed Restoration Initiative. The Watershed Restoration Initiative has sage-grouse–focused projects available for funding, or the Coalition could create and fund new projects. UDWR prefers to have the Coalition mitigate impacts by supporting habitat-improvement projects through Utah's Watershed Restoration Initiative, which focuses on creating and improving wet meadow habitat in the CSGMA.[1]

What is mesic habitat?

Mesic habitat refers to land with a well-balanced supply of moisture throughout the growing season, land such as streamsides, wet meadows, springs and seeps, irrigated fields, and high-elevation habitats.

With this approach, the Coalition would fund the project while UDWR would coordinate with landowners; determine specific locations for enhancing, restoring, and/or establishing mesic habitat; implement construction; and monitor sites. UDWR recognizes that the current mitigation rule is not designed to account for this type of mitigation, but UDWR is working toward a solution to determine the credit equivalency of a beaver dam analog structure.

In addition to improving mesic habitat, removing conifers offers another option for improving sage-grouse habitat. Conifers (typically pinyon pine and juniper species) can encroach on sagebrush habitat. When conifers become scattered throughout sagebrush areas, sage-grouse stop using those locations (UDWR 2019). Removing the trees makes the areas suitable for sage-grouse again. Reducing and removing conifers in SGMAs could provide the greatest potential to create sage-grouse habitat in Utah. This is an important option to keep in mind while examining the CSGMA; however, area biologists have not identified any substantial problem areas that need to be addressed at this time.

4.2 Limited Operational Flexibility

Limited operational flexibility refers to limiting the activity of Uinta Basin Railway (UBRY) trains during lekking season (March through May) at peak mating times (sunrise and sunset). Sage-grouse are known to be sensitive to noise disturbance. Area biologists have recommended that, if this strategy is implemented, train traffic and speed should be limited for 2 hours during sunrise and 2 hours during sunset so as not to disturb peak mating times. They have suggested that this limited operation schedule should last for 1 to 3 years to allow the birds to habituate to the presence of the trains. This approach is known to have been successful in Whitmore Park, where a new oil well was constructed near a sage-grouse lek.

What is limited operational flexibility?

Limited operational flexibility refers to limiting the activity of trains during lekking season at peak mating times.

This approach will be explored by the Coalition. UBRY might be able to create a train schedule in its transportation plan to avoid operating its own trains at those times. However, incoming trains are subject to delivery from other railroads. Since UBRY would not have control of these transportation plans, these deliveries could occur at any time. It might also be possible that some UBRY trackage could operate with Quiet Zone restrictions in areas adjacent to wildlife habitat (such as sage-grouse habitat) and that contain an

[1] Source: Field trip meeting on May 21, 2020, with T.J. Cook, UDWR; Bill James, UDWR; Braden Sheppard, PLPCO; Brad Crompton, UDWR; Amy Croft, HDR; Mike Perkins, HDR; Josh McMillin, HDR; and Nathan Beutler, HDR.

at-grade highway-rail crossing. Quiet Zones are sections of the rail corridor where train crews will not regularly sound their locomotive horns; however, this does not mean that trains can never sound their locomotive horns.

4.3 Greater Sage-grouse Research Funding

Area biologists have emphasized the need for continued sage-grouse research in the CSGMA and have expressed interest in UBRY funding the purchase of 10 global positioning system (GPS) collars for the purpose of collecting specific habitat and migration data on the CSGMA sage-grouse population. This purchase could be set up as part of a 2-year study. The Coalition will consider funding greater sage-grouse research as part of the mitigation package.

4.4 Predator Control

Tall structures such as electrical transmission and distribution lines, cell towers, and light poles can provide avian predators with elevated perches and nesting sites. Grassland birds, including sage-grouse, are vulnerable to tall anthropogenic structures because sage-grouse evolved in landscapes without such structures that provide habitat for predators.

Area biologists have requested that UBRY minimize tall structures along the railway as a means of predator control for the CSGMA sage-grouse population. The Coalition will examine the potential for installing underground power to siding signal switches and will consider antiperching practices for power poles if overhead power is unavoidable. The Coalition will also consider limiting right-of-way fences through the CSGMA since such fences could trap sage-grouse and increase predators' success.

4.5 Utah's Greater Sage-grouse Compensatory Mitigation Program

The Coalition could purchase mitigation credits through Utah's Greater Sage-grouse Compensatory Mitigation Program. Utah's compensatory mitigation program includes three approaches to generate mitigation credits: State Sponsored Program, Term Mitigation Credit Program, and Conservation Bank Program. Although there is some overlap, each approach was designed to address a particular portion of the mitigation need.

- The **State Sponsored Program** is focused on completing the mitigation needed to offset permanent disturbance to sage-grouse habitats on private and Utah School and Institutional Trust Lands Administration (SITLA) land.
- The **Term Mitigation Credit Program** is designed to let private landowners and SITLA develop credits on their land, and sell it to anyone needing credits.
- The **Conservation Bank Program** is patterned after traditional conservation banks commonly used with endangered species. It is designed to be used on private land and is similar to the Term Mitigation Credit Program except with stronger protections and requirements. Also, the disturber must be under a regulatory requirement to perform mitigation.

What is a corridor?

A corridor is an area of land that facilitates sage-grouse movement between two or more areas of occupied habitat.

UAC R634-3-4 recommends that a disturber generate 4 acres of functional habitat or corridors in SGMAs for every 1 acre of permanent disturbance. *Functional habitat* is sage-grouse habitat created through a credit-generation project. It must meet several key requirements, including that it must be located adjacent to habitat that sage-grouse are currently using, must contain a live sagebrush canopy of at least 10%, and must contain no more than 1% canopy cover of conifer trees (for example, junipers) over 0.5 meter (20 inches) in height. Corridors can also be improved. These corridors must also meet thresholds, including limits on tree cover, and must contain minimum amounts of other plants that sage-grouse need. Corridors must be at least 100 acres with a width of at least 2,000 feet.

The Coalition will consider purchasing credits through Utah's Greater Sage-grouse Compensatory Mitigation Program. However, given that UDWR prefers on-site mitigation, the Coalition will prioritize on-site mitigation options first and will then use Utah's Greater Sage-grouse Compensatory Mitigation Program if it is determined that on-site mitigation options are not viable.

4.6 Conservation Easements

Conservation easements on private property have the potential to conserve habitat areas in the CSGMA. Conservation easements could be established directly between the Coalition and the private property holder or through the Utah Greater Sage-grouse Compensatory Mitigation Program. *Protected habitat* is habitat occupied by sage-grouse that is preserved from permanent disturbance through a conservation easement for at least 20 years and is maintained in sage-grouse habitat (nesting, brood-rearing, wintering, or corridor) for the duration of the easement (UDWR 2019).

The Coalition will consider conservation easements as a potential mitigation option but recognizes the potential obstacles in establishing easements directly with property owners. Additionally, the Coalition recognizes that this strategy is not as high a priority for UDWR as improving habitat in the CSGMA.

5.0 References

[UDWR] Utah Division of Wildlife Resources

2019 Utah Conservation Plan for Greater Sage-grouse. https://wildlife.utah.gov/sage-grouse/Utah_Greater_Sage-grouse_Plan.pdf. January.

[USDA NRCS] U.S. Department of Agriculture Natural Resources Conservation Service

2020 Sage Grouse Initiative. https://www.sagegrouseinitiative.com. May.

Appendix L

Noise and Vibration Analysis Methods

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Acronyms and Abbreviations

Board	Surface Transportation Board
CadnaA®	Computer-Aided Noise Abatement
C.F.R.	Code of Federal Regulations
dB	decibel
dBA	A-weighted decibel
DNL	day-night average noise level
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
Hz	Hertz
Leq	level equivalent
OEA	Office of Environmental Analysis
PPV	peak particle velocity
RMS	root-mean-square
UDOT	Utah Department of Transportation
VdB	root-mean-square vibration velocity

Introduction

This appendix describes the methods and equations that the Surface Transportation Board's (Board's) Office of Environmental Analysis (OEA) used to estimate and analyze the potential effects of noise and vibration from construction and operation of the proposed rail line.

For the noise analysis, OEA evaluated whether the construction and operation of the proposed rail line would result in a 3 A-weighted decibel (dBA)[1] or greater increase in noise levels and whether railroad noise levels (due to wayside noise and locomotive warning horn) would equal or exceed a 65 day-night average noise level (DNL),[2] consistent with the Board's environmental regulations at 49 Code of Federal Regulations (C.F.R.) § 1105.7e(6). OEA also assessed whether vibration from construction and operation of the proposed rail line would cause impacts.

If the estimated increased noise level at a location exceeded either of the thresholds for noise, OEA identified (using aerial photographs) and counted the number of affected noise-sensitive receptors (such as residences, schools, libraries, retirement communities, churches, and nursing homes) and quantified the noise increase. OEA implemented the thresholds separately to determine an upper bound of the area of potential noise impact. Noise research indicates that both thresholds must be met or exceeded to cause an adverse noise impact (Board 1998a; Coate 1999). That is, noise levels would have to be equal to or greater than 65 DNL and increase by 3 dBA or more to result in an adverse noise impact. OEA used the Computer-Aided Noise Abatement (CadnaA®), an internationally accepted environmental noise computer program, and wayside and horn reference levels from previous studies to generate noise contours, which are delineated on a map to show the DNL values. The overall noise model results are sensitive to horn noise, locomotive and rail car noise, train length, and train speed.

OEA incorporated digital terrain modeling as part of the advanced noise modeling techniques, using topographic contours. Because much of the terrain in the study area is steep and/or hilly, the shielding effects[3] of topography are an important aspect of modeling for this study area.

Construction Noise and Vibration Analysis Methods

OEA used the Federal Transit Administration (FTA) general assessment method (2006) to evaluate noise impacts from rail construction. OEA based the construction noise impact assessment on FTA methods (2006), known as the General Assessment construction noise guidelines, shown in Table L-1.

[1] A-weighted decibel (dBA) is a measure of noise level used to compare noise from various sources. A-weighting approximates the frequency response of human hearing.

[2] Day-night average noise level (DNL or Ldn) is the energy average of dBA sound level over a 24-hour period; it includes a 10-decibel adjustment factor for noise between 10:00 p.m. and 7:00 a.m. to account for the greater sensitivity of most people to noise during the night. The effect of nighttime adjustment is that one nighttime event, such as a train passing by between 10:00 p.m. and 7:00 a.m., is equivalent to 10 similar events during the daytime.

[3] Large obstacles, such as hills or intervening terrain, between a receptor and train noise source can cause acoustic shielding resulting in reduced noise levels. For example, if the line-of-sight between a noise source and receptor were completely blocked by an obstacle, a 5-dBA or more reduction in noise level would result.

OEA estimated the combined noise level for general construction equipment at the receptor nearest each Action Alternative and compared the noise level with the assessment criteria.

Table L-1. Federal Transit Administration General Assessment Construction Noise Guidelines

	1-hour L_{eq} (dBA)[a]	
Land Use	**Day**	**Night**
Residential	90	80
Commercial	100	100
Industrial	100	100

Notes:
L_{eq} = level equivalent; dBA = A-weighted decibels

OEA used the FTA General Assessment to evaluate construction noise because the details of the construction schedule for the proposed rail line are not yet known. The method calls for estimating combined noise levels from the two noisiest pieces of construction equipment and determining locations at which their operation would exceed the noise guidelines in Table L-2.

Construction vibration levels are estimated according to the following equation.

$$PPV_{equipment} = PPV_{ref} \times (25/D)1.5$$

Where:

$PPV_{equipment}$ = The peak particle velocity in inches per second of the equipment adjusted for distance

PPV_{ref} = The reference vibration level in inches per second at 25 feet

D = The distance from the equipment to the receptor

Estimated construction vibration levels are then compared with the building damage criterion.

Rail Line Operation Noise Analysis Methods

Railroad operation noise is composed of diesel locomotive engine and wheel/rail noise (collectively referred to as wayside noise) as well as locomotive warning horns sounding at at-grade rail/roadway crossings.

Wayside Noise Models

Wayside noise refers to all noise generated by rail cars and locomotives (but not including horn noise) and is primarily a function of train speed, train length, and number of locomotives. Based on information provided by the Coalition, OEA's noise analysis used a train composition of eight locomotives and trains with 113 cars. OEA assumed that each of the eight locomotives would be 76 feet long, rail cars would be 60 feet long, and the overall train length would be approximately 7,403 feet. Typical operating speed of the trains would be 15 miles per hour.

OEA used noise measurements from past noise studies (Board 1998a, 1998b) as the basis for the wayside noise level projections for the proposed rail line.

OEA used the following basic equation for the wayside noise model.

$SEL_{cars} = L_{eqref} + 10\log(T_{passby}) + 30\log(S/S_{ref})$

OEA used the following equation for locomotives, which can be modeled as moving monopole point sources.

$SEL_{locos} = SEL_{ref} + 10\log(N_{locos}) - 10\log(S/S_{ref})$

OEA computed the total train sound exposure level by logarithmically adding SEL_{locos} and SEL_{cars}.

$DNL_{100'} = SEL + 10\log(N_d + 10*N_n) - 49.4$

$DNL = DNL_{100'} + 15\log(100/D)$

The 10log(x) term in the previous equations can be used to determine the increase (or decrease) in train noise level associated with changes in traffic volumes assuming that the other factors affecting noise (speed, train consist and length, time of day, and number of locomotives) are equivalent. The change in noise level associated with two different traffic volumes would be as follows.

$Delta\ (dB) = 10\log(N_2/N_1)$

Where: N_1 and N_2 are two different traffic volumes (trains/day)

For example, if rail traffic doubled, the increase in noise level would be 10log(2) = 3 decibels (dB).

Table L-2 lists the parameters that apply to the above equations.

Table L-2. Noise Parameters used in Equations

Parameter	Description
SEL_{cars}	Sound exposure level of railcars (dBA)
L_{eqref}	Level equivalent of railcar
T_{passby}	Train passby time, in seconds
S	Train speed, in miles per hour
S_{ref}	Reference train speed
SEL_{locos}	Sound exposure level of locomotive
SEL_{ref}	Reference sound exposure level of locomotive
DNL	Day-night average noise level
N_{locos}	Number of locomotives
Nd	Number of trains during daytime
N_n	Number of trains during nighttime
D	Distance from tracks, in feet

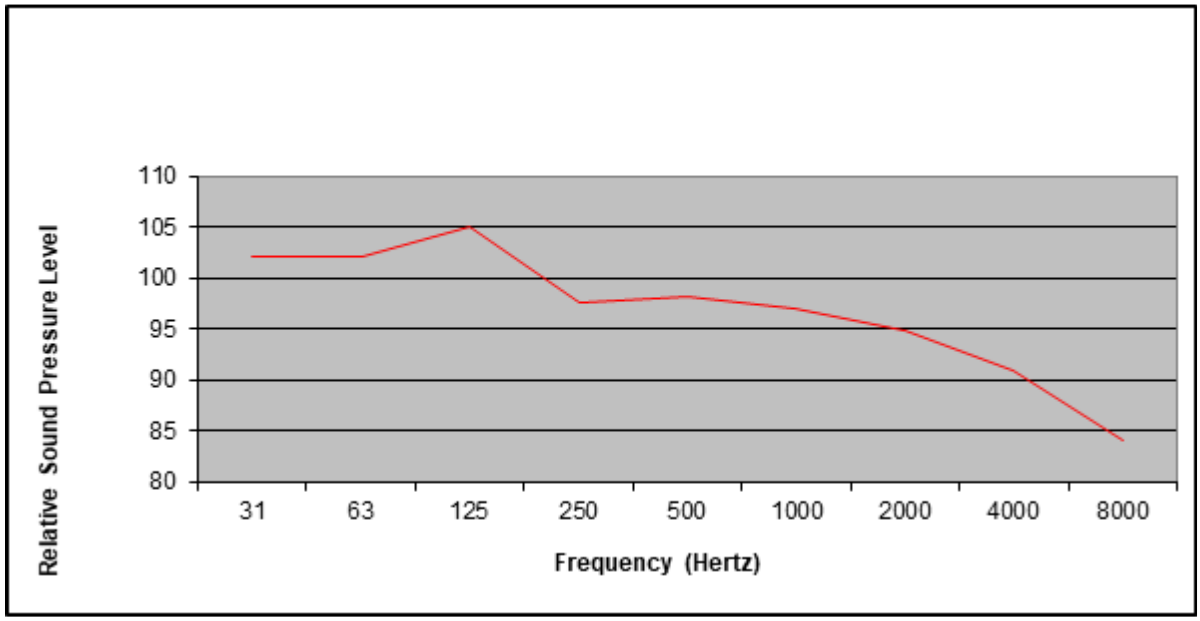
Table L-3 shows the reference wayside noise levels OEA used in the analysis and Figure L-1 shows the wayside noise frequency spectrum used in the calculations.

Table L-3. Reference Wayside Noise Levels

Description	Average Level (dBA)
Locomotive SEL (40 miles per hour at 100 feet)	95
Railcar L_{eq}	82

Notes:
Source: Board 1998a, 1998b
dBA = A-weighted decibels; SEL = sound exposure level; L_{eq} = level equivalent

Figure L-1. Wayside Noise Spectrum



Source: Board 2002

Horn Noise Models

Freight train horn noise levels can vary for various reasons, including the manner in which an engineer sounds the horn. Consequently, it is important to determine horn noise reference levels based on a large sample size. OEA used data on horn noise compiled by the Federal Railroad Administration (FRA) (1999). A substantial amount of horn noise data are available from the *Draft Environmental Impact Statement, Proposed Rule for the Use of Locomotive Horns at Highway-Rail Grade Crossings* (FRA 1999), hereafter referred to as the 1999 FRA Draft EIS.

The FRA data indicate that horn noise levels increase from the point at which the horn is sounded at 0.25 mile from the grade crossing to when it stops sounding at the grade crossing. In the first 0.125-mile segment, the energy average sound exposure level measured at a distance of 100 feet from the tracks was found to be 107 dBA, and in the second 0.125-mile segment, found to be 110 dBA. The 1999 FRA Draft EIS simplified the horn noise contour shape as a five-sided polygon, when it is actually a teardrop shape. The *Final Environmental Impact Statement, Construction and Operation of a Rail Line from the Bayport Loop in Harris County, Texas* (Board 2003) discusses this subject in

detail. OEA used the more accurate teardrop contour shape for this analysis. The attenuation or drop-off rate of horn noise is assumed to be 4.5 dBA per doubling of distance away from the tracks (FRA 1999).

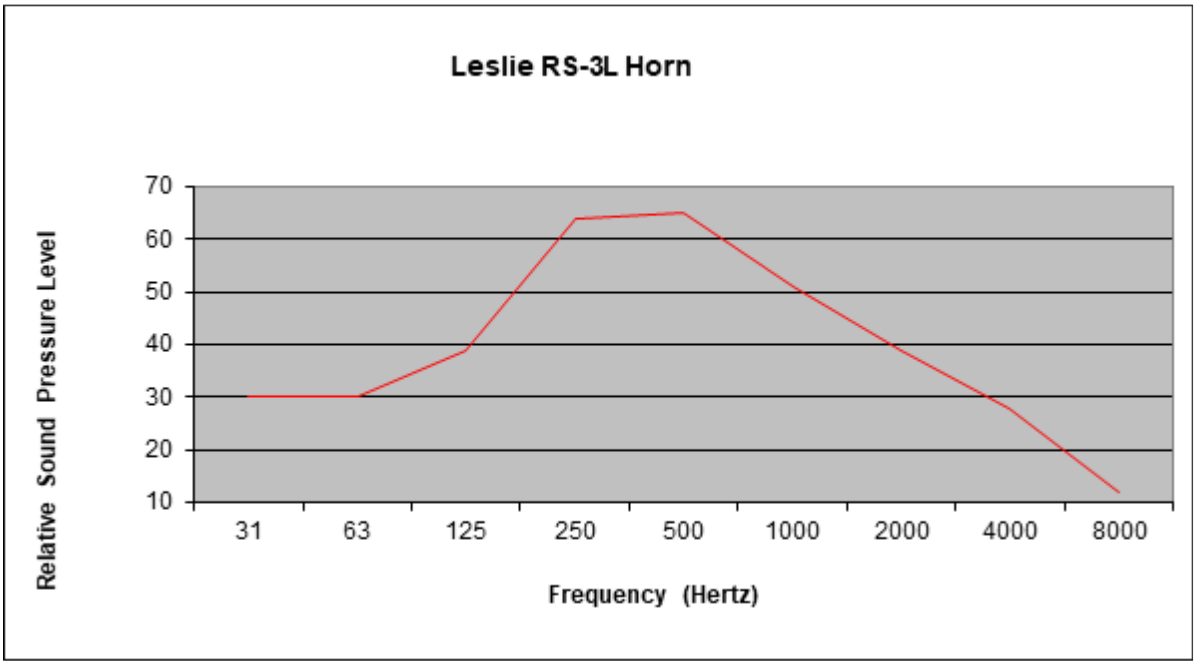
Table L-4 lists the reference horn noise levels OEA used in this analysis, and Figure L-2 shows the horn noise spectrum used in the calculations.

Table L-4. Reference Horn Noise Levels

Description	Average Level (dBA)
Horn SEL 1st 0.25 mile	110
Horn SEL 2nd 0.25 mile	107

Notes:
Source: FRA 1999
dBA = A-weighted decibels; SEL = sound exposure level

Figure L-2. Horn Noise Spectrum



Source: Board 2002

Rail Line Operation Vibration Analysis Methods

OEA based the vibration assessment methods on FTA methods (FTA 2006). Vibration level due to train passbys is approximately proportional to:

$$V = 20 \times \log (speed/speed_{ref})$$

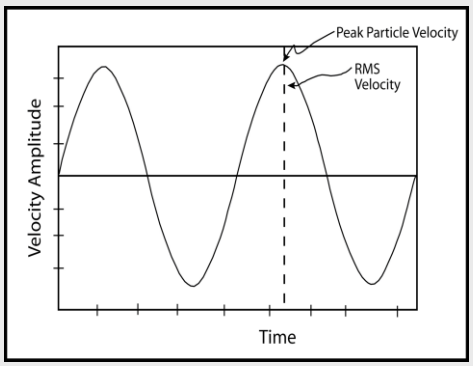
Where:

V = The ground-borne vibration velocity

Speed = The train speed

$speed_{ref}$ = The reference speed of the train relative to its corresponding vibration level

OEA used this equation to adjust FTA's published ground-borne vibration levels for train speed and estimated vibration levels at receptor locations based on their distance from the proposed rail line.



Peak particle velocity (PPV) is an instantaneous positive or negative peak of a vibration signal, measured as a distance per time.

Root-mean-square (RMS) velocity (VdB) is a measure of ground vibration in decibels used to compare vibration from various sources.

There are two ground-vibration impacts of general concern: annoyance to humans and damage to buildings. In special cases, activities that are highly sensitive to vibration, such as microelectronics fabrication facilities, are evaluated separately. Two measurements correspond to human annoyance and building damage for evaluating ground vibration: peak particle velocity (PPV) and root-mean square (RMS) velocity. PPV is the maximum instantaneous positive or negative peak of the vibration signal, measured as a distance per time (such as millimeters or inches per second). This measurement has been used historically to evaluate shock-wave-type vibrations from actions like blasting, pile driving, and mining activities, and their relationship to building damage. RMS velocity is an average, or smoothed, vibration amplitude, commonly measured over 1-second intervals. It is expressed on a log scale in decibels (VdB) referenced to 0.000001 x 10-6 inch per second, which is not to be confused with noise decibels. It is more suitable for addressing human annoyance and characterizing background vibration conditions because it better represents the response time of humans to ground vibration signals.

Mitigation Analysis

Table L-5 shows the receptors in the study area that would be adversely affected by locomotive horn noise at grade crossings or by wayside noise. This distinction is important because there are different noise-reduction strategies for horn noise and wayside noise. The number of affected receptors is shown for the high rail traffic scenario[4] of 10.52 train passbys per day.

[4] The Coalition estimates that rail traffic on the proposed rail line could range from as few as 3.68 trains per day, on average (low rail traffic scenario), to as many as 10.52 trains per day, on average (high rail traffic scenario), depending on future market conditions, including future demand for crude oil produced in the Uinta Basin.

Table L-5. Receptors within the Project Study Area 65 DNL +3 dBA Contours

Receptor ID	Indian Canyon Alternative	Wells Draw Alternative	Whitmore Park Alternative
R-02	X	X	--
R-08	X	--	X
R-10	X	--	X
R-11	X	--	--
R-12	X	--	--
R-13	X	--	--
Total in 65 DNL	**6**	**1**	**2**

All of the receptors in Table L-5 are within the wayside noise contour; therefore, horn noise mitigation strategies would not be necessary.

The following sections discuss various types of noise mitigation techniques that could be applied to the receptors listed in Table L-5.

Building Sound Insulation

Building sound insulation refers to improving the noise attenuation characteristics of a building envelope in order to reduce the intrusion of outdoor noise into the building. Sound insulation treatments usually involve improving the sound insulation characteristics of windows and doors, which is where noise usually enters a building.

To provide building sound insulation, windows and doors can be replaced with special acoustical windows and doors with high values for sound transmission classification. Split-system or central air conditioning may need to be installed so that windows do not need to be opened. Additional insulation can be provided by sealing or relocating vents and, in some cases, acoustically reinforcing walls and ceilings. Sound insulation of a building typically reduces the inside noise level by about 10 dB. Noise levels outside the structure are not affected.

Both wayside and horn noise can be mitigated by building sound insulation. However, the sound insulation requirements relative to the low frequency content of locomotive engine noise may be greater than that for horn noise.

Building sound insulation costs vary depending various factors, such as overall size of the building and the number of windows and doors. A recent survey of international airport sound insulation programs shows an average cost of $40,000 per house. However, aircraft sound insulation strategies can differ from those implemented for rail projects. A recent Santa Clara Valley Transportation Authority transit project cited average insulation costs of $26,000 per building.

Wayside Noise Mitigation

Wayside noise mitigation options include noise barriers and/or building sound insulation. Noise barriers can be effective when the barrier substantially blocks the line-of-sight between a receptor and train noise sources (wheel/rail interface, locomotive engine, and exhaust opening). Since train noise can pass over the top and around the ends of the barrier, both noise barrier height and length are factors in determining potential noise barrier performance.

In addition to its physical dimensions, the extent to which a noise barrier protects a certain number of residences is also important. For example, if a noise barrier's cost was substantially greater than the value of the protected residence(s), the barrier may not be cost-efficient. Utah Department of Transportation (UDOT) evaluates the cost effectiveness of noise barriers based on the following cost effectiveness index.

$$\text{Cost Effectiveness Index} = \frac{Total\ Barrier\ Cost}{dBA \times D.U.}$$

Where dBA = average noise reduction of benefitted receptors (dBA)

D.U. = Number of benefitted receptors (≥ 5 dBA improvement)

A typical planning value is $35 per square foot to estimate the costs of noise barriers. The cutoff for determining barrier feasibility is a cost-effectiveness index of $30,000 or less.

Locomotive Warning Horn Mitigation

Because locomotive warning horns are intentionally noisy to warn motorists of oncoming trains, reducing the noise level of warning horns is not an option. Noise barriers at grade crossings are generally not feasible because large openings are necessitated by cross streets. In addition, noise barriers create safety concerns because they can interfere with adequate sight lines between trains and motorists. Furthermore, locomotive horns are located high up on the locomotive, thus requiring very tall noise barriers to achieve noise-level reductions at receptor locations. As stated previously, building sound insulation can be employed to reduce horn noise inside of a building.

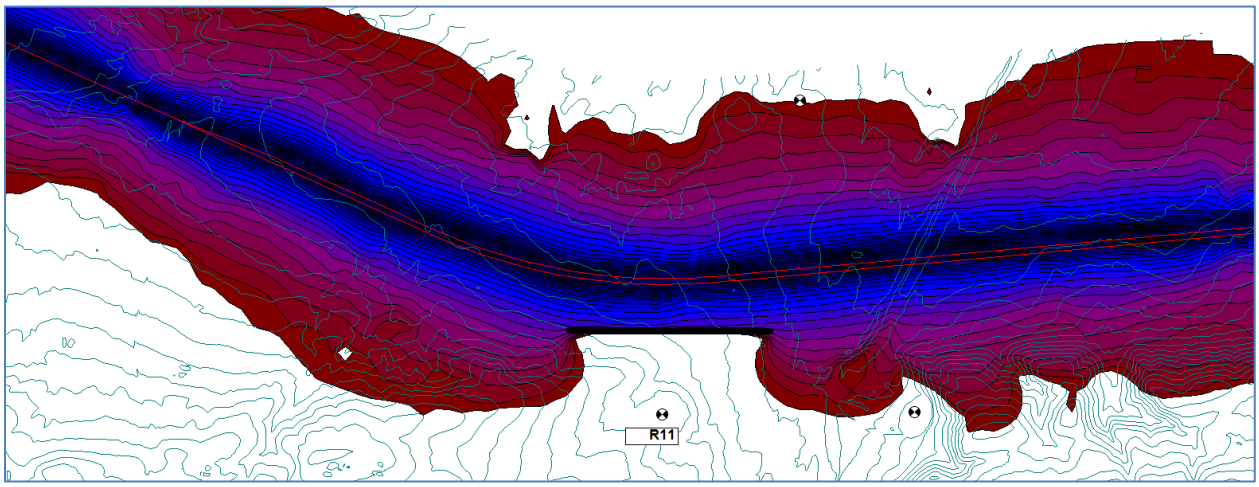
While some success in reducing noise has been found by replacing locomotive horn sounding with stationary warning horns at grade crossings (which generally have a smaller noise footprint than a locomotive horn), many communities have successfully reduced horn noise by implementing the FRA Quiet Zone program. FRA's final Train Horn Rule (9 C.F.R. Part 222) presents the requirements of a Quiet Zone and supplementary safety measures to mitigate the risks of not sounding train horns.

For the proposed rail line, locomotive horn noise would likely be audible in the project study area, but all of the receptors within the 65 DNL noise contour would be affected by wayside noise; therefore, OEA did not analyze mitigation for horn noise in the project study area.

Noise Barrier Analysis

To demonstrate the feasibility of noise barriers for the proposed rail line, OEA used CADN/A® software to model a noise barrier along a certain portion of the Indian Canyon Alternative. Figure L-3 shows a noise barrier 155 meters long and 7.6 meters tall to reduce noise levels at receptor R11. It is evident from the noise contour that the barrier would reduce train noise levels at this location.

Figure L-3. Example Noise Barrier Acoustic Model



The modeled reduction in noise level (or "insertion loss") is 5.1 dBA. Assuming a $35 per square foot cost, this noise barrier would cost approximately $444,964. The cost/(dBA x dwelling units) would be $87,248. One of the reasons that this cost is so high is because this barrier would only protect one receptor. This issue applies to all the receptors in Table L-5.

This example analysis shows that noise barriers may not be a reasonable and feasible option for the proposed rail line.

Downline Noise Analysis

OEA used information on train composition, frequency, length, and speed provided by the Coalition for project-related rail traffic and information from multiple sources, as described in Appendix C, *Downline Analysis Study Area and Train Characteristics*, for rail traffic on the existing rail lines in the downline study area.

Using the equations in the previous sections, Table L-6 shows calculated increases in noise levels along existing downline rail lines. These increases are a function of existing and proposed rail line train volumes, speeds, and specific train composition. In general, noise level increases greater than 3 dBA would be noticeable depending on several factors including a receptor's proximity to the rail line.

Table L-6. Downline Rail Noise Analysis Results

Object ID	Rail Line Segment	Railroad	Passenger Count[a]	Baseline Freight (trains per day)	High Rail Traffic Scenario (trains per day)	Total dB increase	Avg. Train Speed (mph)	Transit Speed (mph)
124	Denver East/North	UP	0	25	8.4	3.2	15	N/A
114	Denver East/North	UP	0	25	8.4	3.2	15	N/A
132	Denver Eastbound	UP	0	10	1.1	1.3	15	N/A
287	Denver Eastbound	UP	0	3	1.1	3.6	11	N/A
286	Denver Eastbound	UP	0	3	1.1	3.6	15	N/A
55	Denver Eastbound	RTDC	146	3	1.1	1.1	27.5	45
56	Denver Eastbound	RTDC	146	3	1.1	1.1	27.5	45
57	Denver Eastbound	RTDC	146	3	1.1	1.1	27.5	45
61	Denver Eastbound	RTDC	146	3	1.1	1.1	27.5	45
62	Denver Eastbound	RTDC	146	3	1.1	1.1	27.5	45
63	Denver Eastbound	RTDC	146	3	1.1	1.1	27.5	45
64	Denver Eastbound	RTDC	146	3	1.1	1.1	27.5	45
65	Denver Eastbound	RTDC	146	3	1.1	1.1	27.5	45
58	Denver Eastbound	RTDC	146	3	1.1	1.1	27.5	45
346	Denver Eastbound	RTDC	146	3	1.1	1.1	27.5	45
347	Denver Eastbound	RTDC	146	3	1.1	1.1	27.5	45
332	Denver Eastbound	UP	0	3	1.1	1.0	36.5	N/A
331	Denver Eastbound	UP	0	3	1.1	1.0	36.5	N/A
344	Denver Eastbound	UP	0	3	1.1	1.0	36.5	N/A
342	Denver Eastbound	UP	0	3	1.1	1.0	36.5	N/A
340	Denver Eastbound	UP	0	3	1.1	1.0	36.5	N/A
339	Denver Eastbound	UP	0	3	1.1	1.0	36.5	N/A
338	Denver Eastbound	UP	0	3	1.1	1.0	36.5	N/A
336	Denver Eastbound	UP	0	3	1.1	1.0	36.5	N/A
335	Denver Eastbound	UP	0	3	1.1	1.0	36.5	N/A
334	Denver Eastbound	UP	0	3	1.1	1.0	36.5	N/A
333	Denver Eastbound	UP	0	4	1.1	1.0	36.5	N/A
365	Denver Eastbound	UP	0	3	1.1	1.0	36.5	N/A
362	Denver Eastbound	UP	0	3	1.1	1.0	36.5	N/A
359	Denver Eastbound	UP	0	3	1.1	1.0	36.5	N/A
357	Denver Eastbound	UP	0	3	1.1	1.0	36.5	N/A
358	Denver Eastbound	UP	0	3	1.1	1.0	36.5	N/A
356	Denver Eastbound	UP	0	3	1.1	1.0	36.5	N/A
352	Denver Eastbound	UP	0	3	1.1	1.0	36.5	N/A

Object ID	Rail Line Segment	Railroad	Passenger Count[a]	Baseline Freight (trains per day)	High Rail Traffic Scenario (trains per day)	Total dB increase	Avg. Train Speed (mph)	Transit Speed (mph)
353	Denver Eastbound	UP	0	3	1.1	1.0	36.5	N/A
50	Kyune to Denver	UP	2	6	9.5	4.5	22.5	N/A
49	Kyune to Denver	UP	2	6	9.5	4.5	22.5	N/A
48	Kyune to Denver	UP	2	10	9.5	3.8	22.5	N/A
34	Kyune to Denver	UP	2	6	9.5	4.8	40	N/A
33	Kyune to Denver	UP	2	6	9.5	5.0	37.5	N/A
32	Kyune to Denver	UP	2	6	9.5	5.4	32.5	N/A
30	Kyune to Denver	UP	2	6	9.5	5.4	32.5	N/A
29	Kyune to Denver	UP	2	6	9.5	5.4	32.5	N/A
28	Kyune to Denver	UP	2	6	9.5	4.5	45	N/A
6	Kyune to Denver	UP	2	6	9.5	4.5	45	N/A
26	Kyune to Denver	UP	2	6	9.5	4.5	45	N/A
23	Kyune to Denver	UP	2	6	9.5	4.8	41	N/A
45	Kyune to Denver	UP	2	6	9.5	4.7	42.5	N/A
43	Kyune to Denver	UP	2	6	9.5	4.5	45	N/A
42	Kyune to Denver	UP	2	6	9.5	4.5	45	N/A
41	Kyune to Denver	UP	2	6	9.5	6.0	26	N/A
11	Kyune to Denver	UP	2	6	9.5	4.5	45	N/A
9	Kyune to Denver	UP	2	6	9.5	4.5	45	N/A
8	Kyune to Denver	UP	2	6	9.5	4.8	41	N/A
20	Kyune to Denver	UP	2	6	9.5	4.5	45	N/A
21	Kyune to Denver	UP	2	6	9.5	4.5	45	N/A
19	Kyune to Denver	UP	2	6	9.5	4.5	45	N/A
16	Kyune to Denver	UP	2	6	9.5	4.5	45	N/A
17	Kyune to Denver	UP	2	6	9.5	4.5	45	N/A
164	Kyune to Denver	UP	2	6	9.5	4.5	45	N/A
147	Kyune to Denver	UP	2	6	9.5	4.5	45	N/A
146	Kyune to Denver	UP	2	6	9.5	4.5	45	N/A
145	Kyune to Denver	UP	2	6	9.5	4.5	45	N/A
143	Kyune to Denver	UP	2	6	9.5	4.5	45	N/A
142	Kyune to Denver	UP	2	6	9.5	4.5	45	N/A
141	Kyune to Denver	UP	2	6	9.5	4.5	45	N/A
197	Kyune to Denver	UP	2	6	9.5	4.5	45	N/A
195	Kyune to Denver	UP	2	6	9.5	4.5	45	N/A
194	Kyune to Denver	UP	2	6	9.5	4.5	45	N/A

Object ID	Rail Line Segment	Railroad	Passenger Count[a]	Baseline Freight (trains per day)	High Rail Traffic Scenario (trains per day)	Total dB increase	Avg. Train Speed (mph)	Transit Speed (mph)
184	Kyune to Denver	UP	2	6	9.5	4.5	45	N/A
283	Kyune to Denver	UP	0	0	9.5	N/A	7.5	N/A
272	Kyune to Denver	UP	0	0	9.5	N/A	7.5	N/A
270	Kyune to Denver	UP	2	9	9.5	4.9	27.5	N/A
269	Kyune to Denver	UP	2	9	9.5	4.9	27.5	N/A
266	Kyune to Denver	UP	2	9	9.5	3.7	45	N/A
263	Kyune to Denver	UP	2	9	9.5	3.7	45	N/A
262	Kyune to Denver	UP	2	9	9.5	3.7	45	N/A
259	Kyune to Denver	UP	2	9	9.5	3.7	45	N/A
258	Kyune to Denver	UP	2	9	9.5	3.7	45	N/A
255	Kyune to Denver	UP	2	9	9.5	3.7	45	N/A
252	Kyune to Denver	UP	2	9	9.5	3.7	45	N/A
251	Kyune to Denver	UP	2	9	9.5	3.7	45	N/A
250	Kyune to Denver	UP	2	9	9.5	3.7	45	N/A
249	Kyune to Denver	UP	2	9	9.5	3.7	45	N/A
247	Kyune to Denver	UP	2	9	9.5	3.7	45	N/A
248	Kyune to Denver	UP	2	9	9.5	3.7	45	N/A
245	Kyune to Denver	UP	2	9	9.5	3.7	45	N/A
246	Kyune to Denver	UP	2	9	9.5	3.7	45	N/A
96	Kyune to Denver	UP	2	9	9.5	5.0	26	N/A
94	Kyune to Denver	UP	2	9	9.5	4.7	30	N/A
89	Kyune to Denver	UP	2	9	9.5	3.7	45	N/A
189	Kyune to Denver	UP	2	9	9.5	3.7	45	N/A
238	Kyune to Denver	UP	2	9	9.5	3.7	45	N/A
237	Kyune to Denver	UP	2	9	9.5	3.7	45	N/A
236	Kyune to Denver	UP	2	9	9.5	3.7	45	N/A
235	Kyune to Denver	UP	2	9	9.5	3.7	45	N/A
231	Kyune to Denver	UP	2	9	9.5	4.7	30	N/A
208	Kyune to Denver	UP	2	9	9.5	5.3	22.5	N/A
322	Kyune to Denver	UP	2	9	9.5	5.3	22.5	N/A
319	Kyune to Denver	UP	2	9	9.5	4.7	30	N/A
307	Kyune to Denver	UP	2	9	9.5	3.4	52.5	N/A
306	Kyune to Denver	UP	2	9	9.5	3.7	45	N/A
303	Kyune to Denver	UP	2	9	9.5	3.4	52.5	N/A
301	Kyune to Denver	UP	2	9	9.5	3.4	52.5	N/A

Object ID	Rail Line Segment	Railroad	Passenger Count[a]	Baseline Freight (trains per day)	High Rail Traffic Scenario (trains per day)	Total dB increase	Avg. Train Speed (mph)	Transit Speed (mph)
181	Kyune to Denver	UP	2	9	9.5	3.9	40	N/A
299	Kyune to Denver	UP	2	9	9.5	5.0	26	N/A
296	Kyune to Denver	UP	2	9	9.5	3.7	45	N/A
290	Kyune to Denver	UP	2	9	9.5	3.8	42.5	N/A
108	Kyune to Denver	UP	2	9	9.5	3.8	42.5	N/A
109	Kyune to Denver	UP	2	9	9.5	5.7	18.5	N/A
106	Kyune to Denver	UP	2	9	9.5	3.9	41	N/A
84	Kyune to Denver	UP	2	9	9.5	5.1	25	N/A
82	Kyune to Denver	UP	2	9	9.5	4.3	35	N/A
176	Kyune to Denver	UP	2	9	9.5	4.7	30	N/A
177	Kyune to Denver	UP	2	9	9.5	3.4	52.5	N/A
76	Kyune to Denver	UP	2	9	9.5	5.1	25	N/A
171	Kyune to Denver	UP	2	9	9.5	5.7	18.5	N/A
98	Kyune to Denver	UP	2	9	9.5	4.4	33.5	N/A
71	Kyune to Denver	UP	2	9	9.5	4.4	33.5	N/A
70	Kyune to Denver	UP	2	9	9.5	4.4	33.5	N/A
69	Kyune to Denver	UP	2	9	9.5	4.4	33.5	N/A
72	Kyune to Denver	UP	2	9	9.5	4.4	33.5	N/A
68	Kyune to Denver	UP	2	9	9.5	4.4	33.5	N/A
120	Kyune to Denver	UP	2	9	9.5	4.4	33.5	N/A
118	Kyune to Denver	UP	2	9	9.5	4.4	33.5	N/A
186	Kyune to Denver	UP	2	9	9.5	4.4	33.5	N/A
110	Kyune to Denver	RTDC	134	9	9.5	4.4	33.5	38
111	Kyune to Denver	RTDC	134	9	9.5	4.4	33.5	38
278	Denver Northbound	UP	0	10	7.3	4.5	26	N/A
280	Denver Northbound	UP	0	10	7.3	4.5	26	N/A
281	Denver Northbound	UP	0	10	7.3	4.5	26	N/A
329	Denver Northbound	UP	0	10	7.3	3.3	45	N/A
88	Denver Northbound	UP	0	10	7.3	3.3	45	N/A
420	Denver Northbound	UP	0	10	7.3	3.3	45	N/A
421	Denver Northbound	UP	0	10	7.3	3.3	45	N/A
448	Denver Northbound	UP	0	10	7.3	3.3	45	N/A
423	Denver Northbound	UP	0	10	7.3	3.3	45	N/A
424	Denver Northbound	UP	0	10	7.3	3.3	45	N/A
412	Denver Northbound	UP	0	10	7.3	3.3	45	N/A

Object ID	Rail Line Segment	Railroad	Passenger Count[a]	Baseline Freight (trains per day)	High Rail Traffic Scenario (trains per day)	Total dB increase	Avg. Train Speed (mph)	Transit Speed (mph)
529	Denver Northbound	UP		0	7.3	N/A	0	N/A
414	Denver Northbound	UP	0	10	7.3	3.3	45	N/A
415	Denver Northbound	UP	0	10	7.3	3.3	45	N/A
416	Denver Northbound	UP	0	10	7.3	3.7	37.5	N/A
417	Denver Northbound	UP	0	10	7.3	3.7	37.5	N/A
418	Denver Northbound	UP	0	10	7.3	3.7	37.5	N/A
419	Denver Northbound	UP	0	10	7.3	3.7	37.5	N/A
425	Denver Northbound	UP	0	10	7.3	3.7	37.5	N/A
426	Denver Northbound	UP	0	10	7.3	3.5	40	N/A
427	Denver Northbound	UP	0	10	7.3	3.5	40	N/A
525	Denver Northbound	UP	0	10	7.3	3.5	40	N/A
447	Denver Northbound	UP	0	10	7.3	3.3	45	N/A
433	Denver Northbound	UP	0	10	7.3	3.3	45	N/A
450	Denver Northbound	UP	0	10	7.3	3.3	45	N/A
434	Denver Northbound	UP	0	10	7.3	3.3	45	N/A
436	Denver Northbound	UP	0	10	7.3	3.3	45	N/A
437	Denver Northbound	UP	0	10	7.3	3.7	37.5	N/A
438	Denver Northbound	UP	0	10	7.3	3.7	37.5	N/A
439	Denver Northbound	UP	0	10	7.3	3.7	37.5	N/A
440	Denver Northbound	UP	0	10	7.3	3.3	45	N/A
441	Denver Northbound	UP	0	10	7.3	3.3	45	N/A
443	Denver Northbound	UP	0	10	7.3	3.3	45	N/A
444	Denver Northbound	UP	0	10	7.3	3.3	45	N/A
451	Denver Northbound	UP	0	10	7.3	3.3	45	N/A
445	Denver Northbound	UP	0	10	7.3	3.3	45	N/A
428	Denver Northbound	UP	0	10	7.3	3.3	45	N/A
526	Denver Northbound	UP	0	0	7.3	N/A	0	N/A
429	Denver Northbound	UP	0	10	7.3	3.3	45	N/A
449	Denver Northbound	UP	0	10	7.3	3.3	45	N/A
432	Denver Northbound	UP	0	10	7.3	3.3	45	N/A
466	Denver Northbound	UP	0	10	7.3	3.3	45	N/A
467	Denver Northbound	UP	0	10	7.3	3.3	45	N/A
468	Denver Northbound	UP	0	10	7.3	3.3	45	N/A
471	Denver Northbound	UP	0	10	7.3	3.3	45	N/A
470	Denver Northbound	UP	0	10	7.3	3.3	45	N/A

Object ID	Rail Line Segment	Railroad	Passenger Count[a]	Baseline Freight (trains per day)	High Rail Traffic Scenario (trains per day)	Total dB increase	Avg. Train Speed (mph)	Transit Speed (mph)
469	Denver Northbound	UP	0	10	7.3	3.3	45	N/A
527	Denver Northbound	UP		0	7.3	N/A	0	N/A
472	Denver Northbound	UP	0	10	7.3	3.3	45	N/A
474	Denver Northbound	UP	0	10	7.3	3.3	45	N/A
475	Denver Northbound	UP	0	10	7.3	3.3	45	N/A
476	Denver Northbound	UP	0	10	7.3	3.3	45	N/A
477	Denver Northbound	UP	0	10	7.3	3.3	45	N/A
478	Denver Northbound	UP	0	10	7.3	3.3	45	N/A
479	Denver Northbound	UP	0	10	7.3	3.3	45	N/A
480	Denver Northbound	UP	0	10	7.3	3.3	45	N/A
481	Denver Northbound	UP	0	14	7.3	2.9	37.5	N/A
482	Denver Northbound	UP	0	14	7.3	2.9	37.5	N/A
483	Denver Northbound	UP	0	14	7.3	2.9	37.5	N/A
484	Denver Northbound	UP	0	14	7.3	2.9	37.5	N/A
519	Denver Northbound	UP	0	14	7.3	2.9	37.5	N/A
486	Denver Northbound	UP	0	14	7.3	2.9	37.5	N/A
487	Denver Northbound	UP	0	14	7.3	2.9	37.5	N/A
488	Denver Northbound	UP	0	14	7.3	2.9	37.5	N/A
489	Denver Northbound	UP	0	14	7.3	2.9	37.5	N/A
490	Denver Northbound	UP	0	14	7.3	2.9	37.5	N/A
491	Denver Northbound	UP	0	14	7.3	2.9	37.5	N/A
497	Denver Northbound	UP	0	14	7.3	2.9	37.5	N/A
493	Denver Northbound	UP	0	14	7.3	2.9	37.5	N/A
494	Denver Northbound	UP	0	14	7.3	2.6	45	N/A
495	Denver Northbound	UP	0	14	7.3	2.6	45	N/A
496	Denver Northbound	UP	0	14	7.3	2.6	45	N/A
528	Denver Northbound	UP	--	0	7.3	N/A	0	N/A
499	Denver Northbound	UP	0	14	7.3	2.6	45	N/A
498	Denver Northbound	UP	0	14	7.3	2.6	45	N/A
500	Denver Northbound	UP	0	14	7.3	2.6	45	N/A
501	Denver Northbound	UP	0	14	7.3	2.6	45	N/A
502	Denver Northbound	UP	0	14	7.3	2.6	45	N/A
503	Denver Northbound	UP	0	14	7.3	2.6	45	N/A
504	Denver Northbound	UP	0	14	7.3	2.6	45	N/A
505	Denver Northbound	UP	0	14	7.3	2.6	45	N/A

Object ID	Rail Line Segment	Railroad	Passenger Count[a]	Baseline Freight (trains per day)	High Rail Traffic Scenario (trains per day)	Total dB increase	Avg. Train Speed (mph)	Transit Speed (mph)
515	Denver Northbound	UP	0	14	7.3	2.6	45	N/A
516	Denver Northbound	UP	0	12	7.3	2.9	45	N/A
517	Denver Northbound	UP	0	14	7.3	2.6	45	N/A
518	Denver Northbound	UP	0	14	7.3	2.6	45	N/A
507	Denver Northbound	UP	0	14	7.3	2.6	45	N/A
514	Denver Northbound	UP	0	14	7.3	2.6	45	N/A
513	Denver Northbound	UP	0	14	7.3	2.6	45	N/A
512	Denver Northbound	UP	0	14	7.3	2.6	45	N/A
511	Denver Northbound	UP	0	14	7.3	2.6	45	N/A
509	Denver Northbound	UP	0	14	7.3	2.6	45	N/A
508	Denver Northbound	UP	0	14	7.3	2.6	45	N/A
506	Denver Northbound	UP	0	14	7.3	2.6	45	N/A
59	Denver Southbound	DRIR	0	0	1.1	N/A	5.5	N/A
60	Denver Southbound	DRIR	0	0	1.1	N/A	5.5	N/A
66	Denver Southbound	DRIR	0	0	1.1	N/A	5.5	N/A
131	Denver Southbound	BNSF	0	38	1.1	0.4	10.5	N/A
168	Denver Southbound	BNSF	0	38	1.1	0.4	15.5	N/A
167	Denver Southbound	BNSF	0	38	1.1	0.4	15.5	N/A
129	Denver Southbound	BNSF	0	38	1.1	0.4	15.5	N/A
128	Denver Southbound	BNSF	0	38	1.1	0.4	15.5	N/A
127	Denver Southbound	BNSF	0	38	1.1	0.4	15.5	N/A
375	Denver Southbound	UP	0	20	1.1	0.5	33.5	N/A
371	Denver Southbound	UP	0	20	1.1	0.5	33.5	N/A
372	Denver Southbound	UP	0	20	1.1	0.6	26	N/A
373	Denver Southbound	UP	0	20	1.1	0.6	26	N/A
401	Denver Southbound	BNSF	0	20	1.1	0.5	33.5	N/A
400	Denver Southbound	BNSF	0	20	1.1	0.5	33.5	N/A
399	Denver Southbound	BNSF	0	20	1.1	0.5	33.5	N/A
398	Denver Southbound	BNSF	0	20	1.1	0.5	33.5	N/A
397	Denver Southbound	BNSF	0	20	1.1	0.5	33.5	N/A
404	Denver Southbound	BNSF	0	20	1.1	0.5	33.5	N/A

Notes:

[a] Counts include baseline transit and/or Amtrak.

dB = decibel; mph = miles per hour; UP = Union Pacific Railroad; RTDC = Regional Transportation District Commuter; DRIR = Denver Rock Island Railroad; BNSF = BNSF Railway; N/A = not applicable

Noise Contour Mapping

Figure L-4, Figure L-5, and Figure L-6 show the modeled 65 DNL noise contours and +3 dBA contours for the entire study area for each of the Action Alternatives. The +3 dBA contours generally are large when ambient sound levels are low. Since ambient sound levels vary in the study area, the size of these contours also vary depending on local ambient sound measurement data.

Figure L-4. Indian Canyon Alternative Noise Contours, Sheet Index

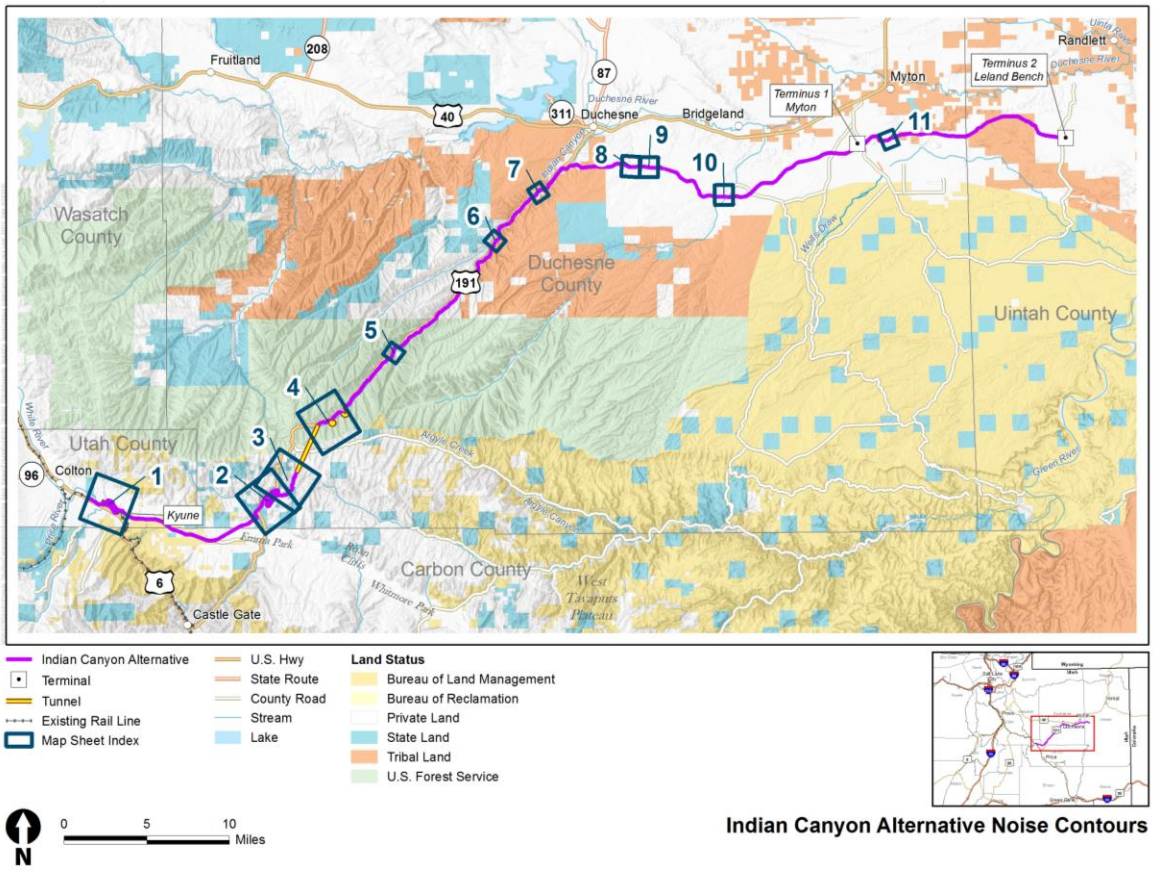


Figure L-4. Indian Canyon Alternative Noise Contours, Sheet 1 of 11

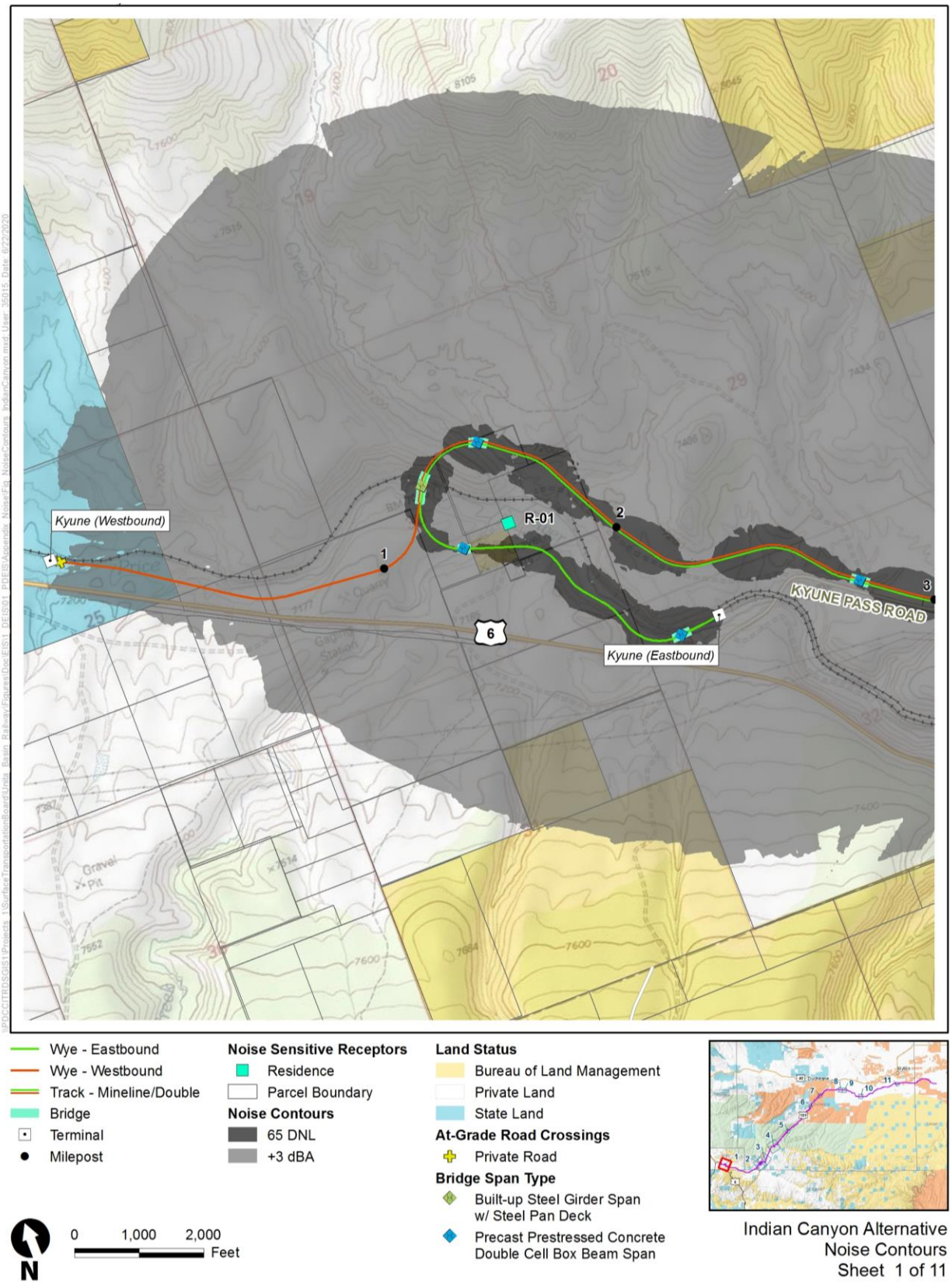


Figure L-4. Indian Canyon Alternative Noise Contours, Sheet 2 of 11

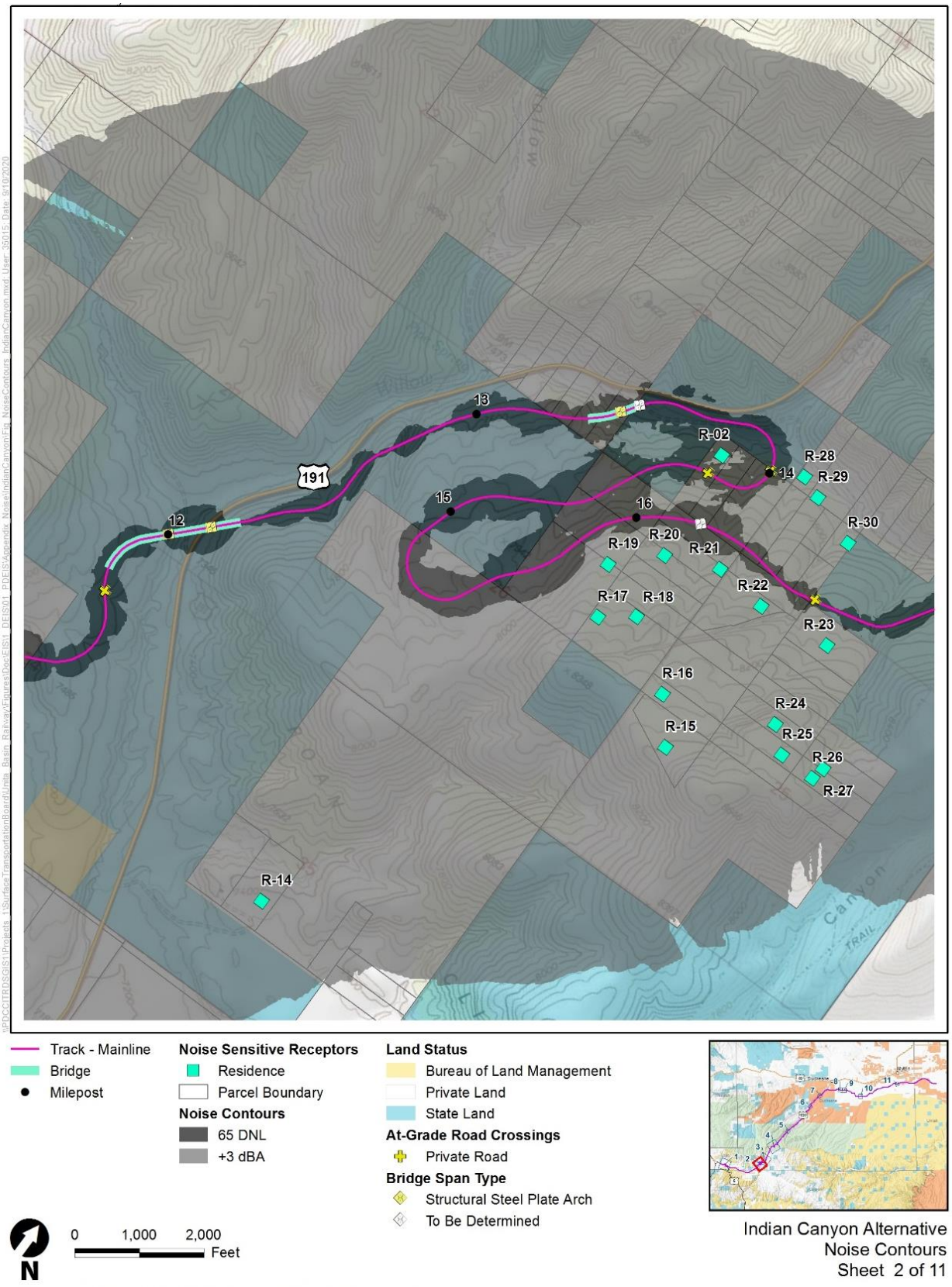


Figure L-4. Indian Canyon Alternative Noise Contours, Sheet 3 of 11

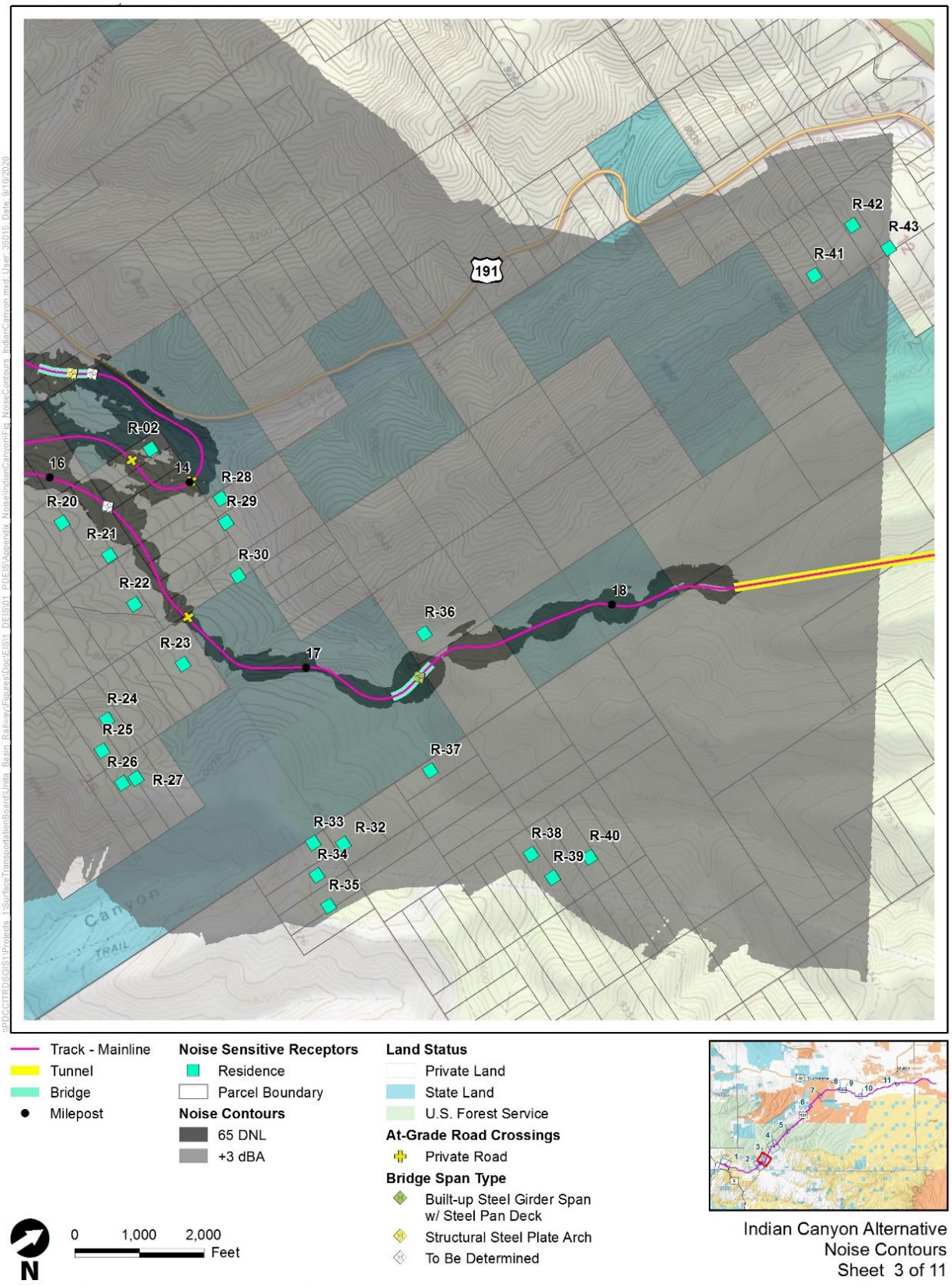


Figure L-4. Indian Canyon Alternative Noise Contours, Sheet 4 of 11

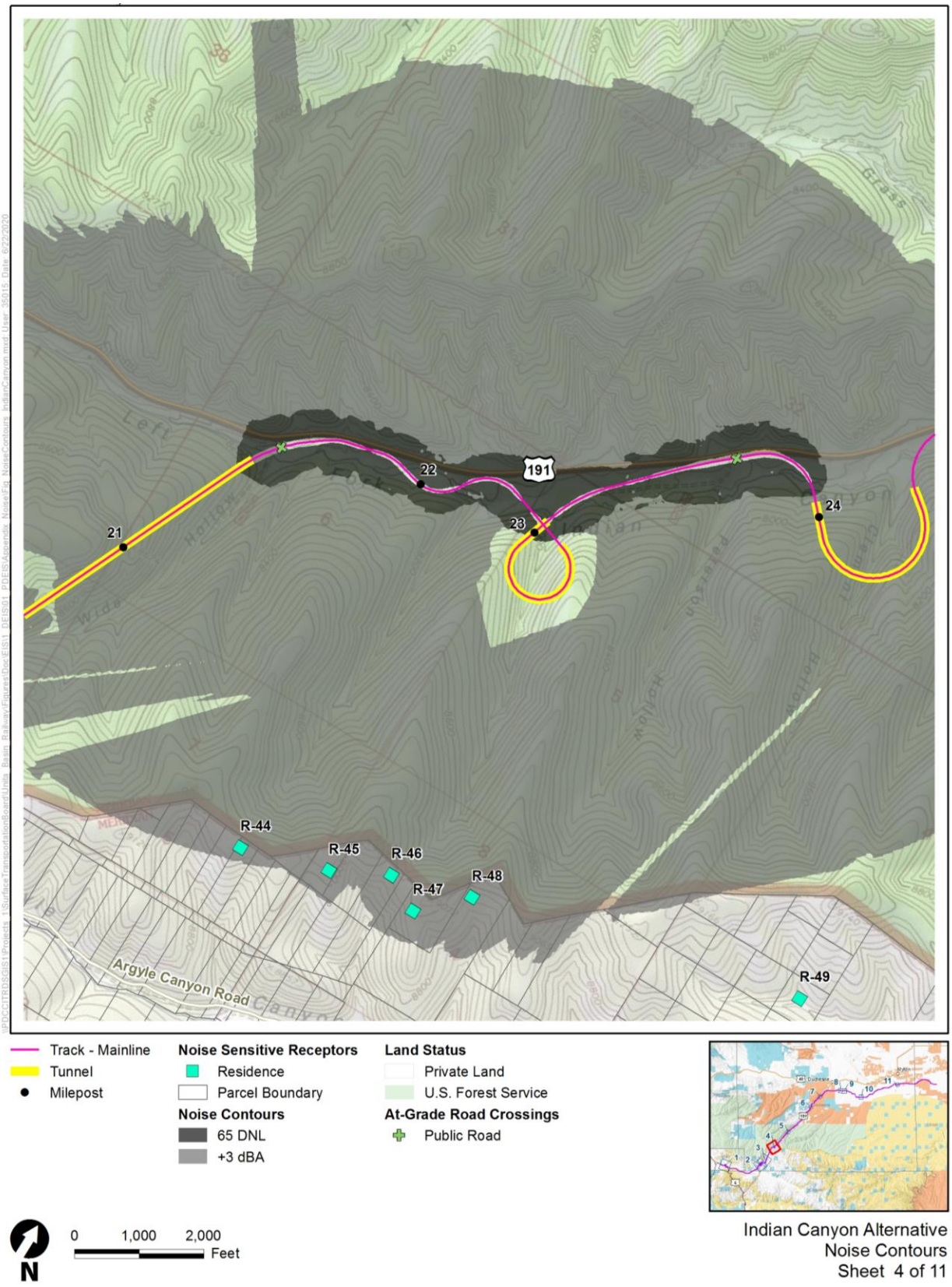


Figure L-4. Indian Canyon Alternative Noise Contours, Sheet 5 of 11

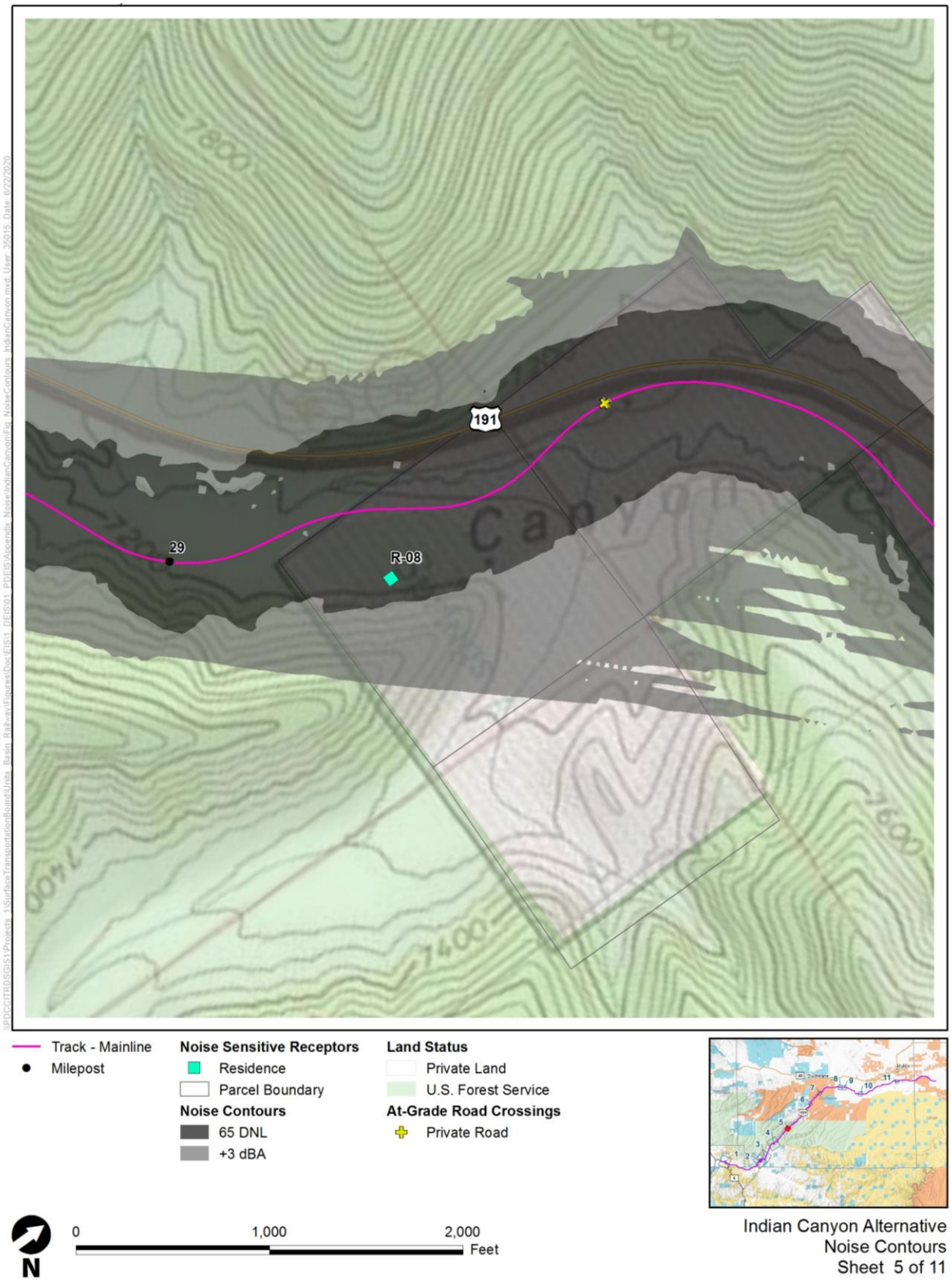


Figure L-4. Indian Canyon Alternative Noise Contours, Sheet 6 of 11

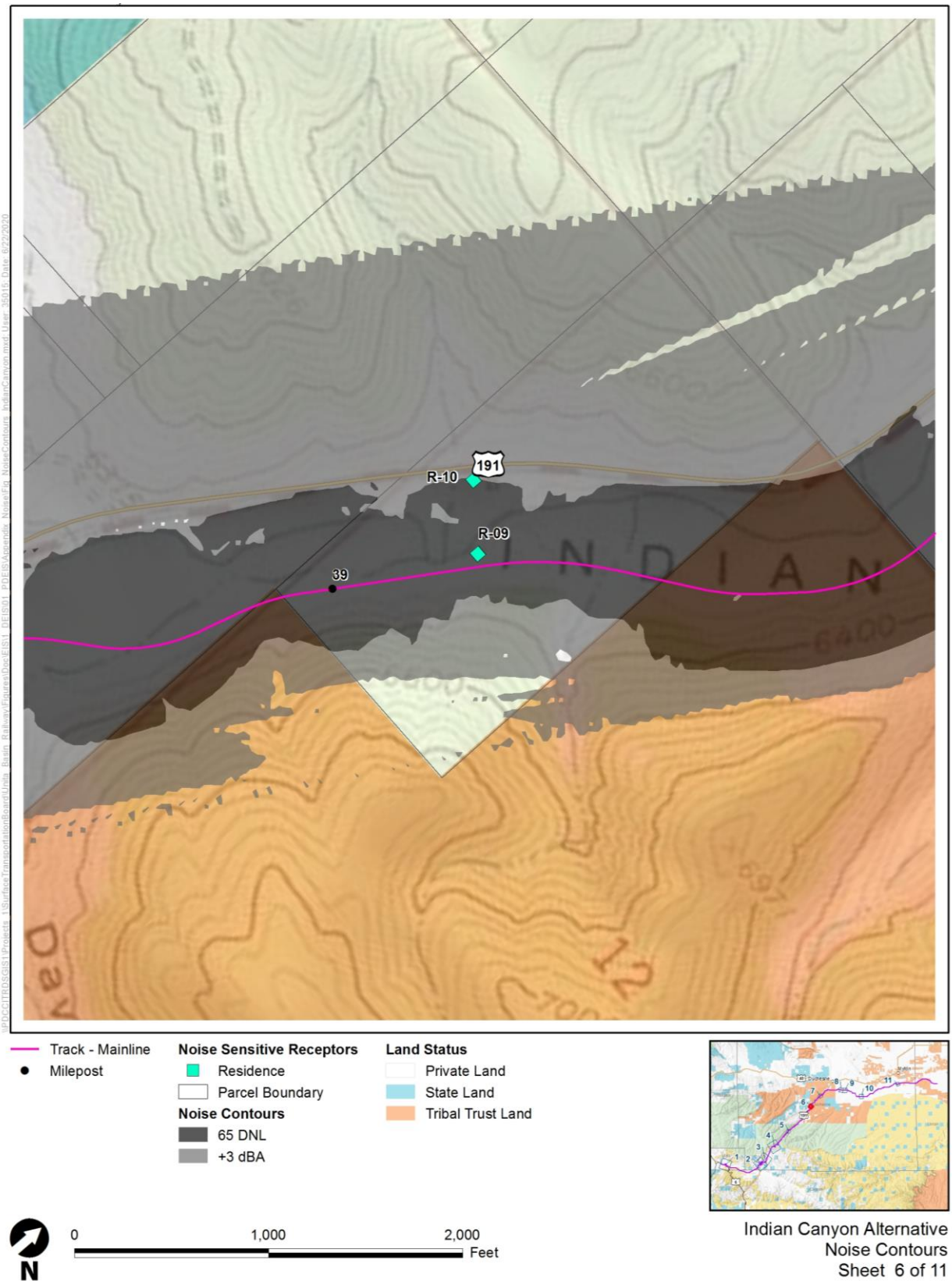


Figure L-4. Indian Canyon Alternative Noise Contours, Sheet 7 of 11

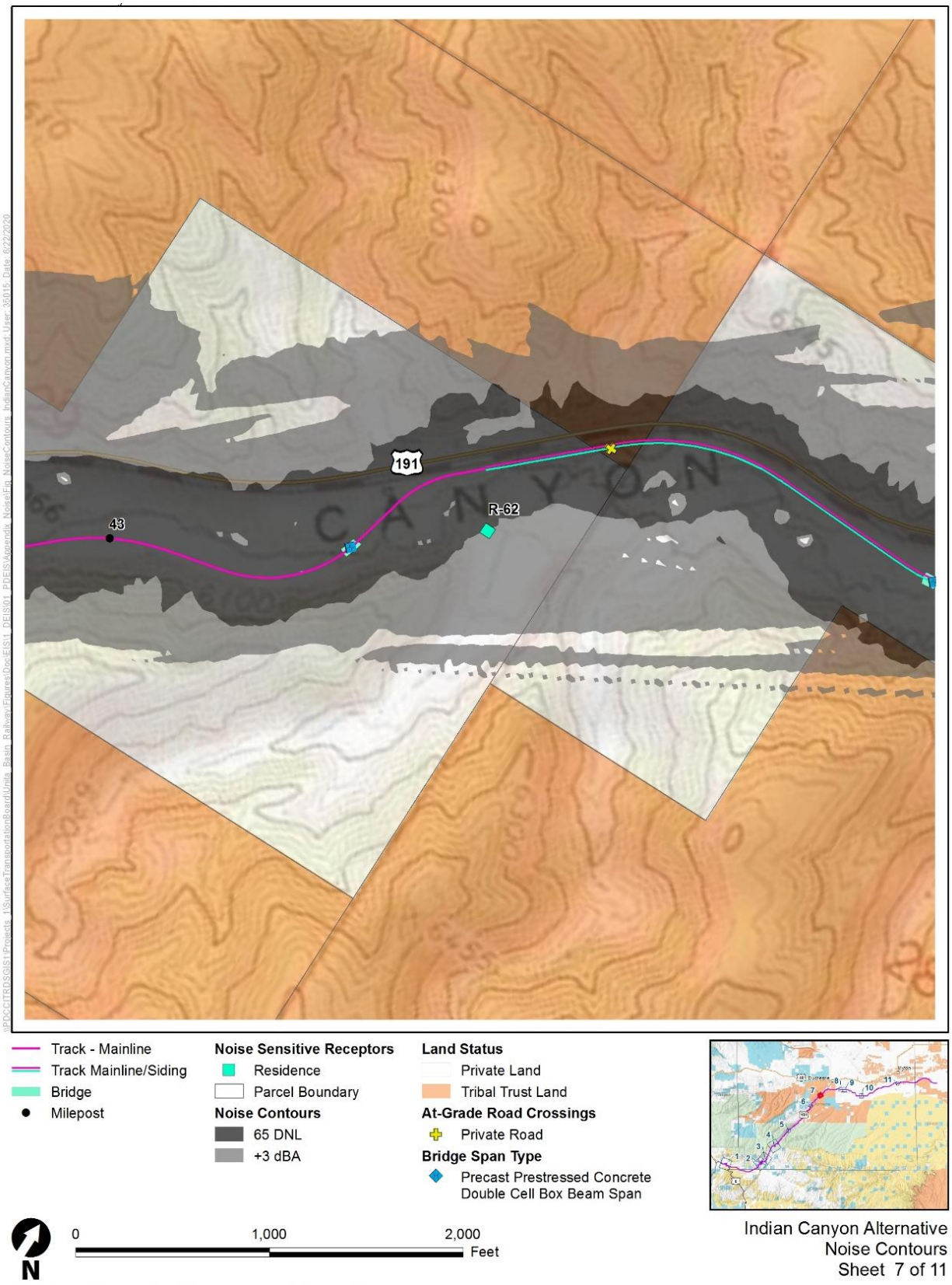


Figure L-4. Indian Canyon Alternative Noise Contours, Sheet 8 of 11

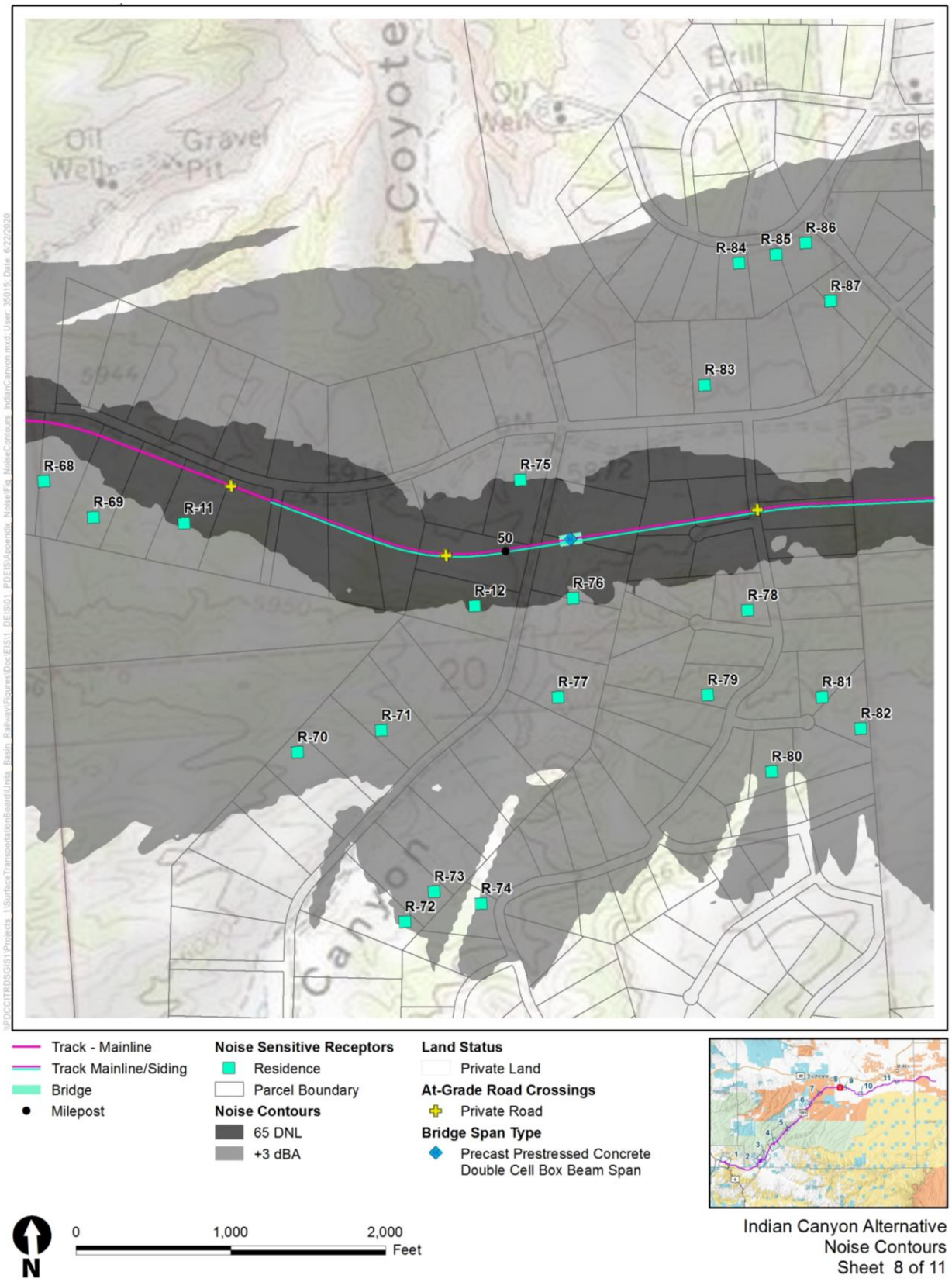


Figure L-4. Indian Canyon Alternative Noise Contours, Sheet 9 of 11

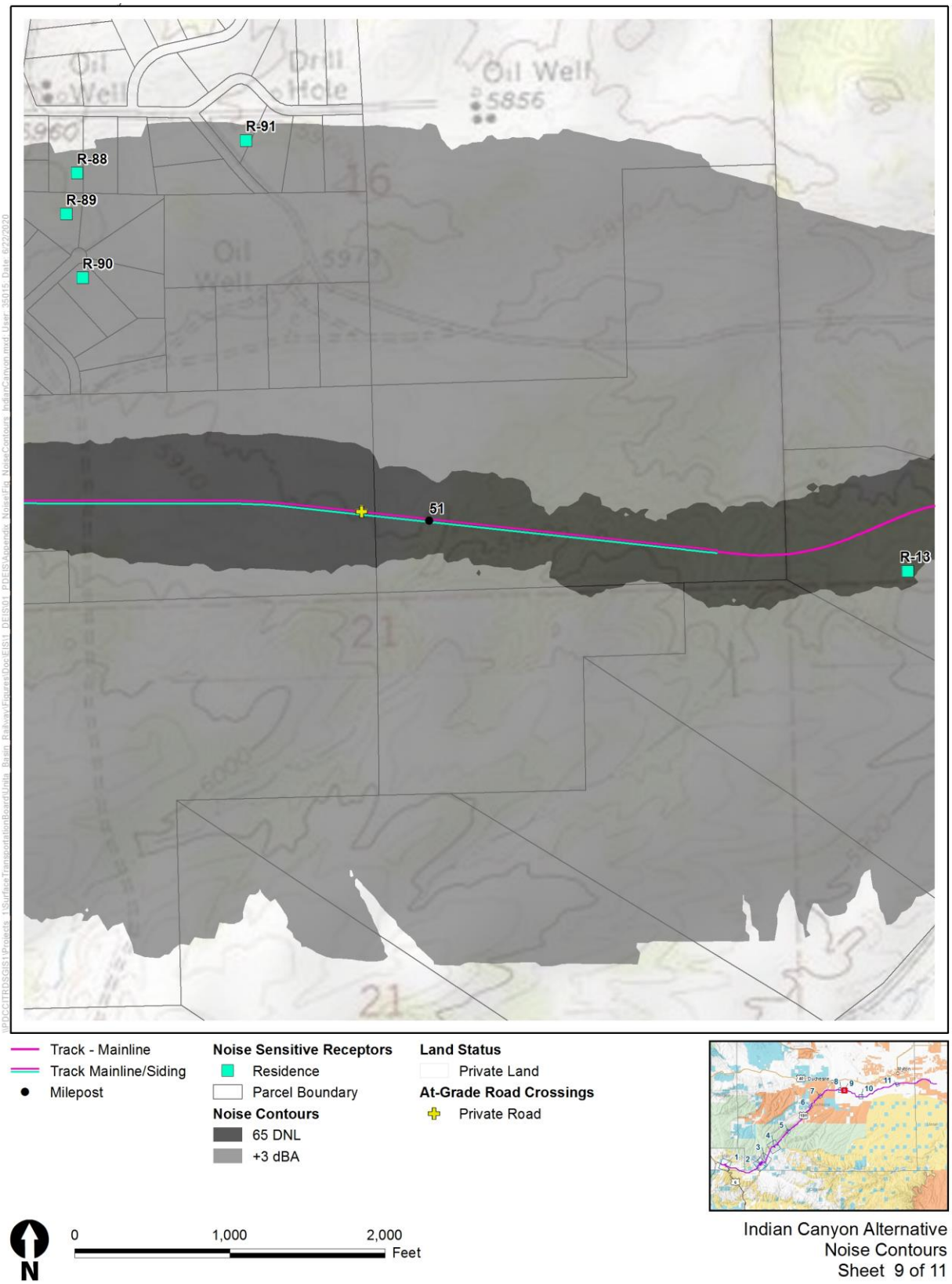


Figure L-4. Indian Canyon Alternative Noise Contours, Sheet 10 of 11

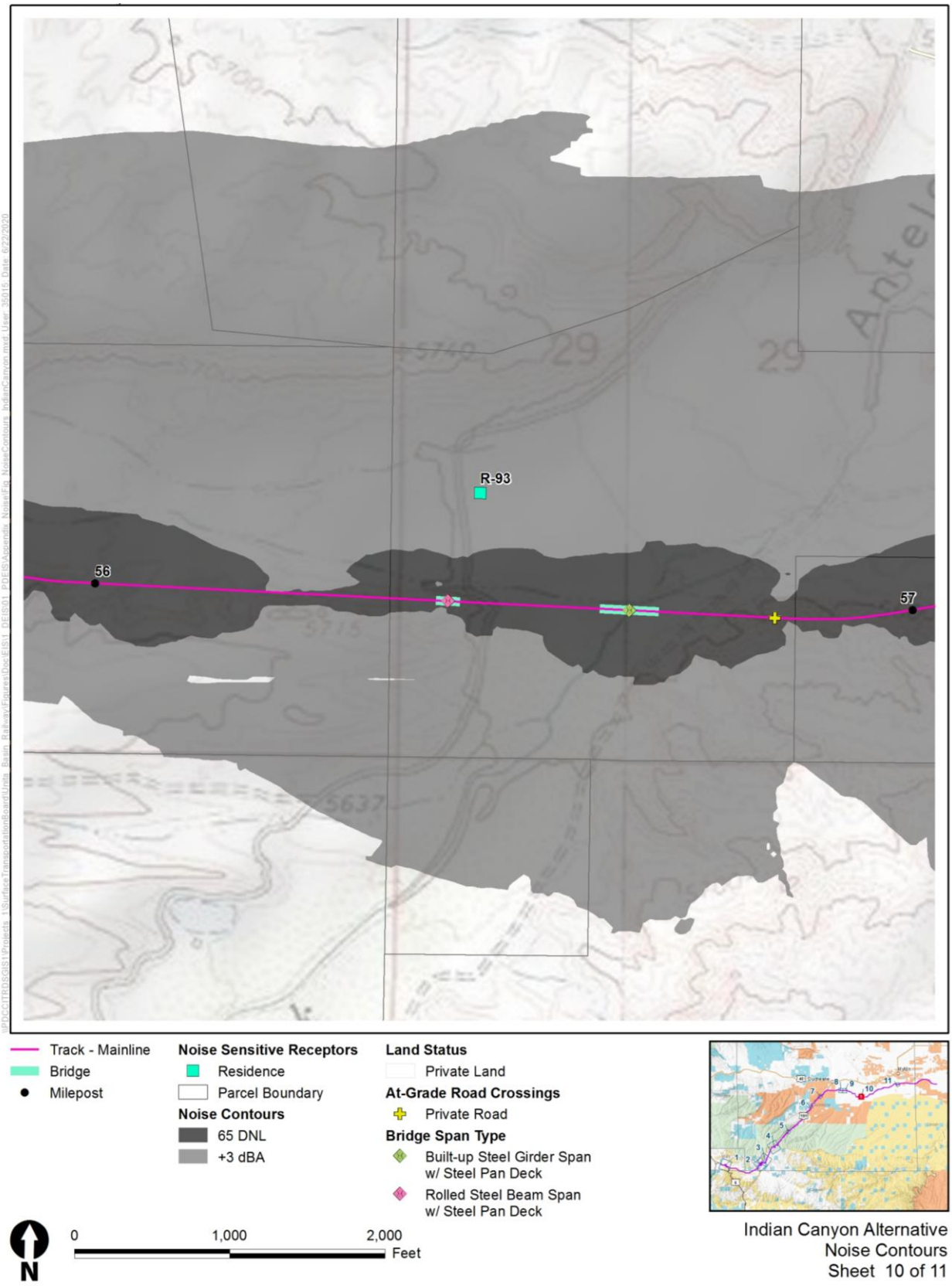


Figure L-4. Indian Canyon Alternative Noise Contours, Sheet 11 of 11

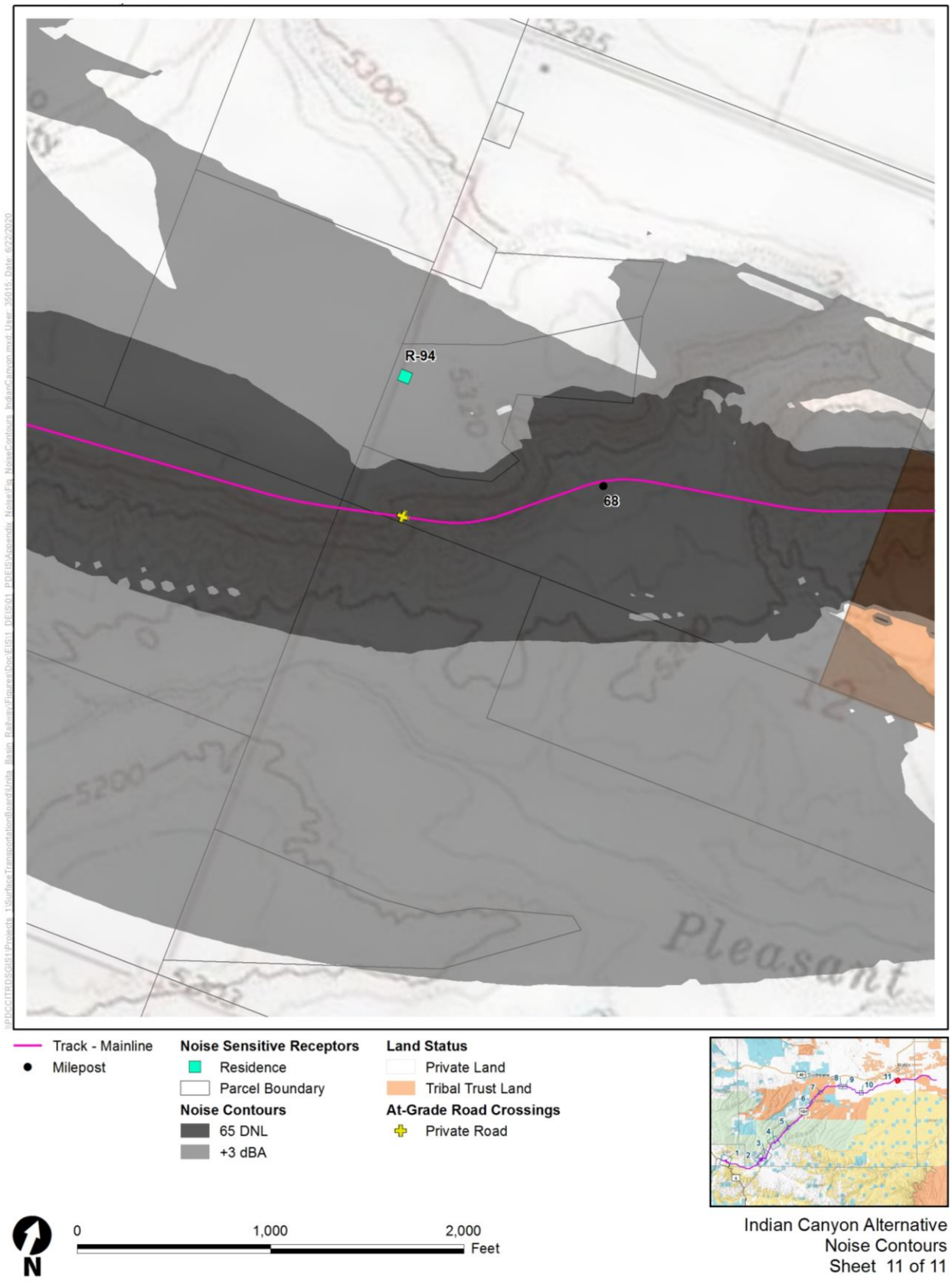


Figure L-5. Wells Draw Alternative Noise Contours, Sheet Index

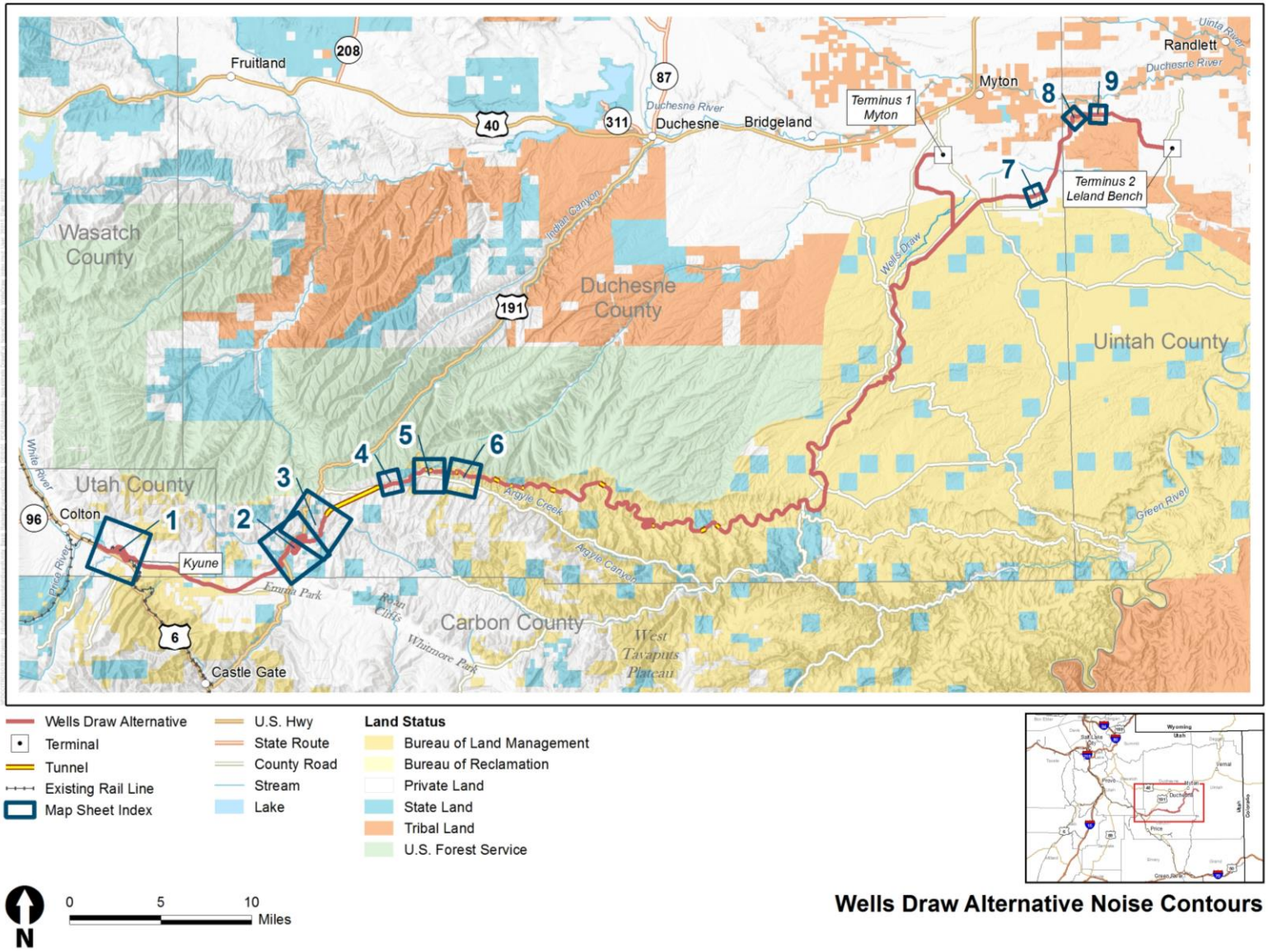


Figure L-5. Wells Draw Alternative Noise Contours, Sheet 1 of 9

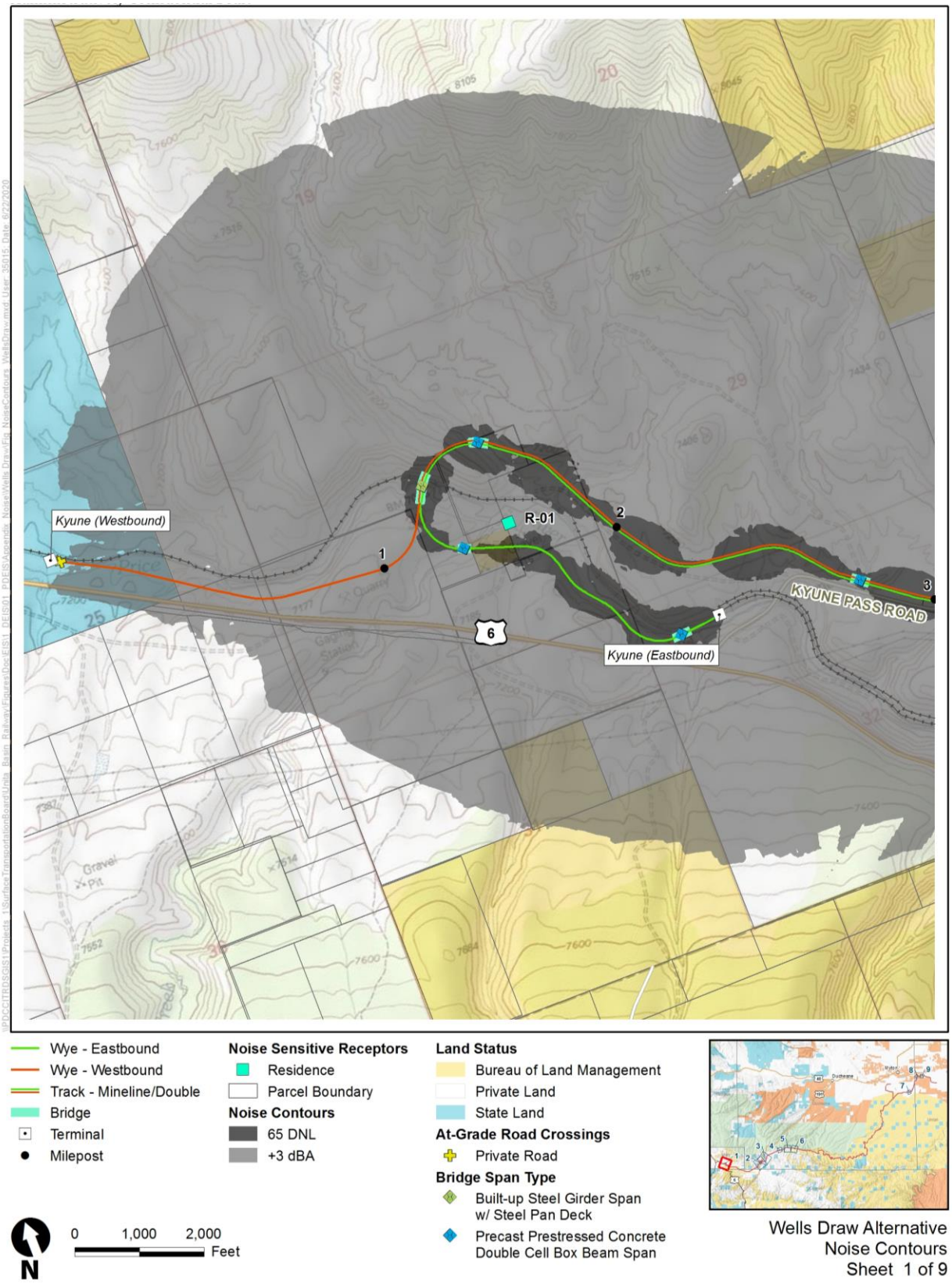


Figure L-5. Wells Draw Alternative Noise Contours, Sheet 2 of 9

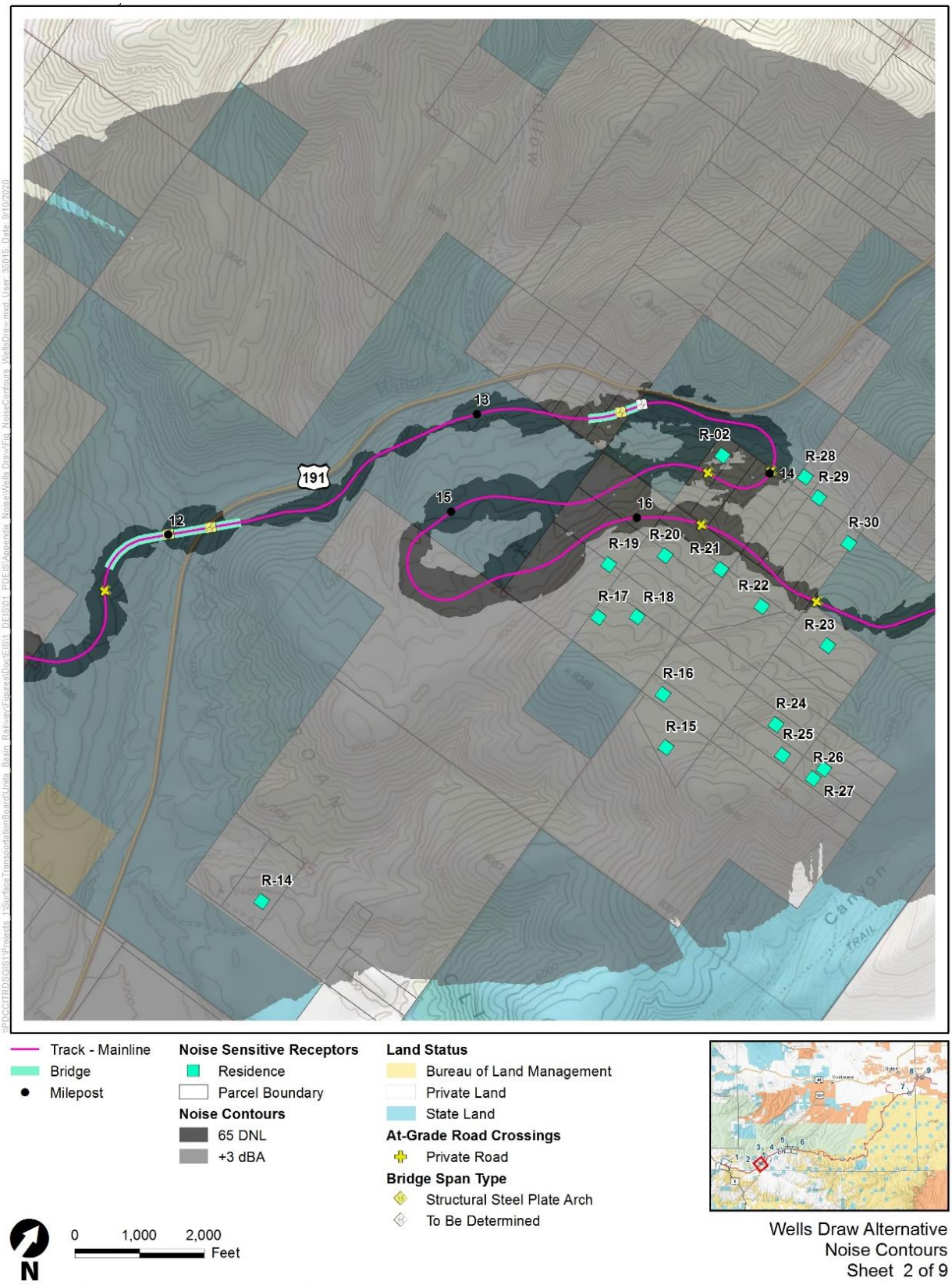


Figure L-5. Wells Draw Alternative Noise Contours, Sheet 3 of 9

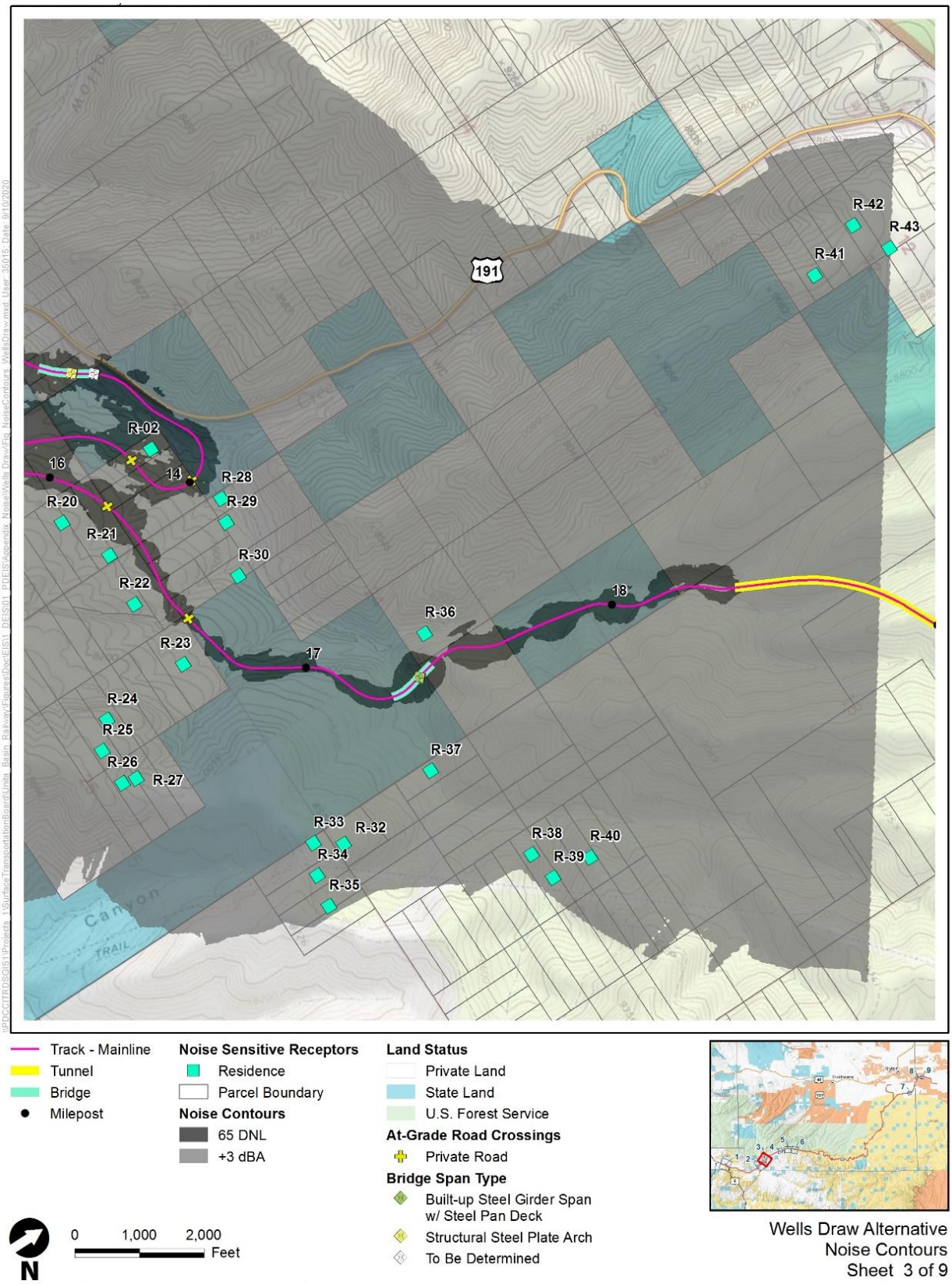


Figure L-5. Wells Draw Alternative Noise Contours, Sheet 4 of 9

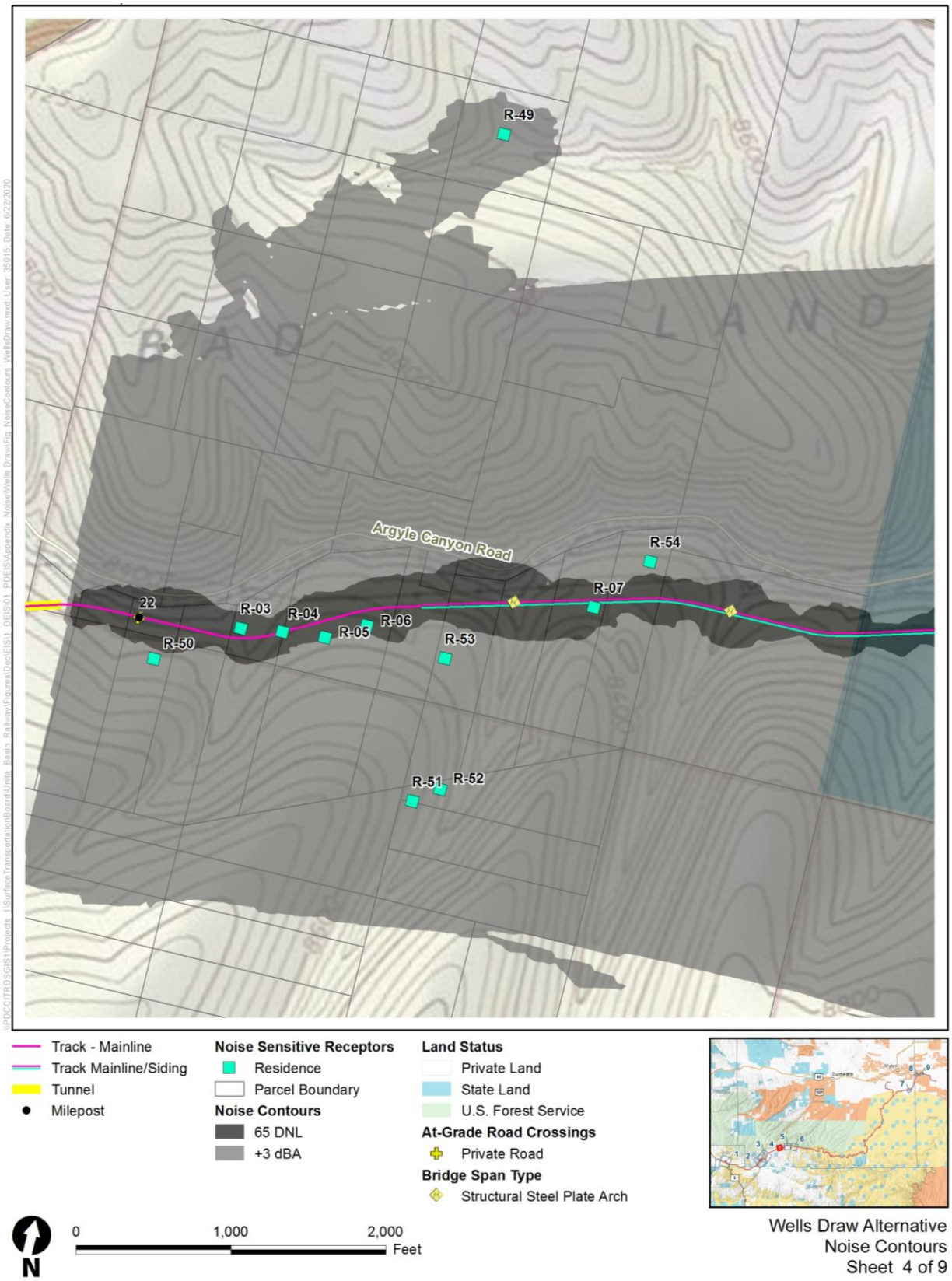


Figure L-5. Wells Draw Alternative Noise Contours, Sheet 5 of 9

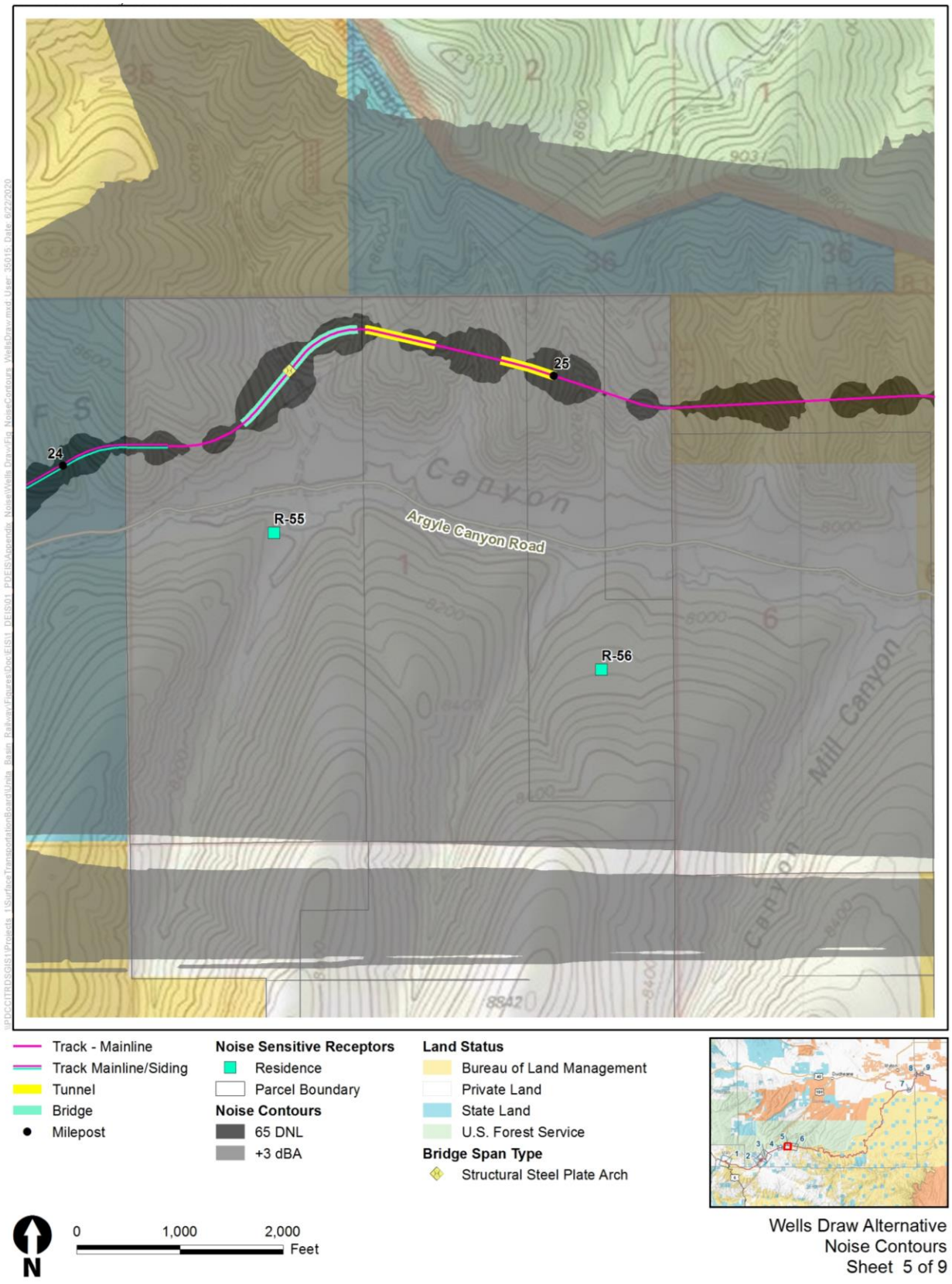


Figure L-5. Wells Draw Alternative Noise Contours, Sheet 6 of 9

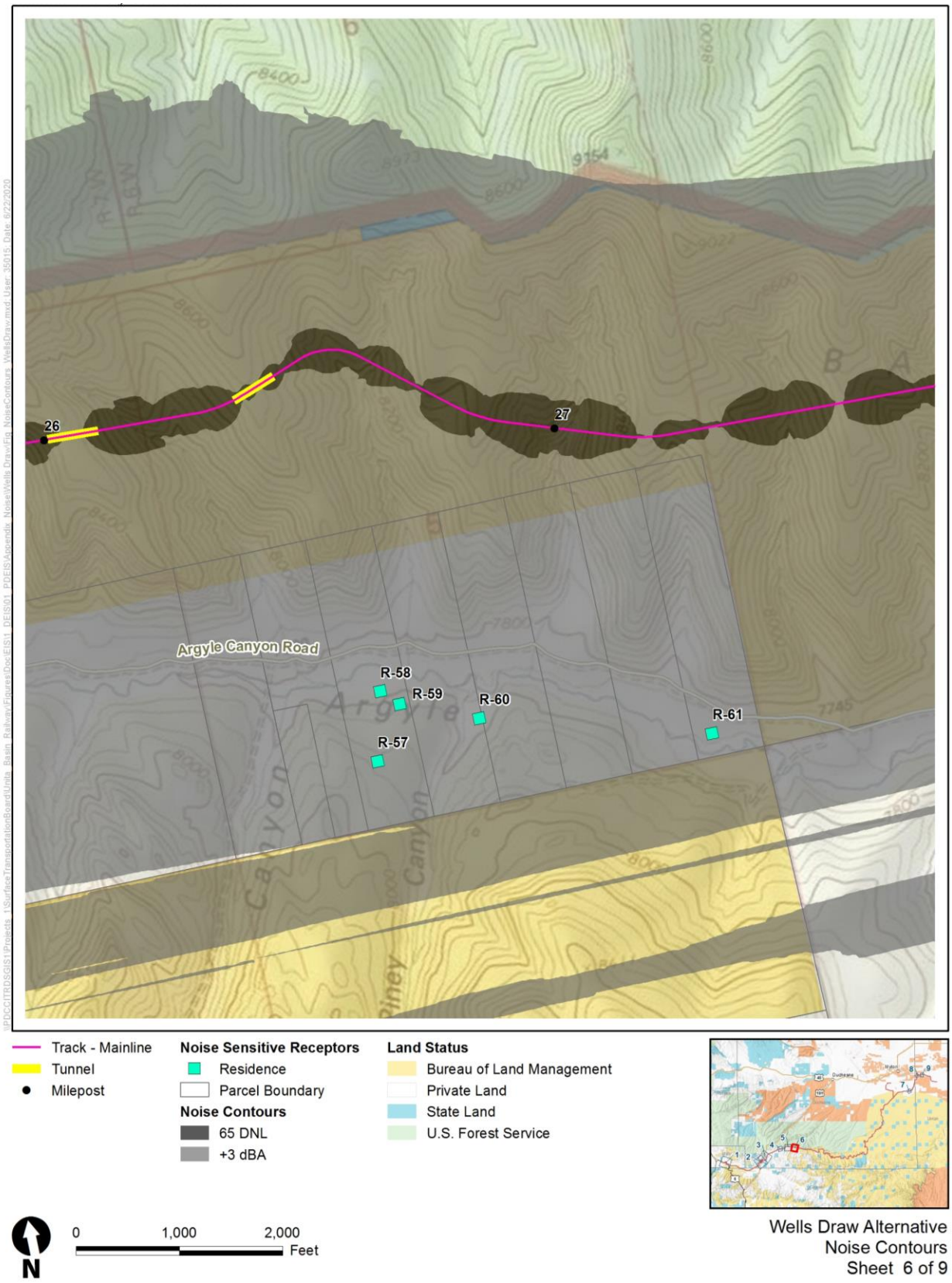


Figure L-5. Wells Draw Alternative Noise Contours, Sheet 7 of 9

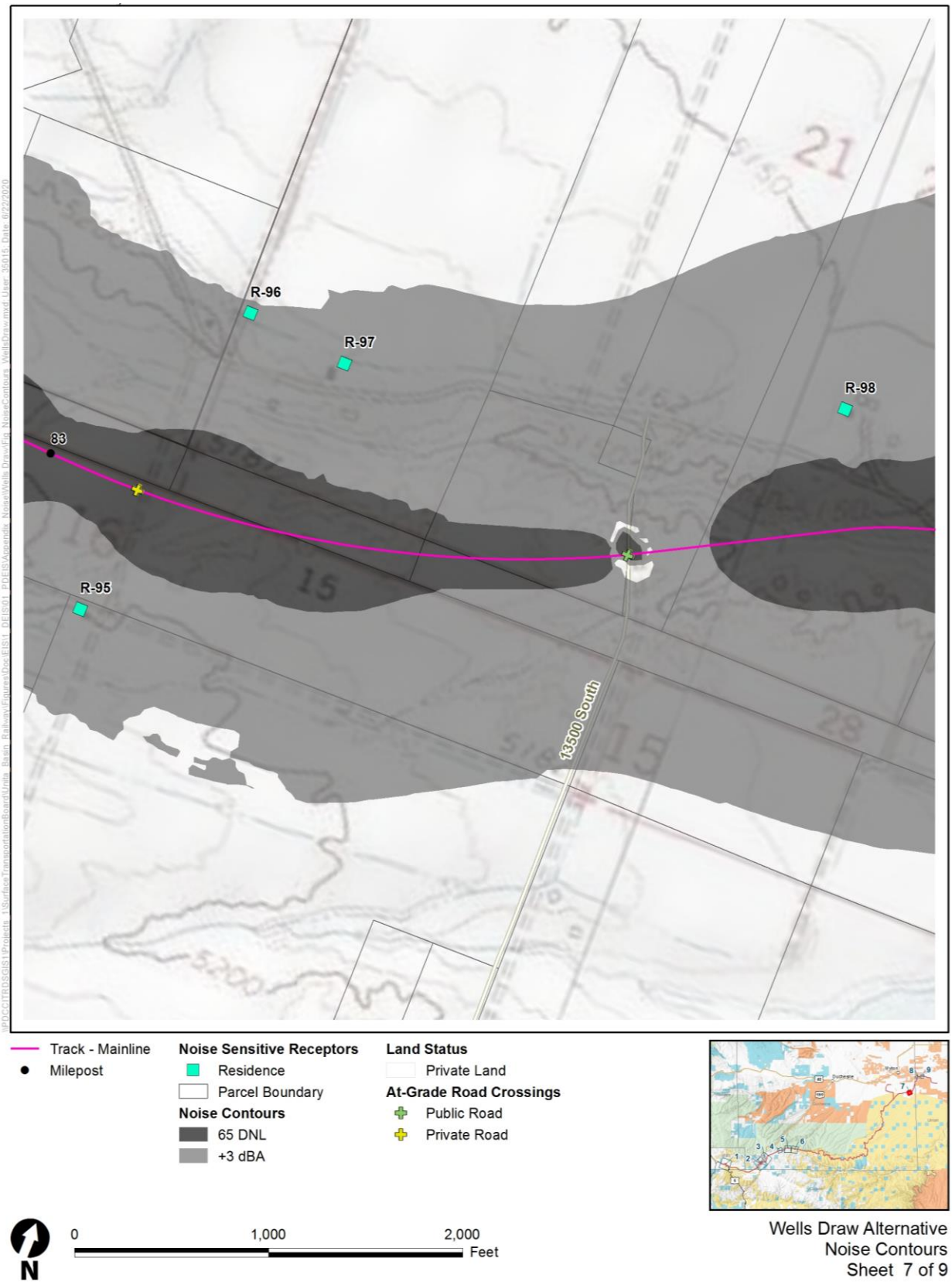


Figure L-5. Wells Draw Alternative Noise Contours, Sheet 8 of 9

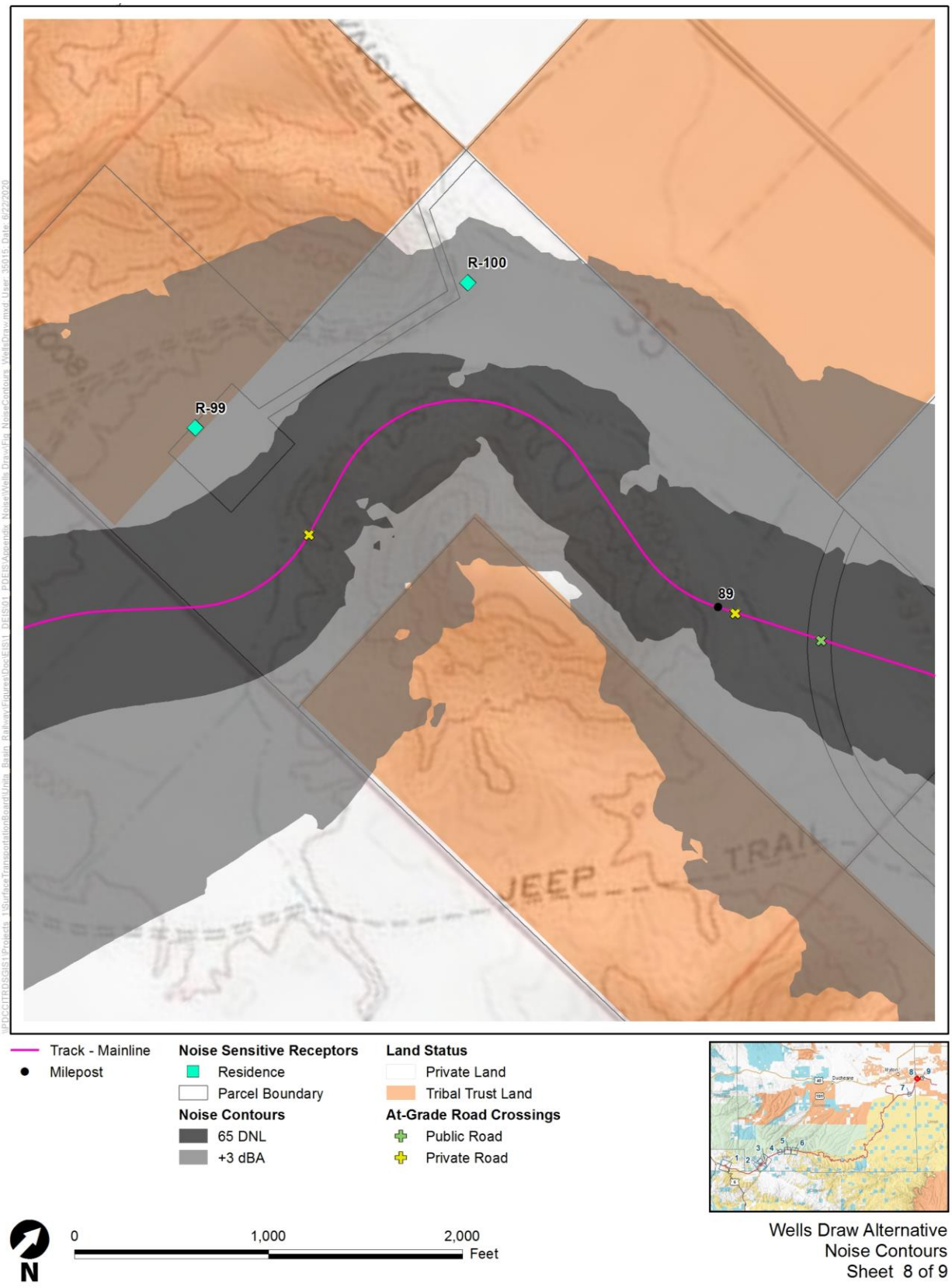


Figure L-5. Wells Draw Alternative Noise Contours, Sheet 9 of 9

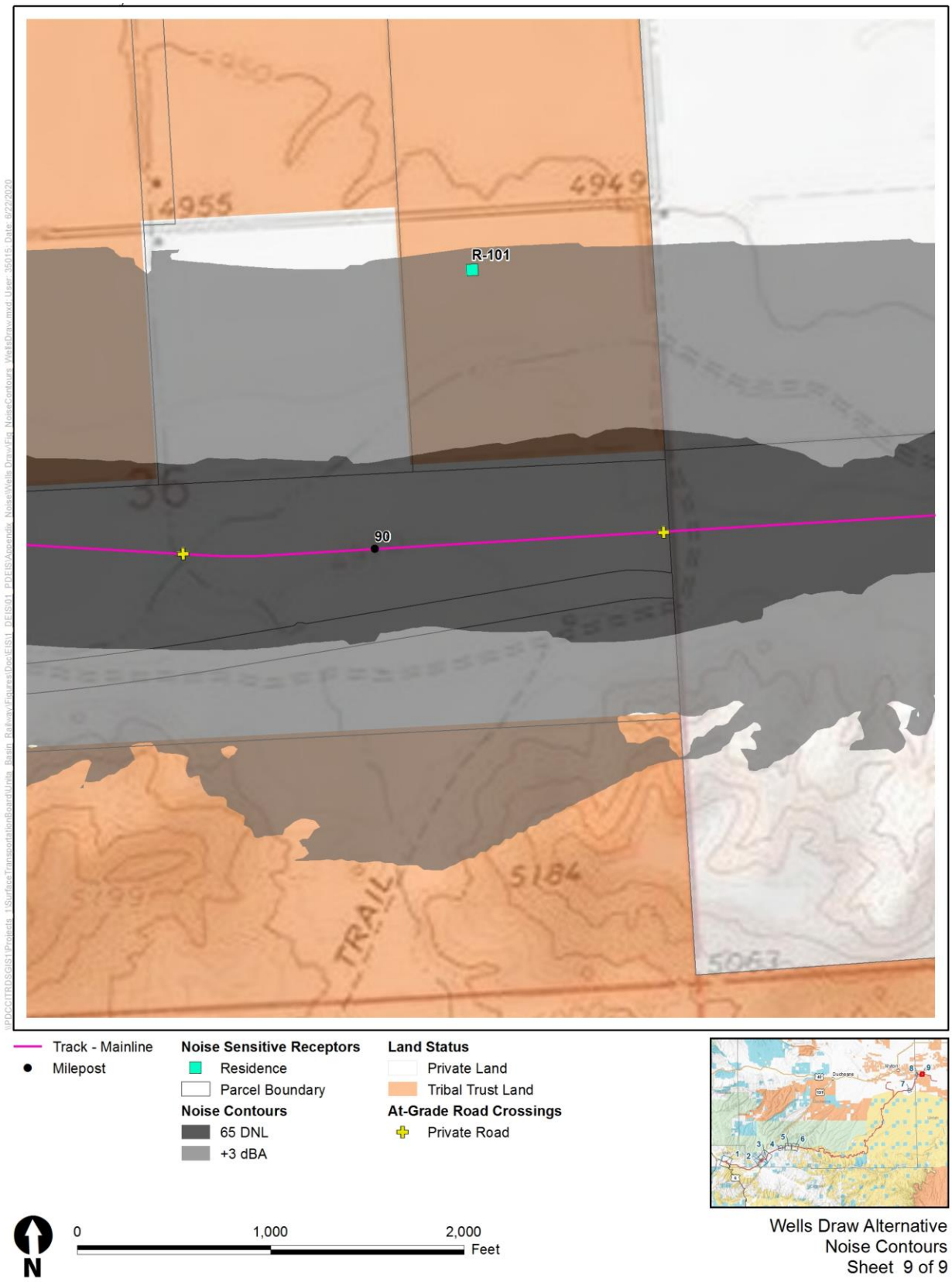


Figure L-6. Whitmore Park Alternative Noise Contours, Sheet Index

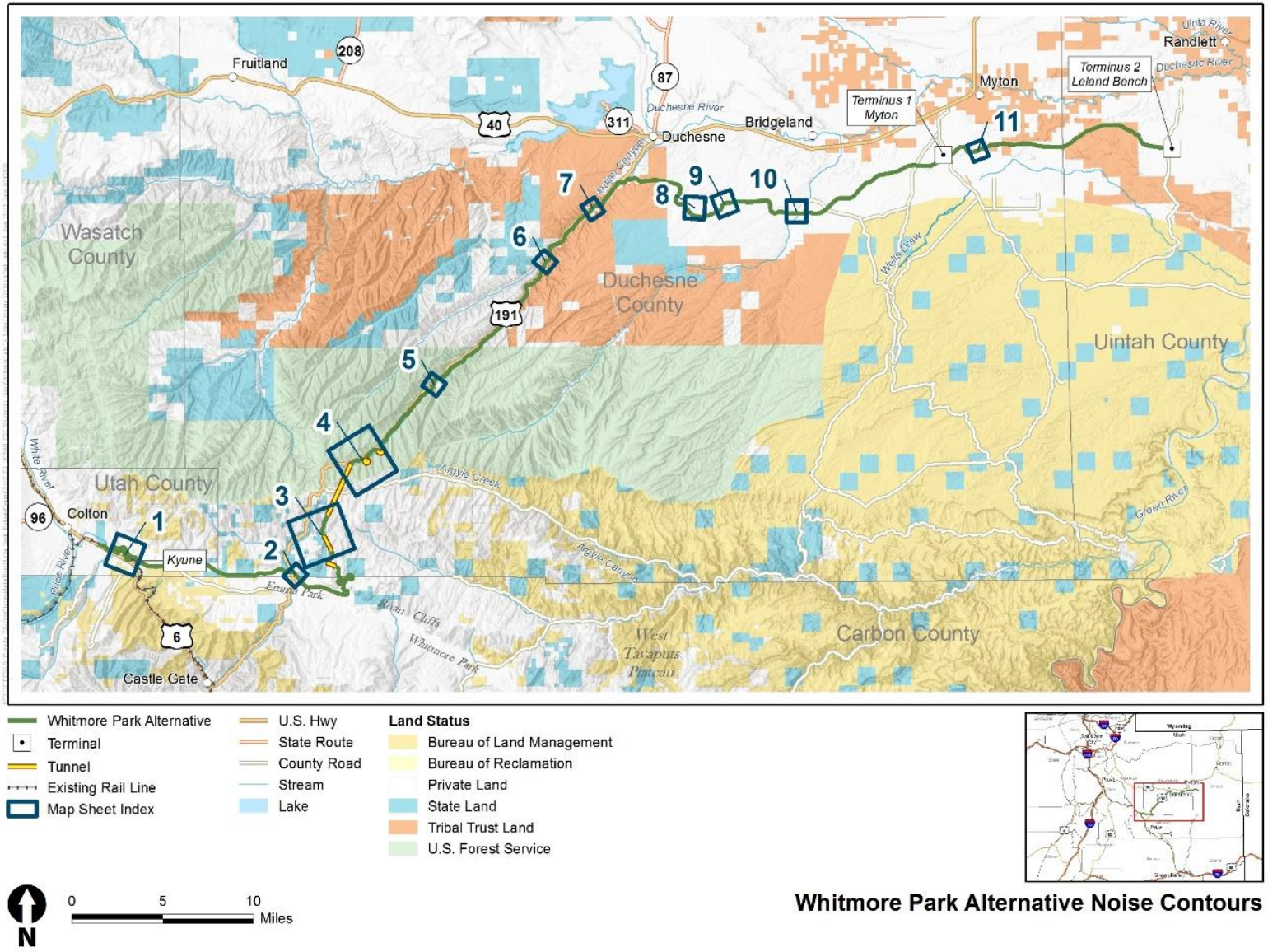


Figure L-7. Whitmore Park Alternative Noise Contours, Sheet 1 of 11

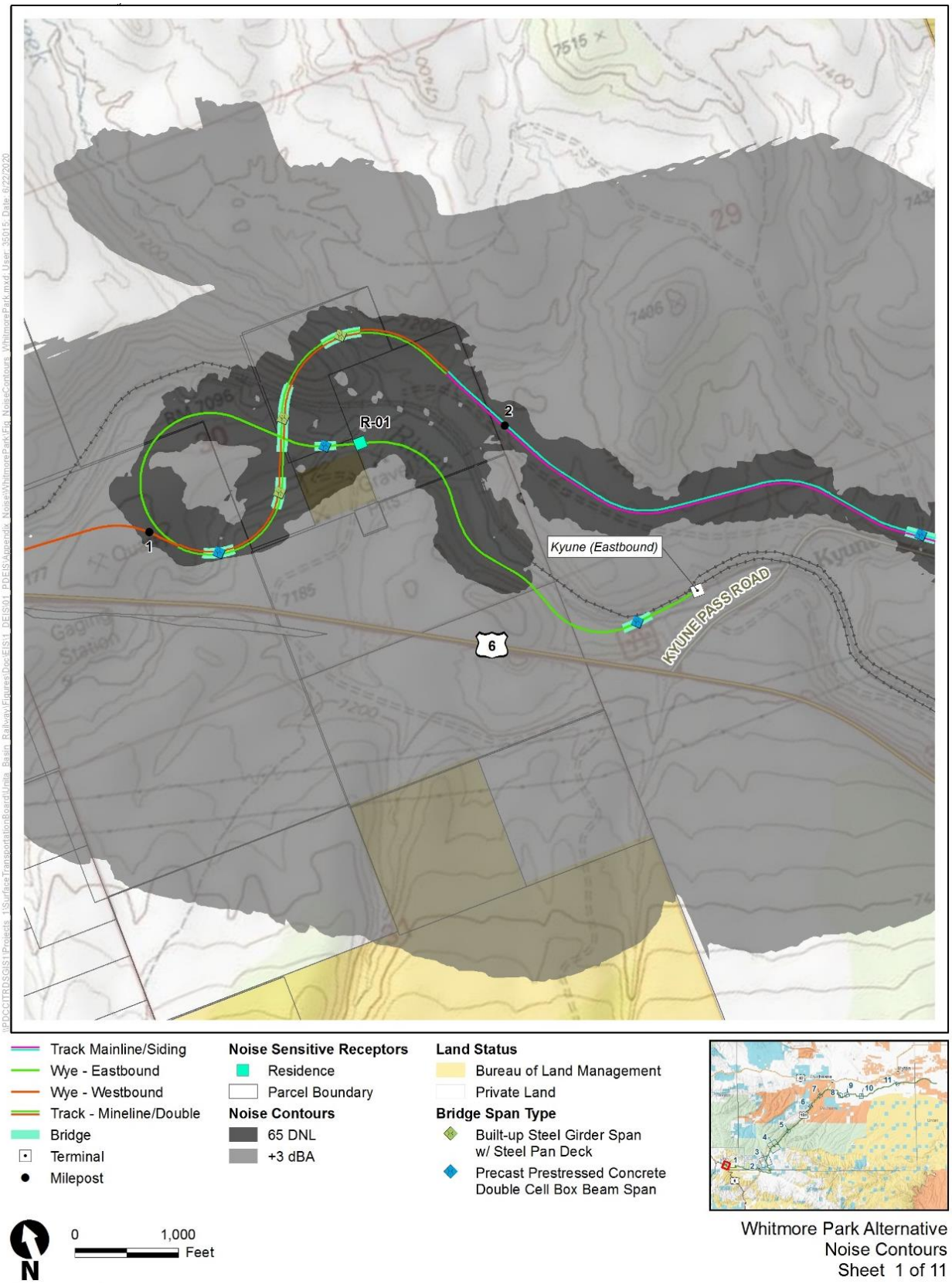


Figure L-8. Whitmore Park Alternative Noise Contours, Sheet 2 of 11

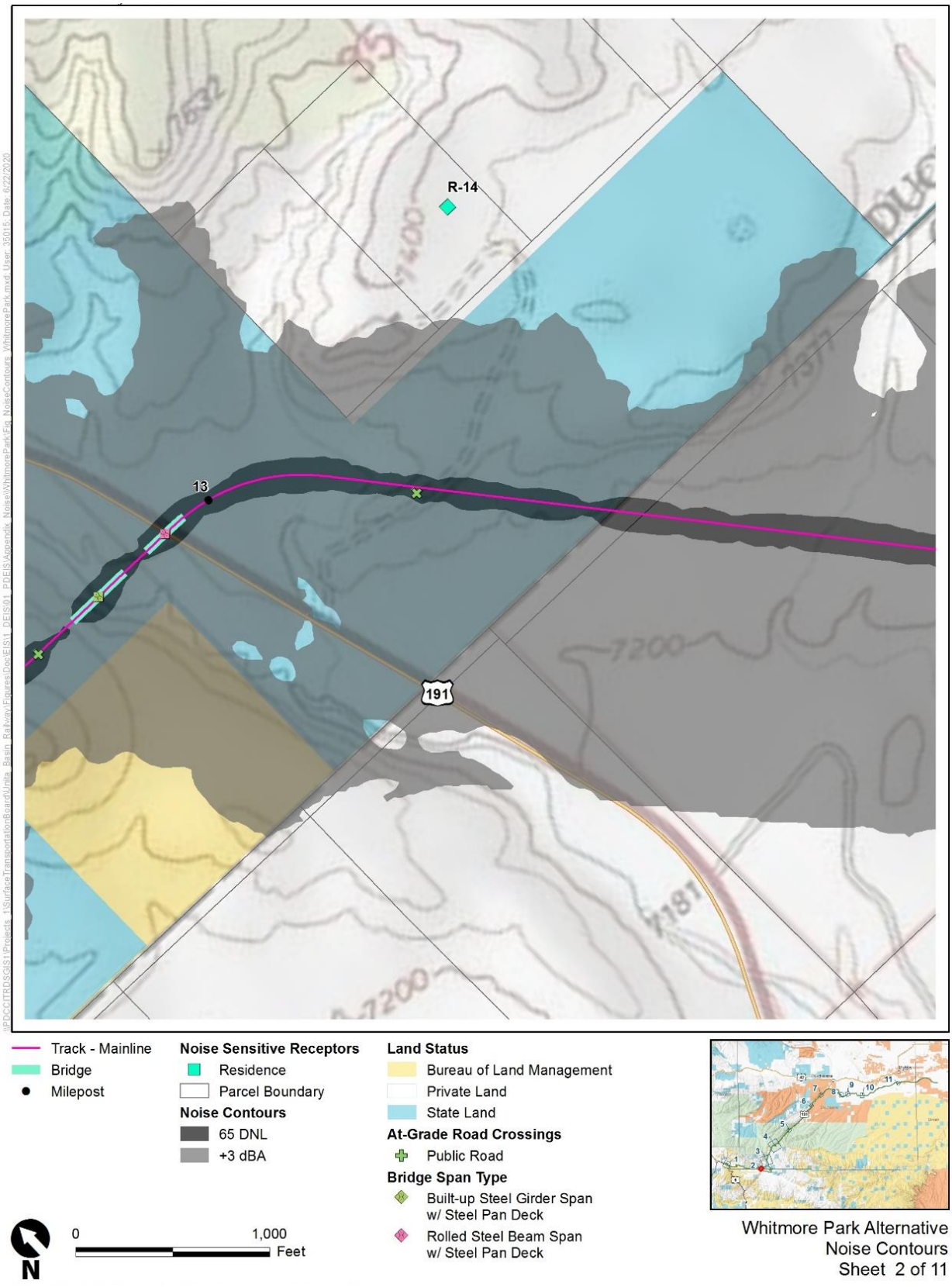


Figure L-9. Whitmore Park Alternative Noise Contours, Sheet 3 of 11

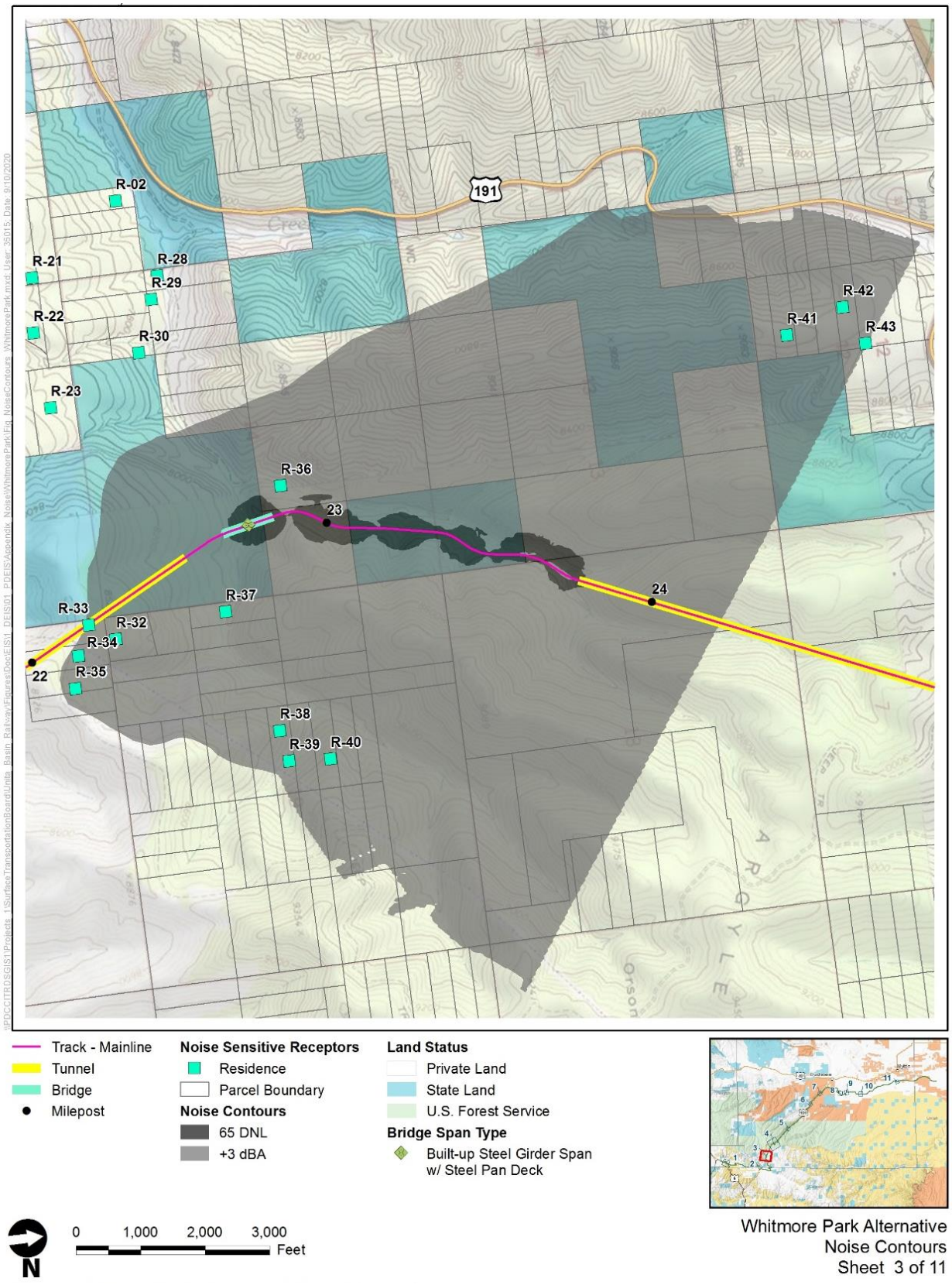


Figure L-10. Whitmore Park Alternative Noise Contours, Sheet 4 of 11

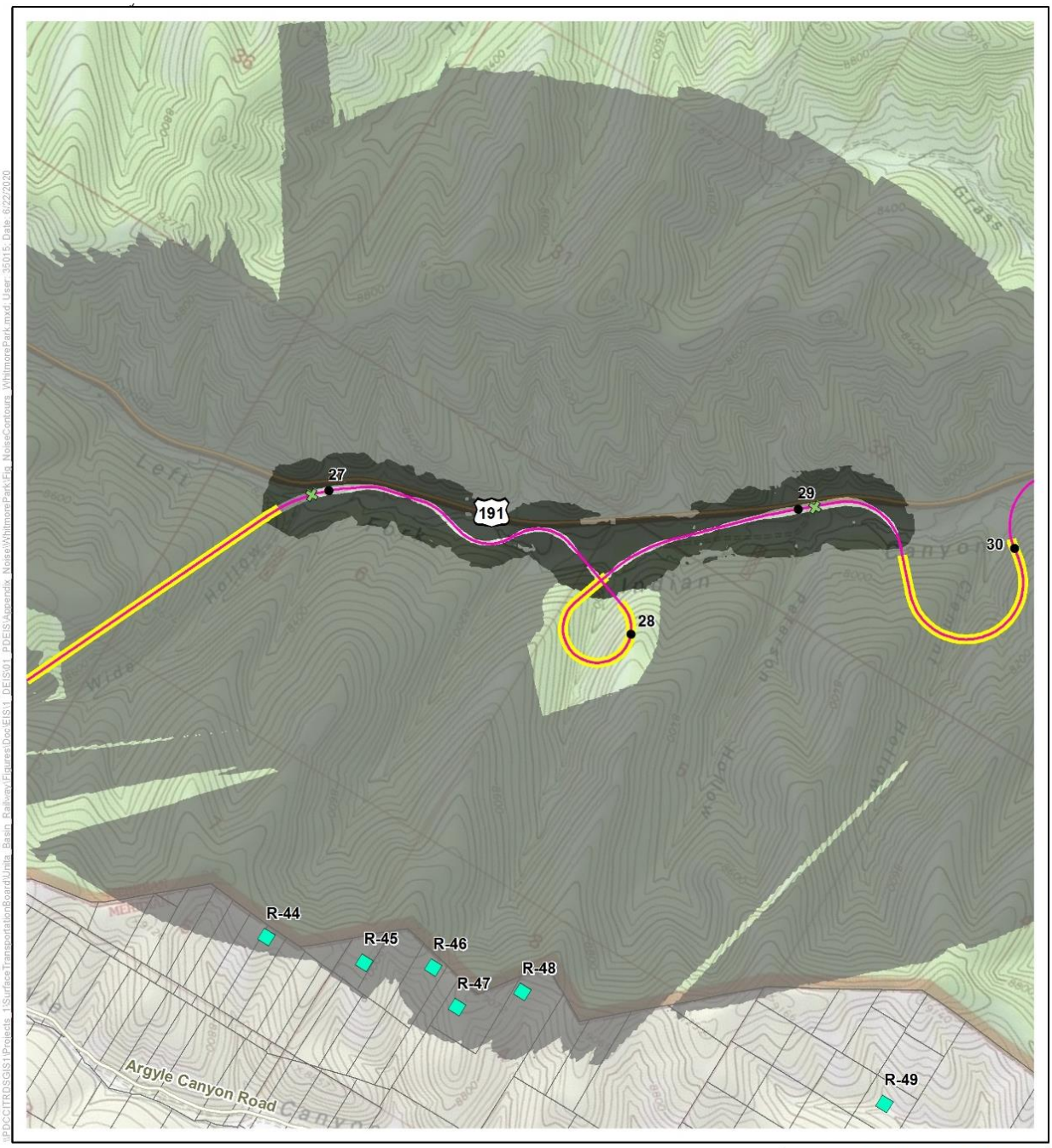


Figure L-11. Whitmore Park Alternative Noise Contours, Sheet 5 of 11

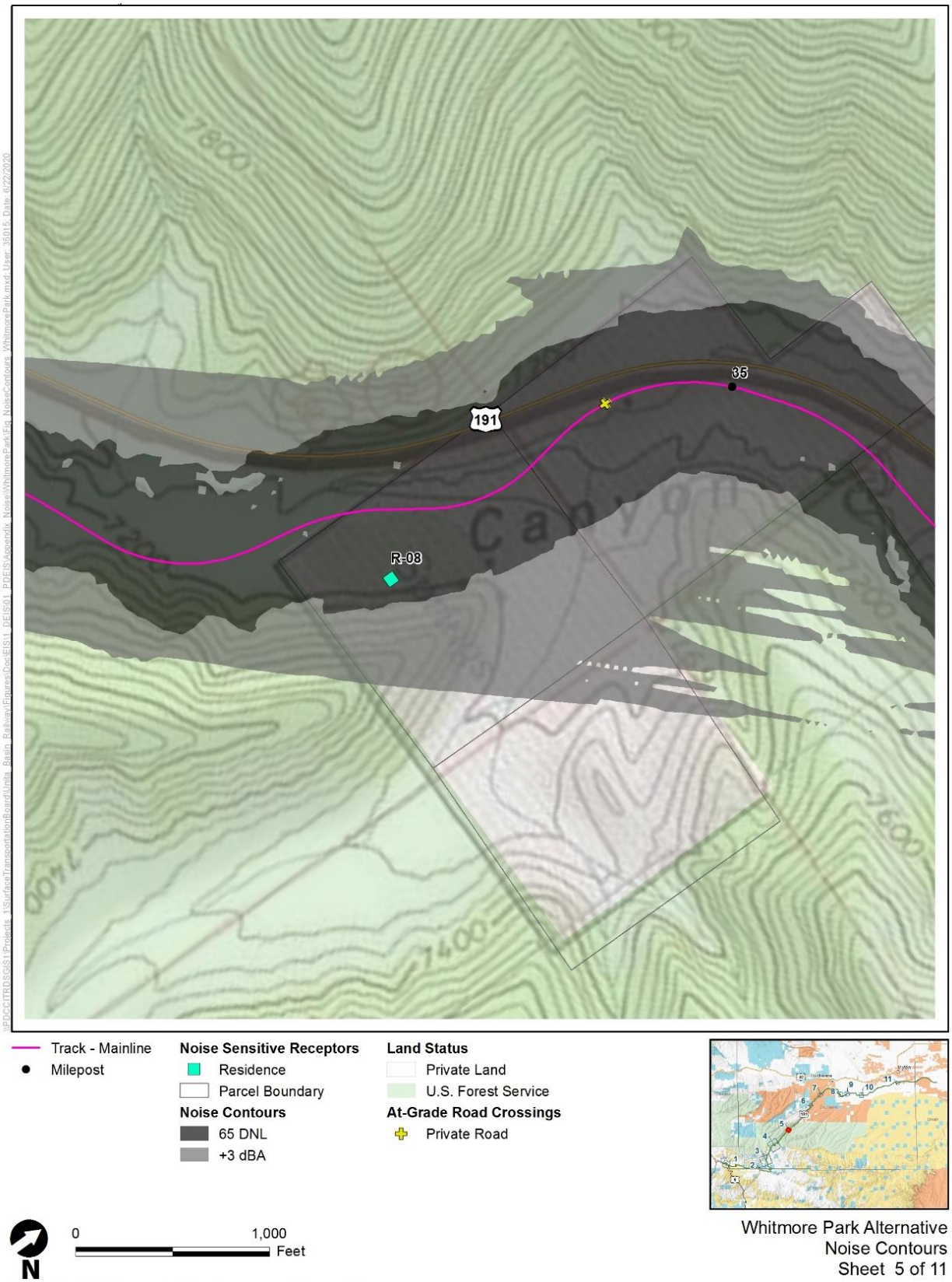


Figure L-12. Whitmore Park Alternative Noise Contours, Sheet 6 of 11

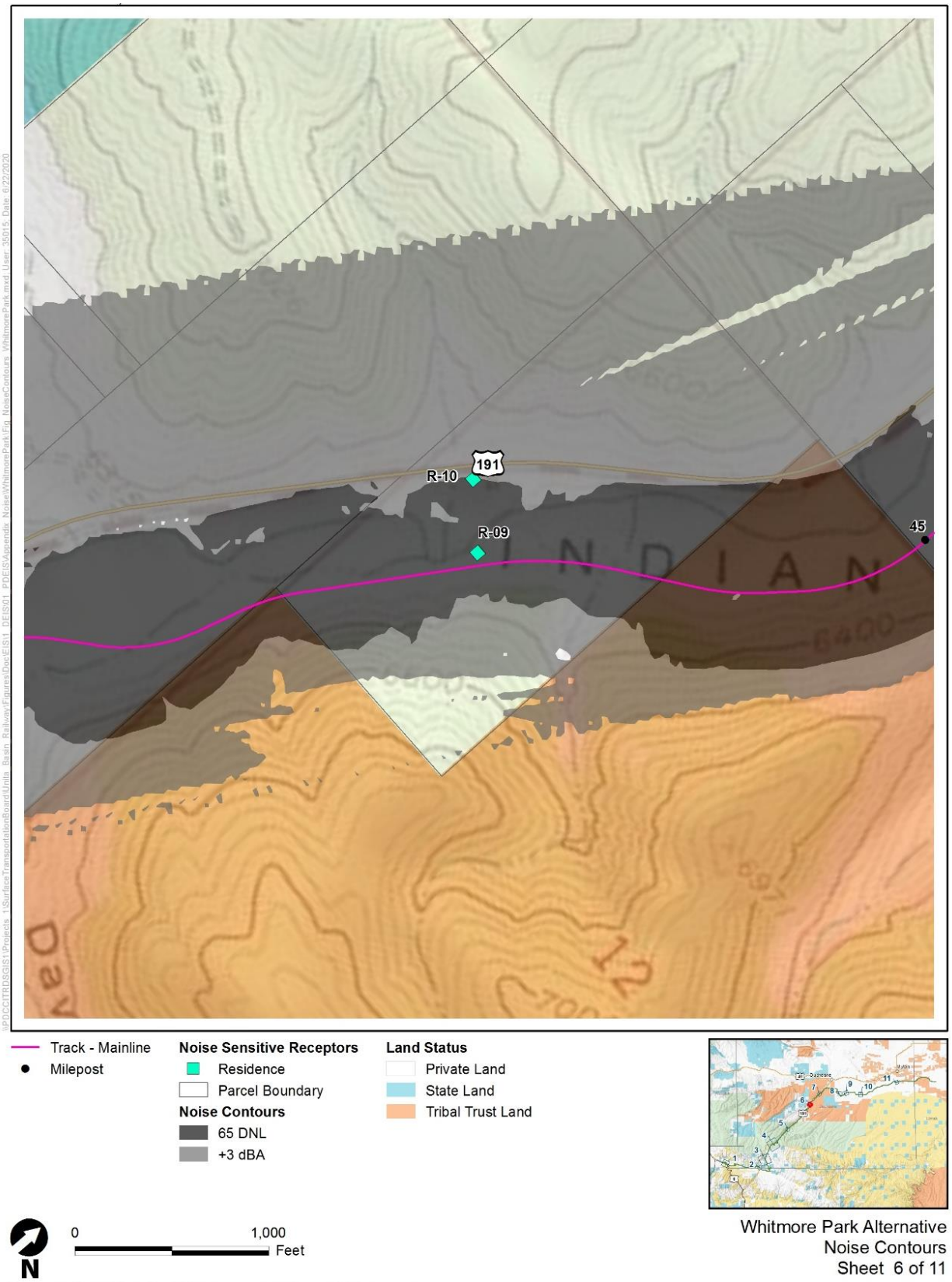


Figure L-13. Whitmore Park Alternative Noise Contours, Sheet 7 of 11

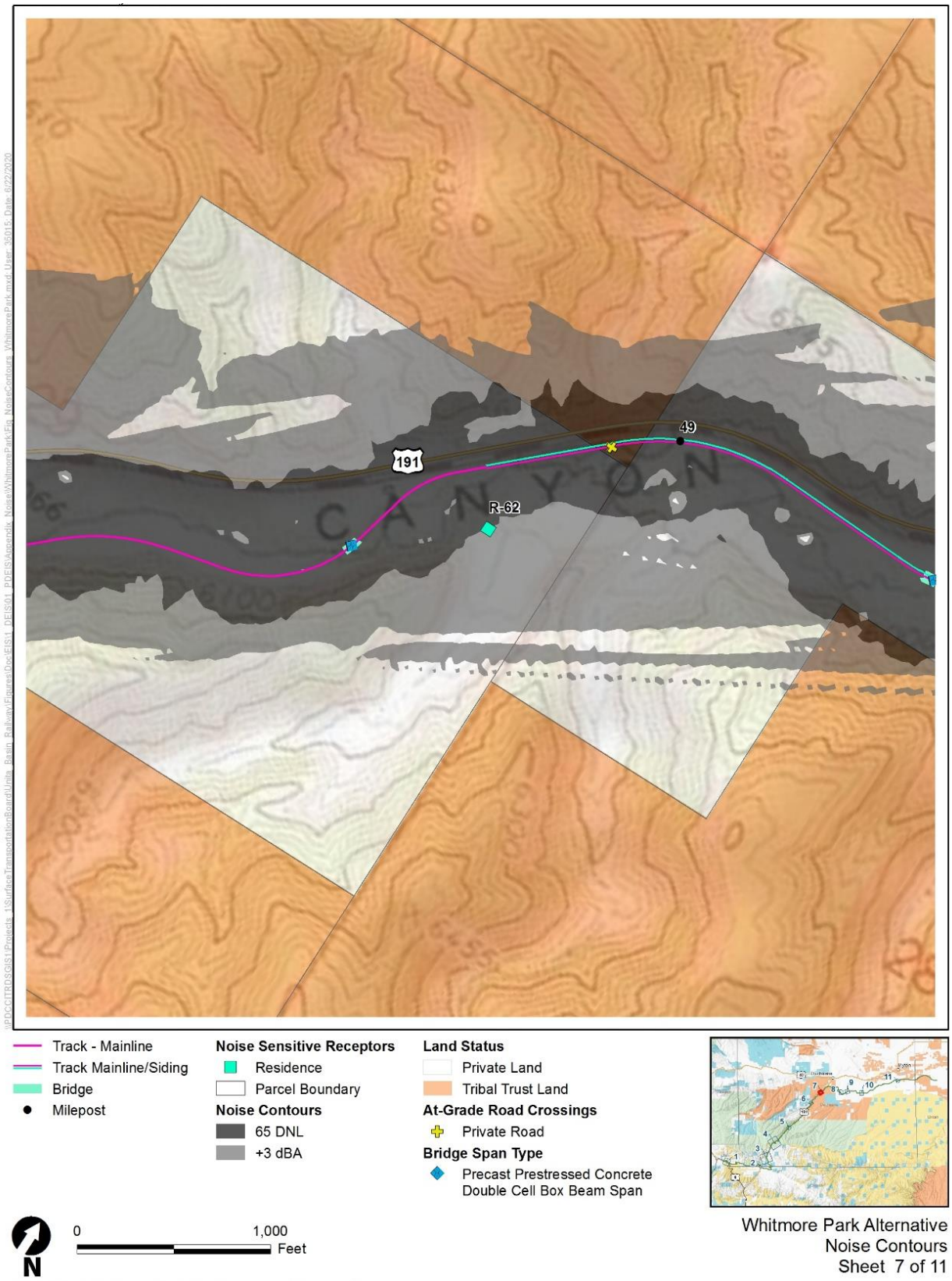


Figure L-14. Whitmore Park Alternative Noise Contours, Sheet 8 of 11

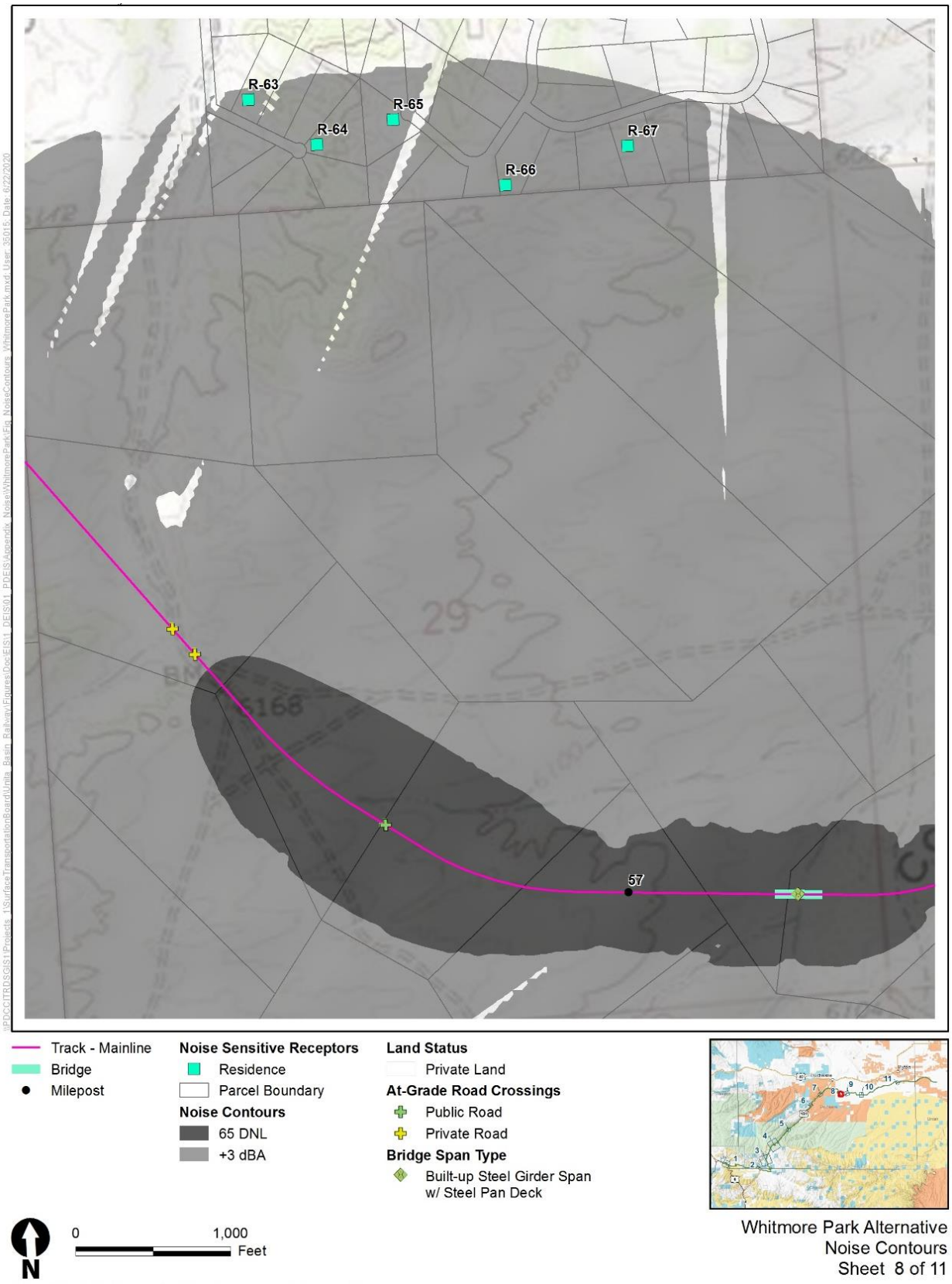


Figure L-15. Whitmore Park Alternative Noise Contours, Sheet 9 of 11

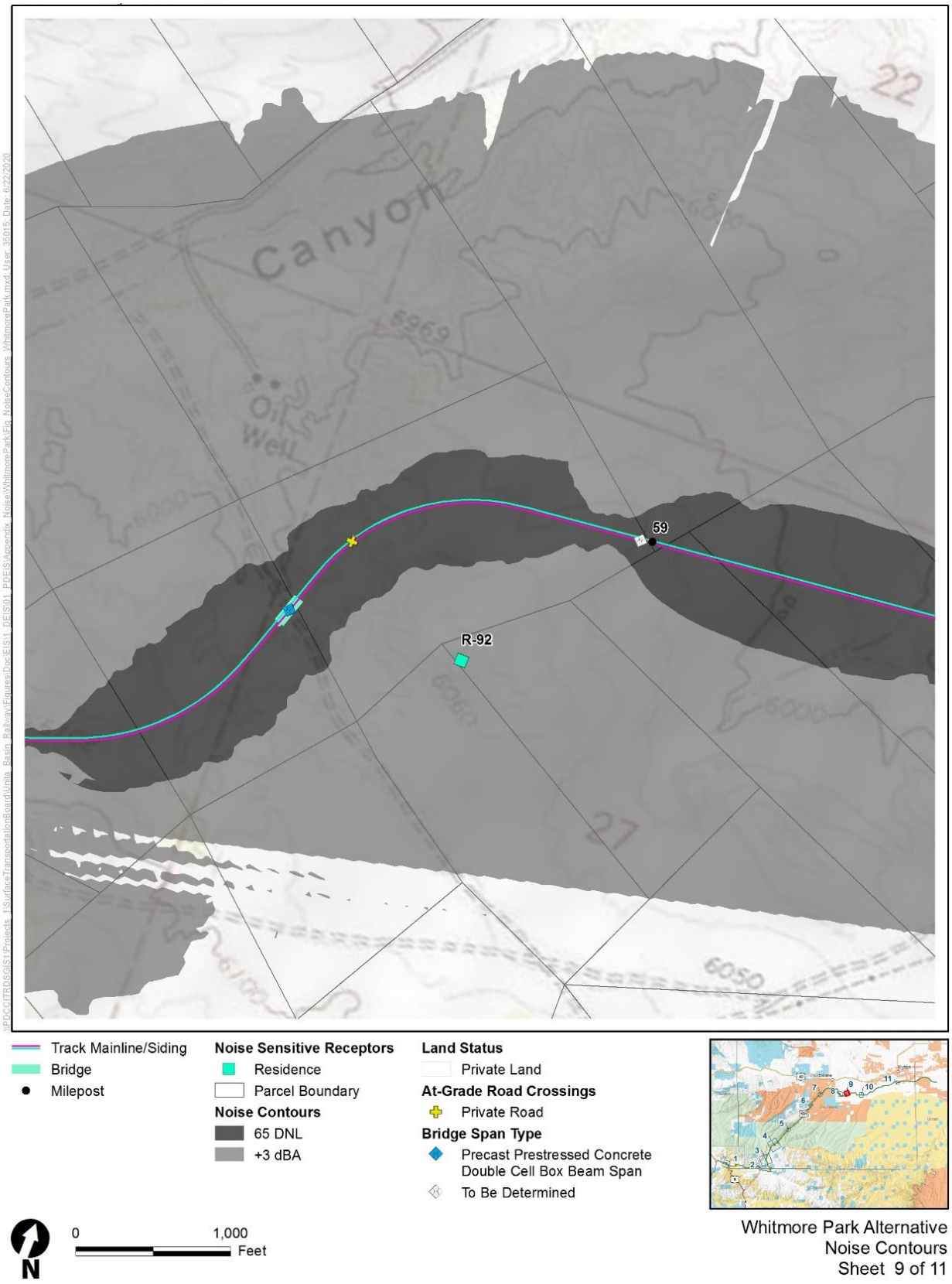


Figure L-16. Whitmore Park Alternative Noise Contours, Sheet 10 of 11

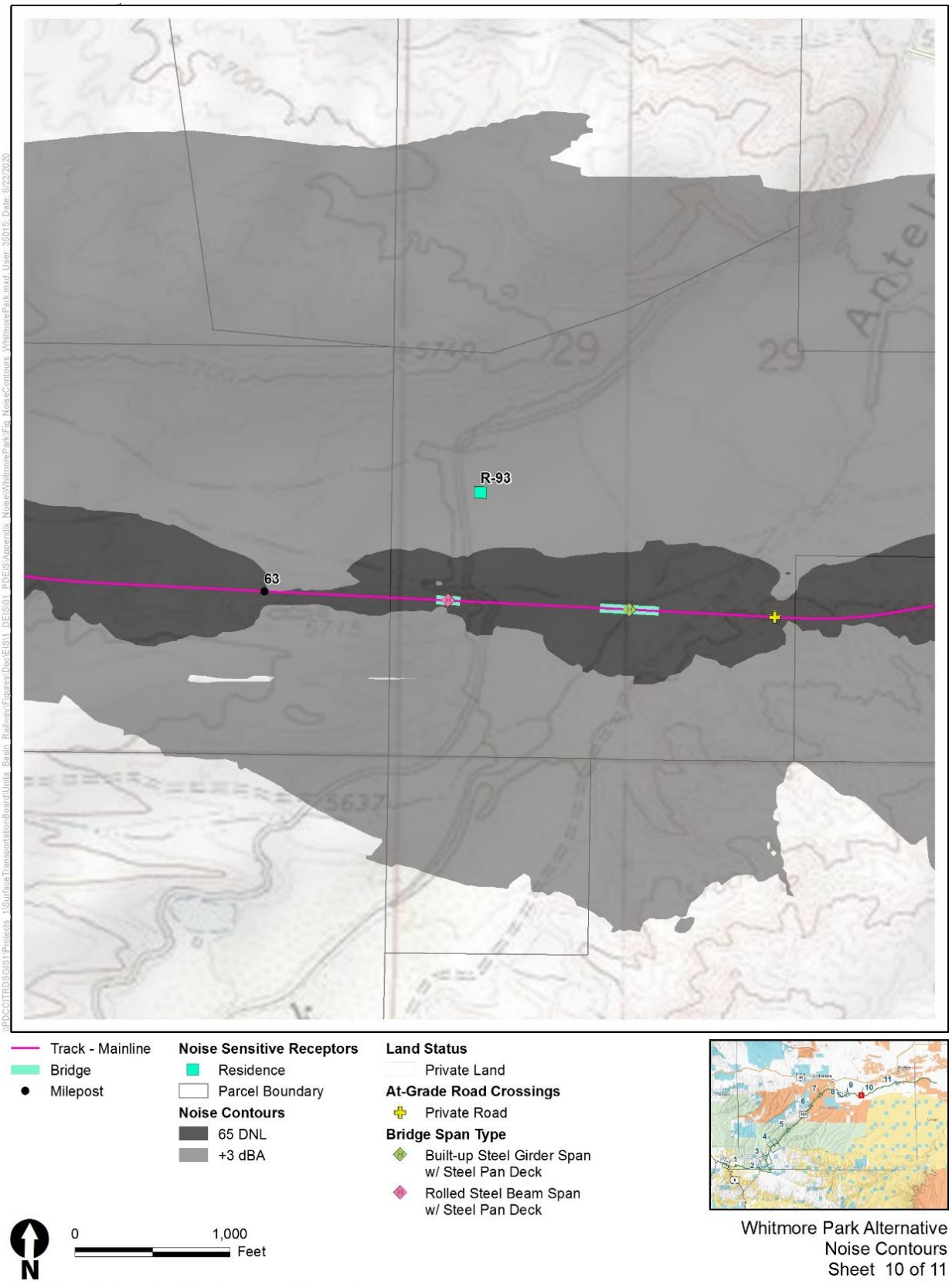
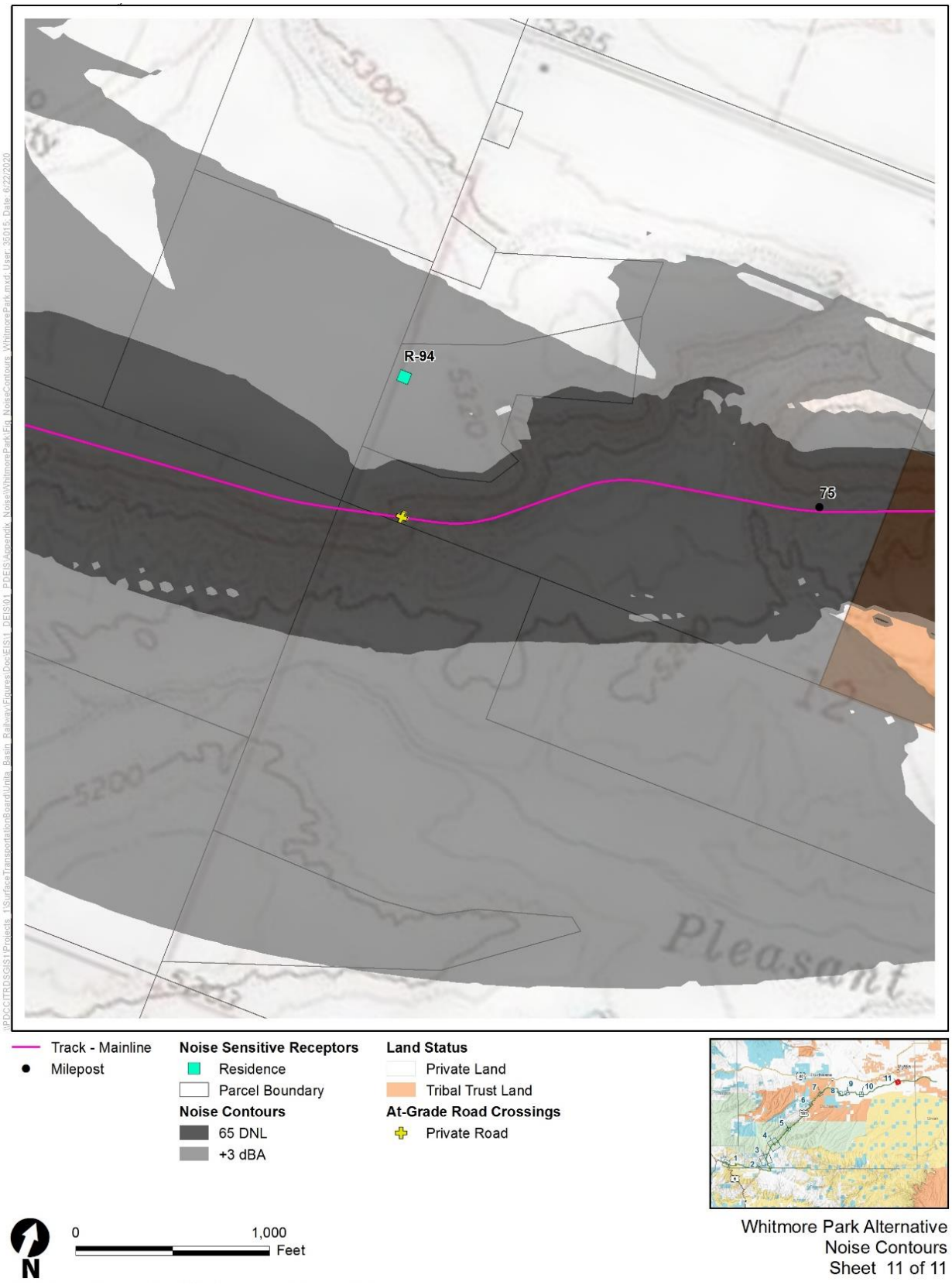


Figure L-17. Whitmore Park Alternative Noise Contours, Sheet 11 of 11



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Glossary

Ambient noise	The sum of all noise (from human and naturally occurring sources) at a specific location over a specific time is called ambient noise.
Day-night average sound level	The energy average of A-weighted decibel sound levels over 24 hours, which includes a 10-decibel adjustment factor for noise between 10 p.m. and 7 a.m. to account for the greater sensitivity of most people to noise during the night. The effect of nighttime adjustment is that 1 nighttime event, such as a train passing by between 10 p.m. and 7 a.m., is equivalent to 10 similar events during the daytime.
Decibel (dB)	A standard unit for measuring sound pressure levels based on a reference sound pressure of 0.0002 dyne per square centimeter. This is nominally the lowest sound pressure that people can hear.
Decibel, A-weighted (dBA)	A measure of noise level used to compare noise from various sources. A-weighting approximates the frequency response of the human ear.
Hertz (Hz)	A unit of frequency equal to one cycle per second.

Peak particle velocity (PPV)	The maximum instantaneous positive or negative peak of the vibration signal, measured as a distance per unit time (such as millimeters or inches per second). This measurement has been used historically to evaluate shock-wave type vibrations from actions like blasting, pile driving, and mining activities, and their relationship to building damage.
Root-mean-square vibration velocity (VdB)	An average or smoothed vibration amplitude, commonly measured over 1-second intervals. It is expressed on a log scale in decibels (VdB) referenced to 0.000001 inch per second and is not to be confused with noise decibels.

Appendix M

Air Quality Emissions and Modeling Data

Introduction

This appendix provides detailed emissions inventory files prepared for the Uinta Basin Railway Environmental Impact Statement air quality analysis, information on dispersion modeling, and information on the cumulative air quality impacts analysis.

Cumulative Air Quality Impacts Analysis Details

As discussed in Section 3.15, *Cumulative Impacts*, OEA used information from the *Monument Butte Oil and Gas Development Project Final Environmental Impact Statement* (Monument Butte FEIS) (BLM 2016) to assess the potential cumulative air quality impacts of the Uinta Basin Railway. The Monument Butte analysis drew on the data and results of a comprehensive regional modeling study, the Utah Air Resource Management Strategy Modeling Project (BLM 2014). Because the Monument Butte development proposed nearly twice the number of wells and roughly one and one-half times the amount of the emissions (Table 3.5-11), OEA considers the results of the Monument Butte modeling study to be a conservative representation of the air quality impacts of oil and gas development considered in the Uinta Basin Railway EIS.

Table M-1 through Table M-5 show the predicted impact of the Monument Butte project on criteria pollutant levels. In the tables, the sites in the Uinta Basin study area are modeled locations that are within the cumulative impacts study area. The Class I areas are not within the cumulative impacts study area but are provided for information. The Class II areas are partly within the cumulative impacts study area. The Maximum column shows the total predicted concentration from the Monument Butte study, and the Monument Butte Impact column shows the portion of the Maximum that the Monument Butte project contributes.

Table M-1 presents the estimated nitrogen dioxide (NO_2) impacts. The table shows that the maximum impact of Monument Butte is very small and total NO_2 levels at all sites would be less than the National Ambient Air Quality Standards (NAAQS) and Utah Ambient Air Quality Standards (AAQS). Because of the much lower number of wells, the cumulative impacts for Uinta Basin Railway also would be lower and would be within the NAAQS and Utah Ambient Air Quality Standards (AAQS).

Table M-1. Monument Butte Model Predicted NO_2 Impacts (µg/m³)

	NO_2 1-hour 98th Percentile Daily Maximum[a]		NO_2 Annual Mean[a]	
Modeled Location	**Maximum**	**Monument Butte Impact**	**Maximum**	**Monument Butte Impact**
Uinta Basin Study Area				
Uinta Study Area Site	89.6	0.6	28.9	0.2
Dinosaur AQS Station	10.5	1.6	0.9	0.1
Ouray AQS Station	55.1	2.7	10.9	1.0
Rangely AQS Station	10.4	0.4	1.6	0.0
Redwash AQS Station	43.7	0.7	6.8	0.1
Class 1 Areas				
Arches NP	2.7	0.0	0.5	0.0
Bryce Canyon NP	2.4	0.0	0.2	0.0
Canyonlands NP	3.9	0.0	0.3	0.0
Capitol Reef NP	4.2	0.0	0.3	0.0
Mesa Verde NP	9.7	0.0	0.6	0.0
Class 2 Areas				
Dinosaur NM	10.5	1.6	0.9	0.1
Flaming Gorge National Recreation Area	21.1	0.0	2.8	0.0
Goshute Indian Reservation	0.7	0.0	0.1	0.0
High Uintas Wilderness	2.0	0.0	0.2	0.0
Paiute Indian Reservation	14.0	0.0	1.0	0.0
Skull Valley Indian Reservation	6.8	0.0	0.4	0.0
Uintah and Ouray Indian Reservation	89.6	1.0	28.9	0.2

Notes:

[a] Values less than 0.05 have been rounded to zero.

Source: BLM 2016

µg/m³ = micrograms per cubic meter; NO_2 = nitrogen dioxide; AQS = air quality standard; NM = National Monument; NP = National Park

Table M-2 presents the estimated carbon monoxide (CO) impacts. The table shows that the maximum impact of Monument Butte is very small and total CO levels at all sites would be less than the NAAQS and Utah AAQS. Because of the much lower number of wells, the impacts for the Uinta Basin Railway also would be lower and would be within the NAAQS and Utah AAQS.

Table M-2. Monument Butte Model Predicted CO Impacts (parts per million)

	CO 1-hour Average[a]		CO 8-Hour Average[a]	
Modeled Location	**Maximum**	**Monument Butte Impact**	**Maximum**	**Monument Butte Impact**
Uinta Basin Study Area				
Uinta Study Area Site	1.4	0.0	1.1	0.0
Dinosaur AQS Station	0.5	0.0	0.2	0.0
Ouray AQS Station	0.8	0.0	0.5	0.0
Rangely AQS Station	0.2	0.0	0.2	0.0
Redwash AQS Station	0.4	0.0	0.3	0.0
Class 1 Areas				
Arches NP	0.5	0.0	0.4	0.0
Bryce Canyon NP	0.3	0.0	0.2	0.0
Canyonlands NP	0.2	0.0	0.2	0.0
Capitol Reef NP	0.2	0.0	0.1	0.0
Mesa Verde NP	0.4	0.0	0.2	0.0
Class 2 Areas				
Dinosaur NM	0.5	0.0	0.2	0.0
Flaming Gorge National Recreation Area	0.6	0.0	0.4	0.0
Goshute Indian Reservation	0.2	0.0	0.1	0.0
High Uintas Wilderness	0.3	0.0	0.2	0.0
Paiute Indian Reservation	0.6	0.0	0.4	0.0
Skull Valley Indian Reservation	0.2	0.0	0.2	0.0
Uintah and Ouray Indian Reservation	2.8	0.0	1.1	0.0

Notes:

[a] Values less than 0.05 have been rounded to zero.

Source: BLM 2016

µg/m^3 = micrograms per cubic meter; CO = carbon monoxide; AQS = air quality standard; NM = National Monument; NP = National Park

Table M-3 presents the estimated sulfur dioxide (SO_2) impacts. The table shows that the maximum impact of Monument Butte is very small and total SO_2 levels at all sites would be less than the NAAQS and Utah AAQS. Because of the much lower number of wells, the cumulative impacts for the Uinta Basin Railway also would be lower and would be within the NAAQS and Utah AAQS.

Table M-3. Monument Butte Model Predicted SO_2 Impacts (µg/m3)

Modeled Location	SO_2 1-hour Average 99th Percentile[a]		SO_2 3-Hour Average Maximum[a]	
	Maximum	Monument Butte Impact	Maximum	Monument Butte Impact
Uinta Basin Study Area				
Uinta Study Area Site	7.1	0.0	9.6	0.0
Dinosaur AQS Station	1.4	0.0	1.6	0.0
Ouray AQS Station	0.8	0.0	0.8	0.0
Rangely AQS Station	1.1	0.0	1.3	0.0
Redwash AQS Station	2.0	0.0	2.6	0.0
Class 1 Areas				
Arches NP	0.8	0.0	1.0	0.0
Bryce Canyon NP	0.7	0.0	0.8	0.0
Canyonlands NP	1.8	0.0	3.5	0.0
Capitol Reef NP	1.8	0.0	2.1	0.0
Mesa Verde NP	2.8	0.0	3.2	0.0
Class 2 Areas				
Dinosaur NM	1.4	0.0	1.6	0.0
Flaming Gorge National Recreation Area	11.3	0.0	21.4	0.0
Goshute Indian Reservation	0.5	0.0	0.6	0.0
High Uintas Wilderness	1.5	0.0	2.1	0.0
Paiute Indian Reservation	1.5	0.0	2.2	0.0
Skull Valley Indian Reservation	1.7	0.0	2.0	0.0
Uintah and Ouray Indian Reservation	9.1	0.0	9.7	0.0

Notes:

[a] Values less than 0.05 have been rounded to zero.

Source: BLM 2016

SO_2 = sulfur dioxide; µg/m^3 = micrograms per cubic meter; NO_2 = nitrogen dioxide; AQS = air quality standard; NM = National Monument; NP = National Park

Table M-4 presents the estimated ozone impacts. The table shows that the maximum impact of Monument Butte is very small at most sites. However, total ozone levels exceed the NAAQS at some sites. This is consistent with ozone exceedances measured by the Utah Department of Environmental Quality (DEQ) in winter in the Uinta Basin. Because of the much lower number of wells, the cumulative impacts for the Uinta Basin Railway also would be lower, but existing exceedances of the ozone NAAQS would still occur.

Table M-4. Monument Butte Model Predicted Ozone Impacts (parts per billion)

	Ozone 8-hour Average 99th Percentile Daily Maximum[a]	
Modeled Location	**Maximum**	**Monument Butte Impact**
Uinta Basin Study Area		
Uinta Study Area Site	88.5	0.5
Dinosaur AQS Station	74.6	1.6
Ouray AQS Station	75.5	0.4
Rangely AQS Station	70.5	0.0
Redwash AQS Station	71.6	0.3
Class 1 Areas		
Arches NP	69.6	0.1
Bryce Canyon NP	70.2	0.0
Canyonlands NP	69.9	0.1
Capitol Reef NP	71.1	0.0
Mesa Verde NP	69.3	0.0
Class 2 Areas		
Dinosaur NM	74.6	1.6
Flaming Gorge National Recreation Area	69.9	1.0
Goshute Indian Reservation	69.5	0.0
High Uintas Wilderness	70.0	0.0
Paiute Indian Reservation	70.6	0.0
Skull Valley Indian Reservation	69.4	0.0
Uintah and Ouray Indian Reservation	83.2	0.8

Notes:
[a] Values less than 0.05 have been rounded to zero.
Bolded values indicate levels that equal or exceed the NAAQS and Utah AAQS of 0.070 ppm (70 ppb).
Source: BLM 2016
AQS = air quality standard; NM = National Monument; NP = National Park

Table M-5 presents the estimated PM10 and PM2.5 impacts. The table shows that the maximum impact of Monument Butte is generally small. Total PM10 and annual PM2.5 levels at all sites would be less than the NAAQS and Utah AAQS. Total 24-hour PM2.5 levels would be less than the NAAQS and Utah AAQS at all sites except one. Because of the much lower number of wells, the cumulative impacts for the Uinta Basin Railway also would be lower and would be within the NAAQS and Utah AAQS.

Table M-5. Monument Butte Model Predicted PM10 and PM2.5 Impacts (µg/m³)

Modeled Location	PM10 24-hour Average 99th Percentile[a]		PM2.5 24-hour Average 98th Percentile[a]		PM2.5 Annual Average[a]	
	Max.	Monument Butte Impact	Max.	Monument Butte Impact	Max.	Monument Butte Impact
Uinta Basin Study Area						
Uinta Study Area Site	40.8	5.5	35.5	7.0	11.4	0.1
Dinosaur AQS Station	18.0	1.2	15.1	1.9	3.8	0.3
Ouray AQS Station	30.3	2.1	27.5	2.3	7.4	0.5
Rangely AQS Station	8.4	0.0	6.7	0.1	2.5	0.0
Redwash AQS Station	17.8	1.2	14.3	1.4	4.3	0.1
Class 1 Areas						
Arches NP	8.4	0.0	6.1	0.1	2.8	0.0
Bryce Canyon NP	7.1	0.0	4.7	0.0	2.1	0.0
Canyonlands NP	8.3	0.0	6.5	0.1	2.2	0.0
Capitol Reef NP	8.6	0.0	6.9	0.0	2.2	0.0
Mesa Verde NP	5.8	0.0	4.0	0.1	1.8	0.0
Class 2 Areas						
Dinosaur NM	18.0	1.2	15.1	1.9	3.8	0.3
Flaming Gorge National Recreation Area	16.5	0.2	11.9	0.1	3.2	0.0
Goshute Indian Reservation	8.3	0.0	3.4	0.0	1.4	0.0
High Uintas Wilderness	7.0	0.2	5.8	0.6	2.1	0.0
Paiute Indian Reservation	11.3	0.0	6.4	0.0	2.7	0.0
Skull Valley Indian Reservation	10.0	0.0	7.3	0.0	2.1	0.0
Uintah and Ouray Indian Reservation	37.4	5.0	32.4	3.8	11.4	0.1

Notes:

[a] Values less than 0.05 have been rounded to zero.

Bolded values indicate levels that equal or exceed the 24-hour PM2.5 NAAQS and Utah AAQS of 35 µg/m³.

Source: BLM 2016

µg/m³ = micrograms per cubic meter; PM10 = particulate matter 10 microns or less in diameter; PM2.5 = particulate matter 2.5 microns or less in diameter; AQS = air quality standard; NM = National Monument; NP = National Park

In the Monument Butte FEIS, visibility impacts were calculated at Class I and sensitive Class II areas from the modeled concentrations using the IMPROVE equation (FLAG 2010) to calculate light extinction. Table M-6 shows the predicted visibility impacts. In the table, impacts are expressed in delta-deciviews (DDV), defined as the change in the number of deciviews due to the Monument Butte project. Impacts are compared to the FLAG (2010) Data Analysis Thresholds of 0.5 and 1.0 DDV. Also shown is the 98th percentile incremental impact in DDV. In the Monument Butte modeling, impacts exceeded the applicable thresholds on multiple days. Because of the much lower number of wells estimated for Uinta Basin Railway cumulative impacts, the cumulative impacts for

the Uinta Basin Railway also would be less, which indicates that the number of days on which visibility impacts exceeded the thresholds would be less than shown in Table M-6.

Table M-6. Monument Butte Predicted Visibility Impacts

	Number of Days per Year with DDV Impact Greater than Thresholds		
	No. of Days DDV >.5[a]	**No. of Days DDV >1.0[a]**	**98th Percentile Impact (DDV)[a]**
Class 1 Areas			
Arches NP	9	6	0.662
Bryce Canyon NP	0	0	0.056
Canyonlands NP	7	4	0.464
Capitol Reef NP	4	0	0.357
Mesa Verde NP	0	0	0.099
Class 2 Areas			
Dinosaur NM	124	97	4.574
Flaming Gorge National Recreation Area	94	61	3.264
Goshute Indian Reservation	0	0	0.023
High Uintas Wilderness	51	27	1.748
Paiute Indian Reservation	0	0	0.047
Skull Valley Indian Reservation	0	0	0.051
Uintah and Ouray Indian Reservation	362	340	13.298

Notes:

[a] Values less than 0.5 have been rounded to zero.

Source: BLM 2016

DDV = delta-deciviews; NM = National Monument; NP = National Park

In the Monument Butte FEIS, acidic deposition impacts were calculated at Class I and sensitive Class II areas. Table M-7 shows the predicted deposition impacts for sulfur and nitrogen due to the Monument Butte project. Impacts are compared to the FLAG (2010) Deposition Analysis Threshold (DAT) of 0.005 kilograms per hectare per year (kg/ha-yr) for both nitrogen and sulfur. The DATs are levels below which estimated impacts from a proposed emissions source are considered negligible. Table M-7 shows that the nitrogen DAT was exceeded in some areas but the sulfur DAT was not exceeded in any area. Because of the much lower number of wells estimated for Uinta Basin Railway cumulative impacts compared to Monument Butte, the cumulative acidic deposition impacts for the Uinta Basin Railway would be less than shown in Table M-7.

Table M-7. Monument Butte Predicted Acid Deposition Impacts at Class I and Sensitive Class II Areas

Class I and Sensitive Class II Areas	Nitrogen Deposition (kg/ha-yr)	Sulfur Deposition (kg/ha-yr)
NPS Class I Areas		
Arches National Park	0.0028	0.00002
NPS Class II Areas		
Dinosaur National Monument	0.0279	0.00020
U.S. Forest Service Class II Areas		
Flaming Gorge National Recreation Area	0.0147	0.00008
High Uintas Wilderness Area	0.0150	0.00007
U.S. Fish and Wildlife Service Class II Areas		
Browns Park National Wildlife Refuge	0.0092	0.00006

Notes:
Source: BLM 2016
NPS = National Park Service; kg/ha-yr = kilograms per hectare per year

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Emissions Inventory—Direct and Indirect (Construction)

Uinta Project-Level Construction Emissions within PM Nonattainment Area (tons/year)

			Criteria Pollutants										Hazardous Air Pollutants									Greenhouse Gas Emissions				Energy	
		Source	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyde	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Diesel (gallons)	Gasoline (gallons)
2022Indian	2022 Indian Cany	Total	3.81	9.57	0.31	15.67	15.98	0.30	3.62	3.92	0.03	0.64	4.5E-02	8.2E-03	1.7E-02	1.2E-03	3.0E-03	1.3E-01	3.0E-01	5.7E-03	5.3E-02	3,711	0.18	0.08	3,737	357,446	0
2022Whitm	2022 Whitmore I	Total	7.78	15.65	0.50	25.86	26.36	0.48	7.72	8.20	0.05	1.24	8.4E-02	1.5E-02	2.8E-02	2.2E-03	5.9E-03	2.3E-01	4.8E-01	1.2E-02	8.4E-02	6,281	0.44	0.12	6,326	602,564	0
2022Wells I	2022 Wells Draw	Total	2.23	5.51	0.17	9.25	9.42	0.17	2.22	2.39	0.02	0.36	2.7E-02	4.7E-03	9.7E-03	6.3E-04	1.8E-03	7.4E-02	1.7E-01	3.3E-03	3.1E-02	2,192	0.12	0.05	2,208	211,029	0
2023Indian	2023 Indian Cany	Total	3.65	9.18	0.28	15.88	16.15	0.27	3.83	4.10	0.03	0.62	4.3E-02	7.6E-03	1.5E-02	1.1E-03	2.9E-03	1.2E-01	2.7E-01	5.6E-03	4.8E-02	3,732	0.19	0.08	3,758	359,900	0
2023Whitm	2023 Whitmore I	Total	7.62	15.11	0.45	26.38	26.84	0.43	8.24	8.67	0.05	1.21	8.0E-02	1.4E-02	2.6E-02	2.2E-03	5.7E-03	2.3E-01	4.3E-01	1.2E-02	7.6E-02	6,341	0.45	0.12	6,385	608,916	0
2023Wells I	2023 Wells Draw	Total	2.14	5.28	0.16	9.38	9.54	0.15	2.35	2.50	0.02	0.35	2.5E-02	4.4E-03	8.9E-03	6.0E-04	1.7E-03	7.0E-02	1.5E-01	3.3E-03	2.8E-02	2,205	0.12	0.05	2,221	212,562	0
2024Indian	2024 Indian Cany	Total	1.22	2.99	0.09	5.18	5.26	0.08	1.15	1.23	0.01	0.21	1.4E-02	2.4E-03	4.8E-03	3.8E-04	9.7E-04	3.9E-02	8.1E-02	2.0E-03	1.4E-02	1,275	0.07	0.03	1,283	122,671	0
2024Whitm	2024 Whitmore I	Total	2.62	4.98	0.14	8.50	8.64	0.13	2.42	2.56	0.02	0.42	2.7E-02	4.6E-03	8.3E-03	7.4E-04	2.0E-03	7.5E-02	1.3E-01	4.4E-03	2.3E-02	2,186	0.16	0.04	2,202	209,550	0
2024Wells I	2024 Wells Draw	Total	2.15	5.13	0.14	9.14	9.28	0.14	2.10	2.24	0.02	0.35	2.4E-02	4.2E-03	8.3E-03	6.0E-04	1.7E-03	6.9E-02	1.4E-01	3.4E-03	2.5E-02	2,256	0.13	0.05	2,272	216,992	0
2025Indian	2025 Indian Cany	Total	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	-	0.00	0.00	-	0	0
2025Whitm	2025 Whitmore I	Total	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	-	0.00	0.00	-	0	0
2025Wells I	2025 Wells Draw	Total	2.00	4.87	0.12	9.14	9.26	0.12	2.10	2.22	0.02	0.32	2.3E-02	3.9E-03	7.6E-03	5.2E-04	1.6E-03	6.4E-02	1.2E-01	3.3E-03	2.3E-02	2,247	0.14	0.05	2,263	216,549	0
2022Indian	2022 Indian Cany	Surface	1.67	7.99	0.25	13.32	13.58	0.25	1.34	1.59	0.02	0.32	2.9E-02	5.6E-03	1.3E-02	5.6E-04	1.6E-03	8.0E-02	2.5E-01	1.7E-03	4.8E-02	2,992	0.04	0.08	3,013	290,113	0
2022Whitm	2022 Whitmore I	Surface	2.64	12.00	0.38	20.00	20.38	0.37	2.02	2.39	0.03	0.50	4.5E-02	8.5E-03	2.0E-02	8.8E-04	2.5E-03	1.2E-01	3.7E-01	2.8E-03	7.3E-02	4,499	0.07	0.11	4,531	435,671	0
2022Wells I	2022 Wells Draw	Surface	0.98	4.66	0.15	7.77	7.92	0.14	0.78	0.93	0.01	0.19	1.7E-02	3.2E-03	7.8E-03	3.3E-04	9.5E-04	4.7E-02	1.4E-01	1.0E-03	2.8E-02	1,746	0.02	0.04	1,758	169,249	0
2023Indian	2023 Indian Cany	Surface	1.44	7.53	0.22	13.32	13.54	0.21	1.34	1.56	0.02	0.28	2.6E-02	4.9E-03	1.2E-02	4.9E-04	1.5E-03	7.2E-02	2.1E-01	1.5E-03	4.3E-02	2,983	0.04	0.08	3,004	289,814	0
2023Whitm	2023 Whitmore I	Surface	2.28	11.31	0.33	20.00	20.33	0.32	2.02	2.34	0.03	0.44	4.0E-02	7.5E-03	1.8E-02	7.7E-04	2.3E-03	1.1E-01	3.2E-01	2.5E-03	6.4E-02	4,486	0.07	0.11	4,518	435,193	0
2023Wells I	2023 Wells Draw	Surface	0.85	4.39	0.13	7.77	7.90	0.13	0.78	0.91	0.01	0.17	1.5E-02	2.9E-03	7.0E-03	2.9E-04	8.5E-04	4.2E-02	1.3E-01	9.1E-04	2.5E-02	1,741	0.02	0.04	1,753	169,072	0
2024Indian	2024 Indian Cany	Surface	0.41	2.38	0.06	4.45	4.52	0.06	0.45	0.51	0.01	0.08	7.7E-03	1.4E-03	3.5E-03	1.5E-04	4.4E-04	2.1E-02	6.2E-02	4.6E-04	1.3E-02	998	0.01	0.03	1,005	96,728	0
2024Whitm	2024 Whitmore I	Surface	0.65	3.58	0.10	6.69	6.78	0.09	0.67	0.77	0.01	0.13	1.2E-02	2.2E-03	5.3E-03	2.3E-04	6.9E-04	3.3E-02	9.3E-02	7.7E-04	1.9E-02	1,500	0.02	0.04	1,510	145,241	0
2024Wells I	2024 Wells Draw	Surface	0.72	4.15	0.11	7.77	7.88	0.11	0.78	0.89	0.01	0.15	1.4E-02	2.5E-03	6.2E-03	2.6E-04	7.8E-04	3.7E-02	1.1E-01	8.3E-04	2.2E-02	1,742	0.02	0.04	1,754	168,823	0
2025Indian	2025 Indian Cany	Surface	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	-	0.00	0.00	-	0	0
2025Whitm	2025 Whitmore I	Surface	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	-	0.00	0.00	-	0	0
2025Wells I	2025 Wells Draw	Surface	0.61	3.96	0.10	7.77	7.87	0.09	0.78	0.88	0.01	0.13	1.2E-02	2.3E-03	5.5E-03	2.3E-04	7.1E-04	3.3E-02	9.5E-02	7.5E-04	2.0E-02	1,736	0.02	0.04	1,749	168,687	0
2022Indian	2022 Indian Cany	Tunnel	2.14	1.59	0.05	2.35	2.40	0.05	2.28	2.33	0.01	0.32	1.6E-02	2.6E-03	3.2E-03	6.2E-04	1.4E-03	4.5E-02	5.0E-02	4.0E-03	4.8E-03	719	0.14	0.00	724	67,333	0
2022Whitm	2022 Whitmore I	Tunnel	5.14	3.65	0.12	5.86	5.98	0.11	5.70	5.81	0.02	0.74	3.9E-02	6.2E-03	7.7E-03	1.4E-03	3.4E-03	1.1E-01	1.1E-01	9.5E-03	1.1E-02	1,782	0.37	0.01	1,794	166,893	0
2022Wells I	2022 Wells Draw	Tunnel	1.25	0.85	0.03	1.48	1.50	0.02	1.44	1.46	0.00	0.17	9.5E-03	1.5E-03	1.9E-03	3.0E-04	8.2E-04	2.7E-02	2.3E-02	2.3E-03	2.7E-03	446	0.10	0.00	449	41,780	0
2023Indian	2023 Indian Cany	Tunnel	2.22	1.65	0.06	2.55	2.61	0.05	2.49	2.54	0.01	0.33	1.7E-02	2.7E-03	3.4E-03	6.4E-04	1.4E-03	4.7E-02	5.2E-02	4.1E-03	5.0E-03	748	0.15	0.00	753	70,087	0
2023Whitm	2023 Whitmore I	Tunnel	5.34	3.79	0.12	6.38	6.50	0.11	6.22	6.33	0.02	0.77	4.1E-02	6.4E-03	8.0E-03	1.4E-03	3.5E-03	1.2E-01	1.1E-01	9.8E-03	1.2E-02	1,855	0.39	0.01	1,868	173,722	0
2023Wells I	2023 Wells Draw	Tunnel	1.30	0.88	0.03	1.61	1.64	0.02	1.57	1.59	0.00	0.18	9.9E-03	1.5E-03	1.9E-03	3.1E-04	8.5E-04	2.8E-02	2.4E-02	2.4E-03	2.8E-03	464	0.10	0.00	468	43,491	0
2024Indian	2024 Indian Cany	Tunnel	0.82	0.61	0.02	0.72	0.75	0.02	0.70	0.72	0.00	0.12	6.2E-03	1.0E-03	1.2E-03	2.4E-04	5.3E-04	1.7E-02	1.9E-02	1.5E-03	1.8E-03	277	0.06	0.00	279	25,944	0
2024Whitm	2024 Whitmore I	Tunnel	1.96	1.40	0.04	1.81	1.85	0.04	1.75	1.79	0.01	0.28	1.5E-02	2.4E-03	3.0E-03	5.2E-04	1.3E-03	4.2E-02	4.1E-02	3.6E-03	4.3E-03	687	0.14	0.00	691	64,310	0
2024Wells I	2024 Wells Draw	Tunnel	1.43	0.98	0.03	1.37	1.39	0.03	1.32	1.35	0.00	0.20	1.1E-02	1.7E-03	2.1E-03	3.4E-04	9.4E-04	3.1E-02	2.7E-02	2.6E-03	3.1E-03	514	0.11	0.00	518	48,169	0
2025Indian	2025 Indian Cany	Tunnel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	-	0.00	0.00	-	0	0
2025Whitm	2025 Whitmore I	Tunnel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	-	0.00	0.00	-	0	0
2025Wells I	2025 Wells Draw	Tunnel	1.38	0.91	0.02	1.37	1.39	0.02	1.32	1.34	0.00	0.19	1.1E-02	1.6E-03	2.0E-03	3.0E-04	9.1E-04	3.1E-02	2.3E-02	2.5E-03	2.9E-03	511	0.11	0.00	515	47,862	0
2022Indian	2022 Indian Cany	Employee	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	-	0.00	0.00	-	0	0
2022Whitm	2022 Whitmore I	Employee	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	-	0.00	0.00	-	0	0
2022Wells I	2022 Wells Draw	Employee	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	-	0.00	0.00	-	0	0
2023Indian	2023 Indian Cany	Employee	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	-	0.00	0.00	-	0	0
2023Whitm	2023 Whitmore I	Employee	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	-	0.00	0.00	-	0	0
2023Wells I	2023 Wells Draw	Employee	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	-	0.00	0.00	-	0	0
2024Indian	2024 Indian Cany	Employee	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	-	0.00	0.00	-	0	0
2024Whitm	2024 Whitmore I	Employee	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	-	0.00	0.00	-	0	0
2024Wells I	2024 Wells Draw	Employee	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	-	0.00	0.00	-	0	0
2025Indian	2025 Indian Cany	Employee	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	-	0.00	0.00	-	0	0
2025Whitm	2025 Whitmore I	Employee	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	-	0.00	0.00	-	0	0
2025Wells I	2025 Wells Draw	Employee	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	-	0.00	0.00	-	0	0

Uinta Project-Level Construction Emissions outside PM Nonattainment Area (tons/year)

			Criteria Pollutants									Hazardous Air Pollutants									Greenhouse Gas Emissions				Energy		
		Source	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyde	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Diesel (gallons)	Gasoline (gallons)	
2022Indian	2022 Indian Cany	Total	406.00	216.99	7.46	309.03	316.49	7.12	85.45	92.57	0.66	41.43	1.5E+00	2.2E-01	1.5E+00	2.0E-01	5.3E-01	3.2E+00	6.5E+00	2.0E-01	1.2E+00	84,681	5.82	2.64	85,570	6,544,512	1,583,718	
2022Whitm	2022 Whitmore I	Total	434.89	248.85	8.60	340.65	349.25	8.21	102.31	110.53	0.76	44.95	1.7E+00	2.6E-01	1.6E+00	2.1E-01	5.6E-01	3.8E+00	7.6E+00	2.2E-01	1.5E+00	97,537	7.08	2.91	98,532	7,666,066	1,639,225	
2022Wells I	2022 Wells Draw	Total	421.38	170.00	5.64	255.31	260.95	5.37	68.63	74.01	0.54	40.33	1.3E+00	1.8E-01	1.5E+00	2.1E-01	5.7E-01	2.5E+00	4.7E+00	1.6E-01	9.6E-01	69,520	5.08	2.45	70,346	4,961,167	1,785,633	
2023Indian	2023 Indian Cany	Total	381.16	206.25	6.75	314.21	320.96	6.42	90.56	96.99	0.66	38.68	1.4E+00	2.1E-01	1.4E+00	1.9E-01	4.8E-01	3.0E+00	5.9E+00	1.9E-01	1.1E+00	84,509	5.86	2.56	85,376	6,593,783	1,536,041	
2023Whitm	2023 Whitmore I	Total	408.87	236.59	7.75	347.22	354.98	7.39	108.80	116.19	0.76	42.02	1.6E+00	2.4E-01	1.5E+00	2.0E-01	5.1E-01	3.6E+00	6.8E+00	2.2E-01	1.3E+00	97,421	7.16	2.83	98,393	7,728,237	1,589,877	
2023Wells I	2023 Wells Draw	Total	394.40	160.66	5.07	259.24	264.32	4.82	72.52	77.34	0.54	37.38	1.2E+00	1.6E-01	1.4E+00	2.0E-01	5.2E-01	2.4E+00	4.2E+00	1.6E-01	8.7E-01	69,222	5.09	2.37	70,022	4,997,802	1,731,878	
2024Indian	2024 Indian Cany	Total	120.98	66.94	2.08	101.81	103.89	1.98	27.00	28.97	0.22	12.32	4.5E-01	6.7E-02	4.3E-01	5.9E-02	1.5E-01	9.9E-01	1.8E+00	6.5E-02	3.4E-01	28,685	2.05	0.84	28,972	2,263,218	497,457	
2024Whitm	2024 Whitmore I	Total	130.17	76.85	2.38	111.98	114.36	2.26	32.21	34.48	0.26	13.43	5.2E-01	7.9E-02	4.6E-01	6.2E-02	1.6E-01	1.2E+00	2.1E+00	7.5E-02	4.0E-01	33,143	2.52	0.93	33,466	2,658,138	514,893	
2024Wells I	2024 Wells Draw	Total	372.08	154.74	4.63	251.95	256.57	4.39	65.08	69.47	0.54	35.20	1.2E+00	1.6E-01	1.3E+00	1.9E-01	4.8E-01	2.3E+00	3.8E+00	1.6E-01	7.9E-01	70,035	5.30	2.30	70,822	5,130,332	1,678,044	
2025Indian	2025 Indian Cany	Total	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	-	0.00	0.00	-	0	0	
2025Whitm	2025 Whitmore I	Total	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	-	0.00	0.00	-	0	0	
2025Wells I	2025 Wells Draw	Total	344.43	143.18	4.03	251.94	255.98	3.82	65.08	68.89	0.53	32.11	1.1E+00	1.4E-01	1.2E+00	1.7E-01	4.3E-01	2.1E+00	3.3E+00	1.5E-01	7.0E-01	68,821	5.34	2.22	69,583	5,037,487	1,623,885	
2022Indian	2022 Indian Cany	Surface	20.84	83.09	2.63	138.15	140.77	2.55	14.01	16.56	0.24	3.80	3.3E-01	6.1E-02	1.4E-01	6.8E-03	1.9E-02	9.0E-01	2.5E+00	2.4E-02	5.0E-01	31,214	0.68	0.78	31,438	3,010,775	0	
2022Whitm	2022 Whitmore I	Surface	21.58	86.00	2.72	142.98	145.70	2.64	14.51	17.14	0.25	3.93	3.4E-01	6.3E-02	1.5E-01	7.0E-03	2.0E-02	9.3E-01	2.6E+00	2.5E-02	5.2E-01	32,307	0.70	0.81	32,539	3,116,147	0	
2022Wells I	2022 Wells Draw	Surface	15.84	63.40	2.01	105.41	107.41	1.94	10.69	12.64	0.18	2.89	2.5E-01	4.7E-02	1.1E-01	5.2E-03	1.4E-02	6.9E-01	1.9E+00	1.8E-02	3.8E-01	23,813	0.51	0.59	23,984	2,297,250	0	
2023Indian	2023 Indian Cany	Surface	18.23	78.31	2.30	138.15	140.44	2.22	14.01	16.24	0.24	3.41	2.9E-01	5.4E-02	1.3E-01	6.0E-03	1.7E-02	8.1E-01	2.2E+00	2.2E-02	4.4E-01	31,113	0.66	0.78	31,336	3,006,921	0	
2023Whitm	2023 Whitmore I	Surface	18.88	81.05	2.38	142.98	145.36	2.30	14.51	16.81	0.24	3.53	3.0E-01	5.6E-02	1.3E-01	6.2E-03	1.8E-02	8.4E-01	2.3E+00	2.3E-02	4.6E-01	32,202	0.69	0.80	32,434	3,112,155	0	
2023Wells I	2023 Wells Draw	Surface	13.85	59.75	1.75	105.41	107.16	1.70	10.69	12.39	0.18	2.60	2.2E-01	4.1E-02	9.7E-02	4.5E-03	1.3E-02	6.2E-01	1.7E+00	1.7E-02	3.4E-01	23,737	0.50	0.59	23,907	2,294,323	0	
2024Indian	2024 Indian Cany	Surface	5.29	24.75	0.66	46.17	46.84	0.64	4.68	5.33	0.08	1.03	8.8E-02	1.6E-02	3.8E-02	1.7E-03	5.3E-03	2.4E-01	6.4E-01	6.9E-03	1.3E-01	10,400	0.22	0.26	10,475	1,003,360	0	
2024Whitm	2024 Whitmore I	Surface	5.48	25.61	0.69	47.79	48.48	0.67	4.85	5.51	0.08	1.06	9.1E-02	1.7E-02	3.9E-02	1.8E-03	5.5E-03	2.5E-01	6.7E-01	7.2E-03	1.4E-01	10,764	0.23	0.27	10,841	1,038,474	0	
2024Wells I	2024 Wells Draw	Surface	12.02	56.49	1.52	105.41	106.93	1.47	10.69	12.16	0.18	2.34	2.0E-01	3.7E-02	8.6E-02	4.0E-03	1.2E-02	5.5E-01	1.5E+00	1.6E-02	3.0E-01	23,739	0.49	0.59	23,908	2,290,470	0	
2025Indian	2025 Indian Cany	Surface	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	-	0.00	0.00	-	0	0	
2025Whitm	2025 Whitmore I	Surface	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	-	0.00	0.00	-	0	0	
2025Wells I	2025 Wells Draw	Surface	10.47	53.86	1.32	105.41	106.73	1.28	10.69	11.97	0.18	2.12	1.8E-01	3.3E-02	7.7E-02	3.5E-03	1.1E-02	5.0E-01	1.3E+00	1.4E-02	2.7E-01	23,662	0.54	0.59	23,832	2,288,163	0	
2022Indian	2022 Indian Cany	Tunnel	69.96	107.29	4.18	59.40	63.58	3.99	56.90	60.88	0.31	11.27	7.2E-01	1.3E-01	2.2E-01	2.1E-02	5.3E-02	2.0E+00	4.0E+00	1.1E-01	6.7E-01	38,765	3.82	0.64	39,033	3,510,262	0	
2022Whitm	2022 Whitmore I	Tunnel	87.06	135.31	5.20	75.43	80.63	4.97	72.21	77.19	0.40	13.73	9.0E-01	1.7E-01	2.8E-01	2.5E-02	6.7E-02	2.5E+00	5.0E+00	1.4E-01	8.6E-01	50,013	5.01	0.83	50,364	4,525,621	0	
2022Wells I	2022 Wells Draw	Tunnel	50.15	76.62	2.89	45.10	47.99	2.77	43.20	45.97	0.23	7.72	5.2E-01	9.6E-02	1.6E-01	1.3E-02	3.9E-02	1.5E+00	2.8E+00	7.9E-02	4.9E-01	29,130	3.07	0.48	29,337	2,637,449	0	
2023Indian	2023 Indian Cany	Tunnel	69.50	104.10	3.84	64.58	68.42	3.65	62.01	65.66	0.32	11.16	6.9E-01	1.3E-01	2.1E-01	2.1E-02	5.2E-02	1.9E+00	3.7E+00	1.1E-01	6.0E-01	39,132	3.93	0.64	39,404	3,563,750	0	
2023Whitm	2023 Whitmore I	Tunnel	86.27	130.86	4.74	82.00	86.74	4.52	78.70	83.22	0.41	13.54	8.7E-01	1.6E-01	2.6E-01	2.5E-02	6.5E-02	2.5E+00	4.5E+00	1.4E-01	7.8E-01	50,455	5.16	0.83	50,811	4,592,159	0	
2023Wells I	2023 Wells Draw	Tunnel	49.72	74.03	2.62	49.03	51.65	2.50	47.08	49.59	0.24	7.60	5.0E-01	9.1E-02	1.5E-01	1.3E-02	3.8E-02	1.4E+00	2.5E+00	8.0E-02	4.5E-01	29,403	3.17	0.48	29,613	2,677,420	0	
2024Indian	2024 Indian Cany	Tunnel	24.39	35.01	1.22	18.37	19.59	1.16	17.45	18.61	0.11	3.89	2.4E-01	4.2E-02	6.7E-02	7.4E-03	1.8E-02	6.6E-01	1.2E+00	4.1E-02	1.9E-01	13,664	1.43	0.22	13,759	1,252,284	0	
2024Whitm	2024 Whitmore I	Tunnel	30.19	43.80	1.49	23.33	24.82	1.42	22.15	23.57	0.14	4.70	2.9E-01	5.3E-02	8.5E-02	8.6E-03	2.2E-02	8.3E-01	1.4E+00	5.0E-02	2.4E-01	17,596	1.88	0.28	17,720	1,611,824	0	
2024Wells I	2024 Wells Draw	Tunnel	52.07	74.04	2.45	41.73	44.18	2.34	39.65	41.99	0.25	7.89	5.1E-01	9.0E-02	1.5E-01	1.4E-02	3.9E-02	1.4E+00	2.3E+00	8.6E-02	4.1E-01	30,712	3.45	0.49	30,931	2,814,309	0	
2025Indian	2025 Indian Cany	Tunnel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	-	0.00	0.00	-	0	0	
2025Whitm	2025 Whitmore I	Tunnel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	-	0.00	0.00	-	0	0	
2025Wells I	2025 Wells Draw	Tunnel	49.13	67.52	2.09	41.73	43.82	1.99	39.65	41.63	0.24	7.25	4.7E-01	8.2E-02	1.3E-01	1.2E-02	3.7E-02	1.4E+00	2.0E+00	8.2E-02	3.6E-01	30,074	3.52	0.47	30,288	2,724,362	0	
2022Indian	2022 Indian Cany	Employee	315.20	26.60	0.66	111.48	112.14	0.58	14.54	15.13	0.11	26.36	4.5E-01	3.0E-02	1.1E+00	1.7E-01	4.6E-01	3.1E-01	1.2E-02	5.8E-02	7.9E-02	14,702	1.33	1.22	15,099	23,475	1,583,718	5
2022Whitm	2022 Whitmore I	Employee	326.25	27.53	0.68	122.24	122.92	0.60	15.60	16.20	0.11	27.29	4.7E-01	3.1E-02	1.2E+00	1.8E-01	4.7E-01	3.2E-01	1.3E-02	6.1E-02	8.2E-02	15,218	1.38	1.27	15,629	24,297	1,639,225	5
2022Wells I	2022 Wells Draw	Employee	355.39	29.99	0.74	104.81	105.55	0.66	14.74	15.40	0.12	29.72	5.1E-01	3.3E-02	1.3E+00	1.9E-01	5.1E-01	3.5E-01	1.4E-02	6.6E-02	8.9E-02	16,577	1.50	1.38	17,025	26,468	1,785,633	5
2023Indian	2023 Indian Cany	Employee	293.43	23.84	0.62	111.48	112.10	0.55	14.54	15.09	0.11	24.11	4.2E-01	2.8E-02	1.0E+00	1.6E-01	4.1E-01	2.8E-01	1.1E-02	5.4E-02	7.3E-02	14,263	1.26	1.15	14,636	23,112	1,536,041	5
2023Whitm	2023 Whitmore I	Employee	303.71	24.68	0.64	122.24	122.88	0.57	15.60	16.16	0.11	24.95	4.4E-01	2.9E-02	1.1E+00	1.7E-01	4.3E-01	2.9E-01	1.2E-02	5.6E-02	7.5E-02	14,763	1.31	1.19	15,149	23,922	1,589,877	5
2023Wells I	2023 Wells Draw	Employee	330.84	26.88	0.70	104.81	105.51	0.62	14.74	15.36	0.12	27.18	4.8E-01	3.1E-02	1.2E+00	1.8E-01	4.7E-01	3.2E-01	1.3E-02	6.1E-02	8.2E-02	16,082	1.43	1.29	16,502	26,059	1,731,878	5
2024Indian	2024 Indian Cany	Employee	91.30	7.18	0.20	37.26	37.46	0.17	4.86	5.03	0.03	7.40	1.3E-01	8.7E-03	3.2E-01	5.0E-02	1.3E-01	8.7E-02	3.4E-03	1.7E-02	2.2E-02	4,620	0.40	0.36	4,738	7,575	497,457	5
2024Whitm	2024 Whitmore I	Employee	94.50	7.43	0.20	40.86	41.06	0.18	5.21	5.39	0.04	7.66	1.4E-01	9.0E-03	3.4E-01	5.2E-02	1.3E-01	9.0E-02	3.6E-03	1.7E-02	2.3E-02	4,782	0.42	0.37	4,904	7,840	514,893	5
2024Wells I	2024 Wells Draw	Employee	307.99	24.21	0.66	104.81	105.46	0.58	14.74	15.32	0.11	24.97	4.4E-01	2.9E-02	1.1E+00	1.7E-01	4.2E-01	2.9E-01	1.2E-02	5.6E-02	7.6E-02	15,585	1.36	1.22	15,982	25,552	1,678,044	5
2025Indian	2025 Indian Cany	Employee	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	-	0.00	0.00	-	0	0	5
2025Whitm	2025 Whitmore I	Employee	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	-	0.00	0.00	-	0	0	5
2025Wells I	2025 Wells Draw	Employee	284.83	21.80	0.62	104.81	105.43	0.55	14.74	15.29	0.11	22.74	4.1E-01	2.7E-02	1.0E+00	1.6E-01	3.8E-01	2.7E-01	1.1E-02	5.1E-02	6.9E-02	15,085	1.28	1.16	15,463	24,963	1,623,885	5

Uinta Project-Level Construction Emissions within Ozone Nonattainment Area (tons/year)

			Criteria Pollutants									Hazardous Air Pollutants									Greenhouse Gas Emissions				Energy	
		Source	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyde	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Diesel (gallons)	Gasoline (gallons)
2022Indian	2022 Indian Can	Total	245.14	76.41	2.32	172.14	174.46	2.19	34.07	36.26	0.26	22.55	6.0E-01	7.2E-02	8.9E-01	1.3E-01	3.4E-01	1.0E+00	1.8E+00	7.9E-02	3.7E-01	32,814	2.20	1.33	33,250	2,184,842	1,105,592
2022Whitm	2022 Whitmore	Total	279.72	97.13	2.95	213.00	215.95	2.77	64.00	66.78	0.35	27.07	8.3E-01	1.1E-01	9.6E-01	1.4E-01	3.7E-01	1.6E+00	2.4E+00	1.3E-01	4.4E-01	43,124	4.31	1.42	43,640	3,116,249	1,138,716
2022Wells	2022 Wells Draw	Total	202.11	49.87	1.45	111.31	112.76	1.35	31.67	33.02	0.19	18.48	4.8E-01	5.5E-02	7.0E-01	1.0E-01	2.7E-01	8.2E-01	1.0E+00	7.3E-02	2.2E-01	23,208	2.35	0.94	23,540	1,430,360	895,141
2023Indian	2023 Indian Can	Total	229.13	72.27	2.12	173.61	175.73	2.00	35.52	37.52	0.25	20.86	5.7E-01	6.7E-02	8.2E-01	1.2E-01	3.1E-01	9.5E-01	1.6E+00	7.6E-02	3.4E-01	32,663	2.18	1.27	33,082	2,202,169	1,072,309
2023Whitm	2023 Whitmore	Total	264.05	93.47	2.76	217.09	219.85	2.59	68.04	70.63	0.35	25.44	8.0E-01	1.0E-01	8.9E-01	1.3E-01	3.4E-01	1.6E+00	2.2E+00	1.3E-01	4.1E-01	43,321	4.37	1.37	43,823	3,167,311	1,104,436
2023Wells	2023 Wells Draw	Total	189.75	47.49	1.35	113.17	114.52	1.26	33.51	34.77	0.19	17.19	4.6E-01	5.3E-02	6.5E-01	9.7E-02	2.5E-01	7.9E-01	9.5E-01	7.1E-02	2.0E-01	23,191	2.36	0.90	23,510	1,453,288	868,194
2024Indian	2024 Indian Can	Total	71.96	23.22	0.66	57.12	57.78	0.62	10.94	11.56	0.09	6.53	1.8E-01	2.2E-02	2.6E-01	3.7E-02	9.4E-02	3.1E-01	5.0E-01	2.5E-02	1.0E-01	11,006	0.75	0.41	11,142	752,846	347,275
2024Whitm	2024 Whitmore	Total	84.33	30.89	0.89	70.02	70.91	0.83	20.16	20.99	0.12	8.17	2.6E-01	3.5E-02	2.8E-01	4.1E-02	1.0E-01	5.4E-01	7.1E-01	4.5E-02	1.3E-01	14,898	1.55	0.45	15,064	1,106,603	357,679
2024Wells	2024 Wells Draw	Total	179.49	46.31	1.28	109.71	111.00	1.20	29.98	31.18	0.19	16.24	4.5E-01	5.3E-02	6.1E-01	9.1E-02	2.3E-01	8.0E-01	9.1E-01	7.2E-02	1.9E-01	23,650	2.47	0.87	23,963	1,518,005	841,207
2025Indian	2025 Indian Can	Total	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	-	0.00	0.00	-	0	0
2025Whitm	2025 Whitmore	Total	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	-	0.00	0.00	-	0	0
2025Wells	2025 Wells Draw	Total	166.63	43.20	1.14	109.71	110.85	1.06	29.98	31.04	0.19	14.85	4.2E-01	4.9E-02	5.6E-01	8.3E-02	2.1E-01	7.6E-01	7.9E-01	6.8E-02	1.7E-01	23,324	2.49	0.84	23,628	1,512,419	814,056
2022Indian	2022 Indian Can	Surface	10.05	46.65	1.48	77.79	79.27	1.44	7.84	9.27	0.13	1.90	1.7E-01	3.3E-02	7.9E-02	3.4E-03	9.6E-03	4.8E-01	1.4E+00	1.0E-02	2.8E-01	17,488	0.25	0.44	17,612	1,694,304	0
2022Whitm	2022 Whitmore	Surface	12.69	49.36	1.56	82.01	83.57	1.51	8.33	9.84	0.14	2.30	2.0E-01	3.7E-02	8.5E-02	4.1E-03	1.1E-02	5.4E-01	1.5E+00	1.5E-02	3.0E-01	18,547	0.42	0.46	18,681	1,787,626	0
2022Wells	2022 Wells Draw	Surface	6.20	22.77	0.72	37.78	38.50	0.70	3.85	4.55	0.07	1.11	9.3E-02	1.7E-02	3.9E-02	2.0E-03	5.5E-03	2.6E-01	7.0E-01	7.7E-03	1.4E-01	8,562	0.22	0.21	8,624	823,690	0
2023Indian	2023 Indian Can	Surface	8.66	43.98	1.29	77.79	79.09	1.25	7.84	9.09	0.13	1.70	1.5E-01	2.9E-02	7.0E-02	3.0E-03	8.7E-03	4.2E-01	1.3E+00	9.5E-03	2.5E-01	17,436	0.24	0.44	17,560	1,692,493	0
2023Whitm	2023 Whitmore	Surface	11.12	46.51	1.36	82.01	83.38	1.32	8.33	9.65	0.14	2.07	1.8E-01	3.3E-02	7.6E-02	3.6E-03	1.0E-02	4.9E-01	1.3E+00	1.4E-02	2.6E-01	18,487	0.42	0.46	18,620	1,785,270	0
2023Wells	2023 Wells Draw	Surface	5.46	21.45	0.63	37.78	38.41	0.61	3.85	4.46	0.06	1.00	8.3E-02	1.5E-02	3.5E-02	1.7E-03	5.0E-03	2.3E-01	6.1E-01	7.1E-03	1.2E-01	8,534	0.22	0.21	8,595	822,529	0
2024Indian	2024 Indian Can	Surface	2.47	13.90	0.37	26.00	26.38	0.36	2.62	2.98	0.04	0.51	4.6E-02	8.6E-03	2.1E-02	8.7E-04	2.6E-03	1.3E-01	3.6E-01	2.9E-03	7.4E-02	5,830	0.08	0.15	5,871	564,864	0
2024Whitm	2024 Whitmore	Surface	3.24	14.70	0.39	27.41	27.81	0.38	2.78	3.17	0.05	0.62	5.3E-02	9.7E-03	2.3E-02	1.1E-03	3.2E-03	1.5E-01	3.8E-01	4.3E-03	7.8E-02	6,179	0.14	0.15	6,224	595,695	0
2024Wells	2024 Wells Draw	Surface	4.79	20.28	0.54	37.78	38.32	0.53	3.85	4.38	0.06	0.90	7.5E-02	1.4E-02	3.1E-02	1.5E-03	4.6E-03	2.1E-01	5.3E-01	6.6E-03	1.1E-01	8,533	0.22	0.21	8,594	821,048	0
2025Indian	2025 Indian Can	Surface	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	-	0.00	0.00	-	0	0
2025Whitm	2025 Whitmore	Surface	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	-	0.00	0.00	-	0	0
2025Wells	2025 Wells Draw	Surface	4.20	19.33	0.47	37.78	38.25	0.46	3.85	4.31	0.06	0.82	6.8E-02	1.2E-02	2.8E-02	1.3E-03	4.3E-03	1.9E-01	4.6E-01	6.1E-03	9.6E-02	8,504	0.23	0.21	8,566	820,123	0
2022Indian	2022 Indian Can	Tunnel	15.05	11.19	0.38	16.52	16.90	0.35	16.08	16.43	0.05	2.25	1.1E-01	1.8E-02	2.3E-02	4.4E-03	9.8E-03	3.2E-01	3.5E-01	2.8E-02	3.4E-02	5,062	1.02	0.03	5,096	474,150	0
2022Whitm	2022 Whitmore	Tunnel	40.39	28.65	0.91	46.07	46.98	0.84	44.84	45.68	0.13	5.81	3.1E-01	4.9E-02	6.1E-02	1.1E-02	2.6E-02	8.7E-01	8.4E-01	7.4E-02	8.8E-02	14,005	2.93	0.08	14,103	1,311,745	0
2022Wells	2022 Wells Draw	Tunnel	17.75	12.07	0.36	20.99	21.35	0.33	20.43	20.76	0.06	2.46	1.4E-01	2.1E-02	2.6E-02	4.2E-03	1.2E-02	3.9E-01	3.3E-01	3.3E-02	3.8E-02	6,336	1.37	0.04	6,381	593,402	0
2023Indian	2023 Indian Can	Tunnel	15.63	11.64	0.40	17.99	18.39	0.36	17.53	17.89	0.05	2.33	1.2E-01	1.9E-02	2.4E-02	4.5E-03	1.0E-02	3.3E-01	3.6E-01	2.9E-02	3.5E-02	5,269	1.06	0.03	5,305	493,542	0
2023Whitm	2023 Whitmore	Tunnel	41.95	29.81	0.95	50.16	51.11	0.87	48.88	49.75	0.13	6.04	3.2E-01	5.0E-02	6.3E-02	1.1E-02	2.7E-02	9.0E-01	8.7E-01	7.7E-02	9.2E-02	14,578	3.04	0.08	14,680	1,365,422	0
2023Wells	2023 Wells Draw	Tunnel	18.44	12.56	0.37	22.85	23.23	0.34	22.27	22.61	0.06	2.56	1.4E-01	2.2E-02	2.7E-02	4.4E-03	1.2E-02	4.0E-01	3.4E-01	3.4E-02	4.0E-02	6,595	1.43	0.04	6,642	617,696	0
2024Indian	2024 Indian Can	Tunnel	5.75	4.31	0.15	5.10	5.25	0.14	4.93	5.07	0.02	0.86	4.4E-02	7.0E-03	8.7E-03	1.7E-03	3.7E-03	1.2E-01	1.4E-01	1.1E-02	1.3E-02	1,951	0.39	0.01	1,964	182,694	0
2024Whitm	2024 Whitmore	Tunnel	15.44	11.03	0.35	14.23	14.58	0.32	13.75	14.07	0.05	2.22	1.2E-01	1.9E-02	2.3E-02	4.1E-03	1.0E-02	3.3E-01	3.2E-01	2.8E-02	3.4E-02	5,397	1.12	0.03	5,434	505,462	0
2024Wells	2024 Wells Draw	Tunnel	20.31	13.90	0.41	19.39	19.80	0.38	18.74	19.12	0.07	2.82	1.5E-01	2.4E-02	3.0E-02	4.8E-03	1.3E-02	4.4E-01	3.8E-01	3.7E-02	4.4E-02	7,304	1.57	0.04	7,356	684,147	0
2025Indian	2025 Indian Can	Tunnel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	-	0.00	0.00	-	0	0
2025Whitm	2025 Whitmore	Tunnel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	-	0.00	0.00	-	0	0
2025Wells	2025 Wells Draw	Tunnel	19.64	12.94	0.35	19.39	19.75	0.32	18.74	19.07	0.07	2.63	1.5E-01	2.3E-02	2.9E-02	4.2E-03	1.3E-02	4.4E-01	3.2E-01	3.6E-02	4.1E-02	7,258	1.61	0.04	7,311	679,782	0
2022Indian	2022 Indian Can	Employee	220.04	18.57	0.46	77.83	78.29	0.41	10.15	10.56	0.08	18.40	3.2E-01	2.1E-02	7.9E-01	1.2E-01	3.2E-01	2.2E-01	8.6E-03	4.1E-02	5.5E-02	10,264	0.93	0.85	10,541	16,388	1,105,592
2022Whitm	2022 Whitmore	Employee	226.63	19.12	0.47	84.91	85.39	0.42	10.83	11.25	0.08	18.95	3.3E-01	2.1E-02	8.1E-01	1.2E-01	3.3E-01	2.2E-01	8.9E-03	4.2E-02	5.7E-02	10,571	0.96	0.88	10,857	16,879	1,138,716
2022Wells	2022 Wells Draw	Employee	178.16	15.03	0.37	52.54	52.91	0.33	7.39	7.72	0.06	14.90	2.6E-01	1.7E-02	6.4E-01	9.8E-02	2.6E-01	1.7E-01	7.0E-03	3.3E-02	4.5E-02	8,310	0.75	0.69	8,534	13,268	895,141
2023Indian	2023 Indian Can	Employee	204.84	16.65	0.43	77.83	78.26	0.38	10.15	10.54	0.07	16.83	2.9E-01	1.9E-02	7.3E-01	1.1E-01	2.9E-01	2.0E-01	7.8E-03	3.8E-02	5.1E-02	9,957	0.88	0.80	10,217	16,134	1,072,309
2023Whitm	2023 Whitmore	Employee	210.98	17.14	0.45	84.91	85.36	0.40	10.83	11.23	0.08	17.33	3.0E-01	2.0E-02	7.5E-01	1.2E-01	3.0E-01	2.0E-01	8.0E-03	3.9E-02	5.2E-02	10,256	0.91	0.82	10,524	16,618	1,104,436
2023Wells	2023 Wells Draw	Employee	165.85	13.48	0.35	52.54	52.89	0.31	7.39	7.70	0.06	13.62	2.4E-01	1.6E-02	5.9E-01	9.0E-02	2.3E-01	1.6E-01	6.3E-03	3.0E-02	4.1E-02	8,062	0.71	0.65	8,273	13,063	868,194
2024Indian	2024 Indian Can	Employee	63.74	5.01	0.14	26.01	26.15	0.12	3.39	3.51	0.02	5.17	9.2E-02	6.1E-03	2.3E-01	3.5E-02	8.8E-02	6.0E-02	2.4E-03	1.2E-02	1.6E-02	3,225	0.28	0.25	3,308	5,288	347,275
2024Whitm	2024 Whitmore	Employee	65.65	5.16	0.14	28.38	28.52	0.12	3.62	3.75	0.02	5.32	9.5E-02	6.3E-03	2.3E-01	3.6E-02	9.1E-02	6.2E-02	2.5E-03	1.2E-02	1.6E-02	3,322	0.29	0.26	3,407	5,446	357,679
2024Wells	2024 Wells Draw	Employee	154.39	12.14	0.33	52.54	52.87	0.29	7.39	7.68	0.06	12.52	2.2E-01	1.5E-02	5.5E-01	8.4E-02	2.1E-01	1.5E-01	5.8E-03	2.8E-02	3.8E-02	7,813	0.68	0.61	8,012	12,809	841,207
2025Indian	2025 Indian Can	Employee	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	-	0.00	0.00	-	0	0
2025Whitm	2025 Whitmore	Employee	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	-	0.00	0.00	-	0	0
2025Wells	2025 Wells Draw	Employee	142.78	10.93	0.31	52.54	52.85	0.28	7.39	7.66	0.06	11.40	2.1E-01	1.4E-02	5.0E-01	7.8E-02	1.9E-01	1.3E-01	5.4E-03	2.6E-02	3.5E-02	7,562	0.64	0.58	7,751	12,514	814,056

Uinta Project-Level Construction Emissions outside Ozone Nonattainment Area (tons/year)

			Criteria Pollutants										Hazardous Air Pollutants									Greenhouse Gas Emissions				Energy		
		Source	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyde	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Diesel (gallons)	Gasoline (gallons)	
2022Indian	2022 Indian Can	Total	164.67	150.15	5.45	152.56	158.01	5.22	55.01	60.23	0.43	19.52	9.4E-01	1.6E-01	6.2E-01	7.4E-02	1.9E-01	2.3E+00	5.0E+00	1.2E-01	9.3E-01	55,578	3.81	1.39	56,058	4,717,116	478,126	
2022Whitm	2022 Whitmore	Total	162.96	167.36	6.15	153.52	159.67	5.92	46.03	51.95	0.46	19.12	9.7E-01	1.7E-01	6.7E-01	7.4E-02	2.0E-01	2.4E+00	5.7E+00	1.0E-01	1.1E+00	60,695	3.21	1.61	61,217	5,152,380	500,509	
2022Wells	2022 Wells Draw	Total	221.50	125.65	4.36	153.25	157.62	4.18	39.19	43.37	0.37	22.21	8.2E-01	1.3E-01	8.5E-01	1.1E-01	2.9E-01	1.8E+00	3.9E+00	9.3E-02	7.8E-01	48,504	2.85	1.56	49,014	3,741,836	890,492	
2023Indian	2023 Indian Can	Total	155.69	143.17	4.91	156.48	161.38	4.69	58.88	63.56	0.43	18.43	8.8E-01	1.5E-01	5.7E-01	6.9E-02	1.8E-01	2.2E+00	4.5E+00	1.2E-01	8.3E-01	55,578	3.87	1.37	56,052	4,751,514	463,732	
2023Whitm	2023 Whitmore	Total	152.43	158.23	5.45	156.52	161.97	5.23	48.99	54.22	0.46	17.80	8.9E-01	1.6E-01	6.1E-01	6.9E-02	1.8E-01	2.2E+00	5.1E+00	1.0E-01	9.8E-01	60,441	3.24	1.58	60,956	5,169,842	485,441	
2023Wells	2023 Wells Draw	Total	206.80	118.45	3.88	155.45	159.33	3.71	41.36	45.07	0.37	20.54	7.6E-01	1.2E-01	7.8E-01	1.0E-01	2.7E-01	1.6E+00	3.4E+00	9.0E-02	6.9E-01	48,236	2.85	1.52	48,733	3,757,076	863,684	
2024Indian	2024 Indian Can	Total	50.25	46.71	1.51	49.87	51.38	1.44	17.20	18.64	0.15	6.00	2.9E-01	4.8E-02	1.8E-01	2.2E-02	5.6E-02	7.2E-01	1.4E+00	4.2E-02	2.5E-01	18,954	1.37	0.45	19,113	1,633,044	150,183	
2024Whitm	2024 Whitmore	Total	48.46	50.94	1.64	50.45	52.09	1.57	14.48	16.05	0.16	5.68	2.8E-01	4.9E-02	1.9E-01	2.2E-02	5.6E-02	7.1E-01	1.5E+00	3.4E-02	3.0E-01	20,431	1.14	0.52	20,603	1,761,085	157,214	
2024Wells	2024 Wells Draw	Total	194.74	113.56	3.49	151.37	154.86	3.33	37.20	40.53	0.37	19.30	7.2E-01	1.1E-01	7.2E-01	9.6E-02	2.5E-01	1.6E+00	3.0E+00	9.0E-02	6.2E-01	48,641	2.96	1.48	49,131	3,829,319	836,837	
2025Indian	2025 Indian Can	Total	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	-	0.00	0.00	-	0	0	
2025Whitm	2025 Whitmore	Total	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	-	0.00	0.00	-	0	0	
2025Wells	2025 Wells Draw	Total	179.80	104.85	3.02	151.37	154.39	2.88	37.20	40.07	0.36	17.57	6.6E-01	9.8E-02	6.6E-01	8.8E-02	2.2E-01	1.4E+00	2.6E+00	8.4E-02	5.5E-01	47,744	2.99	1.43	48,218	3,741,617	809,828	
2022Indian	2022 Indian Can	Surface	12.47	44.43	1.40	73.68	75.08	1.36	7.52	8.88	0.13	2.22	1.8E-01	3.4E-02	7.7E-02	4.0E-03	1.1E-02	5.1E-01	1.4E+00	1.6E-02	2.7E-01	16,718	0.46	0.41	16,839	1,606,584	0	
2022Whitm	2022 Whitmore	Surface	11.53	48.65	1.54	80.97	82.51	1.49	8.19	9.69	0.14	2.13	1.9E-01	3.5E-02	8.3E-02	3.8E-03	1.1E-02	5.2E-01	1.5E+00	1.3E-02	2.9E-01	18,259	0.34	0.46	18,389	1,764,192	0	
2022Wells	2022 Wells Draw	Surface	10.62	45.29	1.43	75.40	76.84	1.39	7.62	9.02	0.13	1.96	1.7E-01	3.3E-02	7.7E-02	3.5E-03	9.9E-03	4.8E-01	1.4E+00	1.2E-02	2.7E-01	16,997	0.31	0.43	17,118	1,642,809	0	
2023Indian	2023 Indian Can	Surface	11.01	41.86	1.22	73.68	74.90	1.18	7.52	8.70	0.13	2.00	1.6E-01	3.0E-02	6.9E-02	3.5E-03	1.0E-02	4.6E-01	1.2E+00	1.4E-02	2.4E-01	16,660	0.46	0.41	16,781	1,604,242	0	
2023Whitm	2023 Whitmore	Surface	10.04	45.85	1.35	80.97	82.31	1.30	8.19	9.50	0.14	1.91	1.7E-01	3.1E-02	7.4E-02	3.3E-03	9.7E-03	4.6E-01	1.3E+00	1.2E-02	2.6E-01	18,202	0.34	0.46	18,332	1,762,078	0	
2023Wells	2023 Wells Draw	Surface	9.23	42.69	1.25	75.40	76.65	1.21	7.62	8.84	0.13	1.76	1.5E-01	2.9E-02	6.9E-02	3.1E-03	9.0E-03	4.3E-01	1.2E+00	1.1E-02	2.4E-01	16,944	0.30	0.43	17,065	1,640,866	0	
2024Indian	2024 Indian Can	Surface	3.23	13.22	0.35	24.63	24.98	0.34	2.51	2.86	0.04	0.60	5.0E-02	9.1E-03	2.1E-02	1.0E-03	3.1E-03	1.4E-01	3.4E-01	4.5E-03	7.0E-02	5,568	0.15	0.14	5,608	535,224	0	
2024Whitm	2024 Whitmore	Surface	2.90	14.49	0.39	27.06	27.45	0.38	2.74	3.12	0.05	0.57	5.0E-02	9.3E-03	2.2E-02	9.8E-04	3.0E-03	1.4E-01	3.8E-01	3.6E-03	7.7E-02	6,085	0.11	0.15	6,128	588,019	0	
2024Wells	2024 Wells Draw	Surface	7.96	40.37	1.09	75.40	76.49	1.05	7.62	8.68	0.13	1.58	1.4E-01	2.6E-02	6.1E-02	2.7E-03	8.2E-03	3.8E-01	1.1E+00	9.9E-03	2.1E-01	16,947	0.30	0.43	17,068	1,638,244	0	
2025Indian	2025 Indian Can	Surface	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	-	0.00	0.00	-	0	0	
2025Whitm	2025 Whitmore	Surface	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	-	0.00	0.00	-	0	0	
2025Wells	2025 Wells Draw	Surface	6.88	38.49	0.95	75.40	76.35	0.92	7.62	8.54	0.13	1.43	1.2E-01	2.3E-02	5.5E-02	2.4E-03	7.5E-03	3.5E-01	9.2E-01	9.1E-03	1.9E-01	16,894	0.33	0.43	17,015	1,636,726	0	
2022Indian	2022 Indian Can	Tunnel	57.05	97.70	3.85	45.22	49.07	3.69	43.10	46.79	0.27	9.34	6.2E-01	1.2E-01	2.0E-01	1.8E-02	4.4E-02	1.7E+00	3.7E+00	8.8E-02	6.4E-01	34,421	2.94	0.61	34,660	3,103,445	0	
2022Whitm	2022 Whitmore	Tunnel	51.81	110.31	4.40	35.23	39.63	4.24	33.08	37.32	0.29	8.66	6.4E-01	1.3E-01	2.3E-01	1.6E-02	4.4E-02	1.8E+00	4.2E+00	7.3E-02	7.9E-01	37,790	2.45	0.76	38,056	3,380,769	0	
2022Wells	2022 Wells Draw	Tunnel	33.65	65.40	2.56	25.59	28.14	2.46	24.21	26.68	0.18	5.43	3.9E-01	7.6E-02	1.4E-01	9.5E-03	2.8E-02	1.1E+00	2.5E+00	4.9E-02	4.6E-01	23,240	1.79	0.45	23,406	2,085,828	0	
2023Indian	2023 Indian Can	Tunnel	56.09	94.11	3.50	49.14	52.64	3.34	46.97	50.30	0.27	9.15	5.9E-01	1.1E-01	1.9E-01	1.7E-02	4.3E-02	1.7E+00	3.3E+00	8.9E-02	5.7E-01	34,611	3.03	0.61	34,852	3,140,294	0	
2023Whitm	2023 Whitmore	Tunnel	49.66	104.84	3.91	38.22	42.13	3.75	36.04	39.79	0.29	8.27	5.9E-01	1.2E-01	2.1E-01	1.5E-02	4.1E-02	1.7E+00	3.8E+00	7.2E-02	7.0E-01	37,732	2.50	0.76	37,999	3,400,460	0	
2023Wells	2023 Wells Draw	Tunnel	32.58	62.36	2.28	27.78	30.06	2.19	26.38	28.57	0.18	5.22	3.7E-01	7.1E-02	1.3E-01	9.2E-03	2.6E-02	1.1E+00	2.2E+00	4.9E-02	4.1E-01	23,272	1.84	0.45	23,438	2,103,214	0	
2024Indian	2024 Indian Can	Tunnel	19.45	31.32	1.10	13.99	15.09	1.04	13.22	14.26	0.10	3.16	2.0E-01	3.6E-02	6.0E-02	6.0E-03	1.5E-02	5.5E-01	1.0E+00	3.2E-02	1.8E-01	11,991	1.10	0.21	12,074	1,095,534	0	
2024Whitm	2024 Whitmore	Tunnel	16.71	34.18	1.18	10.92	12.10	1.14	10.15	11.29	0.10	2.76	1.9E-01	3.7E-02	6.5E-02	5.0E-03	1.4E-02	5.4E-01	1.1E+00	2.6E-02	2.1E-01	12,886	0.90	0.26	12,978	1,170,672	0	
2024Wells	2024 Wells Draw	Tunnel	33.19	61.12	2.07	23.70	25.77	1.99	22.22	24.21	0.19	5.27	3.6E-01	6.8E-02	1.2E-01	9.2E-03	2.7E-02	1.0E+00	2.0E+00	5.2E-02	3.7E-01	23,921	1.99	0.45	24,092	2,178,332	0	
2025Indian	2025 Indian Can	Tunnel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	-	0.00	0.00	-	0	0	
2025Whitm	2025 Whitmore	Tunnel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	-	0.00	0.00	-	0	0	
2025Wells	2025 Wells Draw	Tunnel	30.87	55.49	1.76	23.70	25.46	1.68	22.22	23.91	0.18	4.80	3.3E-01	6.1E-02	1.0E-01	8.0E-03	2.5E-02	9.5E-01	1.7E+00	4.9E-02	3.2E-01	23,327	2.02	0.43	23,492	2,092,442	0	
2022Indian	2022 Indian Can	Employee	95.16	8.03	0.20	33.66	33.86	0.18	4.39	4.57	0.03	7.96	1.4E-01	8.9E-03	3.4E-01	5.2E-02	1.4E-01	9.3E-02	3.7E-03	1.8E-02	2.4E-02	4,439	0.40	0.37	4,559	7,087	478,126	5
2022Whitm	2022 Whitmore	Employee	99.61	8.41	0.21	37.32	37.53	0.18	4.76	4.95	0.03	8.33	1.4E-01	9.3E-03	3.6E-01	5.5E-02	1.4E-01	9.7E-02	3.9E-03	1.8E-02	2.5E-02	4,646	0.42	0.39	4,772	7,419	500,509	5
2022Wells	2022 Wells Draw	Employee	177.23	14.96	0.37	52.27	52.64	0.33	7.35	7.68	0.06	14.82	2.5E-01	1.7E-02	6.3E-01	9.7E-02	2.6E-01	1.7E-01	6.9E-03	3.3E-02	4.5E-02	8,267	0.75	0.69	8,490	13,199	890,492	5
2023Indian	2023 Indian Can	Employee	88.59	7.20	0.19	33.66	33.84	0.17	4.39	4.56	0.03	7.28	1.3E-01	8.4E-03	3.2E-01	4.8E-02	1.2E-01	8.5E-02	3.4E-03	1.6E-02	2.2E-02	4,306	0.38	0.35	4,419	6,978	463,732	5
2023Whitm	2023 Whitmore	Employee	92.73	7.54	0.20	37.32	37.52	0.17	4.76	4.94	0.03	7.62	1.3E-01	8.8E-03	3.3E-01	5.1E-02	1.3E-01	8.9E-02	3.5E-03	1.7E-02	2.3E-02	4,508	0.40	0.36	4,626	7,304	485,441	5
2023Wells	2023 Wells Draw	Employee	164.99	13.41	0.35	52.27	52.62	0.31	7.35	7.66	0.06	13.55	2.4E-01	1.6E-02	5.9E-01	9.0E-02	2.3E-01	1.6E-01	6.3E-03	3.0E-02	4.1E-02	8,020	0.71	0.64	8,230	12,995	863,684	5
2024Indian	2024 Indian Can	Employee	27.56	2.17	0.06	11.25	11.31	0.05	1.47	1.52	0.01	2.23	4.0E-02	2.6E-03	9.8E-02	1.5E-02	3.8E-02	2.6E-02	1.0E-03	5.0E-03	6.8E-03	1,395	0.12	0.11	1,430	2,287	150,183	5
2024Whitm	2024 Whitmore	Employee	28.85	2.27	0.06	12.48	12.54	0.05	1.59	1.65	0.01	2.34	4.2E-02	2.8E-03	1.0E-01	1.6E-02	4.0E-02	2.7E-02	1.1E-03	5.2E-03	7.1E-03	1,460	0.13	0.11	1,497	2,394	157,214	5
2024Wells	2024 Wells Draw	Employee	153.59	12.07	0.33	52.27	52.59	0.29	7.35	7.64	0.06	12.45	2.2E-01	1.5E-02	5.5E-01	8.4E-02	2.1E-01	1.5E-01	5.8E-03	2.8E-02	3.8E-02	7,772	0.68	0.61	7,970	12,743	836,837	5
2025Indian	2025 Indian Can	Employee	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	-	0.00	0.00	-	0	0	5
2025Whitm	2025 Whitmore	Employee	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	-	0.00	0.00	-	0	0	5
2025Wells	2025 Wells Draw	Employee	142.04	10.87	0.31	52.27	52.58	0.27	7.35	7.62	0.06	11.34	2.1E-01	1.4E-02	5.0E-01	7.7E-02	1.9E-01	1.3E-01	5.4E-03	2.6E-02	3.5E-02	7,523	0.64	0.58	7,711	12,449	809,828	5

Uinta Project-Level Total Construction Emissions (tons)

	Criteria Pollutants										Hazardous Air Pollutants									Greenhouse Gas Emissions				Energy	
Source	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyde	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Diesel (gallons)	Gasoline (gallons)
Indian Canyon	916.83	511.92	16.97	761.77	778.74	16.17	211.62	227.78	1.61	93.89	3.5E+00	5.2E-01	3.3E+00	4.5E-01	1.2E+00	7.5E+00	1.5E+01	4.6E-01	2.8E+00	206,592	14.17	6.22	208,697	16,241,531	3,617,215
Whitmore Park	991.94	598.02	19.82	860.60	880.42	18.91	261.71	280.62	1.90	103.27	4.0E+00	6.2E-01	3.6E+00	4.7E-01	1.2E+00	9.1E+00	1.8E+01	5.5E-01	3.4E+00	242,910	17.82	6.95	245,304	19,473,470	3,743,994
Wells Draw	1540.82	649.38	19.96	1055.35	1075.31	18.97	280.08	299.05	2.22	146.38	4.8E+00	6.6E-01	5.5E+00	7.7E-01	2.0E+00	9.6E+00	1.7E+01	6.4E-01	3.4E+00	286,499	21.32	9.53	289,737	20,983,918	6,819,440

Uinta Project-Level Construction Emissions (tons/year)

				Criteria Pollutants									Hazardous Air Pollutants									Greenhouse Gas Emissions				Energy	
			Source	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyde	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Diesel (gallons)	Gasoline (gallons)
2022	Indian	2022	Indian Canyon	Total	409.81	226.56	7.77	324.70	332.47	7.42	89.08	96.49	0.69	42.07	1.5E+00	2.3E-01	1.5E+00	2.0E-01	5.3E-01	3.3E+00	6.8E+00	2.0E-01	1.3E+00	88,392	6.01	2.72	89,308	6,901,958	1,583,718
2022	Whitm	2022	Whitmore Par	Total	442.67	264.49	9.09	366.52	375.61	8.69	110.04	118.73	0.81	46.19	1.8E+00	2.8E-01	1.6E+00	2.1E-01	5.6E-01	4.0E+00	8.1E+00	2.4E-01	1.5E+00	103,819	7.52	3.03	104,857	8,268,630	1,639,225
2022	Wells D	2022	Wells Draw	Total	423.61	175.51	5.81	264.56	270.37	5.54	70.85	76.39	0.56	40.69	1.3E+00	1.8E-01	1.6E+00	2.1E-01	5.7E-01	2.6E+00	4.9E+00	1.7E-01	1.0E+00	71,712	5.20	2.50	72,554	5,172,195	1,785,633
2023	Indian	2023	Indian Canyon	Total	384.81	215.43	7.03	330.08	337.12	6.69	94.39	101.08	0.69	39.29	1.5E+00	2.2E-01	1.4E+00	1.9E-01	4.9E-01	3.2E+00	6.2E+00	2.0E-01	1.2E+00	88,240	6.05	2.64	89,134	6,953,683	1,536,041
2023	Whitm	2023	Whitmore Par	Total	416.48	251.70	8.21	373.61	381.82	7.82	117.04	124.86	0.81	43.24	1.7E+00	2.6E-01	1.5E+00	2.0E-01	5.2E-01	3.8E+00	7.3E+00	2.3E-01	1.4E+00	103,762	7.61	2.95	104,779	8,337,152	1,589,877
2023	Wells D	2023	Wells Draw	Total	396.55	165.94	5.23	268.63	273.85	4.97	74.87	79.83	0.55	37.72	1.2E+00	1.7E-01	1.4E+00	2.0E-01	5.2E-01	2.4E+00	4.4E+00	1.6E-01	8.9E-01	71,427	5.22	2.41	72,243	5,210,364	1,731,878
2024	Indian	2024	Indian Canyon	Total	122.21	69.93	2.17	106.99	109.15	2.06	28.15	30.20	0.23	12.53	4.7E-01	7.0E-02	4.3E-01	5.9E-02	1.5E-01	1.0E+00	1.9E+00	6.7E-02	3.6E-01	29,959	2.12	0.86	30,255	2,385,890	497,457
2024	Whitm	2024	Whitmore Par	Total	132.79	81.82	2.52	120.48	123.00	2.40	34.63	37.03	0.28	13.84	5.5E-01	8.3E-02	4.7E-01	6.3E-02	1.6E-01	1.2E+00	2.2E+00	7.9E-02	4.2E-01	35,329	2.69	0.97	35,667	2,867,688	514,893
2024	Wells D	2024	Wells Draw	Total	374.23	159.87	4.77	261.08	265.85	4.53	67.18	71.71	0.56	35.55	1.2E+00	1.6E-01	1.3E+00	1.9E-01	4.8E-01	2.4E+00	4.0E+00	1.6E-01	8.1E-01	72,291	5.43	2.35	73,094	5,347,323	1,678,044
2025	Indian	2025	Indian Canyon	Total	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	-	0.00	0.00	-	0	0
2025	Whitm	2025	Whitmore Par	Total	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	-	0.00	0.00	-	0	0
2025	Wells D	2025	Wells Draw	Total	346.42	148.05	4.15	261.08	265.24	3.93	67.18	71.11	0.55	32.43	1.1E+00	1.5E-01	1.2E+00	1.7E-01	4.3E-01	2.2E+00	3.4E+00	1.5E-01	7.2E-01	71,068	5.47	2.27	71,846	5,254,036	1,623,885
2022	Indian	2022	Indian Canyon	Surface	22.51	91.08	2.88	151.47	154.35	2.79	15.35	18.15	0.26	4.12	3.5E-01	6.7E-02	1.6E-01	7.4E-03	2.1E-02	9.8E-01	2.8E+00	2.6E-02	5.5E-01	34,206	0.71	0.85	34,451	3,300,888	
2022	Whitm	2022	Whitmore Par	Surface	24.22	98.00	3.10	162.98	166.08	3.01	16.52	19.53	0.28	4.43	3.8E-01	7.2E-02	1.7E-01	7.9E-03	2.2E-02	1.1E+00	3.0E+00	2.8E-02	5.9E-01	36,806	0.77	0.92	37,070	3,551,818	
2022	Wells D	2022	Wells Draw	Surface	16.82	68.06	2.15	113.18	115.33	2.09	11.47	13.56	0.20	3.08	2.7E-01	5.0E-02	1.2E-01	5.5E-03	1.5E-02	7.3E-01	2.1E+00	2.0E-02	4.1E-01	25,559	0.53	0.64	25,743	2,466,499	
2023	Indian	2023	Indian Canyon	Surface	19.67	85.84	2.52	151.47	153.99	2.44	15.35	17.79	0.26	3.70	3.2E-01	5.9E-02	1.4E-01	6.5E-03	1.9E-02	8.8E-01	2.4E+00	2.4E-02	4.9E-01	34,096	0.70	0.85	34,341	3,296,735	
2023	Whitm	2023	Whitmore Par	Surface	21.16	92.37	2.71	162.98	165.69	2.62	16.52	19.15	0.28	3.98	3.4E-01	6.4E-02	1.5E-01	6.9E-03	2.0E-02	9.5E-01	2.6E+00	2.6E-02	5.2E-01	36,688	0.76	0.92	36,952	3,547,348	
2023	Wells D	2023	Wells Draw	Surface	14.69	64.14	1.88	113.18	115.06	1.82	11.47	13.30	0.19	2.76	2.4E-01	4.4E-02	1.0E-01	4.8E-03	1.4E-02	6.6E-01	1.8E+00	1.8E-02	3.6E-01	25,478	0.52	0.64	25,660	2,463,395	
2024	Indian	2024	Indian Canyon	Surface	5.70	27.13	0.73	50.63	51.36	0.71	5.13	5.84	0.09	1.11	9.5E-02	1.8E-02	4.1E-02	1.9E-03	5.7E-03	2.6E-01	7.1E-01	7.4E-03	1.4E-01	11,398	0.23	0.28	11,479	1,100,087	
2024	Whitm	2024	Whitmore Par	Surface	6.13	29.19	0.78	54.48	55.26	0.76	5.52	6.28	0.09	1.20	1.0E-01	1.9E-02	4.4E-02	2.0E-03	6.2E-03	2.8E-01	7.6E-01	7.9E-03	1.6E-01	12,264	0.25	0.31	12,352	1,183,714	
2024	Wells D	2024	Wells Draw	Surface	12.74	60.64	1.63	113.18	114.81	1.58	11.47	13.05	0.19	2.49	2.1E-01	3.9E-02	9.2E-02	4.2E-03	1.3E-02	5.9E-01	1.6E+00	1.6E-02	3.2E-01	25,480	0.51	0.64	25,662	2,459,293	
2025	Indian	2025	Indian Canyon	Surface	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	-	0.00	0.00	-	0	
2025	Whitm	2025	Whitmore Par	Surface	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	-	0.00	0.00	-	0	
2025	Wells D	2025	Wells Draw	Surface	11.09	57.82	1.42	113.18	114.60	1.38	11.47	12.85	0.19	2.25	1.9E-01	3.5E-02	8.3E-02	3.7E-03	1.2E-02	5.3E-01	1.4E+00	1.5E-02	2.9E-01	25,399	0.56	0.64	25,580	2,456,849	
2022	Indian	2022	Indian Canyon	Tunnel	72.10	108.88	4.23	61.75	65.98	4.04	59.18	63.22	0.32	11.59	7.3E-01	1.4E-01	2.2E-01	2.2E-02	5.4E-02	2.0E+00	4.0E+00	1.2E-01	6.7E-01	39,484	3.96	0.64	39,757	3,577,595	
2022	Whitm	2022	Whitmore Par	Tunnel	92.20	138.96	5.31	81.30	86.61	5.08	77.92	83.00	0.42	14.47	9.4E-01	1.7E-01	2.9E-01	2.6E-02	7.0E-02	2.7E+00	5.1E+00	1.5E-01	8.7E-01	51,795	5.38	0.84	52,159	4,692,515	
2022	Wells D	2022	Wells Draw	Tunnel	51.40	77.47	2.91	46.58	49.49	2.79	44.64	47.43	0.24	7.89	5.3E-01	9.7E-02	1.6E-01	1.4E-02	3.9E-02	1.5E+00	2.8E+00	8.1E-02	5.0E-01	29,576	3.17	0.48	29,787	2,679,229	
2023	Indian	2023	Indian Canyon	Tunnel	71.72	105.75	3.89	67.13	71.03	3.70	64.50	68.20	0.32	11.49	7.1E-01	1.3E-01	2.1E-01	2.2E-02	5.3E-02	2.0E+00	3.7E+00	1.2E-01	6.1E-01	39,881	4.08	0.64	40,157	3,633,836	
2023	Whitm	2023	Whitmore Par	Tunnel	91.61	134.65	4.86	88.39	93.24	4.63	84.92	89.55	0.42	14.31	9.1E-01	1.7E-01	2.7E-01	2.6E-02	6.9E-02	2.6E+00	4.6E+00	1.5E-01	7.9E-01	52,310	5.54	0.84	52,678	4,765,882	
2023	Wells D	2023	Wells Draw	Tunnel	51.01	74.91	2.65	50.64	53.29	2.53	48.65	51.18	0.24	7.78	5.1E-01	9.3E-02	1.5E-01	1.4E-02	3.9E-02	1.5E+00	2.5E+00	8.3E-02	4.5E-01	29,867	3.27	0.48	30,081	2,720,910	
2024	Indian	2024	Indian Canyon	Tunnel	25.20	35.62	1.24	19.10	20.34	1.18	18.15	19.33	0.11	4.02	2.4E-01	4.3E-02	6.8E-02	7.7E-03	1.8E-02	6.7E-01	1.2E+00	4.3E-02	1.9E-01	13,941	1.49	0.22	14,038	1,278,228	
2024	Whitm	2024	Whitmore Par	Tunnel	32.15	45.21	1.54	25.14	26.68	1.46	23.90	25.36	0.15	4.99	3.1E-01	5.5E-02	8.8E-02	9.1E-03	2.4E-02	8.7E-01	1.5E+00	5.4E-02	2.4E-01	18,283	2.02	0.29	18,412	1,676,133	
2024	Wells D	2024	Wells Draw	Tunnel	53.50	75.02	2.48	43.10	45.58	2.37	40.97	43.33	0.26	8.09	5.2E-01	9.2E-02	1.5E-01	1.4E-02	4.0E-02	1.5E+00	2.4E+00	8.9E-02	4.1E-01	31,226	3.56	0.49	31,449	2,862,479	
2025	Indian	2025	Indian Canyon	Tunnel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	-	0.00	0.00	-	0	
2025	Whitm	2025	Whitmore Par	Tunnel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	-	0.00	0.00	-	0	
2025	Wells D	2025	Wells Draw	Tunnel	50.51	68.43	2.11	43.09	45.21	2.01	40.97	42.98	0.25	7.44	4.8E-01	8.4E-02	1.3E-01	1.2E-02	3.8E-02	1.4E+00	2.0E+00	8.5E-02	3.6E-01	30,585	3.63	0.47	30,803	2,772,224	
2022	Indian	2022	Indian Canyon	Employee	315.20	26.60	0.66	111.48	112.14	0.58	14.54	15.13	0.11	26.36	4.5E-01	3.0E-02	1.1E+00	1.7E-01	4.6E-01	3.1E-01	1.2E-02	5.8E-02	7.9E-02	14,702	1.33	1.22	15,099	23,475	1,583,718
2022	Whitm	2022	Whitmore Par	Employee	326.25	27.53	0.68	122.24	122.92	0.60	15.60	16.20	0.11	27.29	4.7E-01	3.1E-02	1.2E+00	1.8E-01	4.7E-01	3.2E-01	1.3E-02	6.1E-02	8.2E-02	15,218	1.38	1.27	15,629	24,297	1,639,225
2022	Wells D	2022	Wells Draw	Employee	355.39	29.99	0.74	104.81	105.55	0.66	14.74	15.40	0.12	29.72	5.1E-01	3.3E-02	1.3E+00	1.9E-01	5.1E-01	3.5E-01	1.4E-02	6.6E-02	8.9E-02	16,577	1.50	1.38	17,025	26,468	1,785,633
2023	Indian	2023	Indian Canyon	Employee	293.43	23.84	0.62	111.48	112.10	0.55	14.54	15.09	0.11	24.11	4.2E-01	2.8E-02	1.0E+00	1.6E-01	4.1E-01	2.8E-01	1.1E-02	5.4E-02	7.3E-02	14,263	1.26	1.15	14,636	23,112	1,536,041
2023	Whitm	2023	Whitmore Par	Employee	303.71	24.68	0.64	122.24	122.88	0.57	15.60	16.16	0.11	24.95	4.4E-01	2.9E-02	1.1E+00	1.7E-01	4.3E-01	2.9E-01	1.2E-02	5.6E-02	7.5E-02	14,763	1.31	1.19	15,149	23,922	1,589,877
2023	Wells D	2023	Wells Draw	Employee	330.84	26.88	0.70	104.81	105.51	0.62	14.74	15.36	0.12	27.18	4.8E-01	3.1E-02	1.2E+00	1.8E-01	4.7E-01	3.2E-01	1.3E-02	6.1E-02	8.2E-02	16,082	1.43	1.29	16,502	26,059	1,731,878
2024	Indian	2024	Indian Canyon	Employee	91.30	7.18	0.20	37.26	37.46	0.17	4.86	5.03	0.03	7.40	1.3E-01	8.7E-03	3.2E-01	5.0E-02	1.3E-01	8.7E-02	3.4E-03	1.7E-02	2.2E-02	4,620	0.40	0.36	4,738	7,575	497,457
2024	Whitm	2024	Whitmore Par	Employee	94.50	7.43	0.20	40.86	41.06	0.18	5.21	5.39	0.04	7.66	1.4E-01	9.0E-03	3.4E-01	5.2E-02	1.3E-01	9.0E-02	3.6E-03	1.7E-02	2.3E-02	4,782	0.42	0.37	4,904	7,840	514,893
2024	Wells D	2024	Wells Draw	Employee	307.99	24.21	0.66	104.81	105.46	0.58	14.74	15.32	0.11	24.97	4.4E-01	2.9E-02	1.1E+00	1.7E-01	4.2E-01	2.9E-01	1.2E-02	5.6E-02	7.6E-02	15,585	1.36	1.22	15,982	25,552	1,678,044
2025	Indian	2025	Indian Canyon	Employee	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	-	0.00	0.00	-	0	0
2025	Whitm	2025	Whitmore Par	Employee	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	-	0.00	0.00	-	0	0
2025	Wells D	2025	Wells Draw	Employee	284.83	21.80	0.62	104.81	105.43	0.55	14.74	15.29	0.11	22.74	4.1E-01	2.7E-02	1.0E+00	1.6E-01	3.8E-01	2.7E-01	1.1E-02	5.1E-02	6.9E-02	15,085	1.28	1.16	15,463	24,963	1,623,885

Construction_Common
Project Features

Uinta Schedule

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
							Tunnel Track Days				*Surface Track Days*						
Alternative	**Start Date (2)**	**End Date (4)**	**Tunnel Track Days**	**Surface Track Days**	**Days /Week**	**2021**	**2022**	**2023**	**2024**	**2025**	**2021**	**2022**	**2023**	**2024**	**2025**	Tunnel QAQC	Surface QAQC
Indian Canyon	1/1/2022	5/1/2024	851	567	7		365	365	122			243	243	81		*-1*	*-1*
Whitmore Park	1/1/2022	5/1/2024	851	567	7		365	365	122			243	243	81		*-1*	*-1*
Wells Draw	1/1/2022	12/31/2025	1460	973	7		365	365	365	365		243	243	243	243	*0*	*0*

1/1/2022 12/31/2022
1/1/2023 12/31/2023
1/1/2024 12/31/2024
1/1/2025 12/31/2025

Construction_Common
Project Features

Uinta Project Features

Track length (1)	Miles	Miles per Day
Indian Canyon route	80.5	
Tunneled miles	4.3	0.01
Surface miles	76.2	0.13
Whitmore Park route	87.7	
Tunneled miles	5.7	0.01
Surface miles	82.0	0.14
Wells Draw route	103.3	
Tunneled miles	5.6	0.00
Surface miles	98	0.10

Tunnel Miles Per Year	2022	2023	2024	2025	Miles per Year	2022	2023	2024	2025	QAQC
Indian Cany	1.8	1.8	0.6	-	Indian Canyon	33	33	11	-	0.1
Whitmore P	2.4	2.4	0.8	-	Whitmore Park	35	35	12	-	0.1
Wells Draw	1.4	1.4	1.4	1.4	Wells Draw	24	24	24	24	0.0

Construction Schedule	Value	Note
Indian Canyon and Whitmore Park		
Months (2)	28	
Years (calc'd)	2.33	
Days (calc'd)	852	
Wells Draw		
Months (2)	48	
Years (calc'd)	4.00	
Days (calc'd)	1460	
All Alts (2)		
Tunneling Months per Year	12	Also includes bridges and signal and communication systems activities
Non-tunneling Months per	8	Includes embankments, culverts, retaining walls, roadways, roadway crossings, track, and fencing activities

Ozone NAA

Percent of Project Features (3)		1 Alignment	2 Surface	3 Tunnel	4 Employee	5
In nonattainment area	Indian Canyon	49%	See surface workbook	See tunnel workbook	70%	
	Whitmore Park	47%			69%	
	Wells Draw	31%			50%	
Out of nonattainment area	Indian Canyon	51%			30%	
	Whitmore Park	53%			31%	
	Wells Draw	69%			50%	

PM NAA

Percent of Project Featu		1 Alignment	2 Surface	3 Tunnel	4 Employee	5
In nonattainment area	Indian Canyon	8%	See surface workbook	See tunnel workbook	0%	
	Whitmore Park	7%			0%	
	Wells Draw	12%			0%	
Out of nonattainment area	Indian Canyon	92%			100%	
	Whitmore Park	93%			100%	
	Wells Draw	88%			100%	

Construction Truck Trip Dista	Miles	% of Total
Indian Canyon	74	
Paved	53	71%
Unpaved	22	29%
Whitmore Park	78	
Paved	53	69%
Unpaved	24	31%
Wells Draw	86	
Paved	69	80%
Unpaved	17	20%

Construction_Common
Project Features

Sources

(1) ICF. 2019. GIS. ProjectDescription_20191206.xlsx. G:\Sacramento\LGT-Air&Noise\Air\Uinta Basin Railway EIS 00060.19 (Utah)\01 Project Info\04 Data\2019-12-09 Tunnel Mileage from GIS

(2) Response to OEA IR 3. Venable response PDF. November 25, 2019. G:\Sacramento\LGT-Air&Noise\Air\Uinta Basin Railway EIS 00060.19 (Utah)\01 Project Info\04 Data\2019-12-03 Response to OEA IR 3

(3) ICF. 2020. GIS. 'AirQuality_2020501

(4) Pers. Comm. Debra Rogers, Principal at ICF. Email to David Ernst et al. RE: Uinta construction emissions - extended schedule assumption for conformity. August 6, 2020.

Uinta Project Construction Emissions outside PM Nonattainment Area (tons/year) (calc'd)

			Criteria Pollutants										Hazardous Air Pollutants									Greenhouse Gas Emissions				Energy	
		Alternative	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyde	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Diesel (gallons)	
2022Indian	2022 Indian Cany	Earthwork	0	0	0	134	134	0	13	13	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	0	2
2022Indian	2022 Indian Cany	Onroad	6	3	0	4	4	0	1	1	0	1	5E-02	8E-03	1E-02	2E-03	4E-03	1E-01	7E-02	1E-02	1E-02	1,252	0	0	1,266	94,982	3
2022Indian	2022 Indian Cany	Offroad	14	80	3	0	3	2	0	2	0	3	3E-01	5E-02	1E-01	5E-03	1E-02	8E-01	2E+00	1E-02	5E-01	29,962	0	1	30,172	2,915,793	4
2022Whitm	2022 Whitmore I	Earthwork	0	0	0	139	139	0	14	14	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	0	2
2022Whitm	2022 Whitmore I	Onroad	7	3	0	4	4	0	1	1	0	1	5E-02	8E-03	1E-02	2E-03	4E-03	1E-01	7E-02	1E-02	1E-02	1,298	0	0	1,313	98,511	3
2022Whitm	2022 Whitmore I	Offroad	15	83	3	0	3	3	0	3	0	3	3E-01	6E-02	1E-01	5E-03	2E-02	8E-01	3E+00	1E-02	5E-01	31,008	0	1	31,226	3,017,636	4
2022Wells	2022 Wells Draw	Earthwork	0	0	0	102	102	0	10	10	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	0	2
2022Wells	2022 Wells Draw	Onroad	5	2	0	3	3	0	0	1	0	1	4E-02	6E-03	7E-03	1E-03	3E-03	1E-01	5E-02	9E-03	1E-02	942	0	0	952	71,444	3
2022Wells	2022 Wells Draw	Offroad	11	61	2	0	2	2	0	2	0	2	2E-01	4E-02	1E-01	4E-03	1E-02	6E-01	2E+00	9E-03	4E-01	22,872	0	1	23,032	2,225,806	4
2023Indian	2023 Indian Cany	Earthwork	0	0	0	134	134	0	13	13	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	0	2
2023Indian	2023 Indian Cany	Onroad	6	3	0	4	4	0	1	1	0	1	5E-02	8E-03	9E-03	2E-03	4E-03	1E-01	6E-02	1E-02	1E-02	1,234	0	0	1,248	93,621	3
2023Indian	2023 Indian Cany	Offroad	12	76	2	0	2	2	0	2	0	3	2E-01	5E-02	1E-01	4E-03	1E-02	7E-01	2E+00	1E-02	4E-01	29,879	0	1	30,088	2,913,300	4
2023Whitm	2023 Whitmore I	Earthwork	0	0	0	139	139	0	14	14	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	0	2
2023Whitm	2023 Whitmore I	Onroad	6	3	0	4	4	0	1	1	0	1	5E-02	8E-03	1E-02	2E-03	4E-03	1E-01	6E-02	1E-02	1E-02	1,280	0	0	1,295	97,100	3
2023Whitm	2023 Whitmore I	Offroad	13	78	2	0	2	2	0	2	0	3	3E-01	5E-02	1E-01	5E-03	1E-02	7E-01	2E+00	1E-02	4E-01	30,923	0	1	31,139	3,015,056	4
2023Wells	2023 Wells Draw	Earthwork	0	0	0	102	102	0	10	10	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	0	2
2023Wells	2023 Wells Draw	Onroad	5	2	0	3	3	0	0	1	0	1	4E-02	6E-03	7E-03	1E-03	3E-03	1E-01	5E-02	9E-03	1E-02	928	0	0	939	70,421	3
2023Wells	2023 Wells Draw	Offroad	9	58	2	0	2	2	0	2	0	2	2E-01	4E-02	9E-02	3E-03	1E-02	5E-01	2E+00	8E-03	3E-01	22,808	0	1	22,968	2,223,903	4
2024Indian	2024 Indian Cany	Earthwork	0	0	0	45	45	0	4	4	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	0	2
2024Indian	2024 Indian Cany	Onroad	2	1	0	1	1	0	0	0	0	0	2E-02	2E-03	3E-03	5E-04	1E-03	4E-02	2E-02	4E-03	4E-03	407	0	0	412	30,869	3
2024Indian	2024 Indian Cany	Offroad	3	24	1	0	1	1	0	1	0	1	7E-02	1E-02	3E-02	1E-03	4E-03	2E-01	6E-01	3E-03	1E-01	9,993	0	0	10,063	972,491	4
2024Whitm	2024 Whitmore I	Earthwork	0	0	0	46	46	0	5	5	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	0	2
2024Whitm	2024 Whitmore I	Onroad	2	1	0	1	1	0	0	0	0	0	2E-02	2E-03	3E-03	5E-04	1E-03	5E-02	2E-02	4E-03	4E-03	422	0	0	427	32,016	3
2024Whitm	2024 Whitmore I	Offroad	3	25	1	0	1	1	0	1	0	1	7E-02	1E-02	4E-02	1E-03	4E-03	2E-01	6E-01	3E-03	1E-01	10,342	0	0	10,414	1,006,458	4
2024Wells	2024 Wells Draw	Earthwork	0	0	0	102	102	0	10	10	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	0	2
2024Wells	2024 Wells Draw	Onroad	4	2	0	3	3	0	0	1	0	1	3E-02	5E-03	7E-03	1E-03	3E-03	1E-01	4E-02	8E-03	1E-02	916	0	0	927	69,468	3
2024Wells	2024 Wells Draw	Offroad	8	55	1	0	1	1	0	1	0	2	2E-01	3E-02	8E-02	3E-03	9E-03	5E-01	1E+00	7E-03	3E-01	22,823	0	1	22,982	2,221,002	4
2025Indian	2025 Indian Cany	Earthwork	0	0	0	0	0	0	0	0	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	0	2
2025Indian	2025 Indian Cany	Onroad	0	0	0	0	0	0	0	0	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	0	3
2025Indian	2025 Indian Cany	Offroad	0	0	0	0	0	0	0	0	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	0	4
2025Whitm	2025 Whitmore I	Earthwork	0	0	0	0	0	0	0	0	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	0	2
2025Whitm	2025 Whitmore I	Onroad	0	0	0	0	0	0	0	0	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	0	3
2025Whitm	2025 Whitmore I	Offroad	0	0	0	0	0	0	0	0	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	0	4
2025Wells	2025 Wells Draw	Earthwork	0	0	0	102	102	0	10	10	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	0	2
2025Wells	2025 Wells Draw	Onroad	4	2	0	3	3	0	0	1	0	1	3E-02	5E-03	6E-03	9E-04	3E-03	1E-01	4E-02	8E-03	9E-03	904	0	0	915	68,578	3
2025Wells	2025 Wells Draw	Offroad	6	52	1	0	1	1	0	1	0	2	1E-01	3E-02	7E-02	3E-03	8E-03	4E-01	1E+00	6E-03	3E-01	22,758	0	1	22,917	2,219,585	4

Uinta Annual Emissions outside PM Nonattainment Area (tons/year) (calc'd)

		Vehicle	Criteria Pollutants										Hazardous Air Pollutants									Greenhouse Gas Emissions				Energy	
			CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyde	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Diesel (gallons)	
2022Indian	2022	Indian Cany	20.84	83.09	2.63	138.15	140.77	2.55	14.01	16.56	0.24	3.80	3E-01	6E-02	1E-01	7E-03	2E-02	9E-01	3E+00	2E-02	5E-01	31214	0.68	0.778	31438	3,010,775	
2022Whitm	2022	Whitmore I	21.58	86.00	2.72	142.98	145.70	2.64	14.51	17.14	0.25	3.93	3E-01	6E-02	1E-01	7E-03	2E-02	9E-01	3E+00	3E-02	5E-01	32307	0.70	0.806	32539	3,116,147	
2022Wells	2022	Wells Draw	15.84	63.40	2.01	105.41	107.41	1.94	10.69	12.64	0.18	2.89	2E-01	5E-02	1E-01	5E-03	1E-02	7E-01	2E+00	2E-02	4E-01	23813	0.51	0.594	23984	2,297,250	
2023Indian	2023	Indian Cany	18.23	78.31	2.30	138.15	140.44	2.22	14.01	16.24	0.24	3.41	3E-01	5E-02	1E-01	6E-03	2E-02	8E-01	2E+00	2E-02	4E-01	31113	0.66	0.778	31336	3,006,921	
2023Whitm	2023	Whitmore I	18.88	81.05	2.38	142.98	145.36	2.30	14.51	16.81	0.24	3.53	3E-01	6E-02	1E-01	6E-03	2E-02	8E-01	2E+00	2E-02	5E-01	32202	0.69	0.805	32434	3,112,155	
2023Wells	2023	Wells Draw	13.85	59.75	1.75	105.41	107.16	1.70	10.69	12.39	0.18	2.60	2E-01	4E-02	1E-01	5E-03	1E-02	6E-01	2E+00	2E-02	3E-01	23737	0.50	0.594	23907	2,294,323	
2024Indian	2024	Indian Cany	5.29	24.75	0.66	46.17	46.84	0.64	4.68	5.33	0.08	1.03	9E-02	2E-02	4E-02	2E-03	5E-03	2E-01	6E-01	7E-03	1E-01	10400	0.22	0.260	10475	1,003,360	
2024Whitm	2024	Whitmore I	5.48	25.61	0.69	47.79	48.48	0.67	4.85	5.51	0.08	1.06	9E-02	2E-02	4E-02	2E-03	5E-03	3E-01	7E-01	7E-03	1E-01	10764	0.23	0.269	10841	1,038,474	
2024Wells	2024	Wells Draw	12.02	56.49	1.52	105.41	106.93	1.47	10.69	12.16	0.18	2.34	2E-01	4E-02	9E-02	4E-03	1E-02	6E-01	1E+00	2E-02	3E-01	23739	0.49	0.593	23908	2,290,470	
2025Indian	2025	Indian Cany	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0.00	0.000	0	-	
2025Whitm	2025	Whitmore I	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0.00	0.000	0	-	
2025Wells	2025	Wells Draw	10.47	53.86	1.32	105.41	106.73	1.28	10.69	11.97	0.18	2.12	2E-01	3E-02	8E-02	4E-03	1E-02	5E-01	1E+00	1E-02	3E-01	23662	0.54	0.592	23832	2,288,163	

Construction_Surface
PM NAA

Uinta Annual Emissions inside PM Nonattainment Area (tons/year) (calc'd)

		Vehicle	Criteria Pollutants									Hazardous Air Pollutants									Greenhouse Gas Emissions				Energy
			CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyde	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Diesel (gallons)
2022India	2022	Indian Cany	1.67	7.99	0.25	13.32	13.58	0.25	1.34	1.59	0.02	0.32	3E-02	6E-03	1E-02	6E-04	2E-03	8E-02	2E-01	2E-03	5E-02	2992	0.04	0.076	3013	290,113
2022Whit	2022	Whitmore F	2.64	12.00	0.38	20.00	20.38	0.37	2.02	2.39	0.03	0.50	4E-02	8E-03	2E-02	9E-04	3E-03	1E-01	4E-01	3E-03	7E-02	4499	0.07	0.114	4531	435,671
2022Wells	2022	Wells Draw	0.98	4.66	0.15	7.77	7.92	0.14	0.78	0.93	0.01	0.19	2E-02	3E-03	8E-03	3E-04	9E-04	5E-02	1E-01	1E-03	3E-02	1746	0.02	0.044	1758	169,249
2023India	2023	Indian Cany	1.44	7.53	0.22	13.32	13.54	0.21	1.34	1.56	0.02	0.28	3E-02	5E-03	1E-02	5E-04	1E-03	7E-02	2E-01	2E-03	4E-02	2983	0.04	0.076	3004	289,814
2023Whit	2023	Whitmore F	2.28	11.31	0.33	20.00	20.33	0.32	2.02	2.34	0.03	0.44	4E-02	7E-03	2E-02	8E-04	2E-03	1E-01	3E-01	3E-03	6E-02	4486	0.07	0.114	4518	435,193
2023Wells	2023	Wells Draw	0.85	4.39	0.13	7.77	7.90	0.13	0.78	0.91	0.01	0.17	2E-02	3E-03	7E-03	3E-04	9E-04	4E-02	1E-01	9E-04	2E-02	1741	0.02	0.044	1753	169,072
2024India	2024	Indian Cany	0.41	2.38	0.06	4.45	4.52	0.06	0.45	0.51	0.01	0.08	8E-03	1E-03	4E-03	1E-04	4E-04	2E-02	6E-02	5E-04	1E-02	998	0.01	0.025	1005	96,728
2024Whit	2024	Whitmore F	0.65	3.58	0.10	6.69	6.78	0.09	0.67	0.77	0.01	0.13	1E-02	2E-03	5E-03	2E-04	7E-04	3E-02	9E-02	8E-04	2E-02	1500	0.02	0.038	1510	145,241
2024Wells	2024	Wells Draw	0.72	4.15	0.11	7.77	7.88	0.11	0.78	0.89	0.01	0.15	1E-02	3E-03	6E-03	3E-04	8E-04	4E-02	1E-01	8E-04	2E-02	1742	0.02	0.044	1754	168,823
2025India	2025	Indian Cany	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0.00	0.000	0	-
2025Whit	2025	Whitmore F	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0.00	0.000	0	-
2025Wells	2025	Wells Draw	0.61	3.96	0.10	7.77	7.87	0.09	0.78	0.88	0.01	0.13	1E-02	2E-03	6E-03	2E-04	7E-04	3E-02	9E-02	8E-04	2E-02	1736	0.02	0.044	1749	168,687

Uinta Project Construction Emissions outside Ozone Nonattainment Area (tons/year) (calc'd)

			Criteria Pollutants										Hazardous Air Pollutants									Greenhouse Gas Emissions				Energy	
		Alternative	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyde	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Diesel (gallons)	
2022Indian	2022 Indian Cany	Earthwork	0	0	0	71	71	0	7	7	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	0	2
2022Indian	2022 Indian Cany	Onroad	5	2	0	3	3	0	0	1	0	1	4E-02	6E-03	8E-03	1E-03	3E-03	1E-01	5E-02	9E-03	1E-02	947	0	0	958	71,882	3
2022Indian	2022 Indian Cany	Offroad	8	42	1	0	1	1	0	1	0	1	1E-01	3E-02	7E-02	3E-03	8E-03	4E-01	1E+00	6E-03	3E-01	15,770	0	0	15,881	1,534,702	4
2022Whitm	2022 Whitmore I	Earthwork	0	0	0	79	79	0	8	8	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	0	2
2022Whitm	2022 Whitmore I	Onroad	3	1	0	2	2	0	0	0	0	0	2E-02	4E-03	5E-03	8E-04	2E-03	7E-02	3E-02	6E-03	7E-03	593	0	0	599	44,966	3
2022Whitm	2022 Whitmore I	Offroad	8	47	2	0	2	1	0	1	0	2	2E-01	3E-02	8E-02	3E-03	9E-03	4E-01	1E+00	7E-03	3E-01	17,666	0	0	17,790	1,719,226	4
2022Wells	2022 Wells Draw	Earthwork	0	0	0	74	74	0	7	7	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	0	2
2022Wells	2022 Wells Draw	Onroad	3	1	0	2	2	0	0	0	0	0	2E-02	3E-03	4E-03	8E-04	2E-03	6E-02	3E-02	5E-03	6E-03	527	0	0	532	39,949	3
2022Wells	2022 Wells Draw	Offroad	8	44	1	0	1	1	0	1	0	2	2E-01	3E-02	7E-02	3E-03	8E-03	4E-01	1E+00	7E-03	3E-01	16,470	0	0	16,586	1,602,860	4
2023Indian	2023 Indian Cany	Earthwork	0	0	0	71	71	0	7	7	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	0	2
2023Indian	2023 Indian Cany	Onroad	5	2	0	3	3	0	0	1	0	1	4E-02	6E-03	7E-03	1E-03	3E-03	1E-01	5E-02	9E-03	1E-02	934	0	0	945	70,852	3
2023Indian	2023 Indian Cany	Offroad	6	40	1	0	1	1	0	1	0	1	1E-01	2E-02	6E-02	2E-03	7E-03	4E-01	1E+00	6E-03	2E-01	15,727	0	0	15,837	1,533,390	4
2023Whitm	2023 Whitmore I	Earthwork	0	0	0	79	79	0	8	8	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	0	2
2023Whitm	2023 Whitmore I	Onroad	3	1	0	2	2	0	0	0	0	0	2E-02	4E-03	4E-03	7E-04	2E-03	7E-02	3E-02	5E-03	6E-03	584	0	0	591	44,321	3
2023Whitm	2023 Whitmore I	Offroad	7	45	1	0	1	1	0	1	0	1	1E-01	3E-02	7E-02	3E-03	8E-03	4E-01	1E+00	6E-03	3E-01	17,617	0	0	17,741	1,717,756	4
2023Wells	2023 Wells Draw	Earthwork	0	0	0	74	74	0	7	7	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	0	2
2023Wells	2023 Wells Draw	Onroad	3	1	0	2	2	0	0	0	0	0	2E-02	3E-03	4E-03	7E-04	2E-03	6E-02	3E-02	5E-03	6E-03	519	0	0	525	39,377	3
2023Wells	2023 Wells Draw	Offroad	7	42	1	0	1	1	0	1	0	1	1E-01	3E-02	6E-02	2E-03	7E-03	4E-01	1E+00	6E-03	2E-01	16,425	0	0	16,540	1,601,489	4
2024Indian	2024 Indian Cany	Earthwork	0	0	0	24	24	0	2	2	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	0	2
2024Indian	2024 Indian Cany	Onroad	1	1	0	1	1	0	0	0	0	0	1E-02	2E-03	2E-03	3E-04	1E-03	3E-02	1E-02	3E-03	3E-03	308	0	0	312	23,362	3
2024Indian	2024 Indian Cany	Offroad	2	13	0	0	0	0	0	0	0	0	4E-02	7E-03	2E-02	7E-04	2E-03	1E-01	3E-01	2E-03	7E-02	5,260	0	0	5,296	511,862	4
2024Whitm	2024 Whitmore I	Earthwork	0	0	0	26	26	0	3	3	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	0	2
2024Whitm	2024 Whitmore I	Onroad	1	0	0	1	1	0	0	0	0	0	7E-03	1E-03	1E-03	2E-04	6E-04	2E-02	8E-03	2E-03	2E-03	193	0	0	195	14,614	3
2024Whitm	2024 Whitmore I	Offroad	2	14	0	0	0	0	0	0	0	0	4E-02	8E-03	2E-02	8E-04	2E-03	1E-01	4E-01	2E-03	8E-02	5,892	0	0	5,933	573,405	4
2024Wells	2024 Wells Draw	Earthwork	0	0	0	74	74	0	7	7	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	0	2
2024Wells	2024 Wells Draw	Onroad	2	1	0	2	2	0	0	0	0	0	2E-02	3E-03	4E-03	6E-04	2E-03	6E-02	2E-02	5E-03	5E-03	512	0	0	518	38,844	3
2024Wells	2024 Wells Draw	Offroad	6	39	1	0	1	1	0	1	0	1	1E-01	2E-02	6E-02	2E-03	6E-03	3E-01	1E+00	5E-03	2E-01	16,435	0	0	16,550	1,599,401	4
2025Indian	2025 Indian Cany	Earthwork	0	0	0	0	0	0	0	0	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	0	2
2025Indian	2025 Indian Cany	Onroad	0	0	0	0	0	0	0	0	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	0	3
2025Indian	2025 Indian Cany	Offroad	0	0	0	0	0	0	0	0	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	0	4
2025Whitm	2025 Whitmore I	Earthwork	0	0	0	0	0	0	0	0	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	0	2
2025Whitm	2025 Whitmore I	Onroad	0	0	0	0	0	0	0	0	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	0	3
2025Whitm	2025 Whitmore I	Offroad	0	0	0	0	0	0	0	0	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	0	4
2025Wells	2025 Wells Draw	Earthwork	0	0	0	74	74	0	7	7	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	0	2
2025Wells	2025 Wells Draw	Onroad	2	1	0	2	2	0	0	0	0	0	2E-02	3E-03	4E-03	5E-04	2E-03	5E-02	2E-02	4E-03	5E-03	505	0	0	512	38,346	3
2025Wells	2025 Wells Draw	Offroad	5	37	1	0	1	1	0	1	0	1	1E-01	2E-02	5E-02	2E-03	6E-03	3E-01	9E-01	5E-03	2E-01	16,389	0	0	16,503	1,598,380	4

Uinta Annual Emissions outside Ozone Nonattainment Area (tons/year) (calc'd)

		Vehicle	Criteria Pollutants										Hazardous Air Pollutants									Greenhouse Gas Emissions				Energy
			CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyde	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Diesel (gallons)
2022Indian	2022	Indian Cany	12.47	44.43	1.40	73.68	75.08	1.36	7.52	8.88	0.13	2.22	2E-01	3E-02	8E-02	4E-03	1E-02	5E-01	1E+00	2E-02	3E-01	16718	0.46	0.412	16839	1,606,584
2022Whitm	2022	Whitmore I	11.53	48.65	1.54	80.97	82.51	1.49	8.19	9.69	0.14	2.13	2E-01	4E-02	8E-02	4E-03	1E-02	5E-01	1E+00	1E-02	3E-01	18259	0.34	0.458	18389	1,764,192
2022Wells	2022	Wells Draw	10.62	45.29	1.43	75.40	76.84	1.39	7.62	9.02	0.13	1.96	2E-01	3E-02	8E-02	4E-03	1E-02	5E-01	1E+00	1E-02	3E-01	16997	0.31	0.427	17118	1,642,809
2023Indian	2023	Indian Cany	11.01	41.86	1.22	73.68	74.90	1.18	7.52	8.70	0.13	2.00	2E-01	3E-02	7E-02	3E-03	1E-02	5E-01	1E+00	1E-02	2E-01	16660	0.46	0.411	16781	1,604,242
2023Whitm	2023	Whitmore I	10.04	45.85	1.35	80.97	82.31	1.30	8.19	9.50	0.14	1.91	2E-01	3E-02	7E-02	3E-03	1E-02	5E-01	1E+00	1E-02	3E-01	18202	0.34	0.458	18332	1,762,078
2023Wells	2023	Wells Draw	9.23	42.69	1.25	75.40	76.65	1.21	7.62	8.84	0.13	1.76	2E-01	3E-02	7E-02	3E-03	9E-03	4E-01	1E+00	1E-02	2E-01	16944	0.30	0.426	17065	1,640,866
2024Indian	2024	Indian Cany	3.23	13.22	0.35	24.63	24.98	0.34	2.51	2.86	0.04	0.60	5E-02	9E-03	2E-02	1E-03	3E-03	1E-01	3E-01	4E-03	7E-02	5568	0.15	0.137	5608	535,224
2024Whitm	2024	Whitmore I	2.90	14.49	0.39	27.06	27.45	0.38	2.74	3.12	0.05	0.57	5E-02	9E-03	2E-02	1E-03	3E-03	1E-01	4E-01	4E-03	8E-02	6085	0.11	0.153	6128	588,019
2024Wells	2024	Wells Draw	7.96	40.37	1.09	75.40	76.49	1.05	7.62	8.68	0.13	1.58	1E-01	3E-02	6E-02	3E-03	8E-03	4E-01	1E+00	1E-02	2E-01	16947	0.30	0.426	17068	1,638,244
2025Indian	2025	Indian Cany	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0.00	0.000	0	-
2025Whitm	2025	Whitmore I	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0.00	0.000	0	-
2025Wells	2025	Wells Draw	6.88	38.49	0.95	75.40	76.35	0.92	7.62	8.54	0.13	1.43	1E-01	2E-02	5E-02	2E-03	8E-03	3E-01	9E-01	9E-03	2E-01	16894	0.33	0.426	17015	1,636,726

Construction_Surface
Ozone NAA

Uinta Annual Emissions inside Ozone Nonattainment Area (tons/year) (calc'd)

		Vehicle	Criteria Pollutants									Hazardous Air Pollutants									Greenhouse Gas Emissions				Energy
			CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyde	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Diesel (gallons)
2022India	2022	Indian Cany	10.05	46.65	1.48	77.79	79.27	1.44	7.84	9.27	0.13	1.90	2E-01	3E-02	8E-02	3E-03	1E-02	5E-01	1E+00	1E-02	3E-01	17488	0.25	0.443	17612	1,694,304
2022Whit	2022	Whitmore F	12.69	49.36	1.56	82.01	83.57	1.51	8.33	9.84	0.14	2.30	2E-01	4E-02	8E-02	4E-03	1E-02	5E-01	2E+00	2E-02	3E-01	18547	0.42	0.461	18681	1,787,626
2022Wells	2022	Wells Draw	6.20	22.77	0.72	37.78	38.50	0.70	3.85	4.55	0.07	1.11	9E-02	2E-02	4E-02	2E-03	5E-03	3E-01	7E-01	8E-03	1E-01	8562	0.22	0.212	8624	823,690
2023India	2023	Indian Cany	8.66	43.98	1.29	77.79	79.09	1.25	7.84	9.09	0.13	1.70	2E-01	3E-02	7E-02	3E-03	9E-03	4E-01	1E+00	9E-03	3E-01	17436	0.24	0.442	17560	1,692,493
2023Whit	2023	Whitmore F	11.12	46.51	1.36	82.01	83.38	1.32	8.33	9.65	0.14	2.07	2E-01	3E-02	8E-02	4E-03	1E-02	5E-01	1E+00	1E-02	3E-01	18487	0.42	0.461	18620	1,785,270
2023Wells	2023	Wells Draw	5.46	21.45	0.63	37.78	38.41	0.61	3.85	4.46	0.06	1.00	8E-02	2E-02	4E-02	2E-03	5E-03	2E-01	6E-01	7E-03	1E-01	8534	0.22	0.211	8595	822,529
2024India	2024	Indian Cany	2.47	13.90	0.37	26.00	26.38	0.36	2.62	2.98	0.04	0.51	5E-02	9E-03	2E-02	9E-04	3E-03	1E-01	4E-01	3E-03	7E-02	5830	0.08	0.148	5871	564,864
2024Whit	2024	Whitmore F	3.24	14.70	0.39	27.41	27.81	0.38	2.78	3.17	0.05	0.62	5E-02	1E-02	2E-02	1E-03	3E-03	1E-01	4E-01	4E-03	8E-02	6179	0.14	0.154	6224	595,695
2024Wells	2024	Wells Draw	4.79	20.28	0.54	37.78	38.32	0.53	3.85	4.38	0.06	0.90	8E-02	1E-02	3E-02	2E-03	5E-03	2E-01	5E-01	7E-03	1E-01	8533	0.22	0.211	8594	821,048
2025India	2025	Indian Cany	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0.00	0.000	0	-
2025Whit	2025	Whitmore F	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0.00	0.000	0	-
2025Wells	2025	Wells Draw	4.20	19.33	0.47	37.78	38.25	0.46	3.85	4.31	0.06	0.82	7E-02	1E-02	3E-02	1E-03	4E-03	2E-01	5E-01	6E-03	1E-01	8504	0.23	0.211	8566	820,123

Uinta Annual Emissions (tons/year) (calc'd)

		Vehicle	Criteria Pollutants									Hazardous Air Pollutants									Greenhouse Gas Emissions				Energy
			CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyde	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Diesel (gallons)
2022Indian C	2022	Indian Canyon	22.51	91.08	2.88	151.47	154.35	2.79	15.35	18.15	0.26	4.12	4E-01	7E-02	2E-01	7E-03	2E-02	1E+00	3E+00	3E-02	5E-01	34206	0.71	0.854	34451	3,300,888
2022Whitmo	2022	Whitmore Park	24.22	98.00	3.10	162.98	166.08	3.01	16.52	19.53	0.28	4.43	4E-01	7E-02	2E-01	8E-03	2E-02	1E+00	3E+00	3E-02	6E-01	36806	0.77	0.919	37070	3,551,818
2022Wells D	2022	Wells Draw	16.82	68.06	2.15	113.18	115.33	2.09	11.47	13.56	0.20	3.08	3E-01	5E-02	1E-01	5E-03	2E-02	7E-01	2E+00	2E-02	4E-01	25559	0.53	0.638	25743	2,466,499
2023Indian C	2023	Indian Canyon	19.67	85.84	2.52	151.47	153.99	2.44	15.35	17.79	0.26	3.70	3E-01	6E-02	1E-01	6E-03	2E-02	9E-01	2E+00	2E-02	5E-01	34096	0.70	0.854	34341	3,296,735
2023Whitmo	2023	Whitmore Park	21.16	92.37	2.71	162.98	165.69	2.62	16.52	19.15	0.28	3.98	3E-01	6E-02	1E-01	7E-03	2E-02	9E-01	3E+00	3E-02	5E-01	36688	0.76	0.918	36952	3,547,348
2023Wells D	2023	Wells Draw	14.69	64.14	1.88	113.18	115.06	1.82	11.47	13.30	0.19	2.76	2E-01	4E-02	1E-01	5E-03	1E-02	7E-01	2E+00	2E-02	4E-01	25478	0.52	0.638	25660	2,463,395
2024Indian C	2024	Indian Canyon	5.70	27.13	0.73	50.63	51.36	0.71	5.13	5.84	0.09	1.11	1E-01	2E-02	4E-02	2E-03	6E-03	3E-01	7E-01	7E-03	1E-01	11398	0.23	0.285	11479	1,100,087
2024Whitmo	2024	Whitmore Park	6.13	29.19	0.78	54.48	55.26	0.76	5.52	6.28	0.09	1.20	1E-01	2E-02	4E-02	2E-03	6E-03	3E-01	8E-01	8E-03	2E-01	12264	0.25	0.307	12352	1,183,714
2024Wells D	2024	Wells Draw	12.74	60.64	1.63	113.18	114.81	1.58	11.47	13.05	0.19	2.49	2E-01	4E-02	9E-02	4E-03	1E-02	6E-01	2E+00	2E-02	3E-01	25480	0.51	0.637	25662	2,459,293
2025Indian C	2025	Indian Canyon	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0.00	0.000	0	-
2025Whitmo	2025	Whitmore Park	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0.00	0.000	0	-
2025Wells D	2025	Wells Draw	11.09	57.82	1.42	113.18	114.60	1.38	11.47	12.85	0.19	2.25	2E-01	4E-02	8E-02	4E-03	1E-02	5E-01	1E+00	2E-02	3E-01	25399	0.56	0.637	25580	2,456,849

Uinta Project Construction Emissions by Source (tons/year) (calc'd)

			Alternative	Criteria Pollutants										Hazardous Air Pollutants									Greenhouse Gas Emissions				Energy
				CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyde	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Diesel (gallons)
2022Indian Canyon	2022	Indian Cany	Earthwork	0	0	0	147	147	0	15	15	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	
2022Indian Canyon	2022	Indian Cany	Onroad	7	3	0	4	4	0	1	1	0	1	5E-02	8E-03	1E-02	2E-03	4E-03	1E-01	7E-02	1E-02	1E-02	1,302	0	0	1,317	98,806
2022Indian Canyon	2022	Indian Cany	Offroad	16	88	3	0	3	3	0	3	0	3	3E-01	6E-02	1E-01	5E-03	2E-02	8E-01	3E+00	1E-02	5E-01	32,904	0	1	33,134	3,202,083
2022Whitmore Park	2022	Whitmore P	Earthwork	0	0	0	158	158	0	16	16	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	
2022Whitmore Park	2022	Whitmore P	Onroad	7	3	0	5	5	0	1	1	0	1	6E-02	9E-03	1E-02	2E-03	5E-03	2E-01	8E-02	1E-02	2E-02	1,401	1	0	1,417	106,317
2022Whitmore Park	2022	Whitmore P	Offroad	17	95	3	0	3	3	0	3	0	3	3E-01	6E-02	2E-01	6E-03	2E-02	9E-01	3E+00	1E-02	6E-01	35,405	0	1	35,653	3,445,501
2022Wells Draw	2022	Wells Draw	Earthwork	0	0	0	110	110	0	11	11	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	
2022Wells Draw	2022	Wells Draw	Onroad	5	2	0	3	3	0	0	1	0	1	4E-02	6E-03	8E-03	1E-03	3E-03	1E-01	5E-02	9E-03	1E-02	973	0	0	984	73,830
2022Wells Draw	2022	Wells Draw	Offroad	12	66	2	0	2	2	0	2	0	2	2E-01	4E-02	1E-01	4E-03	1E-02	6E-01	2E+00	1E-02	4E-01	24,586	0	1	24,759	2,392,669
2023Indian Canyon	2023	Indian Cany	Earthwork	0	0	0	147	147	0	15	15	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	
2023Indian Canyon	2023	Indian Cany	Onroad	6	3	0	4	4	0	1	1	0	1	5E-02	8E-03	1E-02	2E-03	4E-03	1E-01	6E-02	1E-02	1E-02	1,284	0	0	1,299	97,390
2023Indian Canyon	2023	Indian Cany	Offroad	13	83	2	0	2	2	0	2	0	3	3E-01	5E-02	1E-01	5E-03	1E-02	7E-01	2E+00	1E-02	5E-01	32,813	0	1	33,042	3,199,345
2023Whitmore Park	2023	Whitmore P	Earthwork	0	0	0	158	158	0	16	16	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	
2023Whitmore Park	2023	Whitmore P	Onroad	7	3	0	5	5	0	1	1	0	1	5E-02	8E-03	1E-02	2E-03	5E-03	2E-01	7E-02	1E-02	2E-02	1,381	1	0	1,397	104,793
2023Whitmore Park	2023	Whitmore P	Offroad	14	89	3	0	3	3	0	3	0	3	3E-01	6E-02	1E-01	5E-03	2E-02	8E-01	3E+00	1E-02	5E-01	35,307	0	1	35,554	3,442,555
2023Wells Draw	2023	Wells Draw	Earthwork	0	0	0	110	110	0	11	11	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	
2023Wells Draw	2023	Wells Draw	Onroad	5	2	0	3	3	0	0	1	0	1	4E-02	6E-03	7E-03	1E-03	3E-03	1E-01	5E-02	9E-03	1E-02	959	0	0	970	72,772
2023Wells Draw	2023	Wells Draw	Offroad	10	62	2	0	2	2	0	2	0	2	2E-01	4E-02	1E-01	4E-03	1E-02	6E-01	2E+00	9E-03	4E-01	24,518	0	1	24,690	2,390,623
2024Indian Canyon	2024	Indian Cany	Earthwork	0	0	0	49	49	0	5	5	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	
2024Indian Canyon	2024	Indian Cany	Onroad	2	1	0	1	1	0	0	0	0	0	2E-02	2E-03	3E-03	5E-04	1E-03	5E-02	2E-02	4E-03	4E-03	423	0	0	428	32,112
2024Indian Canyon	2024	Indian Cany	Offroad	4	26	1	0	1	1	0	1	0	1	8E-02	2E-02	4E-02	1E-03	4E-03	2E-01	7E-01	4E-03	1E-01	10,974	0	0	11,051	1,067,976
2024Whitmore Park	2024	Whitmore P	Earthwork	0	0	0	53	53	0	5	5	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	
2024Whitmore Park	2024	Whitmore P	Onroad	2	1	0	2	2	0	0	0	0	0	2E-02	3E-03	3E-03	5E-04	2E-03	5E-02	2E-02	4E-03	5E-03	455	0	0	461	34,553
2024Whitmore Park	2024	Whitmore P	Offroad	4	28	1	0	1	1	0	1	0	1	9E-02	2E-02	4E-02	2E-03	5E-03	2E-01	7E-01	4E-03	2E-01	11,809	0	0	11,891	1,149,162
2024Wells Draw	2024	Wells Draw	Earthwork	0	0	0	110	110	0	11	11	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	
2024Wells Draw	2024	Wells Draw	Onroad	4	2	0	3	3	0	0	1	0	1	4E-02	6E-03	7E-03	1E-03	3E-03	1E-01	4E-02	9E-03	1E-02	946	0	0	958	71,787
2024Wells Draw	2024	Wells Draw	Offroad	8	59	2	0	2	2	0	2	0	2	2E-01	3E-02	9E-02	3E-03	1E-02	5E-01	2E+00	8E-03	3E-01	24,534	0	1	24,705	2,387,506
2025Indian Canyon	2025	Indian Cany	Earthwork	0	0	0	0	0	0	0	0	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	
2025Indian Canyon	2025	Indian Cany	Onroad	0	0	0	0	0	0	0	0	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	0
2025Indian Canyon	2025	Indian Cany	Offroad	0	0	0	0	0	0	0	0	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	0
2025Whitmore Park	2025	Whitmore P	Earthwork	0	0	0	0	0	0	0	0	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	
2025Whitmore Park	2025	Whitmore P	Onroad	0	0	0	0	0	0	0	0	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	0
2025Whitmore Park	2025	Whitmore P	Offroad	0	0	0	0	0	0	0	0	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	0
2025Wells Draw	2025	Wells Draw	Earthwork	0	0	0	110	110	0	11	11	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	
2025Wells Draw	2025	Wells Draw	Onroad	4	2	0	3	3	0	0	1	0	1	3E-02	5E-03	7E-03	9E-04	3E-03	1E-01	4E-02	8E-03	9E-03	934	0	0	946	70,868
2025Wells Draw	2025	Wells Draw	Offroad	7	56	1	0	1	1	0	1	0	2	2E-01	3E-02	8E-02	3E-03	9E-03	4E-01	1E+00	7E-03	3E-01	24,464	0	1	24,635	2,385,982

TRR Project (Colstrip Alternative) Activity Data

Track length (2)	Miles	Miles per Day
Miles	42	0.068

Construction Schedule (1)	Value	Note
Months	20	*Assume 8 month construction period each year, with 31 days each month
Years	2.5	
Days per year	248	
Days total	620	

Ozone NAA

		1	2	3	4
Percent of Project Features (3)			Earthwork	Vehicles	Offroad
In nonattainment area	Indian Canyon		52%	27%	52%
	Whitmore Park		50%	58%	50%
	Wells Draw		33%	46%	33%
Out of nonattainment area	Indian Canyon		48%	73%	48%
	Whitmore Park		50%	42%	50%
	Wells Draw		67%	54%	67%

PM NAA

		1	2	3	4
Percent of Project Featu			Earthwork	Vehicles	Offroad
In nonattainment area	Indian Canyon		9%	4%	9%
	Whitmore Park		12%	7%	12%
	Wells Draw		7%	3%	7%
Out of nonattainment area	Indian Canyon		91%	96%	91%
	Whitmore Park		88%	93%	88%
	Wells Draw		93%	97%	93%

Sources

(1) Tongue River Railroad EIS, Construction Emissions Inventory. May 2014.
(2) Tongue River Railroad EIS, Project Description. https://www.stb.gov/decisions/readingroom.nsf/UNID/E7DE39D1F6FD4A9A85257E2A0049104D/$file/Ch02_Proposed+Action+and+Alternatives.pdf
(3) ICF. 2020. GIS. 'AirQuality_2020501

Uinta Annual Emissions (tons/year) (calc'd)

			Criteria Pollutants								Hazardous Air Pollutants							Greenhouse Gas Emissions				Energy (joules)		
		Alternative	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	,3-Butadien‡thylbenzen‹ormaldehyd	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Petroleum	Total	
2022Indian	2022	Indian Canyon				147.1	147		14.7	15																13
2022Whitr	2022	Whitmore Park				158.3	158		15.8	16																13
2022Wells	2022	Wells Draw				109.9	110		11.0	11																13
2023Indian	2023	Indian Canyon				147.1	147		14.7	15																14
2023Whitr	2023	Whitmore Park				158.3	158		15.8	16																14
2023Wells	2023	Wells Draw				109.9	110		11.0	11																14
2024Indian	2024	Indian Canyon				49.2	49		4.9	5																15
2024Whitr	2024	Whitmore Park				52.9	53		5.3	5																15
2024Wells	2024	Wells Draw				109.9	110		11.0	11																15
2025Indian	2025	Indian Canyon				-	-		-	-																15
2025Whitr	2025	Whitmore Park				-	-		-	-																15
2025Wells	2025	Wells Draw				109.9	110		11.0	11																15

TRR Project (Colstrip Alternative) Emission Rates (tons/mile) (calc'd)

	Criteria Pollutants								Hazardous Air Pollutants							Greenhouse Gas Emissions				Energy (joules)	
Alternative	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	,3-Butadien‡thylbenzen‹ormaldehyd	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Petroleum	Total
TRR Project				5	5		0.45	0.45															

TRR Project (Colstrip Alternative) Emission Rates (tons/mile) (calc'd)

Variable	Value	Unit	Notes
PM 10 Emission Factors by Activity (2)			
General Construction	0.13	lb/work-hr	work hr for all non-scraper-related offroad equip
Earthwork	49	lb/scraper-hr	work hr for all scraper-related offroad equip
Activity Rates (1)			
General Construction	81,502	Hours	See Surface_Off tab for equip assumptions
Earthwork	7,500	Hours	See Surface_Off tab for equip assumptions
PM10 Emissions			
Total	4.50	ton/track mile	calculated
PM2.5 Emissions			
PM2.5 to PM10 ratio	0.1	unitless	conversion factor (2)
Total	0.45	ton/track mile	calculated

Sources

(1) Tongue River Railroad EIS, Construction Emissions Inventory. May 2014.
(2) Western Governors' Association. 2006. WRAP Fugitive Dust Handbook. https://www.wrapair.org/forums/dejf/fdh/content/FDHandbook_Rev_06.pdf

Construction_Surface
Surface_On

Uinta Annual Emissions (tons/year) (calc'd)

		Alternative	Criteria Pollutants									Hazardous Air Pollutants									Greenhouse Gas Emissions				Energy	
			CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyde	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Diesel (gallons)	
2022Indian Ca	2022	Indian Canyon	6.75	3.12	0.08	4.35	4.43	0.07	0.64	0.72	0.01	1.00	5.22E-02	8.29E-03	1.03E-02	1.87E-03	4.46E-03	1.47E-01	7.25E-02	1.26E-02	1.49E-02	1302	0.49	0.008	1317	98,806	13
2022Whitmor	2022	Whitmore Park	7.27	3.35	0.08	4.68	4.77	0.08	0.69	0.77	0.01	1.08	5.62E-02	8.92E-03	1.11E-02	2.01E-03	4.80E-03	1.58E-01	7.81E-02	1.36E-02	1.61E-02	1401	0.52	0.009	1417	106,317	13
2022Wells Dra	2022	Wells Draw	5.05	2.33	0.06	3.25	3.31	0.05	0.48	0.53	0.01	0.75	3.90E-02	6.19E-03	7.72E-03	1.40E-03	3.33E-03	1.10E-01	5.42E-02	9.45E-03	1.12E-02	973	0.36	0.006	984	73,830	13
2023Indian Ca	2023	Indian Canyon	6.37	2.89	0.07	4.35	4.42	0.06	0.64	0.71	0.01	0.92	5.00E-02	7.84E-03	9.82E-03	1.62E-03	4.31E-03	1.43E-01	6.32E-02	1.21E-02	1.41E-02	1284	0.50	0.008	1299	97,390	14
2023Whitmor	2023	Whitmore Park	6.86	3.11	0.07	4.68	4.76	0.07	0.69	0.76	0.01	0.99	5.38E-02	8.43E-03	1.06E-02	1.74E-03	4.64E-03	1.54E-01	6.80E-02	1.30E-02	1.52E-02	1381	0.54	0.009	1397	104,793	14
2023Wells Dra	2023	Wells Draw	4.76	2.16	0.05	3.25	3.30	0.05	0.48	0.53	0.01	0.69	3.74E-02	5.86E-03	7.34E-03	1.21E-03	3.22E-03	1.07E-01	4.73E-02	9.02E-03	1.05E-02	959	0.37	0.006	970	72,772	14
2024Indian Ca	2024	Indian Canyon	2.01	0.90	0.02	1.45	1.48	0.02	0.21	0.23	0.00	0.29	1.61E-02	2.49E-03	3.13E-03	4.71E-04	1.40E-03	4.66E-02	1.85E-02	3.86E-03	4.46E-03	423	0.17	0.003	428	32,112	15
2024Whitmor	2024	Whitmore Park	2.17	0.97	0.02	1.57	1.59	0.02	0.23	0.25	0.00	0.31	1.73E-02	2.68E-03	3.37E-03	5.07E-04	1.50E-03	5.02E-02	1.99E-02	4.16E-03	4.80E-03	455	0.18	0.003	461	34,553	15
2024Wells Dra	2024	Wells Draw	4.50	2.01	0.04	3.25	3.30	0.04	0.48	0.52	0.01	0.64	3.59E-02	5.57E-03	7.00E-03	1.05E-03	3.12E-03	1.04E-01	4.13E-02	8.64E-03	9.97E-03	946	0.38	0.006	958	71,787	15
2025Indian Ca	2025	Indian Canyon	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	0.00	0.000	0	0	15
2025Whitmor	2025	Whitmore Park	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	0.00	0.000	0	0	15
2025Wells Dra	2025	Wells Draw	4.23	1.88	0.04	3.25	3.29	0.04	0.48	0.52	0.01	0.60	3.45E-02	5.28E-03	6.67E-03	9.10E-04	3.02E-03	1.01E-01	3.65E-02	8.26E-03	9.44E-03	934	0.38	0.006	946	70,868	15
		1 2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	

TRR Emission Rates (tons/mile)

		Vehicle	Criteria Pollutants									Hazardous Air Pollutants									Greenhouse Gas Emissions				Energy	
			CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyde	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Diesel (gallons)	
All	2022	All Vehicles	0.21	0.10	0.00	0.13	0.14	0.00	0.02	0.02	0.00	0.03	1.60E-03	2.54E-04	3.16E-04	5.71E-05	1.36E-04	4.50E-03	2.22E-03	3.87E-04	4.57E-04	40	0.01	0.000	40	3,023	
All	2023	All Vehicles	0.19	0.09	0.00	0.13	0.14	0.00	0.02	0.02	0.00	0.03	1.53E-03	2.40E-04	3.00E-04	4.95E-05	1.32E-04	4.38E-03	1.93E-03	3.69E-04	4.31E-04	39	0.02	0.000	40	2,980	
All	2024	All Vehicles	0.18	0.08	0.00	0.13	0.14	0.00	0.02	0.02	0.00	0.03	1.47E-03	2.28E-04	2.87E-04	4.32E-05	1.28E-04	4.27E-03	1.69E-03	3.54E-04	4.08E-04	39	0.02	0.000	39	2,939	
All	2025	All Vehicles	0.17	0.08	0.00	0.13	0.13	0.00	0.02	0.02	0.00	0.02	1.41E-03	2.16E-04	2.73E-04	3.73E-05	1.24E-04	4.15E-03	1.49E-03	3.38E-04	3.87E-04	38	0.02	0.000	39	2,902	
		1 2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	

TRR Emission Rates (tons/day)

		Vehicle	Criteria Pollutants									Hazardous Air Pollutants									Greenhouse Gas Emissions				Energy	
			CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyde	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Diesel (gallons)	
All	2022	Light Commercial Truck	0.01	0.00	0.00	0.0049	0.00	0.00	0.00	0.00	0.00	0.00	6.82E-05	1.08E-05	1.35E-05	2.42E-06	5.83E-06	1.92E-04	6.77E-05	1.65E-05	1.94E-05	1	0.00	0.000	1	100	
All	2022	Single Unit Short-haul Truck	0.00	0.00	0.00	0.0022	0.00	0.00	0.00	0.00	0.00	0.00	1.57E-05	2.51E-06	3.12E-06	6.07E-07	1.33E-06	4.35E-05	5.87E-05	3.80E-06	4.61E-06	1	0.00	0.000	1	62	
All	2022	Passenger Truck	0.00	0.00	0.00	0.0020	0.00	0.00	0.00	0.00	0.00	0.00	2.44E-05	3.85E-06	4.81E-06	8.41E-07	2.09E-06	6.90E-05	2.40E-05	5.89E-06	6.91E-06	1	0.00	0.000	1	43	
All	2023	Light Commercial Truck	0.01	0.00	0.00	0.0049	0.00	0.00	0.00	0.00	0.00	0.00	6.53E-05	1.02E-05	1.28E-05	2.10E-06	5.63E-06	1.87E-04	5.95E-05	1.58E-05	1.83E-05	1	0.00	0.000	1	98	
All	2023	Single Unit Short-haul Truck	0.00	0.00	0.00	0.0022	0.00	0.00	0.00	0.00	0.00	0.00	1.50E-05	2.38E-06	2.97E-06	5.32E-07	1.28E-06	4.24E-05	5.04E-05	3.64E-06	4.35E-06	1	0.00	0.000	1	62	
All	2023	Passenger Truck	0.00	0.00	0.00	0.0020	0.00	0.00	0.00	0.00	0.00	0.00	2.33E-05	3.64E-06	4.56E-06	7.26E-07	2.01E-06	6.71E-05	2.12E-05	5.62E-06	6.51E-06	1	0.00	0.000	1	42	
All	2024	Light Commercial Truck	0.01	0.00	0.00	0.0049	0.00	0.00	0.00	0.00	0.00	0.00	6.28E-05	9.72E-06	1.22E-05	1.83E-06	5.46E-06	1.82E-04	5.27E-05	1.51E-05	1.74E-05	1	0.00	0.000	1	96	
All	2024	Single Unit Short-haul Truck	0.00	0.00	0.00	0.0022	0.00	0.00	0.00	0.00	0.00	0.00	1.45E-05	2.27E-06	2.84E-06	4.63E-07	1.25E-06	4.15E-05	4.30E-05	3.49E-06	4.12E-06	1	0.00	0.000	1	62	
All	2024	Passenger Truck	0.00	0.00	0.00	0.0020	0.00	0.00	0.00	0.00	0.00	0.00	2.24E-05	3.45E-06	4.34E-06	6.28E-07	1.95E-06	6.53E-05	1.90E-05	5.37E-06	6.16E-06	1	0.00	0.000	1	41	
All	2025	Light Commercial Truck	0.01	0.00	0.00	0.0049	0.00	0.00	0.00	0.00	0.00	0.00	6.03E-05	9.23E-06	1.17E-05	1.59E-06	5.28E-06	1.77E-04	4.71E-05	1.44E-05	1.65E-05	1	0.00	0.000	1	94	
All	2025	Single Unit Short-haul Truck	0.00	0.00	0.00	0.0022	0.00	0.00	0.00	0.00	0.00	0.00	1.40E-05	2.17E-06	2.73E-06	4.03E-07	1.22E-06	4.08E-05	3.68E-05	3.37E-06	3.92E-06	1	0.00	0.000	1	61	
All	2025	Passenger Truck	0.00	0.00	0.00	0.0020	0.00	0.00	0.00	0.00	0.00	0.00	2.14E-05	3.25E-06	4.11E-06	5.31E-07	1.88E-06	6.32E-05	1.72E-05	5.11E-06	5.80E-06	1	0.00	0.000	1	41	
2022Wells Dra	2022	All Vehicles	0.01	0.01	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	1.08E-04	1.72E-05	2.14E-05	3.87E-06	9.24E-06	3.05E-04	1.50E-04	2.62E-05	3.09E-05	3	0.00	0.000	3	205	
2023Wells Dra	2023	All Vehicles	0.01	0.01	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	1.04E-04	1.62E-05	2.03E-05	3.36E-06	8.93E-06	2.97E-04	1.31E-04	2.50E-05	2.92E-05	3	0.00	0.000	3	202	
2024Wells Dra	2024	All Vehicles	0.01	0.01	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	9.97E-05	1.54E-05	1.94E-05	2.92E-06	8.66E-06	2.89E-04	1.15E-04	2.40E-05	2.77E-05	3	0.00	0.000	3	199	
2025Wells Dra	2025	All Vehicles	0.01	0.01	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	9.57E-05	1.47E-05	1.85E-05	2.53E-06	8.37E-06	2.81E-04	1.01E-04	2.29E-05	2.62E-05	3	0.00	0.000	3	197	
		1 2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28

TRR Project (Colstrip Alt) Vehicle List (1)

Onroad Vehicles Data (1)				
Vehicle Type	Total Hours per Piece of Equip.	Number of Pieces of Equipment	VMT (onroad veh only)	
			Total	Per Day
4,000 gal. water trucks	3,500	2	210,000	339
Fuel trucks	10,000	2	600,000	968
Mechanics service trucks	2,167	6	1,170,000	1,887
Pickups	2,500	15	562,500	907
Total	18,167	25	2,542,500	4,101

VMT by MOVES Vehicle Type

MOVES Vehicle Type	VMT per day
Light Commercial Truck	2,226
Single Unit Short-haul Truck	968
Passenger Truck	907

Road Paving for Dust (2)

Paved		
Indian Canyon	Whitmore Park	Wells Draw
70.75%	68.78%	79.87%
Unpaved		
Indian Canyon	Whitmore Park	Wells Draw
29.25%	31.22%	20.13%

Construction_Surface
Surface_On

MOVES2014a Emission Factors (3)

TRR Vehicle Type	MOVES Vehicle Type
4,000 gal. water trucks	Light Commercial Truck
Fuel trucks	Single Unit Short-haul Truck
Mechanics service trucks	Light Commercial Truck
Pickups	Passenger Truck

		Vehicle	Criteria Pollutants (g/mile)										Hazardous Air Pollutants (g/mile)									Greenhouse Gas Emissions (g/mile)				Energy (joules)	
			CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyde	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Total Energy Consumption (joules)	
2022	Light Com	2022	Light Commercial Truck	3.66	1.35	0.03	0.02	0.05	0.03	0.00	0.03	0.00	0.53	2.78E-02	4.41E-03	5.50E-03	9.87E-04	2.38E-03	7.84E-02	2.76E-02	6.73E-03	7.92E-03	590	0.286	0.004	598	6.49E+06	Diesel Fuel
2022	Single Un	2022	Single Unit Short-haul Truck	1.92	1.67	0.06	0.08	0.14	0.06	0.01	0.07	0.01	0.29	1.47E-02	2.36E-03	2.93E-03	5.69E-04	1.24E-03	4.07E-02	5.50E-02	3.56E-03	4.32E-03	850	0.140	0.005	855	9.35E+06	Diesel Fuel
2022	Passenge	2022	Passenger Truck	2.96	1.36	0.03	0.03	0.05	0.02	0.00	0.03	0.01	0.46	2.44E-02	3.85E-03	4.81E-03	8.41E-04	2.09E-03	6.90E-02	2.40E-02	5.89E-03	6.91E-03	621	0.256	0.004	628	6.82E+06	Diesel Fuel
2023	Light Com	2023	Light Commercial Truck	3.45	1.25	0.03	0.02	0.05	0.02	0.00	0.03	0.00	0.49	2.66E-02	4.17E-03	5.22E-03	8.55E-04	2.29E-03	7.63E-02	2.43E-02	6.42E-03	7.47E-03	579	0.294	0.004	587	6.36E+06	Diesel Fuel
2023	Single Un	2023	Single Unit Short-haul Truck	1.86	1.54	0.05	0.08	0.14	0.05	0.01	0.06	0.01	0.27	1.41E-02	2.23E-03	2.79E-03	4.98E-04	1.20E-03	3.98E-02	4.72E-02	3.41E-03	4.08E-03	845	0.145	0.005	850	9.29E+06	Diesel Fuel
2023	Passenge	2023	Passenger Truck	2.77	1.27	0.02	0.03	0.05	0.02	0.00	0.02	0.01	0.43	2.33E-02	3.64E-03	4.56E-03	7.26E-04	2.01E-03	6.71E-02	2.12E-02	5.62E-03	6.51E-03	611	0.262	0.004	619	6.72E+06	Diesel Fuel
2024	Light Com	2024	Light Commercial Truck	3.25	1.17	0.02	0.02	0.05	0.02	0.00	0.02	0.00	0.46	2.56E-02	3.96E-03	4.99E-03	7.47E-04	2.22E-03	7.43E-02	2.15E-02	6.15E-03	7.09E-03	568	0.299	0.004	577	6.25E+06	Diesel Fuel
2024	Single Un	2024	Single Unit Short-haul Truck	1.81	1.42	0.04	0.08	0.13	0.04	0.01	0.05	0.01	0.25	1.36E-02	2.13E-03	2.66E-03	4.34E-04	1.17E-03	3.89E-02	4.03E-02	3.27E-03	3.86E-03	840	0.150	0.005	845	9.24E+06	Diesel Fuel
2024	Passenge	2024	Passenger Truck	2.58	1.19	0.02	0.03	0.05	0.02	0.00	0.02	0.01	0.39	2.24E-02	3.45E-03	4.34E-03	6.28E-04	1.95E-03	6.53E-02	1.90E-02	5.37E-03	6.16E-03	602	0.267	0.004	610	6.62E+06	Diesel Fuel
2025	Light Com	2025	Light Commercial Truck	3.04	1.09	0.02	0.02	0.05	0.02	0.00	0.02	0.00	0.43	2.46E-02	3.76E-03	4.75E-03	6.48E-04	2.15E-03	7.22E-02	1.92E-02	5.89E-03	6.71E-03	558	0.302	0.004	567	6.14E+06	Diesel Fuel
2025	Single Un	2025	Single Unit Short-haul Truck	1.76	1.32	0.04	0.08	0.12	0.03	0.01	0.05	0.01	0.23	1.32E-02	2.03E-03	2.56E-03	3.78E-04	1.14E-03	3.83E-02	3.45E-02	3.16E-03	3.67E-03	836	0.155	0.005	841	9.19E+06	Diesel Fuel
2025	Passenge	2025	Passenger Truck	2.39	1.12	0.02	0.03	0.04	0.02	0.00	0.02	0.00	0.36	2.14E-02	3.25E-03	4.11E-03	5.31E-04	1.88E-03	6.32E-02	1.72E-02	5.11E-03	5.80E-03	594	0.270	0.004	602	6.53E+06	Diesel Fuel
1	*2*	*3*	*4*	*5*	*6*	*7*	*8*	*9*	*10*	*11*	*12*	*13*	*14*	*15*	*16*	*17*	*18*	*19*	*20*	*21*	*22*	*23*	*24*	*25*	*26*	*27*	

AP-42 Road Dust Emission Factors (g/mile) (3)

	Criteria Pollutants										Hazardous Air Pollutants									Greenhouse Gas Emissions				Energy (joules)	
Road Type	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyde	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Petroleum	Total
Paved				0.81			0.20																		
Unpaved				6.51			0.65																		

Conversions

g to MT	0.000001
g to ton	1.10231E-06

Sources

(1) Tongue River Railroad EIS, Construction Emissions Inventory. May 2014.
(2) ICF. 2020. GIS. 'AirQuality_2020319'
(3) ICF. 2020. Vehicle and Equipment Emission Factors. Excel workbook.

Uinta Annual Emissions (tons/year) (calc'd)

		Vehicle	Criteria Pollutants									Hazardous Air Pollutants									Greenhouse Gas Emissions				Energy	
			CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyde	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Diesel (gllaons)	
2022India	2022	Indian Canyon	15.76	87.96	2.80	0.00	2.80	2.72	0.00	2.72	0.25	3.12	3.0E-01	5.8E-02	1.5E-01	5.5E-03	1.6E-02	8.4E-01	2.7E+00	1.3E-02	5.3E-01	32,904	0	1	33,134	3,202,083	13
2022Whit	2022	Whitmore Park	16.96	94.65	3.02	0.00	3.02	2.93	0.00	2.93	0.27	3.36	3.3E-01	6.3E-02	1.6E-01	5.9E-03	1.7E-02	9.0E-01	2.9E+00	1.4E-02	5.7E-01	35,405	0	1	35,653	3,445,501	13
2022Well	2022	Wells Draw	11.78	65.73	2.09	0.00	2.09	2.03	0.00	2.03	0.19	2.33	2.3E-01	4.4E-02	1.1E-01	4.1E-03	1.2E-02	6.2E-01	2.0E+00	1.0E-02	4.0E-01	24,586	0	1	24,759	2,392,669	13
2023India	2023	Indian Canyon	13.29	82.95	2.45	0.00	2.45	2.38	0.00	2.38	0.25	2.77	2.7E-01	5.1E-02	1.3E-01	4.8E-03	1.4E-02	7.4E-01	2.4E+00	1.2E-02	4.7E-01	32,813	0	1	33,042	3,199,345	14
2023Whit	2023	Whitmore Park	14.30	89.26	2.63	0.00	2.63	2.56	0.00	2.56	0.27	2.98	2.9E-01	5.5E-02	1.4E-01	5.2E-03	1.6E-02	8.0E-01	2.6E+00	1.3E-02	5.1E-01	35,307	0	1	35,554	3,442,555	14
2023Well	2023	Wells Draw	9.93	61.98	1.83	0.00	1.83	1.77	0.00	1.77	0.18	2.07	2.0E-01	3.8E-02	9.7E-02	3.6E-03	1.1E-02	5.5E-01	1.8E+00	8.9E-03	3.5E-01	24,518	0	1	24,690	2,390,623	14
2024India	2024	Indian Canyon	3.69	26.23	0.71	0.00	0.71	0.69	0.00	0.69	0.08	0.82	7.9E-02	1.5E-02	3.8E-02	1.4E-03	4.3E-03	2.2E-01	6.9E-01	3.5E-03	1.4E-01	10,974	0	0	11,051	1,067,976	15
2024Whit	2024	Whitmore Park	3.97	28.22	0.76	0.00	0.76	0.74	0.00	0.74	0.09	0.89	8.5E-02	1.6E-02	4.1E-02	1.5E-03	4.7E-03	2.3E-01	7.4E-01	3.8E-03	1.5E-01	11,809	0	0	11,891	1,149,162	15
2024Well	2024	Wells Draw	8.24	58.64	1.58	0.00	1.58	1.54	0.00	1.54	0.18	1.84	1.8E-01	3.4E-02	8.5E-02	3.2E-03	9.7E-03	4.9E-01	1.5E+00	7.9E-03	3.1E-01	24,534	0	1	24,705	2,387,506	15
2025India	2025	Indian Canyon	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	-	-	-	-	-	16
2025Whit	2025	Whitmore Park	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	-	-	-	-	-	16
2025Well	2025	Wells Draw	6.86	55.94	1.38	0.00	1.38	1.34	0.00	1.34	0.18	1.66	1.6E-01	3.0E-02	7.6E-02	2.8E-03	8.8E-03	4.3E-01	1.3E+00	7.0E-03	2.8E-01	24,464	0	1	24,635	2,385,982	16
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	

TRR Project (Colstrip Alt) Emission Rates (tons/mile)

		Equipment	Criteria Pollutants										Hazardous Air Pollutants									Greenhouse Gas Emissions				Energy
			CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyde	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Diesel (gallons)
2022	All Equipment		0.482	2.691	0.086	-	0.086	0.083	-	0.083	0.008	0.095	0.009254988	0.0017897	0.0044544	0.000167969	0.000492084	0.025557235	0.0832811	0.000411753	0.0163383	1007	7.02E-03	2.59E-02	1013.77139	97,971
2023	All Equipment		0.407	2.538	0.075	-	0.075	0.073	-	0.073	0.008	0.085	0.008199998	0.0015735	0.0039523	0.000147904	0.000440892	0.022616607	0.0726769	0.000364116	0.0144668	1004	6.24E-03	2.59E-02	1010.95976	97,887
2024	All Equipment		0.338	2.401	0.065	-	0.065	0.063	-	0.063	0.007	0.075	0.007266773	0.001385	0.003493	0.000130191	0.000396292	0.019943395	0.0629311	0.000321507	0.0127977	1005	5.50E-03	2.58E-02	1011.56485	97,759
2025	All Equipment		0.281	2.291	0.057	-	0.057	0.055	-	0.055	0.007	0.068	0.006485953	0.0012289	0.0031108	0.000115482	0.000359095	0.017735886	0.0548412	0.00028592	0.0114052	1002	7.25E-03	2.58E-02	1008.70349	97,697
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	

Construction_Surface
Surface_Off

TRR Project (Colstrip Alt) Emission Rates (tons/day)

	Equipment	Criteria Pollutants										Hazardous Air Pollutants									Greenhouse Gas Emissions				Energy
		CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyde	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Diesel (gllaons)
2022	Off-highway Trucks	0.011	0.103	0.002	-	0.002	0.002	-	0.002	0.000	0.003	0.000264486	4.703E-05	0.0001346	4.63013E-06	1.24604E-05	0.00730969	0.0019906	1.17309E-05	0.00	33	0.000	0.001	33.1258575	3,206
2022	Rubber Tire Loaders	0.004	0.011	0.001	-	0.001	0.001	-	0.001	0.000	0.001	5.24133E-05	1.025E-05	2.475E-05	9.65045E-07	2.80571E-06	0.000145253	0.0005664	2.36365E-06	9.224E-05	5	0.000	0.000	4.82307866	467
2022	Crawler Tractor/Dozers	0.002	0.006	0.000	-	0.000	0.000	-	0.000	0.000	0.000	2.35034E-05	4.226E-06	1.152E-05	4.14382E-07	1.18231E-06	6.4673E-05	0.0002601	1.06322E-06	4.138E-05	3	0.000	0.000	2.89277986	280
2022	Crawler Tractor/Dozers	0.002	0.006	0.000	-	0.000	0.000	-	0.000	0.000	0.000	2.35034E-05	4.226E-06	1.152E-05	4.14382E-07	1.18231E-06	6.4673E-05	0.0002601	1.06322E-06	4.138E-05	3	0.000	0.000	2.89277986	280
2022	Crawler Tractor/Dozers	0.001	0.004	0.000	-	0.000	0.000	-	0.000	0.000	0.000	1.49567E-05	2.69E-06	7.331E-06	2.63698E-07	7.52378E-07	4.11555E-05	0.0001655	6.76592E-07	2.634E-05	2	0.000	0.000	1.84085991	178
2022	Graders	0.001	0.003	0.000	-	0.000	0.000	-	0.000	0.000	0.000	1.67567E-05	2.917E-06	8.093E-06	2.81683E-07	9.53821E-07	4.49557E-05	0.0002072	7.52023E-07	2.928E-05	3	0.000	0.000	3.2743815	317
2022	Rollers	0.000	0.001	0.000	-	0.000	0.000	-	0.000	0.000	0.000	4.67874E-06	8.469E-07	2.346E-06	8.36927E-08	2.15072E-07	1.3053E-05	5.073E-05	2.15028E-07	8.302E-06	0	0.000	0.000	0.37517951	36
2022	Off-highway Trucks	0.001	0.012	0.000	-	0.000	0.000	-	0.000	0.000	0.000	3.02766E-05	5.384E-06	1.54E-05	5.30028E-07	1.42639E-06	8.36767E-05	0.0002279	1.34288E-06	5.375E-05	4	0.000	0.000	3.79203895	367
2022	Rollers	0.000	0.001	0.000	-	0.000	0.000	-	0.000	0.000	0.000	4.67874E-06	8.469E-07	2.346E-06	8.36927E-08	2.15072E-07	1.3053E-05	5.073E-05	2.15028E-07	8.302E-06	0	0.000	0.000	0.37517951	36
2022	Scrapers	0.001	0.002	0.000	-	0.000	0.000	-	0.000	0.000	0.000	1.00339E-05	1.757E-06	4.889E-06	1.61309E-07	4.92173E-07	2.63099E-05	0.0001153	4.62448E-07	1.758E-05	1	0.000	0.000	1.26429726	113
2022	Excavators	0.002	0.007	0.000	-	0.000	0.000	-	0.000	0.000	0.000	2.99318E-05	5.24E-06	1.462E-05	5.08618E-07	1.63067E-06	8.09505E-05	0.0003424	1.34872E-06	5.249E-05	6	0.000	0.000	5.59713567	542
2022	Rubber Tire Loaders	0.004	0.013	0.001	-	0.001	0.001	-	0.001	0.000	0.001	6.06088E-05	1.185E-05	2.863E-05	1.11594E-06	3.24442E-06	0.000167965	0.0006549	2.73324E-06	0.0001067	6	0.000	0.000	5.57723277	540
2022	Generator Sets	0.002	0.004	0.000	-	0.000	0.000	-	0.000	0.000	0.000	3.65321E-05	8.102E-06	1.629E-05	7.2283E-07	2.11956E-06	0.000102476	0.0002622	1.58763E-06	6.427E-05	1	0.000	0.000	0.73917832	72
2022	Bore/Drill Rigs	0.003	0.010	0.001	-	0.001	0.000	-	0.000	0.000	0.001	5.45909E-05	1.587E-05	1.943E-05	1.20314E-06	4.65442E-06	0.000152134	0.0004877	2.33835E-06	9.524E-05	2	0.000	0.000	2.10485689	204
2023	Off-highway Trucks	0.009	0.100	0.002	-	0.002	0.002	-	0.002	0.000	0.002	0.00023861	4.236E-05	0.0001211	4.16395E-06	1.14155E-05	0.000657799	0.0017772	1.05444E-05	0.0004231	33	0.000	0.001	33.1258667	3,206
2023	Rubber Tire Loaders	0.003	0.010	0.001	-	0.001	0.001	-	0.001	0.000	0.000	4.62248E-05	8.865E-06	2.198E-05	8.40946E-07	2.4629E-06	0.000127701	0.0005006	2.08622E-06	8.13E-05	5	0.000	0.000	4.82312905	467
2023	Crawler Tractor/Dozers	0.001	0.005	0.000	-	0.000	0.000	-	0.000	0.000	0.000	1.98984E-05	3.541E-06	9.722E-06	3.46678E-07	1.02988E-06	5.44185E-05	0.0002178	8.98129E-07	3.496E-05	3	0.000	0.000	2.8927889	280
2023	Crawler Tractor/Dozers	0.001	0.005	0.000	-	0.000	0.000	-	0.000	0.000	0.000	1.98984E-05	3.541E-06	9.722E-06	3.46678E-07	1.02988E-06	5.44185E-05	0.0002178	8.98129E-07	3.496E-05	3	0.000	0.000	2.8927889	280
2023	Crawler Tractor/Dozers	0.001	0.003	0.000	-	0.000	0.000	-	0.000	0.000	0.000	1.26626E-05	2.253E-06	6.187E-06	2.20614E-07	6.55379E-07	3.463E-05	0.0001386	5.71536E-07	2.225E-05	2	0.000	0.000	1.84086567	178
2023	Graders	0.001	0.003	0.000	-	0.000	0.000	-	0.000	0.000	0.000	1.32522E-05	2.28E-06	6.266E-06	2.1743E-07	8.21249E-07	3.4939E-05	0.0001646	5.86459E-07	2.297E-05	3	0.000	0.000	3.27437652	317
2023	Rollers	0.000	0.001	0.000	-	0.000	0.000	-	0.000	0.000	0.000	4.10588E-06	7.393E-07	2.062E-06	7.2964E-08	1.90439E-07	1.14321E-05	4.291E-05	1.89445E-07	7.285E-06	0	0.000	0.000	0.37494297	36
2023	Off-highway Trucks	0.001	0.011	0.000	-	0.000	0.000	-	0.000	0.000	0.000	2.73146E-05	4.849E-06	1.386E-05	4.76663E-07	1.30677E-06	7.53006E-05	0.0002034	1.20706E-06	4.844E-05	4	0.000	0.000	3.79204001	367
2023	Rollers	0.000	0.001	0.000	-	0.000	0.000	-	0.000	0.000	0.000	4.10588E-06	7.393E-07	2.062E-06	7.2964E-08	1.90439E-07	1.14321E-05	4.291E-05	1.89445E-07	7.285E-06	0	0.000	0.000	0.37494297	36
2023	Scrapers	0.001	0.002	0.000	-	0.000	0.000	-	0.000	0.000	0.000	7.66286E-06	1.313E-06	3.713E-06	1.28881E-07	4.10746E-07	2.08712E-05	8.819E-05	3.57012E-07	1.339E-05	1	0.000	0.000	1.08408543	109
2023	Excavators	0.001	0.006	0.000	-	0.000	0.000	-	0.000	0.000	0.000	2.54042E-05	4.417E-06	1.227E-05	4.25946E-07	1.45672E-06	6.80329E-05	0.0002804	1.1342E-06	4.435E-05	6	0.000	0.000	5.59712909	542
2023	Rubber Tire Loaders	0.004	0.012	0.001	-	0.001	0.001	-	0.001	0.000	0.001	5.34526E-05	1.025E-05	2.541E-05	9.72439E-07	2.84801E-06	0.000147669	0.0005789	2.41243E-06	9.402E-05	6	0.000	0.000	5.57729105	540
2023	Generator Sets	0.002	0.004	0.000	-	0.000	0.000	-	0.000	0.000	0.000	3.38511E-05	7.345E-06	1.562E-05	6.63966E-07	1.90559E-06	9.6929E-05	0.0002368	1.47541E-06	5.99E-05	1	0.000	0.000	0.72910351	71
2023	Bore/Drill Rigs	0.003	0.009	0.000	-	0.000	0.000	-	0.000	0.000	0.001	4.904E-05	1.41E-05	1.782E-05	1.06919E-06	4.1434E-06	0.00013652	0.0004331	2.11606E-06	8.577E-05	2	0.000	0.000	2.1050201	204
2024	Off-highway Trucks	0.007	0.098	0.002	-	0.002	0.002	-	0.002	0.000	0.002	0.000213156	3.777E-05	0.0001078	3.7063E-06	1.03796E-05	0.000585924	0.0015472	9.38361E-06	0.0003775	33	0.000	0.001	33.1259059	3,206
2024	Rubber Tire Loaders	0.003	0.009	0.000	-	0.000	0.000	-	0.000	0.000	0.000	4.06054E-05	7.629E-06	1.941E-05	7.2929E-07	2.16204E-06	0.000111727	0.0004407	1.82906E-06	7.134E-05	5	0.000	0.000	4.82316518	467
2024	Crawler Tractor/Dozers	0.001	0.004	0.000	-	0.000	0.000	-	0.000	0.000	0.000	1.69274E-05	2.983E-06	8.224E-06	2.91236E-07	9.08512E-07	4.59419E-05	0.0001815	7.58242E-07	2.965E-05	3	0.000	0.000	2.89278719	280
2024	Crawler Tractor/Dozers	0.001	0.004	0.000	-	0.000	0.000	-	0.000	0.000	0.000	1.69274E-05	2.983E-06	8.224E-06	2.91236E-07	9.08512E-07	4.59419E-05	0.0001815	7.58242E-07	2.965E-05	3	0.000	0.000	2.89278719	280
2024	Crawler Tractor/Dozers	0.001	0.003	0.000	-	0.000	0.000	-	0.000	0.000	0.000	1.0772E-05	1.898E-06	5.234E-06	1.85332E-07	5.78144E-07	2.92357E-05	0.0001155	4.82517E-07	1.887E-05	2	0.000	0.000	1.84086458	178
2024	Graders	0.001	0.002	0.000	-	0.000	0.000	-	0.000	0.000	0.000	1.08063E-05	1.835E-06	4.987E-06	1.72669E-07	7.29129E-07	2.79423E-05	0.0001326	4.69804E-07	1.857E-05	3	0.000	0.000	3.2743692	317
2024	Rollers	0.000	0.001	0.000	-	0.000	0.000	-	0.000	0.000	0.000	3.56339E-06	6.38E-07	1.791E-06	6.28756E-08	1.67498E-07	9.89466E-06	3.564E-05	1.64721E-07	6.32E-06	0	0.000	0.000	0.37494417	36
2024	Off-highway Trucks	0.001	0.011	0.000	-	0.000	0.000	-	0.000	0.000	0.000	2.44008E-05	4.324E-06	1.234E-05	4.24274E-07	1.18819E-06	6.70729E-05	0.0001771	1.07418E-06	4.321E-05	4	0.000	0.000	3.79204449	367
2024	Rollers	0.000	0.001	0.000	-	0.000	0.000	-	0.000	0.000	0.000	3.56339E-06	6.38E-07	1.791E-06	6.28756E-08	1.67498E-07	9.89466E-06	3.564E-05	1.64721E-07	6.32E-06	0	0.000	0.000	0.37494417	36
2024	Scrapers	0.001	0.001	0.000	-	0.000	0.000	-	0.000	0.000	0.000	6.23029E-06	1.072E-06	2.994E-06	1.03554E-07	3.58071E-07	1.67989E-05	7.078E-05	2.88971E-07	1.086E-05	1	0.000	0.000	1.11468511	99
2024	Excavators	0.001	0.005	0.000	-	0.000	0.000	-	0.000	0.000	0.000	2.13116E-05	3.674E-06	1.013E-05	3.51238E-07	1.30023E-06	5.63446E-05	0.0002236	9.38654E-07	3.698E-05	6	0.000	0.000	5.59711384	542
2024	Rubber Tire Loaders	0.003	0.011	0.001	-	0.001	0.001	-	0.001	0.000	0.000	4.69546E-05	8.821E-06	2.244E-05	8.43325E-07	2.5001E-06	0.000129197	0.0005096	2.11505E-06	8.25E-05	6	0.000	0.000	5.57733283	540
2024	Generator Sets	0.001	0.004	0.000	-	0.000	0.000	-	0.000	0.000	0.000	3.23384E-05	6.893E-06	1.478E-05	6.29537E-07	1.77687E-06	9.07218E-05	0.0002199	1.41377E-06	5.695E-05	1	0.000	0.000	0.73927224	72
2024	Bore/Drill Rigs	0.002	0.008	0.000	-	0.000	0.000	-	0.000	0.000	0.001	4.47077E-05	1.266E-05	1.651E-05	9.65615E-07	3.72118E-06	0.000124368	0.0003919	1.93796E-06	7.826E-05	2	0.000	0.000	2.10514456	204
2025	Off-highway Trucks	0.005	0.095	0.001	-	0.001	0.001	-	0.001	0.000	0.002	0.000191791	3.392E-05	9.661E-05	3.32261E-06	9.50399E-06	0.00052565	0.001352	8.41026E-06	0.0003391	33	-	0.00	33.13	3,206
2025	Rubber Tire Loaders	0.002	0.008	0.000	-	0.000	0.000	-	0.000	0.000	0.000	3.55129E-05	6.551E-06	1.702E-05	6.29802E-07	1.90377E-06	9.72789E-05	0.000385	1.60019E-06	6.23E-05	5	0.000	0.000	4.82319693	467
2025	Crawler Tractor/Dozers	0.001	0.004	0.000	-	0.000	0.000	-	0.000	0.000	0.000	1.46669E-05	2.567E-06	7.07E-06	2.49392E-07	8.20036E-07	3.94789E-05	0.0001539	6.49907E-07	2.56E-05	3	0.000	0.000	2.89278112	280
2025	Crawler Tractor/Dozers	0.001	0.004	0.000	-	0.000	0.000	-	0.000	0.000	0.000	1.46669E-05	2.567E-06	7.07E-06	2.49392E-07	8.20036E-07	3.94789E-05	0.0001539	6.49907E-07	2.56E-05	3	0.000	0.000	2.89278112	280
2025	Crawler Tractor/Dozers	0.001	0.003	0.000	-	0.000	0.000	-	0.000	0.000	0.000	9.33346E-06	1.633E-06	4.499E-06	1.58704E-07	5.21841E-07	2.51229E-05	9.796E-05	4.13577E-07	1.629E-05	2	0.000	0.000	1.84086071	178
2025	Graders	0.001	0.002	0.000	-	0.000	0.000	-	0.000	0.000	0.000	8.90596E-06	1.49E-06	3.99E-06	1.38E-07	6.57871E-07	2.25033E-05	0.0001075	3.78441E-07	1.514E-05	3	0.000	0.000	3.27436284	317
2025	Rollers	0.000	0.001	0.000	-	0.000	0.000	-	0.000	0.000	0.000	3.1858E-06	5.678E-07	1.6E-06	5.58907E-08	1.51684E-07	8.82443E-06	3.055E-05	1.47466E-07	5.646E-06	0	0.000	0.000	0.3749448	36
2025	Off-highway Trucks	0.001	0.011	0.000	-	0.000	0.000	-	0.000	0.000	0.000	2.1955E-05	3.883E-06	1.106E-05	3.80351E-07	1.08796E-06	6.0173E-05	0.0001548	9.62754E-07	3.882E-05	4	0.000	0.000	3.79204601	367
2025	Rollers	0.000	0.001	0.000	-	0.000	0.000	-	0.000	0.000	0.000	3.1858E-06	5.678E-07	1.6E-06	5.58907E-08	1.51684E-07	8.82443E-06	3.055E-05	1.47466E-07	5.646E-06	0	0.000	0.000	0.3749448	36
2025	Scrapers	0.000	0.001	0.000	-	0.000	0.000	-	0.000	0.000	0.000	4.63819E-06	8.12E-07	2.225E-06	7.77347E-08	2.81614E-07	1.24765E-05	5.384E-05	2.10984E-07	8.092E-06	1	0.000	0.000	0.92065925	95
2025	Excavators	0.001	0.005	0.000	-	0.000	0.000	-	0.000	0.000	0.000	1.85283E-05	3.169E-06	8.681E-06	3.00362E-07	1.19375E-06	4.83999E-05	0.0001871	8.06952E-07	3.198E-05	6	0.000	0.000	5.59710984	542
2025	Rubber Tire Loaders	0.003	0.010	0.000	-	0.000	0.000	-	0.000	0.000	0.000	4.10658E-05	7.575E-06	1.968E-05	7.2828E-07	2.20145E-06	0.00011249	0.0004452	1.8504E-06	7.204E-05	6	0.000	0.000	5.57736954	540
2025	Generator Sets	0.001	0.004	0.000	-	0.000	0.000	-	0.000	0.000	0.000	3.05532E-05	6.404E-06	1.411E-05	5.90446E-07	1.6407E-06	8.57125E-05	0.0002025	1.33984E-06	5.383E-05	1	0.000	0.000	0.73930965	72
2025	Bore/Drill Rigs	0.002	0.008	0.000	-	0.000	0.000	-	0.000	0.000	0.000	4.13819E-05	1.154E-05	1.551E-05	8.86084E-07	3.38943E-06	0.00011505	0.0003602	1.80066E-06	7.247E-05	2	0.000	0.000	2.10524118	204
2022	All Equipment	0.033	0.182	0.006	-	0.006	0.006	-	0.006	0.001	0.006	0.000626951	0.0001212	0.0003017	1.13786E-05	3.33347E-05	0.001731297	0.0056416	2.7893E-05	0.0011068	68	4.76E-04	1.75E-03	68.6748361	6,637
2023	All Equipment	0.028	0.172	0.005	-	0.005	0.005	-	0.005	0.001	0.006	0.000555484	0.0001066	0.0002677	1.00193E-05	2.98669E-05	0.001532093	0.0049233	2.46659E-05	0.00098	68	4.22E-04	1.75E-03	68.4843709	6,631
2024	All Equipment	0.023	0.163	0.004	-	0.004	0.004	-	0.004	0.001	0.005	0.000492265	9.382E-05	0.0002366	8.81936E-06	2.68456E-05	0.001351004	0.0042631	2.17795E-05	0.0008669	68	3.73E-04	1.75E-03	68.5253607	6,622
2025	All Equipment	0.019	0.155	0.004	-	0.004	0.004	-	0.004	0.001	0.005	0.000439371	8.325E-05	0.0002107	7.82294E-06	2.43258E-05	0.001201463	0.003715	1.93688E-05	0.0007726	68	4.91E-04	1.75E-03	68.3315269	6,618
1	*2*	*3*	*4*	*5*	*6*	*7*	*8*	*9*	*10*	*11*	*12*	*13*	*14*	*15*	*16*	*17*	*18*	*19*	*20*	*21*	*22*	*23*	*24*	*25*	*26*

TRR Project (Colstrip Alt) Equipment List (1)

0

Offroad Equipment Data (1)							
Construction Equipment	HP	Total Hours per Piece of Equip.		Number of Pieces of Equi	horsepower-hour from all equip/day	SCC Code	SCC levels 1-4 Concat
		Total	Per Day				
CAT 777 (100-ton haul trucks)	1000	5429	9	7	61,290	2270002051	Off-highway Vehicle Diesel-Construction and Mining Equipment-Off-highway Trucks
CAT 992 Front-end loader	1000	5500	9	1	8,871	2270002060	ent-Rubber Tire Loaders
CAT D10 dozer	600	5500	9	1	5,323	2270002069	-Crawler Tractor/Dozers
CAT D9 dozer	600	5500	9	1	5,323	2270002069	-Crawler Tractor/Dozers
CAT D8 dozers	300	3500	6	2	3,387	2270002069	-Crawler Tractor/Dozers
CAT 14G motor graders	300	4167	7	3	6,048	2270002048	ning Equipment-Graders
CAT 825 compactor	300	5500	9	1	2,661	2270002015	lining Equipment-Rollers
CAT 10,000 gal. water wagons	300	4833	8	3	7,016	2270002051	nent-Off-highway Trucks
Smooth drum roller	300	5500	9	1	2,661	2270002015	lining Equipment-Rollers
CAT 637 scrapers	600	2500	4	3	7,258	2270002018	ning Equipment-Scrapers
CAT 345 excavators	600	10600	17	1	10,258	2270002036	g Equipment-Excavators
CAT 966 front-end loaders	600	5300	9	2	10,258	2270002060	ent-Rubber Tire Loaders
Generator sets	100	2667	4	3	1,290	2270006005	uipment-Generator Sets
Rock drills	300	2667	4	3	3,871	2270002033	uipment-Bore/Drill Rigs

Offroad Equipment Data (1)	
	Hours/day-all equip pieces
General Construction	131.5
Scraper	12.1

Construction_Surface
Surface_Off

MOVES2014a Emission Factors (2)

TRR Equipment Type	MOVES Equipment Type
CAT 777 (100-ton haul trucks)	Off-highway Trucks
CAT 992 Front-end loader	Rubber Tire Loaders
CAT D10 dozer	Crawler Tractor/Dozers
CAT D9 dozer	Crawler Tractor/Dozers
CAT D8 dozers	Crawler Tractor/Dozers
CAT 14G motor graders	Graders
CAT 825 compactor	Rollers
CAT 10,000 gal. water wagons	Off-highway Trucks
Smooth drum roller	Rollers
CAT 637 scrapers	Scrapers
CAT 345 excavators	Excavators
CAT 966 front-end loaders	Rubber Tire Loaders
Generator sets	Generator Sets
Rock drills	Bore/Drill Rigs

		2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
	Equipment	Criteria Pollutants (g/hp-hr)										Hazardous Air Pollutants (g/hp-hr)									Greenhouse Gas Emissions (g/hp-hr)				Energy	
		CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyde	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	BSFC (grams)	Diesel (gllaons)
2022	Off-highway Trucks	0.16	1.53	0.03	0.00	0.03	0.03	0.00	0.03	0.00	0.04	4E-03	7E-04	2E-03	7E-05	2E-04	1E-02	3E-02	2E-04	7E-03	537	0.003	0.014	540	168.283	0.05
2022	Rubber Tire Loaders	0.36	1.16	0.06	0.00	0.06	0.06	0.00	0.06	0.00	0.06	5E-03	1E-03	3E-03	1E-04	3E-04	1E-02	6E-02	2E-04	9E-03	540	0.005	0.014	544	169.288	0.05
2022	Crawler Tractor/Dozers	0.28	0.95	0.05	0.00	0.05	0.04	0.00	0.04	0.00	0.04	4E-03	7E-04	2E-03	7E-05	2E-04	1E-02	4E-02	2E-04	7E-03	540	0.004	0.014	543	169.221	0.05
2022	Crawler Tractor/Dozers	0.28	0.95	0.05	0.00	0.05	0.04	0.00	0.04	0.00	0.04	4E-03	7E-04	2E-03	7E-05	2E-04	1E-02	4E-02	2E-04	7E-03	540	0.004	0.014	543	169.221	0.05
2022	Crawler Tractor/Dozers	0.28	0.95	0.05	0.00	0.05	0.04	0.00	0.04	0.00	0.04	4E-03	7E-04	2E-03	7E-05	2E-04	1E-02	4E-02	2E-04	7E-03	540	0.004	0.014	543	169.221	0.05
2022	Graders	0.16	0.49	0.03	0.00	0.03	0.03	0.00	0.03	0.00	0.03	3E-03	4E-04	1E-03	4E-05	1E-04	7E-03	3E-02	1E-04	4E-03	538	0.002	0.014	541	168.557	0.05
2022	Rollers	0.11	0.33	0.02	0.00	0.02	0.02	0.00	0.02	0.00	0.02	2E-03	3E-04	8E-04	3E-05	7E-05	4E-03	2E-02	7E-05	3E-03	140	0.002	0.004	141	43.894	0.01
2022	Off-highway Trucks	0.16	1.53	0.03	0.00	0.03	0.03	0.00	0.03	0.00	0.04	4E-03	7E-04	2E-03	7E-05	2E-04	1E-02	3E-02	2E-04	7E-03	537	0.003	0.014	540	168.283	0.05
2022	Rollers	0.11	0.33	0.02	0.00	0.02	0.02	0.00	0.02	0.00	0.02	2E-03	3E-04	8E-04	3E-05	7E-05	4E-03	2E-02	7E-05	3E-03	140	0.002	0.004	141	43.894	0.01
2022	Scrapers	0.11	0.24	0.01	0.00	0.01	0.01	0.00	0.01	0.00	0.01	1E-03	2E-04	6E-04	2E-05	6E-05	3E-03	1E-02	6E-05	2E-03	173	0.001	0.004	174	50.273	0.02
2022	Excavators	0.16	0.59	0.03	0.00	0.03	0.03	0.00	0.03	0.00	0.03	3E-03	5E-04	1E-03	4E-05	1E-04	7E-03	3E-02	1E-04	5E-03	542	0.003	0.014	546	169.886	0.05
2022	Rubber Tire Loaders	0.36	1.16	0.06	0.00	0.06	0.06	0.00	0.06	0.00	0.06	5E-03	1E-03	3E-03	1E-04	3E-04	1E-02	6E-02	2E-04	9E-03	540	0.005	0.014	544	169.288	0.05
2022	Generator Sets	1.19	3.10	0.19	0.00	0.19	0.18	0.00	0.18	0.00	0.27	3E-02	6E-03	1E-02	5E-04	1E-03	7E-02	2E-01	1E-03	5E-02	568	0.017	0.015	573	178.457	0.06
2022	Bore/Drill Rigs	0.66	2.31	0.12	0.00	0.12	0.11	0.00	0.11	0.00	0.15	1E-02	4E-03	5E-03	3E-04	1E-03	4E-02	1E-01	5E-04	2E-02	540	0.006	0.014	544	169.389	0.05
2023	Off-highway Trucks	0.13	1.48	0.03	0.00	0.03	0.03	0.00	0.03	0.00	0.04	4E-03	6E-04	2E-03	6E-05	2E-04	1E-02	3E-02	2E-04	6E-03	537	0.003	0.014	540	168.283	0.05
2023	Rubber Tire Loaders	0.31	1.06	0.05	0.00	0.05	0.05	0.00	0.05	0.00	0.05	5E-03	9E-04	2E-03	9E-05	3E-04	1E-02	5E-02	2E-04	8E-03	540	0.004	0.014	544	169.288	0.05
2023	Crawler Tractor/Dozers	0.23	0.84	0.04	0.00	0.04	0.04	0.00	0.04	0.00	0.03	3E-03	6E-04	2E-03	6E-05	2E-04	9E-03	4E-02	2E-04	6E-03	540	0.003	0.014	543	169.221	0.05
2023	Crawler Tractor/Dozers	0.23	0.84	0.04	0.00	0.04	0.04	0.00	0.04	0.00	0.03	3E-03	6E-04	2E-03	6E-05	2E-04	9E-03	4E-02	2E-04	6E-03	540	0.003	0.014	543	169.221	0.05
2023	Crawler Tractor/Dozers	0.23	0.84	0.04	0.00	0.04	0.04	0.00	0.04	0.00	0.03	3E-03	6E-04	2E-03	6E-05	2E-04	9E-03	4E-02	2E-04	6E-03	540	0.003	0.014	543	169.221	0.05
2023	Graders	0.12	0.39	0.03	0.00	0.03	0.02	0.00	0.02	0.00	0.02	2E-03	3E-04	9E-04	3E-05	1E-04	5E-03	2E-02	9E-05	3E-03	538	0.002	0.014	541	168.557	0.05
2023	Rollers	0.09	0.30	0.02	0.00	0.02	0.01	0.00	0.01	0.00	0.01	1E-03	3E-04	7E-04	2E-05	6E-05	4E-03	1E-02	6E-05	2E-03	140	0.001	0.004	141	43.866	0.01
2023	Off-highway Trucks	0.13	1.48	0.03	0.00	0.03	0.03	0.00	0.03	0.00	0.04	4E-03	6E-04	2E-03	6E-05	2E-04	1E-02	3E-02	2E-04	6E-03	537	0.003	0.014	540	168.283	0.05
2023	Rollers	0.09	0.30	0.02	0.00	0.02	0.01	0.00	0.01	0.00	0.01	1E-03	3E-04	7E-04	2E-05	6E-05	4E-03	1E-02	6E-05	2E-03	140	0.001	0.004	141	43.866	0.01
2023	Scrapers	0.08	0.19	0.01	0.00	0.01	0.01	0.00	0.01	0.00	0.01	1E-03	2E-04	5E-04	2E-05	5E-05	3E-03	1E-02	4E-05	2E-03	148	0.001	0.004	149	48.213	0.01
2023	Excavators	0.13	0.52	0.03	0.00	0.03	0.02	0.00	0.02	0.00	0.02	2E-03	4E-04	1E-03	4E-05	1E-04	6E-03	2E-02	1E-04	4E-03	542	0.002	0.014	546	169.886	0.05
2023	Rubber Tire Loaders	0.31	1.06	0.05	0.00	0.05	0.05	0.00	0.05	0.00	0.05	5E-03	9E-04	2E-03	9E-05	3E-04	1E-02	5E-02	2E-04	8E-03	540	0.004	0.014	544	169.288	0.05
2023	Generator Sets	1.09	2.92	0.17	0.00	0.17	0.17	0.00	0.17	0.00	0.25	2E-02	5E-03	1E-02	5E-04	1E-03	7E-02	2E-01	1E-03	4E-02	561	0.017	0.014	565	176.012	0.05
2023	Bore/Drill Rigs	0.59	2.10	0.10	0.00	0.10	0.10	0.00	0.10	0.00	0.14	1E-02	3E-03	4E-03	3E-04	1E-03	3E-02	1E-01	5E-04	2E-02	540	0.005	0.014	544	169.389	0.05
2024	Off-highway Trucks	0.10	1.44	0.02	0.00	0.02	0.02	0.00	0.02	0.00	0.03	3E-03	6E-04	2E-03	5E-05	2E-04	9E-03	2E-02	1E-04	6E-03	537	0.003	0.014	540	168.283	0.05
2024	Rubber Tire Loaders	0.27	0.95	0.05	0.00	0.05	0.05	0.00	0.05	0.00	0.04	4E-03	8E-04	2E-03	7E-05	2E-04	1E-02	5E-02	2E-04	7E-03	540	0.004	0.014	544	169.288	0.05
2024	Crawler Tractor/Dozers	0.19	0.75	0.03	0.00	0.03	0.03	0.00	0.03	0.00	0.03	3E-03	5E-04	1E-03	5E-05	2E-04	8E-03	3E-02	1E-04	5E-03	540	0.003	0.014	543	169.221	0.05
2024	Crawler Tractor/Dozers	0.19	0.75	0.03	0.00	0.03	0.03	0.00	0.03	0.00	0.03	3E-03	5E-04	1E-03	5E-05	2E-04	8E-03	3E-02	1E-04	5E-03	540	0.003	0.014	543	169.221	0.05
2024	Crawler Tractor/Dozers	0.19	0.75	0.03	0.00	0.03	0.03	0.00	0.03	0.00	0.03	3E-03	5E-04	1E-03	5E-05	2E-04	8E-03	3E-02	1E-04	5E-03	540	0.003	0.014	543	169.221	0.05
2024	Graders	0.10	0.32	0.02	0.00	0.02	0.02	0.00	0.02	0.00	0.02	2E-03	3E-04	7E-04	3E-05	1E-04	4E-03	2E-02	7E-05	3E-03	538	0.001	0.014	541	168.557	0.05
2024	Rollers	0.08	0.27	0.01	0.00	0.01	0.01	0.00	0.01	0.00	0.01	1E-03	2E-04	6E-04	2E-05	6E-05	3E-03	1E-02	6E-05	2E-03	140	0.001	0.004	141	43.866	0.01
2024	Off-highway Trucks	0.10	1.44	0.02	0.00	0.02	0.02	0.00	0.02	0.00	0.03	3E-03	6E-04	2E-03	5E-05	2E-04	9E-03	2E-02	1E-04	6E-03	537	0.003	0.014	540	168.283	0.05
2024	Rollers	0.08	0.27	0.01	0.00	0.01	0.01	0.00	0.01	0.00	0.01	1E-03	2E-04	6E-04	2E-05	6E-05	3E-03	1E-02	6E-05	2E-03	140	0.001	0.004	141	43.866	0.01
2024	Scrapers	0.06	0.15	0.01	0.00	0.01	0.01	0.00	0.01	0.00	0.01	8E-04	1E-04	4E-04	1E-05	4E-05	2E-03	9E-03	4E-05	1E-03	153	0.001	0.004	154	43.944	0.01
2024	Excavators	0.10	0.45	0.02	0.00	0.02	0.02	0.00	0.02	0.00	0.02	2E-03	3E-04	9E-04	3E-05	1E-04	5E-03	2E-02	8E-05	3E-03	542	0.002	0.014	546	169.886	0.05
2024	Rubber Tire Loaders	0.27	0.95	0.05	0.00	0.05	0.05	0.00	0.05	0.00	0.04	4E-03	8E-04	2E-03	7E-05	2E-04	1E-02	5E-02	2E-04	7E-03	540	0.004	0.014	544	169.288	0.05
2024	Generator Sets	1.03	2.83	0.16	0.00	0.16	0.15	0.00	0.15	0.00	0.24	2E-02	5E-03	1E-02	4E-04	1E-03	6E-02	2E-01	1E-03	4E-02	569	0.016	0.015	573	178.457	0.06
2024	Bore/Drill Rigs	0.54	1.94	0.09	0.00	0.09	0.09	0.00	0.09	0.00	0.12	1E-02	3E-03	4E-03	2E-04	9E-04	3E-02	9E-02	5E-04	2E-02	540	0.005	0.014	544	169.389	0.05
2025	Off-highway Trucks	0.08	1.41	0.02	0.00	0.02	0.02	0.00	0.02	0.00	0.03	3E-03	5E-04	1E-03	5E-05	1E-04	8E-03	2E-02	1E-04	5E-03	537	0.002	0.014	540	168.283	0.05
2025	Rubber Tire Loaders	0.24	0.86	0.04	0.00	0.04	0.04	0.00	0.04	0.00	0.04	4E-03	7E-04	2E-03	6E-05	2E-04	1E-02	4E-02	2E-04	6E-03	540	0.003	0.014	544	169.288	0.05
2025	Crawler Tractor/Dozers	0.15	0.68	0.03	0.00	0.03	0.03	0.00	0.03	0.00	0.03	2E-03	4E-04	1E-03	4E-05	1E-04	7E-03	3E-02	1E-04	4E-03	540	0.002	0.014	543	169.221	0.05
2025	Crawler Tractor/Dozers	0.15	0.68	0.03	0.00	0.03	0.03	0.00	0.03	0.00	0.03	2E-03	4E-04	1E-03	4E-05	1E-04	7E-03	3E-02	1E-04	4E-03	540	0.002	0.014	543	169.221	0.05
2025	Crawler Tractor/Dozers	0.15	0.68	0.03	0.00	0.03	0.03	0.00	0.03	0.00	0.03	2E-03	4E-04	1E-03	4E-05	1E-04	7E-03	3E-02	1E-04	4E-03	540	0.002	0.014	543	169.221	0.05
2025	Graders	0.08	0.27	0.02	0.00	0.02	0.02	0.00	0.02	0.00	0.02	1E-03	2E-04	6E-04	2E-05	1E-04	3E-03	2E-02	6E-05	2E-03	538	0.001	0.014	541	168.557	0.05
2025	Rollers	0.06	0.25	0.01	0.00	0.01	0.01	0.00	0.01	0.00	0.01	1E-03	2E-04	5E-04	2E-05	5E-05	3E-03	1E-02	5E-05	2E-03	140	0.001	0.004	141	43.866	0.01
2025	Off-highway Trucks	0.08	1.41	0.02	0.00	0.02	0.02	0.00	0.02	0.00	0.03	3E-03	5E-04	1E-03	5E-05	1E-04	8E-03	2E-02	1E-04	5E-03	537	0.002	0.014	540	168.283	0.05
2025	Rollers	0.06	0.25	0.01	0.00	0.01	0.01	0.00	0.01	0.00	0.01	1E-03	2E-04	5E-04	2E-05	5E-05	3E-03	1E-02	5E-05	2E-03	140	0.001	0.004	141	43.866	0.01
2025	Scrapers	0.05	0.12	0.01	0.00	0.01	0.01	0.00	0.01	0.00	0.01	6E-04	1E-04	3E-04	1E-05	4E-05	2E-03	7E-03	3E-05	1E-03	126	0.001	0.003	127	42.071	0.01
2025	Excavators	0.08	0.40	0.02	0.00	0.02	0.02	0.00	0.02	0.00	0.02	2E-03	3E-04	8E-04	3E-05	1E-04	4E-03	2E-02	7E-05	3E-03	542	0.001	0.014	546	169.886	0.05
2025	Rubber Tire Loaders	0.24	0.86	0.04	0.00	0.04	0.04	0.00	0.04	0.00	0.04	4E-03	7E-04	2E-03	6E-05	2E-04	1E-02	4E-02	2E-04	6E-03	540	0.003	0.014	544	169.288	0.05
2025	Generator Sets	0.97	2.72	0.15	0.00	0.15	0.14	0.00	0.14	0.00	0.23	2E-02	5E-03	1E-02	4E-04	1E-03	6E-02	1E-01	9E-04	4E-02	569	0.016	0.015	573	178.457	0.06
2025	Bore/Drill Rigs	0.49	1.82	0.09	0.00	0.09	0.08	0.00	0.08	0.00	0.11	1E-02	3E-03	4E-03	2E-04	8E-04	3E-02	8E-02	4E-04	2E-02	540	0.005	0.014	544	169.389	0.05

Sources

(1) Tongue River Railroad EIS, Construction Emissions Inventory. May 2014.
(2) ICF. 2020. Vehicle and Equipment Emission Factors. Excel workbook.

Construction_Tunnels
PM NAA

Uinta Project Construction Emissions outside PM Nonattainment Area (tons/year) (calc'd)

				Criteria Pollutants										Hazardous Air Pollutants									Greenhouse Gas Emissions				Energy	
		Alternative	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyde	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Diesel (gllaons)	
2022Indian	2022 Indian Canv	Earthwork	0	0	0	1	1	0	0	0	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	0	2
2022Indian	2022 Indian Canv	Onroad	53	39	1	58	60	1	57	58	0	8	4E-01	6E-02	8E-02	2E-02	3E-02	1E+00	1E+00	1E-01	1E-01	17,859	4	0	17,980	1,672,730	3
2022Indian	2022 Indian Canv	Offroad	17	68	3	0	3	3	0	3	0	3	3E-01	7E-02	1E-01	6E-03	2E-02	9E-01	3E+00	1E-02	5E-01	20,893	0	1	21,041	1,836,329	4
2022Indian	2022 Indian Canv	Locomotive	0	0	0	0	0	0	0	0	0	0	6E-05	7E-06	7E-05	3E-06	3E-08	9E-05	3E-03	7E-06	2E-06	12	0	0	12	1,203	5
2022Whitm	2022 Whitmore	Earthwork	0	0	0	1	1	0	0	0	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	0	2
2022Whitm	2022 Whitmore	Onroad	65	46	1	74	75	1	72	73	0	9	5E-01	8E-02	1E-01	2E-02	4E-02	1E+00	1E+00	1E-01	1E-01	22,488	5	0	22,645	2,106,265	3
2022Whitm	2022 Whitmore	Offroad	22	89	4	0	4	4	0	4	0	4	4E-01	9E-02	2E-01	8E-03	2E-02	1E+00	4E+00	2E-02	7E-01	27,509	0	1	27,703	2,417,773	4
2022Whitm	2022 Whitmore	Locomotive	0	0	0	0	0	0	0	0	0	0	8E-05	9E-06	9E-05	4E-06	4E-08	1E-04	3E-03	9E-06	2E-06	16	0	0	16	1,583	5
2022Wells	2022 Wells Draw	Earthwork	0	0	0	1	1	0	0	0	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	0	2
2022Wells	2022 Wells Draw	Onroad	37	25	1	44	45	1	43	44	0	5	3E-01	4E-02	6E-02	9E-03	2E-02	8E-01	7E-01	7E-02	8E-02	13,360	3	0	13,456	1,251,305	3
2022Wells	2022 Wells Draw	Offroad	13	51	2	0	2	2	0	2	0	3	2E-01	5E-02	1E-01	5E-03	1E-02	7E-01	2E+00	1E-02	4E-01	15,761	0	0	15,872	1,385,237	4
2022Wells	2022 Wells Draw	Locomotive	0	0	0	0	0	0	0	0	0	0	4E-05	5E-06	5E-05	2E-06	2E-08	7E-05	2E-03	5E-06	1E-06	9	0	0	9	907	5
2023Indian	2023 Indian Canv	Earthwork	0	0	0	1	1	0	0	0	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	0	2
2023Indian	2023 Indian Canv	Onroad	55	41	1	63	65	1	62	63	0	8	4E-01	7E-02	8E-02	2E-02	4E-02	1E+00	1E+00	1E-01	1E-01	18,590	4	0	18,715	1,741,143	3
2023Indian	2023 Indian Canv	Offroad	14	63	2	0	2	2	0	2	0	3	3E-01	6E-02	1E-01	5E-03	2E-02	8E-01	2E+00	1E-02	5E-01	20,530	0	1	20,676	1,821,404	4
2023Indian	2023 Indian Canv	Locomotive	0	0	0	0	0	0	0	0	0	0	6E-05	7E-06	7E-05	3E-06	3E-08	9E-05	3E-03	7E-06	2E-06	12	0	0	12	1,203	5
2023Whitm	2023 Whitmore	Earthwork	0	0	0	1	1	0	0	0	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	0	2
2023Whitm	2023 Whitmore	Onroad	67	48	2	81	82	1	78	80	0	10	5E-01	8E-02	1E-01	2E-02	4E-02	1E+00	1E+00	1E-01	1E-01	23,408	5	0	23,571	2,192,454	3
2023Whitm	2023 Whitmore	Offroad	19	83	3	0	3	3	0	3	0	4	4E-01	8E-02	2E-01	7E-03	2E-02	1E+00	3E+00	2E-02	6E-01	27,031	0	1	27,223	2,398,122	4
2023Whitm	2023 Whitmore	Locomotive	0	0	0	0	0	0	0	0	0	0	8E-05	9E-06	9E-05	4E-06	4E-08	1E-04	3E-03	9E-06	2E-06	16	0	0	16	1,583	5
2023Wells	2023 Wells Draw	Earthwork	0	0	0	1	1	0	0	0	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	0	2
2023Wells	2023 Wells Draw	Onroad	39	26	1	48	49	1	47	48	0	5	3E-01	5E-02	6E-02	9E-03	3E-02	9E-01	7E-01	7E-02	8E-02	13,907	3	0	14,006	1,302,535	3
2023Wells	2023 Wells Draw	Offroad	11	47	2	0	2	2	0	2	0	2	2E-01	4E-02	9E-02	4E-03	1E-02	6E-01	2E+00	9E-03	4E-01	15,487	0	0	15,597	1,373,978	4
2023Wells	2023 Wells Draw	Locomotive	0	0	0	0	0	0	0	0	0	0	4E-05	5E-06	5E-05	2E-06	2E-08	7E-05	2E-03	5E-06	1E-06	9	0	0	9	907	5
2024Indian	2024 Indian Canv	Earthwork	0	0	0	0	0	0	0	0	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	0	2
2024Indian	2024 Indian Canv	Onroad	20	15	1	18	19	0	17	18	0	3	2E-01	2E-02	3E-02	6E-03	1E-02	4E-01	5E-01	4E-02	5E-02	6,881	1	0	6,927	644,517	3
2024Indian	2024 Indian Canv	Offroad	4	20	1	0	1	1	0	1	0	1	8E-02	2E-02	4E-02	2E-03	5E-03	2E-01	7E-01	4E-03	1E-01	6,779	0	0	6,828	607,364	4
2024Indian	2024 Indian Canv	Locomotive	0	0	0	0	0	0	0	0	0	0	2E-05	2E-06	2E-05	1E-06	1E-08	3E-05	8E-04	2E-06	6E-07	4	0	0	4	402	5
2024Whitm	2024 Whitmore	Earthwork	0	0	0	0	0	0	0	0	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	0	2
2024Whitm	2024 Whitmore	Onroad	25	18	1	23	23	1	22	23	0	4	2E-01	3E-02	4E-02	7E-03	2E-02	5E-01	5E-01	5E-02	5E-02	8,665	2	0	8,725	811,618	3
2024Whitm	2024 Whitmore	Offroad	5	26	1	0	1	1	0	1	0	1	1E-01	2E-02	5E-02	2E-03	6E-03	3E-01	9E-01	5E-03	2E-01	8,925	0	0	8,989	799,677	4
2024Whitm	2024 Whitmore	Locomotive	0	0	0	0	0	0	0	0	0	0	3E-05	3E-06	3E-05	1E-06	1E-08	4E-05	1E-03	3E-06	7E-07	5	0	0	5	529	5
2024Wells	2024 Wells Draw	Earthwork	0	0	0	1	1	0	0	0	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	0	2
2024Wells	2024 Wells Draw	Onroad	43	29	1	41	42	1	40	40	0	6	3E-01	5E-02	6E-02	1E-02	3E-02	9E-01	8E-01	8E-02	9E-02	15,403	3	0	15,513	1,442,660	3
2024Wells	2024 Wells Draw	Offroad	9	45	2	0	2	2	0	2	0	2	2E-01	4E-02	8E-02	3E-03	1E-02	5E-01	2E+00	8E-03	3E-01	15,299	0	0	15,409	1,370,742	4
2024Wells	2024 Wells Draw	Locomotive	0	0	0	0	0	0	0	0	0	0	4E-05	5E-06	5E-05	2E-06	2E-08	7E-05	2E-03	5E-06	1E-06	9	0	0	9	907	5
2025Indian	2025 Indian Canv	Earthwork	0	0	0	0	0	0	0	0	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	0	2
2025Indian	2025 Indian Canv	Onroad	0	0	0	0	0	0	0	0	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	0	3
2025Indian	2025 Indian Canv	Offroad	0	0	0	0	0	0	0	0	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	0	4
2025Indian	2025 Indian Canv	Locomotive	0	0	0	0	0	0	0	0	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	0	5
2025Whitm	2025 Whitmore	Earthwork	0	0	0	0	0	0	0	0	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	0	2
2025Whitm	2025 Whitmore	Onroad	0	0	0	0	0	0	0	0	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	0	3
2025Whitm	2025 Whitmore	Offroad	0	0	0	0	0	0	0	0	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	0	4
2025Whitm	2025 Whitmore	Locomotive	0	0	0	0	0	0	0	0	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	0	5
2025Wells	2025 Wells Draw	Earthwork	0	0	0	1	1	0	0	0	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	0	2
2025Wells	2025 Wells Draw	Onroad	41	27	1	41	42	1	40	40	0	6	3E-01	5E-02	6E-02	9E-03	3E-02	9E-01	7E-01	8E-02	9E-02	15,305	3	0	15,416	1,433,455	3
2025Wells	2025 Wells Draw	Offroad	8	40	1	0	1	1	0	1	0	2	2E-01	3E-02	7E-02	3E-03	9E-03	4E-01	1E+00	7E-03	3E-01	14,760	0	0	14,863	1,289,999	4
2025Wells	2025 Wells Draw	Locomotive	0	0	0	0	0	0	0	0	0	0	4E-05	5E-06	5E-05	2E-06	2E-08	7E-05	2E-03	5E-06	1E-06	9	0	0	9	907	5

Construction_Tunnels
PM NAA

Uinta Annual Emissions outside PM Nonattainment Area (tons/year) (calc'd)

			Criteria Pollutants									Hazardous Air Pollutants									Greenhouse Gas Emissions				Energy
		Alternative	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyde	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Diesel (gllaons)
2022India	2022	Indian Cany	69.96	107.29	4.18	59.40	63.58	3.99	56.90	60.88	0.31	11.27	7.17E-01	1.33E-01	2.19E-01	2.14E-02	5.28E-02	2.00E+00	3.99E+00	1.12E-01	6.66E-01	38,765	4	1	39,033	3,510,262
2022Whit	2022	Whitmore I	87.06	135.31	5.20	75.43	80.63	4.97	72.21	77.19	0.40	13.73	9.05E-01	1.68E-01	2.80E-01	2.50E-02	6.66E-02	2.54E+00	4.97E+00	1.38E-01	8.62E-01	50,013	5	1	50,364	4,525,621
2022Wells	2022	Wells Draw	50.15	76.62	2.89	45.10	47.99	2.77	43.20	45.97	0.23	7.72	5.20E-01	9.60E-02	1.60E-01	1.35E-02	3.85E-02	1.47E+00	2.77E+00	7.89E-02	4.93E-01	29,130	3	0	29,337	2,637,449
2023India	2023	Indian Cany	69.50	104.10	3.84	64.58	68.42	3.65	62.01	65.66	0.32	11.16	6.94E-01	1.27E-01	2.07E-01	2.13E-02	5.19E-02	1.94E+00	3.65E+00	1.14E-01	6.04E-01	39,132	4	1	39,404	3,563,750
2023Whit	2023	Whitmore I	86.27	130.86	4.74	82.00	86.74	4.52	78.70	83.22	0.41	13.54	8.72E-01	1.59E-01	2.64E-01	2.47E-02	6.52E-02	2.46E+00	4.52E+00	1.40E-01	7.80E-01	50,455	5	1	50,811	4,592,159
2023Wells	2023	Wells Draw	49.72	74.03	2.62	49.03	51.65	2.50	47.08	49.59	0.24	7.60	5.01E-01	9.10E-02	1.51E-01	1.32E-02	3.77E-02	1.43E+00	2.50E+00	8.03E-02	4.46E-01	29,403	3	0	29,613	2,677,420
2024India	2024	Indian Cany	24.39	35.01	1.22	18.37	19.59	1.16	17.45	18.61	0.11	3.89	2.35E-01	4.22E-02	6.73E-02	7.43E-03	1.80E-02	6.57E-01	1.16E+00	4.12E-02	1.87E-01	13,664	1	0	13,759	1,252,284
2024Whit	2024	Whitmore I	30.19	43.80	1.49	23.33	24.82	1.42	22.15	23.57	0.14	4.70	2.95E-01	5.28E-02	8.52E-02	8.57E-03	2.25E-02	8.30E-01	1.42E+00	5.03E-02	2.40E-01	17,596	2	0	17,720	1,611,824
2024Wells	2024	Wells Draw	52.07	74.04	2.45	41.73	44.18	2.34	39.65	41.99	0.25	7.89	5.07E-01	9.01E-02	1.46E-01	1.37E-02	3.90E-02	1.44E+00	2.34E+00	8.65E-02	4.11E-01	30,712	3	0	30,931	2,814,309
2025India	2025	Indian Cany	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	0	0	0	0
2025Whit	2025	Whitmore I	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	0	0	0	0
2025Wells	2025	Wells Draw	49.13	67.52	2.09	41.73	43.82	1.99	39.65	41.63	0.24	7.25	4.70E-01	8.25E-02	1.31E-01	1.19E-02	3.68E-02	1.35E+00	1.99E+00	8.25E-02	3.62E-01	30,074	4	0	30,288	2,724,362

Uinta Annual Emissions inside PM Nonattainment Area (tons/year) (calc'd)

			Criteria Pollutants									Hazardous Air Pollutants									Greenhouse Gas Emissions				Energy
		Alternative	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyde	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Diesel (gllaons)
2022India	2022	Indian Cany	2.14	1.59	0.05	2.35	2.40	0.05	2.28	2.33	0.01	0.32	1.63E-02	2.61E-03	3.25E-03	6.19E-04	1.39E-03	4.55E-02	4.97E-02	3.96E-03	4.77E-03	719	0	0	724	67,333
2022Whit	2022	Whitmore I	5.14	3.65	0.12	5.86	5.98	0.11	5.70	5.81	0.02	0.74	3.91E-02	6.18E-03	7.72E-03	1.35E-03	3.35E-03	1.11E-01	1.07E-01	9.46E-03	1.12E-02	1,782	0	0	1,794	166,893
2022Wells	2022	Wells Draw	1.25	0.85	0.03	1.48	1.50	0.02	1.44	1.46	0.00	0.17	9.51E-03	1.48E-03	1.86E-03	2.97E-04	8.21E-04	2.73E-02	2.30E-02	2.29E-03	2.68E-03	446	0	0	449	41,780
2023India	2023	Indian Cany	2.22	1.65	0.06	2.55	2.61	0.05	2.49	2.54	0.01	0.33	1.70E-02	2.71E-03	3.37E-03	6.43E-04	1.44E-03	4.72E-02	5.17E-02	4.11E-03	4.95E-03	748	0	0	753	70,087
2023Whit	2023	Whitmore I	5.34	3.79	0.12	6.38	6.50	0.11	6.22	6.33	0.02	0.77	4.07E-02	6.42E-03	8.02E-03	1.40E-03	3.48E-03	1.15E-01	1.11E-01	9.83E-03	1.17E-02	1,855	0	0	1,868	173,722
2023Wells	2023	Wells Draw	1.30	0.88	0.03	1.61	1.64	0.02	1.57	1.59	0.00	0.18	9.87E-03	1.54E-03	1.93E-03	3.09E-04	8.53E-04	2.84E-02	2.40E-02	2.38E-03	2.79E-03	464	0	0	468	43,491
2024India	2024	Indian Cany	0.82	0.61	0.02	0.72	0.75	0.02	0.70	0.72	0.00	0.12	6.24E-03	9.99E-04	1.24E-03	2.37E-04	5.29E-04	1.74E-02	1.92E-02	1.51E-03	1.82E-03	277	0	0	279	25,944
2024Whit	2024	Whitmore I	1.96	1.40	0.04	1.81	1.85	0.04	1.75	1.79	0.01	0.28	1.50E-02	2.36E-03	2.95E-03	5.17E-04	1.28E-03	4.24E-02	4.12E-02	3.62E-03	4.30E-03	687	0	0	691	64,310
2024Wells	2024	Wells Draw	1.43	0.98	0.03	1.37	1.39	0.03	1.32	1.35	0.00	0.20	1.09E-02	1.70E-03	2.13E-03	3.40E-04	9.39E-04	3.13E-02	2.66E-02	2.62E-03	3.07E-03	514	0	0	518	48,169
2025India	2025	Indian Cany	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	0	0	0	0
2025Whit	2025	Whitmore I	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	0	0	0	0
2025Wells	2025	Wells Draw	1.38	0.91	0.02	1.37	1.39	0.02	1.32	1.34	0.00	0.19	1.05E-02	1.62E-03	2.04E-03	2.96E-04	9.15E-04	3.06E-02	2.28E-02	2.52E-03	2.92E-03	511	0	0	515	47,862

Construction_Tunnels
Ozone NAA

Uinta Project Construction Emissions outside Ozone Nonattainment Area (tons/year) (calc'd)

				Criteria Pollutants										Hazardous Air Pollutants									Greenhouse Gas Emissions				Energy	
		Alternative	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyde	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Diesel (gllaons)	
2022India	2022 Indian Can	Earthwork	0	0	0	1	1	0	0	0	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	0	2
2022India	2022 Indian Can	Onroad	40	30	1	44	45	1	43	44	0	6	3E-01	5E-02	6E-02	1E-02	3E-02	9E-01	9E-01	7E-02	9E-02	13,516	3	0	13,607	1,265,913	3
2022India	2022 Indian Can	Offroad	17	68	3	0	3	3	0	3	0	3	3E-01	7E-02	1E-01	6E-03	2E-02	9E-01	3E+00	1E-02	5E-01	20,893	0	1	21,041	1,836,329	4
2022India	2022 Indian Can	Locomotive	0	0	0	0	0	0	0	0	0	0	6E-05	7E-06	7E-05	3E-06	3E-08	9E-05	3E-03	7E-06	2E-06	12	0	0	12	1,203	5
2022Whitı	2022 Whitmore	Earthwork	0	0	0	1	1	0	0	0	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	0	2
2022Whitı	2022 Whitmore	Onroad	30	21	1	34	34	1	33	33	0	4	2E-01	4E-02	4E-02	8E-03	2E-02	6E-01	6E-01	5E-02	6E-02	10,265	2	0	10,336	961,413	3
2022Whitı	2022 Whitmore	Offroad	22	89	4	0	4	4	0	4	0	4	4E-01	9E-02	2E-01	8E-03	2E-02	1E+00	4E+00	2E-02	7E-01	27,509	0	1	27,703	2,417,773	4
2022Whitı	2022 Whitmore	Locomotive	0	0	0	0	0	0	0	0	0	0	8E-05	9E-06	9E-05	4E-06	4E-08	1E-04	3E-03	9E-06	2E-06	16	0	0	16	1,583	5
2022Wells	2022 Wells Draw	Earthwork	0	0	0	1	1	0	0	0	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	0	2
2022Wells	2022 Wells Draw	Onroad	21	14	0	25	25	0	24	24	0	3	2E-01	2E-02	3E-02	5E-03	1E-02	5E-01	4E-01	4E-02	4E-02	7,470	2	0	7,524	699,684	3
2022Wells	2022 Wells Draw	Offroad	13	51	2	0	2	2	0	2	0	3	2E-01	5E-02	1E-01	5E-03	1E-02	7E-01	2E+00	1E-02	4E-01	15,761	0	0	15,872	1,385,237	4
2022Wells	2022 Wells Draw	Locomotive	0	0	0	0	0	0	0	0	0	0	4E-05	5E-06	5E-05	2E-06	2E-08	7E-05	2E-03	5E-06	1E-06	9	0	0	9	907	5
2023India	2023 Indian Can	Earthwork	0	0	0	1	1	0	0	0	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	0	2
2023India	2023 Indian Can	Onroad	42	31	1	48	49	1	47	48	0	6	3E-01	5E-02	6E-02	1E-02	3E-02	9E-01	1E+00	8E-02	9E-02	14,069	3	0	14,163	1,317,688	3
2023India	2023 Indian Can	Offroad	14	63	2	0	2	2	0	2	0	3	3E-01	6E-02	1E-01	5E-03	2E-02	8E-01	2E+00	1E-02	5E-01	20,530	0	1	20,676	1,821,404	4
2023India	2023 Indian Can	Locomotive	0	0	0	0	0	0	0	0	0	0	6E-05	7E-06	7E-05	3E-06	3E-08	9E-05	3E-03	7E-06	2E-06	12	0	0	12	1,203	5
2023Whitı	2023 Whitmore	Earthwork	0	0	0	1	1	0	0	0	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	0	2
2023Whitı	2023 Whitmore	Onroad	31	22	1	37	37	1	36	36	0	4	2E-01	4E-02	5E-02	8E-03	2E-02	7E-01	6E-01	6E-02	7E-02	10,685	2	0	10,759	1,000,754	3
2023Whitı	2023 Whitmore	Offroad	19	83	3	0	3	3	0	3	0	4	4E-01	8E-02	2E-01	7E-03	2E-02	1E+00	3E+00	2E-02	6E-01	27,031	0	1	27,223	2,398,122	4
2023Whitı	2023 Whitmore	Locomotive	0	0	0	0	0	0	0	0	0	0	8E-05	9E-06	9E-05	4E-06	4E-08	1E-04	3E-03	9E-06	2E-06	16	0	0	16	1,583	5
2023Wells	2023 Wells Draw	Earthwork	0	0	0	1	1	0	0	0	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	0	2
2023Wells	2023 Wells Draw	Onroad	22	15	0	27	27	0	26	27	0	3	2E-01	3E-02	3E-02	5E-03	1E-02	5E-01	4E-01	4E-02	5E-02	7,776	2	0	7,832	728,329	3
2023Wells	2023 Wells Draw	Offroad	11	47	2	0	2	2	0	2	0	2	2E-01	4E-02	9E-02	4E-03	1E-02	6E-01	2E+00	9E-03	4E-01	15,487	0	0	15,597	1,373,978	4
2023Wells	2023 Wells Draw	Locomotive	0	0	0	0	0	0	0	0	0	0	4E-05	5E-06	5E-05	2E-06	2E-08	7E-05	2E-03	5E-06	1E-06	9	0	0	9	907	5
2024India	2024 Indian Can	Earthwork	0	0	0	0	0	0	0	0	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	0	2
2024India	2024 Indian Can	Onroad	15	11	0	14	14	0	13	14	0	2	1E-01	2E-02	2E-02	4E-03	1E-02	3E-01	4E-01	3E-02	3E-02	5,208	1	0	5,243	487,767	3
2024India	2024 Indian Can	Offroad	4	20	1	0	1	1	0	1	0	1	8E-02	2E-02	4E-02	2E-03	5E-03	2E-01	7E-01	4E-03	1E-01	6,779	0	0	6,828	607,364	4
2024India	2024 Indian Can	Locomotive	0	0	0	0	0	0	0	0	0	0	2E-05	2E-06	2E-05	1E-06	1E-08	3E-05	8E-04	2E-06	6E-07	4	0	0	4	402	5
2024Whitı	2024 Whitmore	Earthwork	0	0	0	0	0	0	0	0	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	0	2
2024Whitı	2024 Whitmore	Onroad	11	8	0	10	11	0	10	10	0	2	9E-02	1E-02	2E-02	3E-03	7E-03	2E-01	2E-01	2E-02	2E-02	3,955	1	0	3,983	370,466	3
2024Whitı	2024 Whitmore	Offroad	5	26	1	0	1	1	0	1	0	1	1E-01	2E-02	5E-02	2E-03	6E-03	3E-01	9E-01	5E-03	2E-01	8,925	0	0	8,989	799,677	4
2024Whitı	2024 Whitmore	Locomotive	0	0	0	0	0	0	0	0	0	0	3E-05	3E-06	3E-05	1E-06	1E-08	4E-05	1E-03	3E-06	7E-07	5	0	0	5	529	5
2024Wells	2024 Wells Draw	Earthwork	0	0	0	1	1	0	0	0	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	0	2
2024Wells	2024 Wells Draw	Onroad	24	16	0	23	23	0	22	23	0	3	2E-01	3E-02	4E-02	6E-03	2E-02	5E-01	4E-01	4E-02	5E-02	8,613	2	0	8,674	806,682	3
2024Wells	2024 Wells Draw	Offroad	9	45	2	0	2	2	0	2	0	2	2E-01	4E-02	8E-02	3E-03	1E-02	5E-01	2E+00	8E-03	3E-01	15,299	0	0	15,409	1,370,742	4
2024Wells	2024 Wells Draw	Locomotive	0	0	0	0	0	0	0	0	0	0	4E-05	5E-06	5E-05	2E-06	2E-08	7E-05	2E-03	5E-06	1E-06	9	0	0	9	907	5
2025India	2025 Indian Can	Earthwork	0	0	0	0	0	0	0	0	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	0	2
2025India	2025 Indian Can	Onroad	0	0	0	0	0	0	0	0	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	0	3
2025India	2025 Indian Can	Offroad	0	0	0	0	0	0	0	0	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	0	4
2025India	2025 Indian Can	Locomotive	0	0	0	0	0	0	0	0	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	0	5
2025Whitı	2025 Whitmore	Earthwork	0	0	0	0	0	0	0	0	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	0	2
2025Whitı	2025 Whitmore	Onroad	0	0	0	0	0	0	0	0	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	0	3
2025Whitı	2025 Whitmore	Offroad	0	0	0	0	0	0	0	0	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	0	4
2025Whitı	2025 Whitmore	Locomotive	0	0	0	0	0	0	0	0	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	0	5
2025Wells	2025 Wells Draw	Earthwork	0	0	0	1	1	0	0	0	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	0	2
2025Wells	2025 Wells Draw	Onroad	23	15	0	23	23	0	22	22	0	3	2E-01	3E-02	3E-02	5E-03	2E-02	5E-01	4E-01	4E-02	5E-02	8,558	2	0	8,620	801,535	3
2025Wells	2025 Wells Draw	Offroad	8	40	1	0	1	1	0	1	0	2	2E-01	3E-02	7E-02	3E-03	9E-03	4E-01	1E+00	7E-03	3E-01	14,760	0	0	14,863	1,289,999	4
2025Wells	2025 Wells Draw	Locomotive	0	0	0	0	0	0	0	0	0	0	4E-05	5E-06	5E-05	2E-06	2E-08	7E-05	2E-03	5E-06	1E-06	9	0	0	9	907	5

Construction_Tunnels
Ozone NAA

Uinta Annual Emissions outside Ozone Nonattainment Area (tons/year) (calc'd)

			Criteria Pollutants									Hazardous Air Pollutants									Greenhouse Gas Emissions				Energy
		Alternative	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyde	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Diesel (gllaons)
2022India	2022	Indian Cany	57.05	97.70	3.85	45.22	49.07	3.69	43.10	46.79	0.27	9.34	6.19E-01	1.17E-01	2.00E-01	1.77E-02	4.45E-02	1.72E+00	3.69E+00	8.82E-02	6.37E-01	34,421	3	1	34,660	3,103,445
2022Whit	2022	Whitmore I	51.81	110.31	4.40	35.23	39.63	4.24	33.08	37.32	0.29	8.66	6.36E-01	1.26E-01	2.27E-01	1.58E-02	4.36E-02	1.78E+00	4.24E+00	7.26E-02	7.85E-01	37,790	2	1	38,056	3,380,769
2022Wells	2022	Wells Draw	33.65	65.40	2.56	25.59	28.14	2.46	24.21	26.68	0.18	5.43	3.94E-01	7.64E-02	1.36E-01	9.55E-03	2.77E-02	1.11E+00	2.46E+00	4.87E-02	4.58E-01	23,240	2	0	23,406	2,085,828
2023India	2023	Indian Cany	56.09	94.11	3.50	49.14	52.64	3.34	46.97	50.30	0.27	9.15	5.91E-01	1.10E-01	1.87E-01	1.74E-02	4.32E-02	1.65E+00	3.34E+00	8.94E-02	5.74E-01	34,611	3	1	34,852	3,140,294
2023Whit	2023	Whitmore I	49.66	104.84	3.91	38.22	42.13	3.75	36.04	39.79	0.29	8.27	5.93E-01	1.15E-01	2.09E-01	1.51E-02	4.14E-02	1.67E+00	3.75E+00	7.25E-02	7.00E-01	37,732	3	1	37,999	3,400,460
2023Wells	2023	Wells Draw	32.58	62.36	2.28	27.78	30.06	2.19	26.38	28.57	0.18	5.22	3.71E-01	7.06E-02	1.26E-01	9.16E-03	2.65E-02	1.05E+00	2.19E+00	4.89E-02	4.09E-01	23,272	2	0	23,438	2,103,214
2024India	2024	Indian Cany	19.45	31.32	1.10	13.99	15.09	1.04	13.22	14.26	0.10	3.16	1.98E-01	3.62E-02	5.97E-02	6.00E-03	1.48E-02	5.52E-01	1.04E+00	3.20E-02	1.76E-01	11,991	1	0	12,074	1,095,534
2024Whit	2024	Whitmore I	16.71	34.18	1.18	10.92	12.10	1.14	10.15	11.29	0.10	2.76	1.92E-01	3.65E-02	6.49E-02	5.02E-03	1.37E-02	5.40E-01	1.14E+00	2.55E-02	2.11E-01	12,886	1	0	12,978	1,170,672
2024Wells	2024	Wells Draw	33.19	61.12	2.07	23.70	25.77	1.99	22.22	24.21	0.19	5.27	3.63E-01	6.77E-02	1.18E-01	9.19E-03	2.66E-02	1.03E+00	1.99E+00	5.19E-02	3.71E-01	23,921	2	0	24,092	2,178,332
2025India	2025	Indian Cany	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	0	0	0	0
2025Whit	2025	Whitmore I	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	0	0	0	0
2025Wells	2025	Wells Draw	30.87	55.49	1.76	23.70	25.46	1.68	22.22	23.91	0.18	4.80	3.32E-01	6.11E-02	1.04E-01	7.97E-03	2.47E-02	9.46E-01	1.68E+00	4.92E-02	3.23E-01	23,327	2	0	23,492	2,092,442

Uinta Annual Emissions inside Ozone Nonattainment Area (tons/year) (calc'd)

			Criteria Pollutants									Hazardous Air Pollutants									Greenhouse Gas Emissions				Energy
		Alternative	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyde	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Diesel (gllaons)
2022India	2022	Indian Cany	15.05	11.19	0.38	16.52	16.90	0.35	16.08	16.43	0.05	2.25	1.15E-01	1.84E-02	2.29E-02	4.36E-03	9.75E-03	3.20E-01	3.50E-01	2.79E-02	3.36E-02	5,062	1	0	5,096	474,150
2022Whit	2022	Whitmore I	40.39	28.65	0.91	46.07	46.98	0.84	44.84	45.68	0.13	5.81	3.08E-01	4.86E-02	6.07E-02	1.06E-02	2.63E-02	8.71E-01	8.39E-01	7.44E-02	8.83E-02	14,005	3	0	14,103	1,311,745
2022Wells	2022	Wells Draw	17.75	12.07	0.36	20.99	21.35	0.33	20.43	20.76	0.06	2.46	1.35E-01	2.11E-02	2.64E-02	4.22E-03	1.17E-02	3.88E-01	3.27E-01	3.25E-02	3.81E-02	6,336	1	0	6,381	593,402
2023India	2023	Indian Cany	15.63	11.64	0.40	17.99	18.39	0.36	17.53	17.89	0.05	2.33	1.19E-01	1.91E-02	2.38E-02	4.53E-03	1.01E-02	3.33E-01	3.64E-01	2.90E-02	3.49E-02	5,269	1	0	5,305	493,542
2023Whit	2023	Whitmore I	41.95	29.81	0.95	50.16	51.11	0.87	48.88	49.75	0.13	6.04	3.20E-01	5.05E-02	6.30E-02	1.10E-02	2.74E-02	9.05E-01	8.73E-01	7.72E-02	9.17E-02	14,578	3	0	14,680	1,365,422
2023Wells	2023	Wells Draw	18.44	12.56	0.37	22.85	23.23	0.34	22.27	22.61	0.06	2.56	1.40E-01	2.19E-02	2.74E-02	4.38E-03	1.21E-02	4.03E-01	3.41E-01	3.38E-02	3.96E-02	6,595	1	0	6,642	617,696
2024India	2024	Indian Cany	5.75	4.31	0.15	5.10	5.25	0.14	4.93	5.07	0.02	0.86	4.39E-02	7.03E-03	8.74E-03	1.67E-03	3.73E-03	1.22E-01	1.35E-01	1.07E-02	1.28E-02	1,951	0	0	1,964	182,694
2024Whit	2024	Whitmore I	15.44	11.03	0.35	14.23	14.58	0.32	13.75	14.07	0.05	2.22	1.18E-01	1.86E-02	2.32E-02	4.06E-03	1.01E-02	3.33E-01	3.24E-01	2.84E-02	3.38E-02	5,397	1	0	5,434	505,462
2024Wells	2024	Wells Draw	20.31	13.90	0.41	19.39	19.80	0.38	18.74	19.12	0.07	2.82	1.54E-01	2.41E-02	3.02E-02	4.83E-03	1.33E-02	4.44E-01	3.78E-01	3.72E-02	4.36E-02	7,304	2	0	7,356	684,147
2025India	2025	Indian Cany	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	0	0	0	0
2025Whit	2025	Whitmore I	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	0	0	0	0
2025Wells	2025	Wells Draw	19.64	12.94	0.35	19.39	19.75	0.32	18.74	19.07	0.07	2.63	1.49E-01	2.30E-02	2.90E-02	4.20E-03	1.30E-02	4.35E-01	3.24E-01	3.58E-02	4.15E-02	7,258	2	0	7,311	679,782

Construction_Tunnels
Tunnel_Sum

Uinta Annual Emissions (tons/year) (calc'd)

		Alternative	Criteria Pollutants										Hazardous Air Pollutants									Greenhouse Gas Emissions				Energy
			CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyde	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Diesel (gllaons)
2022Indian	2022	Indian Canyon	72.10	108.88	4.23	61.75	65.98	4.04	59.18	63.22	0.32	11.59	7.34E-01	1.36E-01	2.22E-01	2.21E-02	5.42E-02	2.04E+00	4.04E+00	1.16E-01	6.71E-01	39,484	4	1	39,757	3,577,595
2022Whitm	2022	Whitmore Park	92.20	138.96	5.31	81.30	86.61	5.08	77.92	83.00	0.42	14.47	9.44E-01	1.74E-01	2.88E-01	2.64E-02	6.99E-02	2.65E+00	5.08E+00	1.47E-01	8.74E-01	51,795	5	1	52,159	4,692,515
2022Wells	2022	Wells Draw	51.40	77.47	2.91	46.58	49.49	2.79	44.64	47.43	0.24	7.89	5.29E-01	9.75E-02	1.62E-01	1.38E-02	3.93E-02	1.50E+00	2.79E+00	8.12E-02	4.96E-01	29,576	3	0	29,787	2,679,229
2023Indian	2023	Indian Canyon	71.72	105.75	3.89	67.13	71.03	3.70	64.50	68.20	0.32	11.49	7.11E-01	1.30E-01	2.11E-01	2.19E-02	5.34E-02	1.99E+00	3.70E+00	1.18E-01	6.09E-01	39,881	4	1	40,157	3,633,836
2023Whitm	2023	Whitmore Park	91.61	134.65	4.86	88.39	93.24	4.63	84.92	89.55	0.42	14.31	9.13E-01	1.66E-01	2.72E-01	2.61E-02	6.87E-02	2.58E+00	4.63E+00	1.50E-01	7.92E-01	52,310	6	1	52,678	4,765,882
2023Wells	2023	Wells Draw	51.01	74.91	2.65	50.64	53.29	2.53	48.65	51.18	0.24	7.78	5.11E-01	9.25E-02	1.53E-01	1.35E-02	3.86E-02	1.46E+00	2.53E+00	8.27E-02	4.49E-01	29,867	3	0	30,081	2,720,910
2024Indian	2024	Indian Canyon	25.20	35.62	1.24	19.10	20.34	1.18	18.15	19.33	0.11	4.02	2.42E-01	4.32E-02	6.85E-02	7.67E-03	1.85E-02	6.74E-01	1.18E+00	4.27E-02	1.89E-01	13,941	1	0	14,038	1,278,228
2024Whitm	2024	Whitmore Park	32.15	45.21	1.54	25.14	26.68	1.46	23.90	25.36	0.15	4.99	3.10E-01	5.51E-02	8.81E-02	9.08E-03	2.38E-02	8.73E-01	1.46E+00	5.40E-02	2.45E-01	18,283	2	0	18,412	1,676,133
2024Wells	2024	Wells Draw	53.50	75.02	2.48	43.10	45.58	2.37	40.97	43.33	0.26	8.09	5.18E-01	9.18E-02	1.48E-01	1.40E-02	3.99E-02	1.47E+00	2.37E+00	8.91E-02	4.14E-01	31,226	4	0	31,449	2,862,479
2025Indian	2025	Indian Canyon	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	0	0	0	0
2025Whitm	2025	Whitmore Park	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	0	0	0	0
2025Wells	2025	Wells Draw	50.51	68.43	2.11	43.09	45.21	2.01	40.97	42.98	0.25	7.44	4.81E-01	8.41E-02	1.33E-01	1.22E-02	3.77E-02	1.38E+00	2.01E+00	8.50E-02	3.65E-01	30,585	4	0	30,803	2,772,224

Uinta Project Construction Emissions (tons/year) (calc'd)

			Alternative	Criteria Pollutants										Hazardous Air Pollutants									Greenhouse Gas Emissions				Energy
				CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyde	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Diesel (gllaons)
2022Indian Canyon	2022	Indian Canyon	Earthwork	0	0	0	1	1	0	0	0	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	0
2022Indian Canyon	2022	Indian Canyon	Onroad	55	41	1	61	62	1	59	60	0	8	4E-01	7E-02	8E-02	2E-02	4E-02	1E+00	1E+00	1E-01	1E-01	18,578	4	0	18,703	1,740,063
2022Indian Canyon	2022	Indian Canyon	Offroad	17	68	3	0	3	3	0	3	0	3	3E-01	7E-02	1E-01	6E-03	2E-02	9E-01	3E+00	1E-02	5E-01	20,893	0	1	21,041	1,836,329
2022Indian Canyon	2022	Indian Canyon	Locomotive	0	0	0	0	0	0	0	0	0	0	6E-05	7E-06	7E-05	3E-06	3E-08	9E-05	3E-03	7E-06	2E-06	12	0	0	12	1,203
2022Whitmore Par	2022	Whitmore Park	Earthwork	0	0	0	1	1	0	0	0	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	0
2022Whitmore Par	2022	Whitmore Park	Onroad	70	50	2	80	81	1	78	79	0	10	5E-01	8E-02	1E-01	2E-02	5E-02	2E+00	1E+00	1E-01	2E-01	24,270	5	0	24,439	2,273,158
2022Whitmore Par	2022	Whitmore Park	Offroad	22	89	4	0	4	4	0	4	0	4	4E-01	9E-02	2E-01	8E-03	2E-02	1E+00	4E+00	2E-02	7E-01	27,509	0	1	27,703	2,417,773
2022Whitmore Par	2022	Whitmore Park	Locomotive	0	0	0	0	0	0	0	0	0	0	8E-05	9E-06	9E-05	4E-06	4E-08	1E-04	3E-03	9E-06	2E-06	16	0	0	16	1,583
2022Wells Draw	2022	Wells Draw	Earthwork	0	0	0	1	1	0	0	0	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	0
2022Wells Draw	2022	Wells Draw	Onroad	39	26	1	46	47	1	45	45	0	5	3E-01	5E-02	6E-02	9E-03	3E-02	8E-01	7E-01	7E-02	8E-02	13,806	3	0	13,905	1,293,085
2022Wells Draw	2022	Wells Draw	Offroad	13	51	2	0	2	2	0	2	0	3	2E-01	5E-02	1E-01	5E-03	1E-02	7E-01	2E+00	1E-02	4E-01	15,761	0	0	15,872	1,385,237
2022Wells Draw	2022	Wells Draw	Locomotive	0	0	0	0	0	0	0	0	0	0	4E-05	5E-06	5E-05	2E-06	2E-08	7E-05	2E-03	5E-06	1E-06	9	0	0	9	907
2023Indian Canyon	2023	Indian Canyon	Earthwork	0	0	0	1	1	0	0	0	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	0
2023Indian Canyon	2023	Indian Canyon	Onroad	57	43	1	66	67	1	64	66	0	9	4E-01	7E-02	9E-02	2E-02	4E-02	1E+00	1E+00	1E-01	1E-01	19,338	4	0	19,468	1,811,230
2023Indian Canyon	2023	Indian Canyon	Offroad	14	63	2	0	2	2	0	2	0	3	3E-01	6E-02	1E-01	5E-03	2E-02	8E-01	2E+00	1E-02	5E-01	20,530	0	1	20,676	1,821,404
2023Indian Canyon	2023	Indian Canyon	Locomotive	0	0	0	0	0	0	0	0	0	0	6E-05	7E-06	7E-05	3E-06	3E-08	9E-05	3E-03	7E-06	2E-06	12	0	0	12	1,203
2023Whitmore Par	2023	Whitmore Park	Earthwork	0	0	0	1	1	0	0	0	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	0
2023Whitmore Par	2023	Whitmore Park	Onroad	73	52	2	87	89	2	85	86	0	10	6E-01	9E-02	1E-01	2E-02	5E-02	2E+00	2E+00	1E-01	2E-01	25,263	5	0	25,439	2,366,176
2023Whitmore Par	2023	Whitmore Park	Offroad	19	83	3	0	3	3	0	3	0	4	4E-01	8E-02	2E-01	7E-03	2E-02	1E+00	3E+00	2E-02	6E-01	27,031	0	1	27,223	2,398,122
2023Whitmore Par	2023	Whitmore Park	Locomotive	0	0	0	0	0	0	0	0	0	0	8E-05	9E-06	9E-05	4E-06	4E-08	1E-04	3E-03	9E-06	2E-06	16	0	0	16	1,583
2023Wells Draw	2023	Wells Draw	Earthwork	0	0	0	1	1	0	0	0	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	0
2023Wells Draw	2023	Wells Draw	Onroad	40	27	1	50	51	1	49	49	0	6	3E-01	5E-02	6E-02	1E-02	3E-02	9E-01	7E-01	7E-02	9E-02	14,371	3	0	14,474	1,346,025
2023Wells Draw	2023	Wells Draw	Offroad	11	47	2	0	2	2	0	2	0	2	2E-01	4E-02	9E-02	4E-03	1E-02	6E-01	2E+00	9E-03	4E-01	15,487	0	0	15,597	1,373,978
2023Wells Draw	2023	Wells Draw	Locomotive	0	0	0	0	0	0	0	0	0	0	4E-05	5E-06	5E-05	2E-06	2E-08	7E-05	2E-03	5E-06	1E-06	9	0	0	9	907
2024Indian Canyon	2024	Indian Canyon	Earthwork	0	0	0	0	0	0	0	0	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	0
2024Indian Canyon	2024	Indian Canyon	Onroad	21	16	1	19	19	0	18	19	0	3	2E-01	3E-02	3E-02	6E-03	1E-02	4E-01	5E-01	4E-02	5E-02	7,158	1	0	7,206	670,461
2024Indian Canyon	2024	Indian Canyon	Offroad	4	20	1	0	1	1	0	1	0	1	8E-02	2E-02	4E-02	2E-03	5E-03	2E-01	7E-01	4E-03	1E-01	6,779	0	0	6,828	607,364
2024Indian Canyon	2024	Indian Canyon	Locomotive	0	0	0	0	0	0	0	0	0	0	2E-05	2E-06	2E-05	1E-06	1E-08	3E-05	8E-04	2E-06	6E-07	4	0	0	4	402
2024Whitmore Par	2024	Whitmore Park	Earthwork	0	0	0	0	0	0	0	0	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	0
2024Whitmore Par	2024	Whitmore Park	Onroad	27	19	1	25	25	1	24	24	0	4	2E-01	3E-02	4E-02	7E-03	2E-02	6E-01	6E-01	5E-02	6E-02	9,352	2	0	9,417	875,928
2024Whitmore Par	2024	Whitmore Park	Offroad	5	26	1	0	1	1	0	1	0	1	1E-01	2E-02	5E-02	2E-03	6E-03	3E-01	9E-01	5E-03	2E-01	8,925	0	0	8,989	799,677
2024Whitmore Par	2024	Whitmore Park	Locomotive	0	0	0	0	0	0	0	0	0	0	3E-05	3E-06	3E-05	1E-06	1E-08	4E-05	1E-03	3E-06	7E-07	5	0	0	5	529
2024Wells Draw	2024	Wells Draw	Earthwork	0	0	0	1	1	0	0	0	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	0
2024Wells Draw	2024	Wells Draw	Onroad	44	30	1	42	43	1	41	42	0	6	3E-01	5E-02	7E-02	1E-02	3E-02	1E+00	8E-01	8E-02	1E-01	15,917	3	0	16,030	1,490,829
2024Wells Draw	2024	Wells Draw	Offroad	9	45	2	0	2	2	0	2	0	2	2E-01	4E-02	8E-02	3E-03	1E-02	5E-01	2E+00	8E-03	3E-01	15,299	0	0	15,409	1,370,742
2024Wells Draw	2024	Wells Draw	Locomotive	0	0	0	0	0	0	0	0	0	0	4E-05	5E-06	5E-05	2E-06	2E-08	7E-05	2E-03	5E-06	1E-06	9	0	0	9	907
2025Indian Canyon	2025	Indian Canyon	Earthwork	0	0	0	0	0	0	0	0	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	0
2025Indian Canyon	2025	Indian Canyon	Onroad	0	0	0	0	0	0	0	0	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	0
2025Indian Canyon	2025	Indian Canyon	Offroad	0	0	0	0	0	0	0	0	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	0
2025Indian Canyon	2025	Indian Canyon	Locomotive	0	0	0	0	0	0	0	0	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	0
2025Whitmore Par	2025	Whitmore Park	Earthwork	0	0	0	0	0	0	0	0	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	0
2025Whitmore Par	2025	Whitmore Park	Onroad	0	0	0	0	0	0	0	0	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	0
2025Whitmore Par	2025	Whitmore Park	Offroad	0	0	0	0	0	0	0	0	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	0
2025Whitmore Par	2025	Whitmore Park	Locomotive	0	0	0	0	0	0	0	0	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	0
2025Wells Draw	2025	Wells Draw	Earthwork	0	0	0	1	1	0	0	0	0	0	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0	0	0	0	0
2025Wells Draw	2025	Wells Draw	Onroad	43	28	1	42	43	1	41	42	0	6	3E-01	5E-02	6E-02	9E-03	3E-02	9E-01	7E-01	8E-02	9E-02	15,816	4	0	15,931	1,481,317
2025Wells Draw	2025	Wells Draw	Offroad	8	40	1	0	1	1	0	1	0	2	2E-01	3E-02	7E-02	3E-03	9E-03	4E-01	1E+00	7E-03	3E-01	14,760	0	0	14,863	1,289,999
2025Wells Draw	2025	Wells Draw	Locomotive	0	0	0	0	0	0	0	0	0	0	4E-05	5E-06	5E-05	2E-06	2E-08	7E-05	2E-03	5E-06	1E-06	9	0	0	9	907

Uinta Annual Emissions (tons/year) (calc'd)

		Criteria Pollutants										Hazardous Air Pollutants									Greenhouse Gas Emissions				Energy			
	Alternative	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyde	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Petroleum E	Total Energy Consumption (joules)	BSFC (grams)	Diesel Fuel (gallons
2022Indian	2022 Indian Canyon				1.1	1.1	-	0.2	0.2																			
2022Whitm	2022 Whitmore Park				1.5	1.5	-	0.2	0.2																			
2022Wells	2022 Wells Draw				0.8	0.8	-	0.1	0.1																			
2023Indian	2023 Indian Canyon				1.1	1.1	-	0.2	0.2																			
2023Whitm	2023 Whitmore Park				1.5	1.5	-	0.2	0.2																			
2023Wells	2023 Wells Draw				0.8	0.8	-	0.1	0.1																			
2024Indian	2024 Indian Canyon				0.4	0.4	-	0.1	0.1																			
2024Whitm	2024 Whitmore Park				0.5	0.5	-	0.1	0.1																			
2024Wells	2024 Wells Draw				0.8	0.8	-	0.1	0.1																			
2025Indian	2025 Indian Canyon				-	-	-	-	-																			
2025Whitm	2025 Whitmore Park				-	-	-	-	-																			
2025Wells	2025 Wells Draw				0.8	0.8	-	0.1	0.1																			

HSR PB (Tunnel 4) Emission Rates (tons/mile) (calc'd)

	Criteria Pollutants										Hazardous Air Pollutants									Greenhouse Gas Emissions				Energy			
Activity	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyde	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Petroleum E	Total Energy Consumption (joules)	BSFC (grams)	Diesel Fuel (gallons
All				0.6010	0.6010	0.0000	0.0879	0.0879																			
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28

HSR PB (Tunnel 4) Emission Rates (tons/day) (calc'd)

	Criteria Pollutants										Hazardous Air Pollutants									Greenhouse Gas Emissions				Energy			
Activity	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyde	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Petroleum E	Total Energy Consumption (joules)	BSFC (grams)	Diesel Fuel (gallons
Grading				0.0003	0.0003		0.00003	0.00003																			
Cut/Fill				0.0020	0.0020		0.00030	0.00030																			
Total	0	0	0	0.0022	0.0022	0.00	0.00033	0.00033	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

HSR PB (Tunnel 4) Activity List (1)

Volume of Spoils (CY)	1,159,854
Volume of Spoils (CY/day)	19,080
Days of Spoils	61
Mass of Spoils (ton/day)	24,120
Gradings (ac/day)	0.50

PM Emission Factors (1)

	Uncontrolled	Controlled
PM10 G (lb/acre)	1.06E+00	5.30E-01
PM2.5 G (lb/acre)	1.15E-01	5.73E-02
PM10 C/F (lb/ton)	1.64E-04	8.19E-05
PM2.5 C/F (lb/ton)	2.48E-05	1.24E-05

Controls

Watering	50% grading	WARP Handbook, Table 3-7, 3.2-hour watering interval

Conversions

ton per cy conversion	1.2641662	CalEEMod
lb per ton conversion	0.0005	

Sources

(1) HSR PB, Construction Emissions Inventory and Construction Data. December 2018. SR14Revised Fugitive Dust.xlsx.

Construction_Tunnels
Tunnel_Loco

Uinta Annual Emissions (tons/year) (calc'd)

			Criteria Pollutants									
		Alternative	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC
=B7&C7	2022	Indian Canyon	=INDEX('G:\Sacramento\LGT-A	=INDEX('G:\Sacrament	=INDEX('G:\Sacramento\I	=INDEX('G:\Sacramento	=INDEX('G:\Sacrament	=INDEX('G:\Sacrament	=INDEX('G:\Sacrament	=INDEX('G:\Sacrament	=INDEX('G:\Sacrament	=INDEX('G:\Sacramento\I
=B8&C8	2022	Whitmore Park	=INDEX('G:\Sacramento\LGT-A	=INDEX('G:\Sacrament	=INDEX('G:\Sacramento\I	=INDEX('G:\Sacramento	=INDEX('G:\Sacrament	=INDEX('G:\Sacrament	=INDEX('G:\Sacrament	=INDEX('G:\Sacrament	=INDEX('G:\Sacrament	=INDEX('G:\Sacramento\I
=B9&C9	2022	Wells Draw	=INDEX('G:\Sacramento\LGT-A	=INDEX('G:\Sacrament	=INDEX('G:\Sacramento\I	=INDEX('G:\Sacramento	=INDEX('G:\Sacrament	=INDEX('G:\Sacrament	=INDEX('G:\Sacrament	=INDEX('G:\Sacrament	=INDEX('G:\Sacrament	=INDEX('G:\Sacramento\I
=B10&C10	2023	Indian Canyon	=INDEX('G:\Sacramento\LGT-A	=INDEX('G:\Sacrament	=INDEX('G:\Sacramento\I	=INDEX('G:\Sacramento	=INDEX('G:\Sacrament	=INDEX('G:\Sacrament	=INDEX('G:\Sacrament	=INDEX('G:\Sacrament	=INDEX('G:\Sacrament	=INDEX('G:\Sacramento\I
=B11&C11	2023	Whitmore Park	=INDEX('G:\Sacramento\LGT-A	=INDEX('G:\Sacrament	=INDEX('G:\Sacramento\I	=INDEX('G:\Sacramento	=INDEX('G:\Sacrament	=INDEX('G:\Sacrament	=INDEX('G:\Sacrament	=INDEX('G:\Sacrament	=INDEX('G:\Sacrament	=INDEX('G:\Sacramento\I
=B12&C12	2023	Wells Draw	=INDEX('G:\Sacramento\LGT-A	=INDEX('G:\Sacrament	=INDEX('G:\Sacramento\I	=INDEX('G:\Sacramento	=INDEX('G:\Sacrament	=INDEX('G:\Sacrament	=INDEX('G:\Sacrament	=INDEX('G:\Sacrament	=INDEX('G:\Sacrament	=INDEX('G:\Sacramento\I
=B13&C13	2024	Indian Canyon	=INDEX('G:\Sacramento\LGT-A	=INDEX('G:\Sacrament	=INDEX('G:\Sacramento\I	=INDEX('G:\Sacramento	=INDEX('G:\Sacrament	=INDEX('G:\Sacrament	=INDEX('G:\Sacrament	=INDEX('G:\Sacrament	=INDEX('G:\Sacrament	=INDEX('G:\Sacramento\I
=B14&C14	2024	Whitmore Park	=INDEX('G:\Sacramento\LGT-A	=INDEX('G:\Sacrament	=INDEX('G:\Sacramento\I	=INDEX('G:\Sacramento	=INDEX('G:\Sacrament	=INDEX('G:\Sacrament	=INDEX('G:\Sacrament	=INDEX('G:\Sacrament	=INDEX('G:\Sacrament	=INDEX('G:\Sacramento\I
=B15&C15	2024	Wells Draw	=INDEX('G:\Sacramento\LGT-A	=INDEX('G:\Sacrament	=INDEX('G:\Sacramento\I	=INDEX('G:\Sacramento	=INDEX('G:\Sacrament	=INDEX('G:\Sacrament	=INDEX('G:\Sacrament	=INDEX('G:\Sacrament	=INDEX('G:\Sacrament	=INDEX('G:\Sacramento\I
=B16&C16	2025	Indian Canyon	=INDEX('G:\Sacramento\LGT-A	=INDEX('G:\Sacrament	=INDEX('G:\Sacramento\I	=INDEX('G:\Sacramento	=INDEX('G:\Sacrament	=INDEX('G:\Sacrament	=INDEX('G:\Sacrament	=INDEX('G:\Sacrament	=INDEX('G:\Sacrament	=INDEX('G:\Sacramento\I
=B17&C17	2025	Whitmore Park	=INDEX('G:\Sacramento\LGT-A	=INDEX('G:\Sacrament	=INDEX('G:\Sacramento\I	=INDEX('G:\Sacramento	=INDEX('G:\Sacrament	=INDEX('G:\Sacrament	=INDEX('G:\Sacrament	=INDEX('G:\Sacrament	=INDEX('G:\Sacrament	=INDEX('G:\Sacramento\I
=B18&C18	2025	Wells Draw	=INDEX('G:\Sacramento\LGT-A	=INDEX('G:\Sacrament	=INDEX('G:\Sacramento\I	=INDEX('G:\Sacramento	=INDEX('G:\Sacrament	=INDEX('G:\Sacrament	=INDEX('G:\Sacrament	=INDEX('G:\Sacrament	=INDEX('G:\Sacrament	=INDEX('G:\Sacramento\I

HSR PB (Tunnel 4) Emission Rates (tons/mile) (calc'd)

	Locomotives	Criteria Pollutants									
		CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC
2022		=D33/HSR_Miles_per_Day	=E33/HSR_Miles_per_	=F33/HSR_Miles_per_Da	=G33/HSR_Miles_per_D	=H33/HSR_Miles_per_	=I33/HSR_Miles_per_D	=J33/HSR_Miles_per_D	=K33/HSR_Miles_per_	=L33/HSR_Miles_per_	=M33/HSR_Miles_per_Da
2023		=D34/HSR_Miles_per_Day	=E34/HSR_Miles_per_	=F34/HSR_Miles_per_Da	=G34/HSR_Miles_per_D	=H34/HSR_Miles_per_	=I34/HSR_Miles_per_D	=J34/HSR_Miles_per_D	=K34/HSR_Miles_per_	=L34/HSR_Miles_per_	=M34/HSR_Miles_per_Da
2024		=D35/HSR_Miles_per_Day	=E35/HSR_Miles_per_	=F35/HSR_Miles_per_Da	=G35/HSR_Miles_per_D	=H35/HSR_Miles_per_	=I35/HSR_Miles_per_D	=J35/HSR_Miles_per_D	=K35/HSR_Miles_per_	=L35/HSR_Miles_per_	=M35/HSR_Miles_per_Da
2025		=D36/HSR_Miles_per_Day	=E36/HSR_Miles_per_	=F36/HSR_Miles_per_Da	=G36/HSR_Miles_per_D	=H36/HSR_Miles_per_	=I36/HSR_Miles_per_D	=J36/HSR_Miles_per_D	=K36/HSR_Miles_per_	=L36/HSR_Miles_per_	=M36/HSR_Miles_per_Da
1	*=B28+1*	*=C28+1*	*=D28+1*	*=E28+1*	*=F28+1*	*=G28+1*	*=H28+1*	*=I28+1*	*=J28+1*	*=K28+1*	*=L28+1*

HSR PB (Tunnel 4) Emission Rates (tons/day) (calc'd)

	Criteria Pollutants									
Year	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC
2022	=D52*g_to_ton*$M$41	=E52*g_to_ton*$M$4	=F52*g_to_ton*$M$41	=G52*g_to_ton*$M$41	=H52*g_to_ton*$M$4	=I52*g_to_ton*$M$4	=J52*g_to_ton*$M$4	=K52*g_to_ton*$M$4	=L52*g_to_ton*$M$4	=M52*g_to_ton*$M$41
2023	=D53*g_to_ton*$M$41	=E53*g_to_ton*$M$4	=F53*g_to_ton*$M$41	=G53*g_to_ton*$M$41	=H53*g_to_ton*$M$4	=I53*g_to_ton*$M$4	=J53*g_to_ton*$M$4	=K53*g_to_ton*$M$4	=L53*g_to_ton*$M$4	=M53*g_to_ton*$M$41
2024	=D54*g_to_ton*$M$41	=E54*g_to_ton*$M$4	=F54*g_to_ton*$M$41	=G54*g_to_ton*$M$41	=H54*g_to_ton*$M$4	=I54*g_to_ton*$M$4	=J54*g_to_ton*$M$4	=K54*g_to_ton*$M$4	=L54*g_to_ton*$M$4	=M54*g_to_ton*$M$41
2025	=D55*g_to_ton*$M$41	=E55*g_to_ton*$M$4	=F55*g_to_ton*$M$41	=G55*g_to_ton*$M$41	=H55*g_to_ton*$M$4	=I55*g_to_ton*$M$4	=J55*g_to_ton*$M$4	=K55*g_to_ton*$M$4	=L55*g_to_ton*$M$4	=M55*g_to_ton*$M$41
1	*=C37+1*	*=D37+1*	*=E37+1*	*=F37+1*	*=G37+1*	*=H37+1*	*=I37+1*	*=J37+1*	*=K37+1*	*=L37+1*

HSR PB (Tunnel 4) Activity List (1)

Code	Lookup	Year	Days	Loco	Engine Tier	#/day	hrs/day	HP	LF	Fuel	Fuel (gal/day)
=Track_Activity!A25	=Track_Activity!B25	=Track_Activity!C25	=Track_Activity!D25	=Track_Activity!E25	n/a	=Track_Activity!G25	=Track_Activity!H25	=Track_Activity!I25	=Track_Activity!J25	=Track_Activity!K25	=Track_Activity!L25

Locomotive Tier 2 Emission Factors (4, unless otherwise noted)

			g/bhp-hr	*g/gal*	*g/gal*	*g/gal*	*g/gal*	*g/gal*	*g/gal*	*g/gal*	*g/gal*	*g/gal*
			Criteria Pollutants									
		Rail Grinding Train	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC
Various efs as denotd in above row	2022		1.28	89	2	0	=F48+G48	=F48*0.97	0	=I48+J48	0.093888	=3.2*1.053
	2023		=$D$48	84	1.9	0	=F49+G49	=F49*0.97	0	=I49+J49	=$L$48	=3*1.053
	2024		=$D$48	79	1.7	0	=F50+G50	=F50*0.97	0	=I50+J50	=$L$48	=2.8*1.053
	2025		=$D$48	74	1.6	0	=F51+G51	=F51*0.97	0	=I51+J51	=$L$48	=2.6*1.053
Efs adjusted to g/gal	2022		=D48/$C$62	=E48	=F48	=G48	=H48	=I48	=J48	=K48	=L48	=M48
	2023		=D49/$C$62	=E49	=F49	=G49	=H49	=I49	=J49	=K49	=L49	=M49
	2024		=D50/$C$62	=E50	=F50	=G50	=H50	=I50	=J50	=K50	=L50	=M50
	2025		=D51/$C$62	=E51	=F51	=G51	=H51	=I51	=J51	=K51	=L51	=M51

Conversions

ton per cy conversion (2)	=1.2641662
lb per ton conversion	=1/2000
Fuel oil no. 6 and residual oil heating value (MMBtu/10^3 gal) (7))	150
Large line-haul (bhp-hr/gal) (4)	20.8
gram to pounds	453.592
grams to tons	0.00000110231
grams to MT	0.000001
Btu to MMBtu	0.000001
1 gal to BTU (8)	128488

Construction_Tunnels
Tunnel_Loco

Hazardous Air Pollutants									Greenhouse Gas Emissions				Energy	
Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyde	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Diesel (gallons)	
=INDEX('G:\Sacrament	=INDEX('G:\Sacramento\I	=INDEX('G:\Sacrament	=INDEX('G:\Sacramento\I	=INDEX('G:\Sacramento\I	=INDEX('G:\Sacrament	=INDEX('G:\Sacrament	=INDEX('G:\Sacramento\I	=INDEX('G:\Sacrament	=INDEX('G:\Sacramento\	=INDEX('G:\Sacrament	=INDEX('G:\Sacrament	=INDEX('G:\Sacrament	=INDEX('G:\Sacrame	8
=INDEX('G:\Sacrament	=INDEX('G:\Sacramento\I	=INDEX('G:\Sacrament	=INDEX('G:\Sacramento\I	=INDEX('G:\Sacramento\I	=INDEX('G:\Sacrament	=INDEX('G:\Sacrament	=INDEX('G:\Sacramento\I	=INDEX('G:\Sacrament	=INDEX('G:\Sacramento\	=INDEX('G:\Sacrament	=INDEX('G:\Sacrament	=INDEX('G:\Sacrament	=INDEX('G:\Sacrame	8
=INDEX('G:\Sacrament	=INDEX('G:\Sacramento\I	=INDEX('G:\Sacrament	=INDEX('G:\Sacramento\I	=INDEX('G:\Sacramento\I	=INDEX('G:\Sacrament	=INDEX('G:\Sacrament	=INDEX('G:\Sacramento\I	=INDEX('G:\Sacrament	=INDEX('G:\Sacramento\	=INDEX('G:\Sacrament	=INDEX('G:\Sacrament	=INDEX('G:\Sacrament	=INDEX('G:\Sacrame	8
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=INDEX('G:\Sacrament	=INDEX('G:\Sacramento\I	=INDEX('G:\Sacrament	=INDEX('G:\Sacramento\I	=INDEX('G:\Sacramento\I	=INDEX('G:\Sacrament	=INDEX('G:\Sacrament	=INDEX('G:\Sacramento\I	=INDEX('G:\Sacrament	=INDEX('G:\Sacramento\	=INDEX('G:\Sacrament	=INDEX('G:\Sacrament	=INDEX('G:\Sacrament	=INDEX('G:\Sacrame	9
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Hazardous Air Pollutants									Greenhouse Gas Emissions				Energy
Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyde	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Diesel (gallons)
=N33/HSR_Miles_per_	=O33/HSR_Miles_per_Da	=P33/HSR_Miles_per_	=Q33/HSR_Miles_per_Da	=R33/HSR_Miles_per_Da	=S33/HSR_Miles_per_	=T33/HSR_Miles_per_	=U33/HSR_Miles_per_Da	=V33/HSR_Miles_per_	=W33/HSR_Miles_per_D	=X33/HSR_Miles_per_	=Y33/HSR_Miles_per_	=Z33/HSR_Miles_per_	=AA33/HSR_Miles_p
=N34/HSR_Miles_per_	=O34/HSR_Miles_per_Da	=P34/HSR_Miles_per_	=Q34/HSR_Miles_per_Da	=R34/HSR_Miles_per_Da	=S34/HSR_Miles_per_	=T34/HSR_Miles_per_	=U34/HSR_Miles_per_Da	=V34/HSR_Miles_per_	=W34/HSR_Miles_per_D	=X34/HSR_Miles_per_	=Y34/HSR_Miles_per_	=Z34/HSR_Miles_per_	=AA34/HSR_Miles_p
=N35/HSR_Miles_per_	=O35/HSR_Miles_per_Da	=P35/HSR_Miles_per_	=Q35/HSR_Miles_per_Da	=R35/HSR_Miles_per_Da	=S35/HSR_Miles_per_	=T35/HSR_Miles_per_	=U35/HSR_Miles_per_Da	=V35/HSR_Miles_per_	=W35/HSR_Miles_per_D	=X35/HSR_Miles_per_	=Y35/HSR_Miles_per_	=Z35/HSR_Miles_per_	=AA35/HSR_Miles_p
=N36/HSR_Miles_per_	=O36/HSR_Miles_per_Da	=P36/HSR_Miles_per_	=Q36/HSR_Miles_per_Da	=R36/HSR_Miles_per_Da	=S36/HSR_Miles_per_	=T36/HSR_Miles_per_	=U36/HSR_Miles_per_Da	=V36/HSR_Miles_per_	=W36/HSR_Miles_per_D	=X36/HSR_Miles_per_	=Y36/HSR_Miles_per_	=Z36/HSR_Miles_per_	=AA36/HSR_Miles_p
=M28+1	*=N28+1*	*=O28+1*	*=P28+1*	*=Q28+1*	*=R28+1*	*=S28+1*	*=T28+1*	*=U28+1*	*=V28+1*	*=W28+1*	*=X28+1*	*=Y28+1*	*=Z28+1*

Hazardous Air Pollutants									Greenhouse Gas Emissions				Energy	
Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyde	DPM	Naphthalene (6)	POM	CO2	CH4	N2O	CO2e	Diesel (gallons)	
=N52*g_to_ton*$M$4	=O52*g_to_ton*$M$41	=P52*g_to_ton*$M$4	=Q52*g_to_ton*$M$41	=R52*g_to_ton*$M$41	=S52*g_to_ton*$M$4	=T52*g_to_ton*$M$4	=U52*g_to_ton*$M$41	=V52*g_to_ton*$M$4	=W52*g_to_MT*$M$41	=X52*g_to_MT*$M$4	=Y52*g_to_MT*$M$4	=Z52*g_to_MT*$M$4	=$M$41	
=N53*g_to_ton*$M$4	=O53*g_to_ton*$M$41	=P53*g_to_ton*$M$4	=Q53*g_to_ton*$M$41	=R53*g_to_ton*$M$41	=S53*g_to_ton*$M$4	=T53*g_to_ton*$M$4	=U53*g_to_ton*$M$41	=V53*g_to_ton*$M$4	=W53*g_to_MT*$M$41	=X53*g_to_MT*$M$4	=Y53*g_to_MT*$M$4	=Z53*g_to_MT*$M$4	=$M$41	
=N54*g_to_ton*$M$4	=O54*g_to_ton*$M$41	=P54*g_to_ton*$M$4	=Q54*g_to_ton*$M$41	=R54*g_to_ton*$M$41	=S54*g_to_ton*$M$4	=T54*g_to_ton*$M$4	=U54*g_to_ton*$M$41	=V54*g_to_ton*$M$4	=W54*g_to_MT*$M$41	=X54*g_to_MT*$M$4	=Y54*g_to_MT*$M$4	=Z54*g_to_MT*$M$4	=$M$41	
=N55*g_to_ton*$M$4	=O55*g_to_ton*$M$41	=P55*g_to_ton*$M$4	=Q55*g_to_ton*$M$41	=R55*g_to_ton*$M$41	=S55*g_to_ton*$M$4	=T55*g_to_ton*$M$4	=U55*g_to_ton*$M$41	=V55*g_to_ton*$M$4	=W55*g_to_MT*$M$41	=X55*g_to_MT*$M$4	=Y55*g_to_MT*$M$4	=Z55*g_to_MT*$M$4	=$M$41	
=M37+1	*=N37+1*	*=O37+1*	*=P37+1*	*=Q37+1*	*=R37+1*	*=S37+1*	*=T37+1*	*=U37+1*	*=V37+1*	*=W37+1*	*=X37+1*	*=Y37+1*	*=Z37+1*	

Notes
=Track_Activity!M25

lb/MMBtu	*lb/MMBtu*	*lb/MMBtu*	*lb/MMBtu*	*lb/10^3 gal*	*lb/MMBtu*	*g/gal*	*lb/MMBtu*	*lb/10^3 gal*	*g/gal*	*g/gal*	*g/gal*	*g/gal*
Hazardous Air Pollutants									Greenhouse Gas Emissions			
Acetaldehyde (6)	Acrolein (6)	Benzene (6)	1,3-Butadiene (6)	Ethylbenzene (7)	Formaldehyde (6)	DPM	Naphthalene (6)	POM (6)	CO2	CH4 (3)	N2O (3)	CO2e (5)
0.000767	0.0000925	0.000933	0.0000391	0.0000636	0.00118	=F48	0.0000848	0.0033	10208	0.8	0.26	10299.3
=N$48	=O$48	=P$48	=Q$48	=R$48	=S$48	=F49	=U$48	=V$48	=$W$48	=$X$48	=$Y$48	=$Z$48
=N$48	=O$48	=P$48	=Q$48	=R$48	=S$48	=F50	=U$48	=V$48	=$W$48	=$X$48	=$Y$48	=$Z$48
=N$48	=O$48	=P$48	=Q$48	=R$48	=S$48	=F51	=U$48	=V$48	=$W$48	=$X$48	=$Y$48	=$Z$48
=N48*$C$66*$C$67*C	=O48*$C$66*$C$67*$C$63	=P48*$C$66*$C$67*C	=Q48*$C$66*$C$67*$C$63	=R48/$C$61*$C$66*$C$67*	=S48*$C$66*$C$67*C	=T48	=U48*$C$66*$C$67*$C$63	=V48/$C$61*$C$66*C	=W48	=X48	=Y48	=Z48
=N49*$C$66*$C$67*C	=O49*$C$66*$C$67*$C$63	=P49*$C$66*$C$67*C	=Q49*$C$66*$C$67*$C$63	=R49/$C$61*$C$66*$C$67*	=S49*$C$66*$C$67*C	=T49	=U49*$C$66*$C$67*$C$63	=V49/$C$61*$C$66*C	=W49	=X49	=Y49	=Z49
=N50*$C$66*$C$67*C	=O50*$C$66*$C$67*$C$63	=P50*$C$66*$C$67*C	=Q50*$C$66*$C$67*$C$63	=R50/$C$61*$C$66*$C$67*	=S50*$C$66*$C$67*C	=T50	=U50*$C$66*$C$67*$C$63	=V50/$C$61*$C$66*C	=W50	=X50	=Y50	=Z50
=N51*$C$66*$C$67*C	=O51*$C$66*$C$67*$C$63	=P51*$C$66*$C$67*C	=Q51*$C$66*$C$67*$C$63	=R51/$C$61*$C$66*$C$67*	=S51*$C$66*$C$67*C	=T51	=U51*$C$66*$C$67*$C$63	=V51/$C$61*$C$66*C	=W51	=X51	=Y51	=Z51

Sources

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(4) EPA. 2009. Emission Factors for Locomotives. https://nepis.epa.gov/Exe/ZyPDF.cgi/P100500B.PDF?Dockey=P100500B.PDF
(5) ICCP. 2014. AR5 Synthesis Report. https://ar5-syr.ipcc.ch/ipcc/ipcc/resources/pdf/IPCC_SynthesisReport.pdf
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Construction_Tunnels
Tunnel_On

Uinta Annual Emissions (tons/year)

		Vehicle	Criteria Pollutants									Hazardous Air Pollutants									Greenhouse Gas Emissions				Energy	
			CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyde	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Diesel (gallons)	
2022India	2022	Indian Canyon	55	41	1	61	62	1	59	60	0	8	4.22E-01	6.75E-02	8.39E-02	1.60E-02	3.58E-02	1.18E+00	1.28E+00	1.02E-01	1.23E-01	18,578	4	0	18,703	1,740,063	8
2022Whit	2022	Whitmore Park	70	50	2	80	81	1	78	79	0	10	5.33E-01	8.42E-02	1.05E-01	1.84E-02	4.56E-02	1.51E+00	1.45E+00	1.29E-01	1.53E-01	24,270	5	0	24,439	2,273,158	8
2022Well	2022	Wells Draw	39	26	1	46	47	1	45	45	0	5	2.94E-01	4.59E-02	5.76E-02	9.19E-03	2.54E-02	8.46E-01	7.13E-01	7.09E-02	8.30E-02	13,806	3	0	13,905	1,293,085	8
2023India	2023	Indian Canyon	57	43	1	66	67	1	64	66	0	9	4.38E-01	7.01E-02	8.72E-02	1.66E-02	3.72E-02	1.22E+00	1.34E+00	1.06E-01	1.28E-01	19,338	4	0	19,468	1,811,230	9
2023Whit	2023	Whitmore Park	73	52	2	87	89	2	85	86	0	10	5.54E-01	8.75E-02	1.09E-01	1.91E-02	4.74E-02	1.57E+00	1.51E+00	1.34E-01	1.59E-01	25,263	5	0	25,439	2,366,176	9
2023Well	2023	Wells Draw	40	27	1	50	51	1	49	49	0	6	3.06E-01	4.77E-02	5.98E-02	9.55E-03	2.64E-02	8.79E-01	7.43E-01	7.36E-02	8.62E-02	14,371	3	0	14,474	1,346,025	9
2024India	2024	Indian Canyon	21	16	1	19	19	0	18	19	0	3	1.61E-01	2.58E-02	3.21E-02	6.12E-03	1.37E-02	4.49E-01	4.96E-01	3.91E-02	4.71E-02	7,158	1	0	7,206	670,461	10
2024Whit	2024	Whitmore Park	27	19	1	25	25	1	24	24	0	4	2.04E-01	3.22E-02	4.02E-02	7.04E-03	1.74E-02	5.77E-01	5.61E-01	4.93E-02	5.85E-02	9,352	2	0	9,417	875,928	10
2024Well	2024	Wells Draw	44	30	1	42	43	1	41	42	0	6	3.37E-01	5.25E-02	6.59E-02	1.05E-02	2.91E-02	9.67E-01	8.23E-01	8.11E-02	9.50E-02	15,917	3	0	16,030	1,490,829	10
2025India	2025	Indian Canyon	0	0	0	0	0	0	0	0	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	-	-	-	-	0	10
2025Whit	2025	Whitmore Park	0	0	0	0	0	0	0	0	0	0	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	-	-	-	-	0	10
2025Well	2025	Wells Draw	43	28	1	42	43	1	41	42	0	6	3.25E-01	5.01E-02	6.31E-02	9.16E-03	2.83E-02	9.48E-01	7.06E-01	7.80E-02	9.03E-02	15,816	4	0	15,931	1,481,317	10

HSR PB (Tunnel 4) Emission Rates for Uinta Alternatives (tons/mile)

		All Vehicles	Criteria Pollutants									Hazardous Air Pollutants									Greenhouse Gas Emissions				Energy	
			CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyde	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Diesel (gallons)	
2022India	2022	Indian Canyon	29.96	22.27	0.76	32.89	33.65	0.70	32.01	32.71	0.09	4.48	2.29E-01	3.66E-02	4.55E-02	8.68E-03	1.94E-02	6.38E-01	6.96E-01	5.55E-02	6.68E-02	10077	2.03	0.058	10145	943,843	
2022Whit	2022	Whitmore Park	28.84	20.45	0.65	32.89	33.54	0.60	32.01	32.61	0.09	4.15	2.20E-01	3.47E-02	4.33E-02	7.58E-03	1.88E-02	6.22E-01	5.99E-01	5.31E-02	6.30E-02	9999	2.09	0.058	10068	936,482	
2022Well	2022	Wells Draw	27.81	18.91	0.56	32.89	33.45	0.51	32.01	32.52	0.09	3.86	2.12E-01	3.30E-02	4.14E-02	6.61E-03	1.83E-02	6.08E-01	5.13E-01	5.10E-02	5.97E-02	9927	2.15	0.058	9998	929,798	
2023India	2023	Indian Canyon	31.11	23.17	0.79	35.81	36.60	0.73	34.90	35.62	0.10	4.65	2.38E-01	3.80E-02	4.73E-02	9.02E-03	2.02E-02	6.62E-01	7.25E-01	5.77E-02	6.94E-02	10489	2.10	0.060	10560	982,445	
2023Whit	2023	Whitmore Park	29.95	21.28	0.68	35.81	36.49	0.62	34.90	35.52	0.10	4.31	2.28E-01	3.60E-02	4.50E-02	7.88E-03	1.95E-02	6.46E-01	6.23E-01	5.51E-02	6.55E-02	10408	2.17	0.060	10480	974,803	
2023Well	2023	Wells Draw	28.89	19.68	0.58	35.81	36.39	0.53	34.90	35.43	0.10	4.01	2.20E-01	3.43E-02	4.30E-02	6.87E-03	1.90E-02	6.32E-01	5.34E-01	5.29E-02	6.20E-02	10334	2.24	0.060	10408	967,865	
2024India	2024	Indian Canyon	34.26	25.65	0.87	30.39	31.26	0.80	29.37	30.17	0.11	5.12	2.62E-01	4.19E-02	5.21E-02	9.94E-03	2.22E-02	7.29E-01	8.04E-01	6.35E-02	7.64E-02	11617	2.31	0.067	11694	1,088,032	
2024Whit	2024	Whitmore Park	32.99	23.56	0.75	30.39	31.14	0.69	29.37	30.06	0.11	4.75	2.51E-01	3.97E-02	4.96E-02	8.68E-03	2.15E-02	7.11E-01	6.91E-01	6.07E-02	7.21E-02	11527	2.39	0.067	11607	1,079,621	
2024Well	2024	Wells Draw	31.83	21.78	0.64	30.39	31.03	0.59	29.37	29.96	0.11	4.42	2.42E-01	3.78E-02	4.74E-02	7.57E-03	2.09E-02	6.96E-01	5.92E-01	5.83E-02	6.83E-02	11445	2.46	0.067	11527	1,071,986	
2025India	2025	Indian Canyon	26.88	17.61	0.48	32.89	33.37	0.44	32.01	32.45	0.09	3.61	2.04E-01	3.15E-02	3.97E-02	5.75E-03	1.78E-02	5.96E-01	4.40E-01	4.91E-02	5.68E-02	9863	2.21	0.058	9936	923,804	
2025Whit	2025	Whitmore Park	27.92	18.32	0.50	35.81	36.31	0.46	34.90	35.35	0.09	3.75	2.12E-01	3.27E-02	4.12E-02	5.98E-03	1.85E-02	6.19E-01	4.58E-01	5.09E-02	5.90E-02	10267	2.29	0.060	10343	961,645	
2025Well	2025	Wells Draw	30.77	20.28	0.55	30.39	30.94	0.51	29.37	29.88	0.10	4.13	2.34E-01	3.60E-02	4.54E-02	6.59E-03	2.04E-02	6.82E-01	5.08E-01	5.61E-02	6.50E-02	11372	2.52	0.067	11455	1,065,147	

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27

HSR Emission Rates (tons/day)

		Vehicle	Criteria Pollutants									Hazardous Air Pollutants									Greenhouse Gas Emissions				Energy	
			CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyde	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Diesel (gallons)	
2022India	2022	All Vehicles	0.11	0.08	0.00	0.12	0.13	0.00	0.12	0.12	0.00	0.02	8.54E-04	1.37E-04	1.70E-04	3.24E-05	7.24E-05	2.38E-03	2.60E-03	2.07E-04	2.49E-04	38	0.01	0.000	38	3,520	
2023India	2023	All Vehicles	0.11	0.08	0.00	0.12	0.13	0.00	0.12	0.12	0.00	0.02	8.19E-04	1.29E-04	1.62E-04	2.83E-05	7.01E-05	2.32E-03	2.23E-03	1.98E-04	2.35E-04	37	0.01	0.000	38	3,493	
2024India	2024	All Vehicles	0.10	0.07	0.00	0.12	0.12	0.00	0.12	0.12	0.00	0.01	7.89E-04	1.23E-04	1.54E-04	2.47E-05	6.82E-05	2.27E-03	1.91E-03	1.90E-04	2.23E-04	37	0.01	0.000	37	3,468	
2025India	2025	All Vehicles	0.10	0.07	0.00	0.12	0.12	0.00	0.12	0.12	0.00	0.01	7.62E-04	1.18E-04	1.48E-04	2.15E-05	6.64E-05	2.22E-03	1.64E-03	1.83E-04	2.12E-04	37	0.01	0.000	37	3,445	
2022Whit	2022	All Vehicles	0.12	0.09	0.00	0.13	0.14	0.00	0.13	0.13	0.00	0.02	8.86E-04	1.42E-04	1.76E-04	3.36E-05	7.52E-05	2.47E-03	2.70E-03	2.15E-04	2.59E-04	39	0.01	0.000	39	3,664	
2023Whit	2023	All Vehicles	0.11	0.08	0.00	0.13	0.14	0.00	0.13	0.13	0.00	0.02	8.51E-04	1.34E-04	1.68E-04	2.94E-05	7.28E-05	2.41E-03	2.32E-03	2.06E-04	2.44E-04	39	0.01	0.000	39	3,636	
2024Whit	2024	All Vehicles	0.11	0.07	0.00	0.13	0.14	0.00	0.13	0.13	0.00	0.01	8.19E-04	1.28E-04	1.60E-04	2.56E-05	7.08E-05	2.36E-03	1.99E-03	1.97E-04	2.31E-04	39	0.01	0.000	39	3,610	
2025Whit	2025	All Vehicles	0.10	0.07	0.00	0.13	0.14	0.00	0.13	0.13	0.00	0.01	7.92E-04	1.22E-04	1.54E-04	2.23E-05	6.89E-05	2.31E-03	1.71E-03	1.90E-04	2.20E-04	38	0.01	0.000	39	3,586	
2022Well	2022	All Vehicles	0.13	0.10	0.00	0.11	0.12	0.00	0.11	0.11	0.00	0.02	9.76E-04	1.56E-04	1.94E-04	3.71E-05	8.28E-05	2.72E-03	3.00E-03	2.37E-04	2.85E-04	43	0.01	0.000	44	4,058	
2023Well	2023	All Vehicles	0.12	0.09	0.00	0.11	0.12	0.00	0.11	0.11	0.00	0.02	9.37E-04	1.48E-04	1.85E-04	3.24E-05	8.02E-05	2.65E-03	2.58E-03	2.26E-04	2.69E-04	43	0.01	0.000	43	4,026	
2024Well	2024	All Vehicles	0.12	0.08	0.00	0.11	0.12	0.00	0.11	0.11	0.00	0.02	9.02E-04	1.41E-04	1.77E-04	2.82E-05	7.79E-05	2.59E-03	2.21E-03	2.17E-04	2.55E-04	43	0.01	0.000	43	3,998	
2025Well	2025	All Vehicles	0.11	0.08	0.00	0.11	0.12	0.00	0.11	0.11	0.00	0.02	8.72E-04	1.34E-04	1.69E-04	2.46E-05	7.59E-05	2.54E-03	1.89E-03	2.09E-04	2.42E-04	42	0.01	0.000	43	3,972	
Indian Car	2022	Light Commercial Truck	0.03	0.01	0.00	0.01	0.01	0.00	0.01	0.01	0.00	0.00	2.19E-04	3.47E-05	4.33E-05	7.76E-06	1.87E-05	6.16E-04	2.17E-04	5.29E-05	6.23E-05	4.21	0.00	0.000	4.27	394	
Indian Car	2022	Single Unit Short-haul Truck	0.08	0.07	0.00	0.11	0.11	0.00	0.11	0.11	0.00	0.01	6.35E-04	1.02E-04	1.27E-04	2.46E-05	5.37E-05	1.76E-03	2.38E-03	1.54E-04	1.87E-04	33.37	0.01	0.000	33.57	3,126	
Indian Car	2023	Light Commercial Truck	0.03	0.01	0.00	0.01	0.01	0.00	0.01	0.01	0.00	0.00	2.09E-04	3.28E-05	4.11E-05	6.72E-06	1.80E-05	6.00E-04	1.91E-04	5.05E-05	5.87E-05	4.13	0.00	0.000	4.19	387	
Indian Car	2023	Single Unit Short-haul Truck	0.08	0.07	0.00	0.11	0.11	0.00	0.11	0.11	0.00	0.01	6.10E-04	9.66E-05	1.21E-04	2.16E-05	5.21E-05	1.72E-03	2.04E-03	1.48E-04	1.76E-04	33.16	0.01	0.000	33.36	3,106	
Indian Car	2024	Light Commercial Truck	0.03	0.01	0.00	0.01	0.01	0.00	0.01	0.01	0.00	0.00	2.01E-04	3.12E-05	3.92E-05	5.87E-06	1.75E-05	5.84E-04	1.69E-04	4.84E-05	5.57E-05	4.05	0.00	0.000	4.12	380	
Indian Car	2024	Single Unit Short-haul Truck	0.08	0.06	0.00	0.11	0.11	0.00	0.11	0.11	0.00	0.01	5.88E-04	9.19E-05	1.15E-04	1.88E-05	5.07E-05	1.68E-03	1.74E-03	1.42E-04	1.67E-04	32.97	0.01	0.000	33.17	3,088	
Indian Car	2025	Light Commercial Truck	0.02	0.01	0.00	0.01	0.01	0.00	0.01	0.01	0.00	0.00	1.93E-04	2.96E-05	3.74E-05	5.10E-06	1.69E-05	5.68E-04	1.51E-04	4.63E-05	5.28E-05	3.98	0.00	0.000	4.05	373	
Indian Car	2025	Single Unit Short-haul Truck	0.08	0.06	0.00	0.11	0.11	0.00	0.11	0.11	0.00	0.01	5.69E-04	8.79E-05	1.11E-04	1.64E-05	4.95E-05	1.66E-03	1.49E-03	1.37E-04	1.59E-04	32.80	0.01	0.000	33.01	3,072	
Whitmore	2022	Light Commercial Truck	0.03	0.01	0.00	0.01	0.01	0.00	0.01	0.01	0.00	0.00	2.24E-04	3.56E-05	4.44E-05	7.96E-06	1.92E-05	6.32E-04	2.22E-04	5.43E-05	6.39E-05	4.32	0.00	0.000	4.38	404	
Whitmore	2022	Single Unit Short-haul Truck	0.09	0.08	0.00	0.12	0.12	0.00	0.12	0.12	0.00	0.01	6.62E-04	1.06E-04	1.32E-04	2.57E-05	5.60E-05	1.84E-03	2.48E-03	1.61E-04	1.95E-04	34.80	0.01	0.000	35.00	3,260	
Whitmore	2023	Light Commercial Truck	0.03	0.01	0.00	0.01	0.01	0.00	0.01	0.01	0.00	0.00	2.15E-04	3.36E-05	4.21E-05	6.90E-06	1.85E-05	6.15E-04	1.96E-04	5.18E-05	6.02E-05	4.24	0.00	0.000	4.30	397	
Whitmore	2023	Single Unit Short-haul Truck	0.08	0.07	0.00	0.12	0.12	0.00	0.12	0.12	0.00	0.01	6.36E-04	1.01E-04	1.26E-04	2.25E-05	5.43E-05	1.79E-03	2.13E-03	1.54E-04	1.84E-04	34.58	0.01	0.000	34.79	3,239	
Whitmore	2024	Light Commercial Truck	0.03	0.01	0.00	0.01	0.01	0.00	0.01	0.01	0.00	0.00	2.07E-04	3.20E-05	4.02E-05	6.02E-06	1.79E-05	6.00E-04	1.73E-04	4.96E-05	5.72E-05	4.16	0.00	0.000	4.22	390	
Whitmore	2024	Single Unit Short-haul Truck	0.08	0.06	0.00	0.12	0.12	0.00	0.12	0.12	0.00	0.01	6.13E-04	9.59E-05	1.20E-04	1.96E-05	5.28E-05	1.76E-03	1.82E-03	1.48E-04	1.74E-04	34.38	0.01	0.000	34.59	3,220	
Whitmore	2025	Light Commercial Truck	0.02	0.01	0.00	0.01	0.01	0.00	0.01	0.01	0.00	0.00	1.98E-04	3.04E-05	3.83E-05	5.23E-06	1.73E-05	5.83E-04	1.55E-04	4.75E-05	5.42E-05	4.09	0.00	0.000	4.15	383	
Whitmore	2025	Single Unit Short-haul Truck	0.08	0.06	0.00	0.12	0.12	0.00	0.12	0.12	0.00	0.01	5.93E-04	9.17E-05	1.15E-04	1.71E-05	5.16E-05	1.73E-03	1.55E-03	1.43E-04	1.66E-04	34.21	0.01	0.000	34.42	3,204	
Wells Dra	2022	Light Commercial Truck	0.03	0.01	0.00	0.01	0.01	0.00	0.01	0.01	0.00	0.00	2.40E-04	3.80E-05	4.74E-05	8.51E-06	2.05E-05	6.76E-04	2.38E-04	5.80E-05	6.83E-05	4.61	0.00	0.000	4.68	432	
Wells Dra	2022	Single Unit Short-haul Truck	0.10	0.08	0.00	0.10	0.11	0.00	0.10	0.10	0.00	0.01	7.36E-04	1.18E-04	1.47E-04	2.85E-05	6.23E-05	2.04E-03	2.76E-03	1.79E-04	2.17E-04	38.71	0.01	0.000	38.93	3,626	
Wells Dra	2023	Light Commercial Truck	0.03	0.01	0.00	0.01	0.01	0.00	0.01	0.01	0.00	0.00	2.30E-04	3.59E-05	4.50E-05	7.37E-06	1.98E-05	6.58E-04	2.09E-04	5.54E-05	6.44E-05	4.53	0.00	0.000	4.59	424	
Wells Dra	2023	Single Unit Short-haul Truck	0.09	0.08	0.00	0.10	0.10	0.00	0.10	0.10	0.00	0.01	7.07E-04	1.12E-04	1.40E-04	2.50E-05	6.04E-05	2.00E-03	2.37E-03	1.71E-04	2.05E-04	38.46	0.01	0.000	38.69	3,602	
Wells Dra	2024	Light Commercial Truck	0.03	0.01	0.00	0.01	0.01	0.00	0.01	0.01	0.00	0.00	2.21E-04	3.42E-05	4.30E-05	6.44E-06	1.92E-05	6.41E-04	1.85E-04	5.31E-05	6.11E-05	4.45	0.00	0.000	4.51	416	
Wells Dra	2024	Single Unit Short-haul Truck	0.09	0.07	0.00	0.10	0.10	0.00	0.10	0.10	0.00	0.01	6.82E-04	1.07E-04	1.34E-04	2.18E-05	5.88E-05	1.95E-03	2.02E-03	1.64E-04	1.94E-04	38.24	0.01	0.000	38.48	3,582	
Wells Dra	2025	Light Commercial Truck	0.03	0.01	0.00	0.01	0.01	0.00	0.01	0.01	0.00	0.00	2.12E-04	3.24E-05	4.10E-05	5.59E-06	1.85E-05	6.23E-04	1.66E-04	5.08E-05	5.79E-05	4.37	0.00	0.000	4.44	409	
Wells Dra	2025	Single Unit Short-haul Truck	0.09	0.07	0.00	0.10	0.10	0.00	0.10	0.10	0.00	0.01	6.60E-04	1.02E-04	1.28E-04	1.90E-05	5.74E-05	1.92E-03	1.73E-03	1.59E-04	1.84E-04	38.04	0.01	0.000	38.29	3,563	

HSR PB (Tunnel 4) Equipment List (1)

Subphase	Code	Vehicle	Trip/Day	RT Mi/Trip	Fuel	Fuel (gal/day)	Vehicle	Notes	Days	MOVES Vehicle
								Activity Rate (trips) Scaled Across Tunnel		
Tunnel 4 fi	RoadOffOn 75	Dump Truck (tunnel spoils)		125	20 Diesel	387	T7	Construction Period	386	Single Unit Short-haul Truck
								Activity Rate (trips) Scaled Across Tunnel		
	RoadOffOn 76	Dump Truck (portal spoils)		402	20 Diesel	577	T7	Construction Period	386	Single Unit Short-haul Truck
								Activity Rate (trips) Scaled Across Tunnel		
	RoadOffOn 77	Concrete Truck		20	20 Diesel	44	T6	Construction Period	386	Light Commercial Truck
								Activity Rate (trips) Scaled Across Tunnel		
	RoadOffOn 78	Concrete Truck		35	20 Diesel	106	T6	Construction Period	386	Light Commercial Truck
								Activity Rate (trips) Scaled Across Tunnel		
	RoadOffOn 79	Concrete Cross Passages		1	20 Diesel	2	T6	Construction Period	386	Light Commercial Truck
Track	Code	Vehicle	Trip/Day	RT Mi/Trip	Fuel	Fuel (gal/day)	Vehicle	Notes	Days	MOVES Vehicle
								Activity Rate (trips) Scaled Across Tunnel		
	TrackMark	Trucks-0150		0.018	40 Diesel	44	T6	Construction Period	122	Light Commercial Truck
								Activity Rate (trips) Scaled Across Tunnel		
	NonBallast	Trucks-0200		0.152	40 Diesel	31	T6	Construction Period	122	Light Commercial Truck
								Activity Rate (trips) Scaled Across Tunnel		
	NonBallast	Pump Truck		0.087	40 Diesel	18	T6	Construction Period	122	Light Commercial Truck
								Activity Rate (trips) Scaled Across Tunnel		
	NonBallast	Concrete Truck		2.123	20 Diesel	215	T6	Construction Period	122	Light Commercial Truck
Subphase	Code	Vehicle	Trucks	RT Mi/ Truck	Fuel	Fuel (gal/day/veh)	Vehicle Onsite	Notes	Days	MOVES Vehicle
								Activity Rate (RT mi/truck) Scaled Across Tunnel		
Tunnel 4	RoadOn24	Tractor loader tunnel spoils		2	14 Diesel	6	T6	Construction Period	386	Light Commercial Truck
								Activity Rate (RT mi/truck) Scaled Across Tunnel		
	RoadOn25	Tractor loader portal spoils		4	29 Diesel	12	T6	Construction Period	386	Light Commercial Truck

Onsite Light Commercial RT Mi/Day	49

Vehicle	Trip/Day
Light Commercial Truck	58
Single Unit Short-haul Truck	527

MOVES2014a Vehicle Types (2)

PB Vehicle Type	MOVES Vehicle Type
Trucks-0150	Light Commercial Truck
Trucks-0200	Light Commercial Truck
Pump Truck	Light Commercial Truck
Concrete Truck	Light Commercial Truck
Tractor loader tunnel spoils	Light Commercial Truck
Tractor loader portal spoils	Light Commercial Truck
Dump Truck (tunnel spoils)	Single Unit Short-haul Truck
Dump Truck (portal spoils)	Single Unit Short-haul Truck
Concrete Truck	Light Commercial Truck
Concrete Truck	Light Commercial Truck
Concrete Cross Passages	Light Commercial Truck

			Criteria Pollutants (g/mile)										Hazardous Air Pollutants (g/mile)									Greenhouse Gas Emissions (g/mile)				Energy (joules)	
	Year	Vehicle	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyde	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Total Energy Consumption (joules)	
2022Light	2022	Light Commercial Truck	3.66	1.35	0.03	0.02	0.05	0.03	0.00	0.03	0.00	0.53	2.78E-02	4.41E-03	5.50E-03	9.87E-04	2.38E-03	7.84E-02	2.76E-02	6.73E-03	7.92E-03	590	0.29	0.004	598	8E+06	Diesel Fuel
2022Singl	2022	Single Unit Short-haul Truck	1.92	1.67	0.06	0.08	0.14	0.06	0.01	0.07	0.01	0.29	1.47E-02	2.36E-03	2.93E-03	5.69E-04	1.24E-03	4.07E-02	5.50E-02	3.56E-03	4.32E-03	850	0.14	0.005	855	1E+07	Diesel Fuel
2023Light	2023	Light Commercial Truck	3.45	1.25	0.03	0.02	0.05	0.02	0.00	0.03	0.00	0.49	2.66E-02	4.17E-03	5.22E-03	8.55E-04	2.29E-03	7.63E-02	2.43E-02	6.42E-03	7.47E-03	579	0.29	0.004	587	8E+06	Diesel Fuel
2023Singl	2023	Single Unit Short-haul Truck	1.86	1.54	0.05	0.08	0.14	0.05	0.01	0.06	0.01	0.27	1.41E-02	2.23E-03	2.79E-03	4.98E-04	1.20E-03	3.98E-02	4.72E-02	3.41E-03	4.08E-03	845	0.15	0.005	850	1E+07	Diesel Fuel
2024Light	2024	Light Commercial Truck	3.25	1.17	0.02	0.02	0.05	0.02	0.00	0.02	0.00	0.46	2.56E-02	3.96E-03	4.99E-03	7.47E-04	2.22E-03	7.43E-02	2.15E-02	6.15E-03	7.09E-03	568	0.30	0.004	577	8E+06	Diesel Fuel
2024Singl	2024	Single Unit Short-haul Truck	1.81	1.42	0.04	0.08	0.13	0.04	0.01	0.05	0.01	0.25	1.36E-02	2.13E-03	2.66E-03	4.34E-04	1.17E-03	3.89E-02	4.03E-02	3.27E-03	3.86E-03	840	0.15	0.005	845	1E+07	Diesel Fuel
2025Light	2025	Light Commercial Truck	3.04	1.09	0.02	0.02	0.05	0.02	0.00	0.02	0.00	0.43	2.46E-02	3.76E-03	4.75E-03	6.48E-04	2.15E-03	7.22E-02	1.92E-02	5.89E-03	6.71E-03	558	0.30	0.004	567	8E+06	Diesel Fuel
2025Singl	2025	Single Unit Short-haul Truck	1.76	1.32	0.04	0.08	0.12	0.03	0.01	0.05	0.01	0.23	1.32E-02	2.03E-03	2.56E-03	3.78E-04	1.14E-03	3.83E-02	3.45E-02	3.16E-03	3.67E-03	836	0.15	0.005	841	1E+07	Diesel Fuel
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	

AP-42 Road Dust Emission Factors (g/mile) (2)

	Criteria Pollutants										Hazardous Air Pollutants									Greenhouse Gas Emissions				Energy	
Road Type	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyde	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Petroleum Energy Cons	Total Energy Consumpti	BSFC (grams/el Fuel (gallons
Paved				0.81			0.20																			
Unpaved				6.51			0.65																			

Sources

(1) HSR PB, Construction Emissions Inventory and Construction Data. December 2018.
(2) ICF. 2020. Vehicle and Equipment Emission Factors. Excel workbook.

Uinta Annual Emissions (tons/year) (calc'd)

		Vehicle	Criteria Pollutants									Hazardous Air Pollutants								Greenhouse Gas Emissions				Energy	
			CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyde	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Diesel (gllaons)	
2022Indian	2022	Indian Canyon	16.86	67.71	2.83	0.00	2.83	2.75	0.00	2.75	0.15	3.33	3.1E-01	6.8E-02	1.4E-01	6.1E-03	1.8E-02	8.7E-01	2.8E+00	1.4E-02	5.5E-01	20,893	0	1	21,041	1,836,329	8
2022Whit	2022	Whitmore Park	22.20	89.15	3.73	0.00	3.73	3.62	0.00	3.62	0.19	4.39	4.1E-01	9.0E-02	1.8E-01	8.0E-03	2.4E-02	1.1E+00	3.6E+00	1.8E-02	7.2E-01	27,509	0	1	27,703	2,417,773	8
2022Well	2022	Wells Draw	12.72	51.08	2.14	0.00	2.14	2.08	0.00	2.08	0.11	2.52	2.4E-01	5.2E-02	1.0E-01	4.6E-03	1.4E-02	6.5E-01	2.1E+00	1.0E-02	4.1E-01	15,761	0	0	15,872	1,385,237	8
2023Indi	2023	Indian Canyon	14.37	62.92	2.44	0.00	2.44	2.36	0.00	2.36	0.14	2.92	2.7E-01	5.9E-02	1.2E-01	5.3E-03	1.6E-02	7.7E-01	2.4E+00	1.2E-02	4.8E-01	20,530	0	1	20,676	1,821,404	9
2023Whit	2023	Whitmore Park	18.91	82.84	3.21	0.00	3.21	3.11	0.00	3.11	0.19	3.84	3.6E-01	7.8E-02	1.6E-01	7.0E-03	2.1E-02	1.0E+00	3.1E+00	1.6E-02	6.3E-01	27,031	0	1	27,223	2,398,122	9
2023Well	2023	Wells Draw	10.84	47.46	1.84	0.00	1.84	1.78	0.00	1.78	0.11	2.20	2.1E-01	4.5E-02	9.3E-02	4.0E-03	1.2E-02	5.8E-01	1.8E+00	9.1E-03	3.6E-01	15,487	0	0	15,597	1,373,978	9
2024Indi	2024	Indian Canyon	4.09	19.78	0.70	0.00	0.70	0.68	0.00	0.68	0.05	0.86	8.0E-02	1.7E-02	3.6E-02	1.5E-03	4.8E-03	2.2E-01	6.8E-01	3.6E-03	1.4E-01	6,779	0	0	6,828	607,364	10
2024Whit	2024	Whitmore Park	5.39	26.05	0.93	0.00	0.93	0.90	0.00	0.90	0.06	1.13	1.1E-01	2.3E-02	4.8E-02	2.0E-03	6.3E-03	3.0E-01	9.0E-01	4.7E-03	1.9E-01	8,925	0	0	8,989	799,677	10
2024Well	2024	Wells Draw	9.24	44.65	1.59	0.00	1.59	1.54	0.00	1.54	0.11	1.94	1.8E-01	3.9E-02	8.2E-02	3.5E-03	1.1E-02	5.1E-01	1.5E+00	8.0E-03	3.2E-01	15,299	0	0	15,409	1,370,742	10
2025Indi	2025	Indian Canyon	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	-	-	-	-	0	10
2025Whit	2025	Whitmore Park	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	-	-	-	-	0	10
2025Well	2025	Wells Draw	7.72	40.16	1.35	0.00	1.35	1.30	0.00	1.30	0.10	1.69	1.6E-01	3.4E-02	7.0E-02	3.0E-03	9.4E-03	4.3E-01	1.3E+00	6.9E-03	2.7E-01	14,760	0	0	14,863	1,289,999	10

HSR PB (Tunnel 4) Emission Rates (tons/mile)

	All Vehicles	Criteria Pollutants										Hazardous Air Pollutants										Greenhouse Gas Emissions				Energy
		CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyde	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Diesel (gllaons)
2022	All Equipment	9.15	36.73	1.54	0.00	1.54	1.49	0.00	1.49	0.08	1.81	1.7E-01	3.7E-02	7.5E-02	3.3E-03	1.0E-02	4.7E-01	1.5E+00	7.4E-03	3.0E-01	11333	0.12	0.290	11413	996,060
2023	All Equipment	7.79	34.13	1.32	0.00	1.32	1.28	0.00	1.28	0.08	1.58	1.5E-01	3.2E-02	6.7E-02	2.9E-03	8.8E-03	4.2E-01	1.3E+00	6.5E-03	2.6E-01	11136	0.11	0.288	11215	987,964
2024	All Equipment	6.64	32.11	1.14	0.00	1.14	1.11	0.00	1.11	0.08	1.40	1.3E-01	2.8E-02	5.9E-02	2.5E-03	7.8E-03	3.6E-01	1.1E+00	5.8E-03	2.3E-01	11001	0.10	0.287	11080	985,637
2025	All Equipment	5.55	28.87	0.97	0.00	0.97	0.94	0.00	0.94	0.07	1.22	1.1E-01	2.4E-02	5.0E-02	2.2E-03	6.7E-03	3.1E-01	9.4E-01	5.0E-03	2.0E-01	10613	0.09	0.270	10687	927,579
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26

HSR PB Emission Rates (tons/day)

	Equipment	Criteria Pollutants										Hazardous Air Pollutants									Greenhouse Gas Emissions				Energy
		CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyde	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Diesel (gllaons)
2022	Bore/Drill Rigs	0.008	0.029	0.001	-	0.001	0.001	-	0.001	0.000	0.002	0.000160187	4.65567E-05	5.70197E-05	3.53041E-06	1.36576E-05	0.000446409	0.001431062	6.86146E-06	0.00	7	0.000	0.000	6.80822404	598
2022	Rubber Tire Loaders	0.002	0.007	0.000	-	0.000	0.000	-	0.000	0.000	0.000	3.16932E-05	6.19748E-06	1.49687E-05	5.83542E-07	1.69655E-06	8.78313E-05	0.000342463	1.42925E-06	5.57766E-05	3	0.000	0.000	3.214787997	282
2022	Off-highway Trucks	0.005	0.044	0.001	-	0.001	0.001	-	0.001	0.000	0.001	0.000113192	2.01281E-05	5.75915E-05	1.98155E-06	5.33266E-06	0.000312832	0.00085191	5.02048E-06	0.000200961	16	0.000	0.000	15.62726852	1,372
2022	Other Construction Eq	0.001	0.002	0.000	-	0.000	0.000	-	0.000	0.000	0.000	1.10413E-05	2.66201E-06	4.56855E-06	2.22034E-07	7.67804E-07	3.0632E-05	0.000121519	4.90127E-07	1.93302E-05	1	0.000	0.000	0.848970972	75
2022	Air Compressors	0.013	0.043	0.002	-	0.002	0.002	-	0.002	0.000	0.002	0.000213549	3.96053E-05	0.000101766	3.92582E-06	9.67103E-06	0.000592228	0.001954951	9.57826E-06	0.000374028	13	0.000	0.000	13.01288789	1,120
2022	Tractors/Loaders/Bac	0.002	0.003	0.000	-	0.000	0.000	-	0.000	0.000	0.000	3.2727E-05	8.40444E-06	1.31761E-05	6.86394E-07	2.32659E-06	9.1658E-05	0.000302738	1.40449E-06	5.74158E-05	1	0.000	0.000	0.823409308	72
2022	Rough Terrain Forklift	0.001	0.002	0.000	-	0.000	0.000	-	0.000	0.000	0.000	9.29454E-06	1.70909E-06	4.59011E-06	1.69506E-07	4.25399E-07	2.60088E-05	0.000135393	4.19785E-07	1.64609E-05	1	0.000	0.000	0.813936883	71
2022	Generator Sets	0.003	0.007	0.000	-	0.000	0.000	-	0.000	0.000	0.001	5.83181E-05	1.29332E-05	2.60113E-05	1.15389E-06	3.38357E-06	0.000163587	0.000418518	2.53442E-06	0.000102591	1	0.000	0.000	1.300711985	114
2022	Graders	0.000	0.000	0.000	-	0.000	0.000	-	0.000	0.000	0.000	4.03247E-07	7.02046E-08	1.94761E-07	6.77866E-09	2.29535E-08	1.08185E-06	4.98718E-06	1.80973E-08	7.04505E-07	0	0.000	0.000	0.086859215	8
2022	Rollers	0.000	0.000	0.000	-	0.000	0.000	-	0.000	0.000	0.000	3.19867E-07	5.78978E-08	1.60358E-07	5.72174E-09	1.47036E-08	8.92379E-07	3.46788E-06	1.47006E-08	5.67604E-07	0	0.000	0.000	0.028273728	2
2023	Bore/Drill Rigs	0.007	0.026	0.001	-	0.001	0.001	-	0.001	0.000	0.002	0.000143899	4.13713E-05	5.22855E-05	3.13735E-06	1.21581E-05	0.000400594	0.001270787	6.20921E-06	0.000251681	7	0.000	0.000	6.808751957	598
2023	Rubber Tire Loaders	0.002	0.006	0.000	-	0.000	0.000	-	0.000	0.000	0.000	2.79511E-05	5.36032E-06	1.32891E-05	5.08501E-07	1.48926E-06	7.72181E-05	0.000302705	1.26149E-06	4.9163E-05	3	0.000	0.000	3.214821589	282
2023	Off-highway Trucks	0.004	0.043	0.001	-	0.001	0.001	-	0.001	0.000	0.001	0.000102118	1.81296E-05	5.18086E-05	1.78204E-06	4.88547E-06	0.000281517	0.000760596	4.51267E-06	0.00018109	16	0.000	0.000	15.62727288	1,372
2023	Other Construction Eq	0.001	0.002	0.000	-	0.000	0.000	-	0.000	0.000	0.000	9.76256E-06	2.30269E-06	4.23589E-06	1.94083E-07	6.67047E-07	2.78507E-05	0.000107486	4.34927E-07	1.72345E-05	1	0.000	0.000	0.831083472	73
2023	Air Compressors	0.010	0.038	0.002	-	0.002	0.002	-	0.002	0.000	0.002	0.000174935	3.22532E-05	8.6788E-05	3.23332E-06	8.02481E-06	0.000501294	0.001557397	7.93042E-06	0.000309763	12	0.000	0.000	12.31017489	1,093
2023	Tractors/Loaders/Bac	0.002	0.003	0.000	-	0.000	0.000	-	0.000	0.000	0.000	2.99026E-05	7.52194E-06	1.22321E-05	6.21669E-07	2.06874E-06	8.37572E-05	0.000280288	1.28635E-06	5.24869E-05	1	0.000	0.000	0.823486965	72
2023	Rough Terrain Forklift	0.001	0.002	0.000	-	0.000	0.000	-	0.000	0.000	0.000	7.97851E-06	1.4607E-06	3.95364E-06	1.44563E-07	3.67739E-07	2.22911E-05	0.000116578	3.62189E-07	1.41393E-05	1	0.000	0.000	0.813945787	71
2023	Generator Sets	0.002	0.007	0.000	-	0.000	0.000	-	0.000	0.000	0.001	5.40382E-05	1.17245E-05	2.49293E-05	1.05992E-06	3.04199E-06	0.000154733	0.00037794	2.35527E-06	9.56144E-05	1	0.000	0.000	1.282983608	113
2023	Graders	0.000	0.000	0.000	-	0.000	0.000	-	0.000	0.000	0.000	3.18913E-07	5.48577E-08	1.5079E-07	5.23241E-09	1.97632E-08	8.40801E-07	3.96185E-06	1.41131E-08	5.52817E-07	0	0.000	0.000	0.086859083	8
2023	Rollers	0.000	0.000	0.000	-	0.000	0.000	-	0.000	0.000	0.000	2.80703E-07	5.054E-08	1.40988E-07	4.98826E-09	1.30195E-08	7.81566E-07	2.93346E-06	1.29516E-08	4.98076E-07	0	0.000	0.000	0.028255902	2
2024	Bore/Drill Rigs	0.007	0.024	0.001	-	0.001	0.001	-	0.001	0.000	0.002	0.000131187	3.71515E-05	4.84568E-05	2.83342E-06	1.09191E-05	0.000364935	0.001149924	5.6866E-06	0.000229646	7	0.000	0.000	6.80915453	598
2024	Rubber Tire Loaders	0.002	0.006	0.000	-	0.000	0.000	-	0.000	0.000	0.000	2.45532E-05	4.61281E-06	1.17364E-05	4.40986E-07	1.30734E-06	6.75587E-05	0.000266467	1.10599E-06	4.314E-05	3	0.000	0.000	3.214845672	282
2024	Off-highway Trucks	0.003	0.042	0.001	-	0.001	0.001	-	0.001	0.000	0.001	9.12243E-05	1.61656E-05	4.61185E-05	1.58618E-06	4.44215E-06	0.000250757	0.000662145	4.01589E-06	0.000161542	16	0.000	0.000	15.62729138	1,372
2024	Other Construction Eq	0.001	0.002	0.000	-	0.000	0.000	-	0.000	0.000	0.000	8.70623E-06	2.02158E-06	3.66533E-06	1.71314E-07	5.93045E-07	2.40439E-05	9.64514E-05	3.89394E-07	1.52237E-05	1	0.000	0.000	0.849016146	75
2024	Air Compressors	0.008	0.035	0.001	-	0.001	0.001	-	0.001	0.000	0.001	0.000145246	2.65849E-05	7.23521E-05	2.6606E-06	6.85661E-06	0.000414645	0.001251552	6.64965E-06	0.000257371	12	0.000	0.000	11.76852904	1,081
2024	Tractors/Loaders/Bac	0.002	0.003	0.000	-	0.000	0.000	-	0.000	0.000	0.000	2.58459E-05	6.45283E-06	1.06503E-05	5.34898E-07	1.77285E-06	7.23805E-05	0.000250162	1.115E-06	4.53993E-05	1	0.000	0.000	0.823568412	72
2024	Rough Terrain Forklift	0.001	0.002	0.000	-	0.000	0.000	-	0.000	0.000	0.000	6.77611E-06	1.23588E-06	3.35784E-06	1.22134E-07	3.15747E-07	1.88962E-05	9.80058E-05	3.08946E-07	1.2004E-05	1	0.000	0.000	0.813952121	71
2024	Generator Sets	0.002	0.006	0.000	-	0.000	0.000	-	0.000	0.000	0.001	5.16234E-05	1.10038E-05	2.35932E-05	1.00496E-06	2.83651E-06	0.000144824	0.000351058	2.25687E-06	9.09059E-05	1	0.000	0.000	1.300877243	114
2024	Graders	0.000	0.000	0.000	-	0.000	0.000	-	0.000	0.000	0.000	2.60053E-07	4.4155E-08	1.20021E-07	4.15524E-09	1.75464E-08	6.72427E-07	3.1914E-06	1.13058E-08	4.46816E-07	0	0.000	0.000	0.086858889	8
2024	Rollers	0.000	0.000	0.000	-	0.000	0.000	-	0.000	0.000	0.000	2.43615E-07	4.36168E-08	1.22442E-07	4.29855E-09	1.14512E-08	6.76459E-07	2.43677E-06	1.12613E-08	4.3204E-07	0	0.000	0.000	0.028255992	2
2025	Bore/Drill Rigs	0.006	0.023	0.001	-	0.001	0.001	-	0.001	0.000	0.001	0.000121428	3.38573E-05	4.55176E-05	2.60066E-06	9.94567E-06	0.000337594	0.001056876	5.2837E-06	0.000212663	7	0.000	0.000	6.809467055	598
2025	Rubber Tire Loaders	0.001	0.005	0.000	-	0.000	0.000	-	0.000	0.000	0.000	2.14739E-05	3.96111E-06	1.02901E-05	3.80828E-07	1.15117E-06	5.88224E-05	0.000232827	9.67599E-07	3.76725E-05	3	0.000	0.000	3.214866834	282
2025	Off-highway Trucks	0.002	0.041	0.001	-	0.001	0.001	-	0.001	0.000	0.001	8.20806E-05	1.45181E-05	4.13478E-05	1.42197E-06	4.06741E-06	0.000224962	0.000578603	3.59933E-06	0.00014514	16	0.000	0.000	15.62729761	1,372
2025	Other Construction Eq	0.001	0.002	0.000	-	0.000	0.000	-	0.000	0.000	0.000	7.78905E-06	1.77136E-06	3.30589E-06	1.51491E-07	5.25163E-07	2.1453E-05	8.66698E-05	3.49349E-07	1.36045E-05	1	0.000	0.000	0.849032866	75
2025	Air Compressors	0.006	0.027	0.001	-	0.001	0.001	-	0.001	0.000	0.001	0.00010717	1.99755E-05	5.22301E-05	1.99303E-06	4.93682E-06	0.000298801	0.000895141	4.96365E-06	0.000189138	10	0.000	0.000	10.30316494	865
2025	Tractors/Loaders/Bac	0.001	0.002	0.000	-	0.000	0.000	-	0.000	0.000	0.000	2.30741E-05	5.67288E-06	9.61721E-06	4.74282E-07	1.552E-06	6.46165E-05	0.000229601	9.97957E-07	4.05495E-05	1	0.000	0.000	0.823630322	72
2025	Rough Terrain Forklift	0.000	0.002	0.000	-	0.000	0.000	-	0.000	0.000	0.000	5.68914E-06	1.03336E-06	2.81701E-06	1.0193E-07	2.69047E-07	1.58251E-05	8.12766E-05	2.60214E-07	1.00717E-05	1	0.000	0.000	0.813956621	71
2025	Generator Sets	0.002	0.006	0.000	-	0.000	0.000	-	0.000	0.000	0.001	4.87735E-05	1.02233E-05	2.25281E-05	9.42559E-07	2.61913E-06	0.000136827	0.000323276	2.13886E-06	8.59348E-05	1	0.000	0.000	1.300943082	114
2025	Graders	0.000	0.000	0.000	-	0.000	0.000	-	0.000	0.000	0.000	2.1432E-07	3.58505E-08	9.60092E-08	3.32095E-09	1.58316E-08	5.41538E-07	2.58632E-06	9.10711E-09	3.64338E-07	0	0.000	0.000	0.08685872	8
2025	Rollers	0.000	0.000	0.000	-	0.000	0.000	-	0.000	0.000	0.000	2.178E-07	3.88185E-08	1.09414E-07	3.82103E-09	1.037E-08	6.03291E-07	2.08868E-06	1.00817E-08	3.8597E-07	0	0.000	0.000	0.02825604	2
2022	All Equipment	0.034	0.137	0.006	-	0.006	0.006	-	0.006	0.000	0.007	0.000630726	0.000138324	0.000280047	1.22656E-05	3.72988E-05	0.00175316	0.005567009	2.77711E-05	0.001107292	42	4.57E-04	1.08E-03	42.56533053	3715
2023	All Equipment	0.029	0.127	0.005	-	0.005	0.005	-	0.005	0.000	0.006	0.000551185	0.00012023	0.000249814	1.06917E-05	3.27359E-05	0.001550877	0.004780673	2.43796E-05	0.000972223	42	4.13E-04	1.07E-03	41.82763613	3685
2024	All Equipment	0.025	0.120	0.004	-	0.004	0.004	-	0.004	0.000	0.005	0.000485666	0.000105317	0.000220173	9.36295E-06	2.90724E-05	0.001359389	0.004131395	2.15509E-05	0.00085611	41	3.71E-04	1.07E-03	41.32234942	3676
2025	All Equipment	0.021	0.108	0.004	-	0.004	0.003	-	0.003	0.000	0.005	0.00041791	9.10875E-05	0.000187859	8.07329E-06	2.50926E-05	0.001160046	0.003488945	1.85798E-05	0.000735524	40	3.25E-04	1.01E-03	39.85747409	3459
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26

Construction_Tunnels
Tunnel_Off

HSR PB (Tunnel 4) Equipment List (1)

Subphase	Code	Equip	#/day	hrs/day	Equip Load	CMOD	HP Bin	HP	kW	LF	Fuel	Fuel (gal/day/	Notes	MOVES Name	HP-HR/day
Tunnel 4 from Portal 7 (MINED TWIN TUNNELS	RoadOff88	Underground drill rig	2	2	4	Bore/Drill Rigs	250	227.9734	170	0.5025	Diesel	0.190196326	Activity Rate (	Bore/Drill Rigs	911.8936
	RoadOff89	Underground loader	2	8	16	Rubber Tired Loaders	250	335.255	250	0.3618	Diesel	0.803956089	Activity Rate (	Rubber Tire Lo	5364.08
	RoadOff90	Underground truck	10	8	80	Off-Highway Trucks	250	321.8448	240	0.3819	Diesel	4.067525831	Activity Rate (	Off-highway T	25747.584
	RoadOff91	Wet mix sprayed concrete	2	3	6	Other Construction Equipm	25	22.529136	16.8	0.4154	Diesel	0.026203351	Activity Rate (	Other Constru	135.174816
	RoadOff92	Ready-mixed concrete tru	6	8	48	Off-Highway Trucks	175	10.05765	7.5	0.3819	Diesel	0.076453258	Activity Rate (	Off-highway T	482.7672
	RoadOff93	Air Compressor	2	24	48	Air Compressors	500	439.85456	328	0.48	Diesel	5.905282155	Activity Rate (	Air Compresso	21113.01888
	RoadOff94	Backhoe loader	2	4	8	Tractors/Loaders/Backhoes	120	125	0	0.3685	Diesel	0.15490955	Activity Rate (	Tractors/Load	1000
	RoadOff95	Platform Truck	2	4	8	Aerial Lifts	120	160.9224	120	0.3082	Diesel	0.165178387	Activity Rate (	Other Constru	1287.3792
	RoadOff96	Forklift	2	4	8	Rough Terrain Forklifts	175	160.9224	120	0.402	Diesel	0.215185585	Activity Rate (	Rough Terrain	1287.3792
	RoadOff97	Generator	2	24	48	Generator Sets	50	42.91264	32	0.74	Diesel	0.763839511	Activity Rate (	Generator Set	2059.80672
	RoadOff98	Surface Top Hammer Drill	3	17.311475	51.93443	Bore/Drill Rigs	175	201.153	150	0.5025	Diesel	1.02603485	Activity Rate (	Bore/Drill Rigs	10446.76564

	Code	Equip	#/day	hrs/day	Equip Load	CMOD	HP Bin	HP		LF	Fuel	Fuel (gal/day/	Notes		
	TrackMark	Tractors/Loaders/Backhoe	10	0.0143108	0.143108	Tractors/Loaders/Backhoes	120	97		0.3685	Diesel	1.20324981	Activity Rate (	Tractors/Load	13.88148473
	NonBallast	Tractors/Loaders/Backhoe	6	0.1732779	1.039667	Tractors/Loaders/Backhoes	120	97		0.3685	Diesel	0.721949886	Activity Rate S	Tractors/Load	100.8477358
	NonBallast	Graders-0140	6	0.1732779	1.039667	Graders	120	140		0.4087	Diesel	1.134173572	Activity Rate S	Graders	145.5534331
	NonBallast	Rollers-0175	6	0.1732779	1.039667	Rollers	175	175		0.3752	Diesel	1.311665852	Activity Rate (	Rollers	181.9417914

Unique Equipment	HP-HR/day
Bore/Drill Rigs	11,359
Rubber Tire Loaders	5,364
Off-highway Trucks	26,230
Other Construction Equipment	1,423
Air Compressors	21,113
Tractors/Loaders/Backhoes	1,115
Rough Terrain Forklifts	1,287
Generator Sets	2,060
Graders	146
Rollers	182

MOVES2014a Emission Factors (2)

PB Equipment CMOD Type	MOVES Equipment Type	Unique Equipment
Bore/Drill Rigs	Bore/Drill Rigs	*Bore/Drill Rigs*
Rubber Tired Loaders	Rubber Tire Loaders	*Rubber Tire Loaders*
Off-Highway Trucks	Off-highway Trucks	*Off-highway Trucks*
Other Construction Equipment	Other Construction Eq	*Other Construction Equipment*
Off-Highway Trucks	Off-highway Trucks	*Air Compressors*
Air Compressors	Air Compressors	*Tractors/Loaders/Backhoes*
Tractors/Loaders/Backhoes	Tractors/Loaders/Bac	*Rough Terrain Forklifts*
Aerial Lifts	Other Construction Eq	*Generator Sets*
Rough Terrain Forklifts	Rough Terrain Forklift	*Graders*
Generator Sets	Generator Sets	*Rollers*
Bore/Drill Rigs	Bore/Drill Rigs	
Tractors/Loaders/Backhoes	Tractors/Loaders/Backhoes	
Tractors/Loaders/Backhoes	Tractors/Loaders/Backhoes	
Graders	Graders	
Rollers	Rollers	

Construction_Tunnels
Tunnel_Off

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
	Equipment	Criteria Pollutants (g/hp-hr)										Hazardous Air Pollutants (g/hp-hr)									Greenhouse Gas Emissions (g/hp-hr)				Energy	
		CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyde	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	BSFC (grams)	Diesel (gllaons)
2022	Bore/Drill Rigs	0.66	2.31	0.12	0.00	0.12	0.11	0.00	0.11	0.00	0.15	1E-02	4E-03	5E-03	3E-04	1E-03	4E-02	1E-01	5E-04	2E-02	540	0.006	0.014	544	169.3892775	0.05 Diesel
2022	Rubber Tire Loaders	0.36	1.16	0.06	0.00	0.06	0.06	0.00	0.06	0.00	0.06	5E-03	1E-03	3E-03	1E-04	3E-04	1E-02	6E-02	2E-04	9E-03	540	0.005	0.014	544	169.2883237	0.05 Diesel
2022	Off-highway Trucks	0.16	1.53	0.03	0.00	0.03	0.03	0.00	0.03	0.00	0.04	4E-03	7E-04	2E-03	7E-05	2E-04	1E-02	3E-02	2E-04	7E-03	537	0.003	0.014	540	168.2826357	0.05 Diesel
2022	Other Construction Eq	0.56	1.39	0.08	0.00	0.08	0.08	0.00	0.08	0.00	0.08	7E-03	2E-03	3E-03	1E-04	5E-04	2E-02	8E-02	3E-04	1E-02	538	0.005	0.014	541	168.5949097	0.05 Diesel
2022	Air Compressors	0.55	1.83	0.09	0.00	0.09	0.08	0.00	0.08	0.00	0.09	9E-03	2E-03	4E-03	2E-04	4E-04	3E-02	8E-02	4E-04	2E-02	555	0.008	0.014	559	170.6990329	0.05 Diesel
2022	Tractors/Loaders/Bac	1.60	2.34	0.25	0.00	0.25	0.25	0.00	0.25	0.00	0.30	3E-02	7E-03	1E-02	6E-04	2E-03	7E-02	2E-01	1E-03	5E-02	665	0.014	0.017	670	208.7848383	0.06 Diesel
2022	Rough Terrain Forklift	0.57	1.51	0.10	0.00	0.10	0.10	0.00	0.10	0.00	0.07	7E-03	1E-03	3E-03	1E-04	3E-04	2E-02	1E-01	3E-04	1E-02	570	0.006	0.015	574	178.5861906	0.06 Diesel
2022	Generator Sets	1.19	3.10	0.19	0.00	0.19	0.18	0.00	0.18	0.00	0.27	3E-02	6E-03	1E-02	5E-04	1E-03	7E-02	2E-01	1E-03	5E-02	568	0.017	0.015	573	178.4571431	0.06 Diesel
2022	Graders	0.16	0.49	0.03	0.00	0.03	0.03	0.00	0.03	0.00	0.03	3E-03	4E-04	1E-03	4E-05	1E-04	7E-03	3E-02	1E-04	4E-03	538	0.002	0.014	541	168.5573666	0.05 Diesel
2022	Rollers	0.11	0.33	0.02	0.00	0.02	0.02	0.00	0.02	0.00	0.02	2E-03	3E-04	8E-04	3E-05	7E-05	4E-03	2E-02	7E-05	3E-03	140	0.002	0.004	141	43.89396977	0.01 Diesel
2023	Bore/Drill Rigs	0.59	2.10	0.10	0.00	0.10	0.10	0.00	0.10	0.00	0.14	1E-02	3E-03	4E-03	3E-04	1E-03	3E-02	1E-01	5E-04	2E-02	540	0.005	0.014	544	169.3892382	0.05 Diesel
2023	Rubber Tire Loaders	0.31	1.06	0.05	0.00	0.05	0.05	0.00	0.05	0.00	0.05	5E-03	9E-04	2E-03	9E-05	3E-04	1E-02	5E-02	2E-04	8E-03	540	0.004	0.014	544	169.2883223	0.05 Diesel
2023	Off-highway Trucks	0.13	1.48	0.03	0.00	0.03	0.03	0.00	0.03	0.00	0.04	4E-03	6E-04	2E-03	6E-05	2E-04	1E-02	3E-02	2E-04	6E-03	537	0.003	0.014	540	168.2826032	0.05 Diesel
2023	Other Construction Eq	0.49	1.25	0.07	0.00	0.07	0.07	0.00	0.07	0.00	0.07	6E-03	1E-03	3E-03	1E-04	4E-04	2E-02	7E-02	3E-04	1E-02	526	0.005	0.014	530	165.0380609	0.05 Diesel
2023	Air Compressors	0.44	1.65	0.07	0.00	0.07	0.07	0.00	0.07	0.00	0.08	8E-03	1E-03	4E-03	1E-04	3E-04	2E-02	7E-02	3E-04	1E-02	525	0.007	0.014	529	166.5761349	0.05 Diesel
2023	Tractors/Loaders/Bac	1.47	2.22	0.24	0.00	0.24	0.23	0.00	0.23	0.00	0.27	2E-02	6E-03	1E-02	5E-04	2E-03	7E-02	2E-01	1E-03	4E-02	665	0.014	0.017	670	208.7848866	0.06 Diesel
2023	Rough Terrain Forklift	0.49	1.37	0.08	0.00	0.08	0.08	0.00	0.08	0.00	0.06	6E-03	1E-03	3E-03	1E-04	3E-04	2E-02	8E-02	3E-04	1E-02	570	0.005	0.015	574	178.5861623	0.06 Diesel
2023	Generator Sets	1.09	2.92	0.17	0.00	0.17	0.17	0.00	0.17	0.00	0.25	2E-02	5E-03	1E-02	5E-04	1E-03	7E-02	2E-01	1E-03	4E-02	561	0.017	0.014	565	176.0124424	0.05 Diesel
2023	Graders	0.12	0.39	0.03	0.00	0.03	0.02	0.00	0.02	0.00	0.02	2E-03	3E-04	9E-04	3E-05	1E-04	5E-03	2E-02	9E-05	3E-03	538	0.002	0.014	541	168.5574725	0.05 Diesel
2023	Rollers	0.09	0.30	0.02	0.00	0.02	0.01	0.00	0.01	0.00	0.01	1E-03	3E-04	7E-04	2E-05	6E-05	4E-03	1E-02	6E-05	2E-03	140	0.001	0.004	141	43.86601784	0.01 Diesel
2024	Bore/Drill Rigs	0.54	1.94	0.09	0.00	0.09	0.09	0.00	0.09	0.00	0.12	1E-02	3E-03	4E-03	2E-04	9E-04	3E-02	9E-02	5E-04	2E-02	540	0.005	0.014	544	169.3892653	0.05 Diesel
2024	Rubber Tire Loaders	0.27	0.95	0.05	0.00	0.05	0.05	0.00	0.05	0.00	0.04	4E-03	8E-04	2E-03	7E-05	2E-04	1E-02	5E-02	2E-04	7E-03	540	0.004	0.014	544	169.2883709	0.05 Diesel
2024	Off-highway Trucks	0.10	1.44	0.02	0.00	0.02	0.02	0.00	0.02	0.00	0.03	3E-03	6E-04	2E-03	5E-05	2E-04	9E-03	2E-02	1E-04	6E-03	537	0.003	0.014	540	168.2826461	0.05 Diesel
2024	Other Construction Eq	0.44	1.13	0.06	0.00	0.06	0.06	0.00	0.06	0.00	0.06	6E-03	1E-03	2E-03	1E-04	4E-04	2E-02	6E-02	2E-04	1E-02	538	0.004	0.014	541	168.5949244	0.05 Diesel
2024	Air Compressors	0.35	1.52	0.06	0.00	0.06	0.05	0.00	0.05	0.00	0.06	6E-03	1E-03	3E-03	1E-04	3E-04	2E-02	5E-02	3E-04	1E-02	502	0.006	0.014	506	164.7754833	0.05 Diesel
2024	Tractors/Loaders/Bac	1.30	2.05	0.21	0.00	0.21	0.20	0.00	0.20	0.00	0.24	2E-02	5E-03	9E-03	4E-04	1E-03	6E-02	2E-01	9E-04	4E-02	665	0.012	0.017	670	208.7848988	0.06 Diesel
2024	Rough Terrain Forklift	0.41	1.25	0.07	0.00	0.07	0.07	0.00	0.07	0.00	0.05	5E-03	9E-04	2E-03	9E-05	2E-04	1E-02	7E-02	2E-04	8E-03	570	0.005	0.015	574	178.5861912	0.06 Diesel
2024	Generator Sets	1.03	2.83	0.16	0.00	0.16	0.15	0.00	0.15	0.00	0.24	2E-02	5E-03	1E-02	4E-04	1E-03	6E-02	2E-01	1E-03	4E-02	569	0.016	0.015	573	178.4570823	0.06 Diesel
2024	Graders	0.10	0.32	0.02	0.00	0.02	0.02	0.00	0.02	0.00	0.02	2E-03	3E-04	7E-04	3E-05	1E-04	4E-03	2E-02	7E-05	3E-03	538	0.001	0.014	541	168.5574047	0.05 Diesel
2024	Rollers	0.08	0.27	0.01	0.00	0.01	0.01	0.00	0.01	0.00	0.01	1E-03	2E-04	6E-04	2E-05	6E-05	3E-03	1E-02	6E-05	2E-03	140	0.001	0.004	141	43.8660154	0.01 Diesel
2025	Bore/Drill Rigs	0.49	1.82	0.09	0.00	0.09	0.08	0.00	0.08	0.00	0.11	1E-02	3E-03	4E-03	2E-04	8E-04	3E-02	8E-02	4E-04	2E-02	540	0.005	0.014	544	169.3892548	0.05 Diesel
2025	Rubber Tire Loaders	0.24	0.86	0.04	0.00	0.04	0.04	0.00	0.04	0.00	0.04	4E-03	7E-04	2E-03	6E-05	2E-04	1E-02	4E-02	2E-04	6E-03	540	0.003	0.014	544	169.2883431	0.05 Diesel
2025	Off-highway Trucks	0.08	1.41	0.02	0.00	0.02	0.02	0.00	0.02	0.00	0.03	3E-03	5E-04	1E-03	5E-05	1E-04	8E-03	2E-02	1E-04	5E-03	537	0.002	0.014	540	168.282614	0.05 Diesel
2025	Other Construction Eq	0.39	1.03	0.06	0.00	0.06	0.06	0.00	0.06	0.00	0.06	5E-03	1E-03	2E-03	1E-04	3E-04	1E-02	6E-02	2E-04	9E-03	538	0.004	0.014	541	168.5949119	0.05 Diesel
2025	Air Compressors	0.26	1.17	0.04	0.00	0.04	0.04	0.00	0.04	0.00	0.05	5E-03	9E-04	2E-03	9E-05	2E-04	1E-02	4E-02	2E-04	8E-03	440	0.005	0.011	443	131.7765925	0.04 Diesel
2025	Tractors/Loaders/Bac	1.18	1.94	0.19	0.00	0.19	0.19	0.00	0.19	0.00	0.21	2E-02	5E-03	8E-03	4E-04	1E-03	5E-02	2E-01	8E-04	3E-02	665	0.011	0.017	670	208.7848685	0.06 Diesel
2025	Rough Terrain Forklift	0.34	1.13	0.06	0.00	0.06	0.06	0.00	0.06	0.00	0.04	4E-03	7E-04	2E-03	7E-05	2E-04	1E-02	6E-02	2E-04	7E-03	570	0.004	0.015	574	178.58624	0.06 Diesel
2025	Generator Sets	0.97	2.72	0.15	0.00	0.15	0.14	0.00	0.14	0.00	0.23	2E-02	5E-03	1E-02	4E-04	1E-03	6E-02	1E-01	9E-04	4E-02	569	0.016	0.015	573	178.4571141	0.06 Diesel
2025	Graders	0.08	0.27	0.02	0.00	0.02	0.02	0.00	0.02	0.00	0.02	1E-03	2E-04	6E-04	2E-05	1E-04	3E-03	2E-02	6E-05	2E-03	538	0.001	0.014	541	168.5574045	0.05 Diesel
2025	Rollers	0.06	0.25	0.01	0.00	0.01	0.01	0.00	0.01	0.00	0.01	1E-03	2E-04	5E-04	2E-05	5E-05	3E-03	1E-02	5E-05	2E-03	140	0.001	0.004	141	43.8660097	0.01 Diesel

Sources

(1) HSR PB, Construction Emissions Inventory and Construction Data. December 2018.
(2) ICF. 2020. Vehicle and Equipment Emission Factors. Excel workbook.

HSR PB (Tunnel 4) Project Information

Tunnel Miles/Day	0.004

Tunnel length (1)	
Tunnel 4 from Portal 7 (mined twin) (mi)	0.455
Portals	1

Tunnel Construction Schedule (1)	Value
Portal (days)	264
Tunnel (days)	122
Total (days)	386

Ozone NAA

Percent of Project Features (2)		1 Earthwork	2 Vehicles	3 Offroad	4 Locomotives	5
In nonattainment area	Indian Canyon	0%	27%	0%	0%	
	Whitmore Park	0%	58%	0%	0%	
	Wells Draw	0%	46%	0%	0%	
Out of nonattainment area	Indian Canyon	100%	73%	100%	100%	
	Whitmore Park	100%	42%	100%	100%	
	Wells Draw	100%	54%	100%	100%	

PM NAA

Percent of Project Features (2)		1 Earthwork	2 Vehicles	3 Offroad	4 Locomotives	5
In nonattainment area	Indian Canyon	0%	4%	0%	0%	
	Whitmore Park	0%	7%	0%	0%	
	Wells Draw	0%	3%	0%	0%	
Out of nonattainment area	Indian Canyon	100%	96%	100%	100%	
	Whitmore Park	100%	93%	100%	100%	
	Wells Draw	100%	97%	100%	100%	

Sources

(1) HSR PB, Construction Emissions Inventory and Construction Data. December 2018.
(2) ICF. 2020. GIS. 'AirQuality_2020501

Tunnels (1)

Subphase Tunnel 4 from Portal 7 (MINED TWIN TUNNELS)

Schedule

Phase	Code	Start Date	End Date	Working Days	Days/Wee	2019	2020	2021	2022	2023	2024	2025	2026	2027
Roadway Offsite Onroad 75	RoadOffOn75	10/31/2024	3/2/2025	122	7						61	61		
Roadway Offsite Onroad 76	RoadOffOn76	11/1/2023	10/30/2024	264	5					43	221			
Roadway Offsite Onroad 77	RoadOffOn77	10/31/2024	3/2/2025	122	7						61	61		
Roadway Offsite Onroad 78	RoadOffOn78	3/3/2025	7/4/2025	89	5							89		
Roadway Offsite Onroad 79	RoadOffOn79	11/30/2024	3/2/2025	67	5						22	45		
Roadway Onroad 24	RoadOn24	10/31/2024	3/2/2025	122	7						61	61		
Roadway Onroad 25	RoadOn25	11/1/2023	10/30/2024	264	5					43	221			
Roadway Offroad 88	RoadOff88	10/31/2024	3/2/2025	122	7						61	61		
Roadway Offroad 89	RoadOff89	10/31/2024	3/2/2025	122	7						61	61		
Roadway Offroad 90	RoadOff90	10/31/2024	3/2/2025	122	7						61	61		
Roadway Offroad 91	RoadOff91	10/31/2024	3/2/2025	122	7						61	61		
Roadway Offroad 92	RoadOff92	10/31/2024	3/2/2025	122	7						61	61		
Roadway Offroad 93	RoadOff93	10/31/2024	3/2/2025	122	7						61	61		
Roadway Offroad 94	RoadOff94	10/31/2024	3/2/2025	122	7						61	61		
Roadway Offroad 95	RoadOff95	10/31/2024	3/2/2025	122	7						61	61		
Roadway Offroad 96	RoadOff96	10/31/2024	3/2/2025	122	7						61	61		
Roadway Offroad 97	RoadOff97	10/31/2024	3/2/2025	122	7						61	61		
Roadway Offroad 98	RoadOff98	11/1/2023	10/30/2024	264	5					43	221			

	Original Working Days	Activity Rate Scalar Normalized Across Tunnel Construction period
RoadOffOn75	122	100%
RoadOffOn76	264	216%
RoadOffOn77	122	100%
RoadOffOn78	89	73%
RoadOffOn79	67	55%
RoadOn24	122	100%
RoadOn25	264	216%
RoadOff88	122	100%
RoadOff89	122	100%
RoadOff90	122	100%
RoadOff91	122	100%
RoadOff92	122	100%
RoadOff93	122	100%
RoadOff94	122	100%
RoadOff95	122	100%
RoadOff96	122	100%
RoadOff97	122	100%
RoadOff98	264	216%

Loco - none identified

Construction_Tunnels
Tunnel_Activity

Offsite Onroad

Subphase	Code	Vehicle	Trip/Day	RT Mi/Trip	Fuel	Fuel (gal/d	Vehicle	Notes
Tunnel 4 fi	RoadOffOn75	Dump Truck (tunnel spoi	125	20	Diesel	387	T7	Original
	RoadOffOn76	Dump Truck (portal spoil	186	20	Diesel	577	T7	Original
	RoadOffOn77	Concrete Truck	20	20	Diesel	44	T6	Original
	RoadOffOn78	Concrete Truck	48	20	Diesel	106	T6	Original
	RoadOffOn79	Concrete Cross Passages	1	20	Diesel	2	T6	Original
Tunnel 4 fi	RoadOffOn75	Dump Truck (tunnel spoi	125.0	20	Diesel	387	T7	Activity Rate (trips) Scaled Across Tunnel Construction Period
	RoadOffOn76	Dump Truck (portal spoil	402.5	20	Diesel	577	T7	Activity Rate (trips) Scaled Across Tunnel Construction Period
	RoadOffOn77	Concrete Truck	20.0	20	Diesel	44	T6	Activity Rate (trips) Scaled Across Tunnel Construction Period
	RoadOffOn78	Concrete Truck	35.0	20	Diesel	106	T6	Activity Rate (trips) Scaled Across Tunnel Construction Period
	RoadOffOn79	Concrete Cross Passages	0.5	20	Diesel	2	T6	Activity Rate (trips) Scaled Across Tunnel Construction Period

Onsite Onroad

Subphase	Code	Vehicle	Trucks	RT Mi/ Truck	Fuel	Fuel (gal/d	Vehicle	Notes
Tunnel 4 fi	RoadOn24	Tractor loader tunnel spc	2	13.5	Diesel	5.775144	T6Onsite	Original
	RoadOn25	Tractor loader portal spc	4	13.5	Diesel	11.55029	T6Onsite	Original
Tunnel 4 fi	RoadOn24	Tractor loader tunnel spc	2	13.5	Diesel	5.775144	T6Onsite	Activity Rate (RT mi/truck) Scaled Across Tunnel Construction Period
	RoadOn25	Tractor loader portal spc	4	29.2	Diesel	11.55029	T6Onsite	Activity Rate (RT mi/truck) Scaled Across Tunnel Construction Period

Offroad

Subphase	Code	Equip	#/day	hrs/day	Equip Load	CMOD	HP Bin	HP	kW	LF	Fuel	Fuel (gal/d	Notes
Tunnel 4 fi	RoadOff88	Underground drill rig	2	2	4	Bore/Drill	250	228	170	0.50	Diesel	0.2	Original
	RoadOff89	Underground loader	2	8	16	Rubber Tir	250	335	250	0.36	Diesel	0.8	Original
	RoadOff90	Underground truck	10	8	80	Off-Highw	250	322	240	0.38	Diesel	4.1	Original
	RoadOff91	Wet mix sprayed concret	2	3	6	Other Con	25	23	16.8	0.42	Diesel	0.0	Original
	RoadOff92	Ready-mixed concrete tr	6	8	48	Off-Highw	175	10	7.5	0.38	Diesel	0.1	Original
	RoadOff93	Air Compressor	2	24	48	Air Compr	500	440	328	0.48	Diesel	5.9	Original
	RoadOff94	Backhoe loader	2	4	8	Tractors/L	120	125		0.37	Diesel	0.2	Original
	RoadOff95	Platform Truck	2	4	8	Aerial Lifts	120	161	120	0.31	Diesel	0.2	Original
	RoadOff96	Forklift	2	4	8	Rough Ter	175	161	120	0.40	Diesel	0.2	Original
	RoadOff97	Generator	2	24	48	Generator	50	43	32	0.74	Diesel	0.8	Original
	RoadOff98	Surface Top Hammer Dri	3	8	24	Bore/Drill	175	201	150	0.50	Diesel	1.0	Original
Tunnel 4 fi	RoadOff88	Underground drill rig	2	2.0	4.0	Bore/Drill	250	228	170	0.50	Diesel	0.2	Activity Rate (hours) Scaled Across Tunnel Construction Period
	RoadOff89	Underground loader	2	8.0	16.0	Rubber Tir	250	335	250	0.36	Diesel	0.8	Activity Rate (hours) Scaled Across Tunnel Construction Period
	RoadOff90	Underground truck	10	8.0	80.0	Off-Highw	250	322	240	0.38	Diesel	4.1	Activity Rate (hours) Scaled Across Tunnel Construction Period
	RoadOff91	Wet mix sprayed concret	2	3.0	6.0	Other Con	25	23	16.8	0.42	Diesel	0.0	Activity Rate (hours) Scaled Across Tunnel Construction Period
	RoadOff92	Ready-mixed concrete tr	6	8.0	48.0	Off-Highw	175	10	7.5	0.38	Diesel	0.1	Activity Rate (hours) Scaled Across Tunnel Construction Period
	RoadOff93	Air Compressor	2	24.0	48.0	Air Compr	500	440	328	0.48	Diesel	5.9	Activity Rate (hours) Scaled Across Tunnel Construction Period
	RoadOff94	Backhoe loader	2	4.0	8.0	Tractors/L	120	125		0.37	Diesel	0.2	Activity Rate (hours) Scaled Across Tunnel Construction Period
	RoadOff95	Platform Truck	2	4.0	8.0	Aerial Lifts	120	161	120	0.31	Diesel	0.2	Activity Rate (hours) Scaled Across Tunnel Construction Period
	RoadOff96	Forklift	2	4.0	8.0	Rough Ter	175	161	120	0.40	Diesel	0.2	Activity Rate (hours) Scaled Across Tunnel Construction Period
	RoadOff97	Generator	2	24.0	48.0	Generator	50	43	32	0.74	Diesel	0.8	Activity Rate (hours) Scaled Across Tunnel Construction Period
	RoadOff98	Surface Top Hammer Dri	3	17.3	51.9	Bore/Drill	175	201	150	0.50	Diesel	1.0	Activity Rate (hours) Scaled Across Tunnel Construction Period

Source

(1) HSR PB. SR14Revised Construction_Tunnels_T4Loco.xlsx

Construction_Tunnels
Track_Activity

Track (1)

Schedule

Phase	Code	Start Date	End Date	Working Days	Days/Week	2019	2020	2021	2022	2023	2024	2025	2026	2027
Track marking	TrackMark	2/14/2027	4/15/2027	44	5									44
Rail grinding	RailGrind	8/22/2027	10/22/2027	44	5									44
Non-ballasted track	Nonballast	11/1/2026	11/29/2027	285	5								44	241

Assumptions: Removed all phases related to ballast or ballasted track, which would not be required in the tunnels. These included ballast, ballast first level, transport ballast, ties, track, first level, 2nd level.

		Original	Track Activit	Activity Rate Scalar Normalized Across Tunnel Construction Period (activity/day)
	Total Track length (miles	91.7	91.7	91.7
	Non-ballasted track leng	49.1	0.455	
NonBallast	Non-ballasted track cons	285	2.6	2.2%
TrackMark	Track marking construct	44	0.2	0.2%
RailGrind	Rail grinding time (day)	44	0.2	0.2%
	Total Days	393		

Loco

Code	Lookup	Year	Days	Loco	Engine Tier	#/day	hrs/day	HP	LF	Fuel	Fuel (gal/d	Notes
RailGrind	RailGrind:2027	2027	44	Rail Grinding Train	2	1	8	2450	0.3	Diesel	1360	Original
RailGrind	RailGrind:2027	2027	0.2	Rail Grinding Train	2	1	8	2450	0.3	Diesel	1360	Adjusted for Tunnel Length
RailGrind	RailGrind:2027	2027	122	Rail Grinding Train	2	1	0.014	2450	0.3	Diesel	2.43	Activity Rate (hours) Scaled Across Tunnel Construction Period

Offsite Onroad

Code	Vehicle	Days	Trip/Day	RT Mi/Trip	Fuel	Fuel (gal/day)	Vehicle	Notes
TrackMark	Trucks-0150	44	10	40	Diesel	44	T6	Original
NonBallast	Trucks-0200	241	7	40	Diesel	31	T6	Original
NonBallast	Pump Truck	241	4	40	Diesel	18	T6	Original
NonBallast	Concrete Truck	241	98	20	Diesel	215	T6	Original
TrackMark	Trucks-0150	0.2	10	40	Diesel	44	T6	Adjusted for Tunnel Length
NonBallast	Trucks-0200	2.6	7	40	Diesel	31	T6	Adjusted for Tunnel Length
NonBallast	Pump Truck	2.6	4	40	Diesel	18	T6	Adjusted for Tunnel Length
NonBallast	Concrete Truck	2.6	98	20	Diesel	215	T6	Adjusted for Tunnel Length
TrackMark	Trucks-0150	122.0	0.02	40	Diesel	44	T6	Activity Rate (trips) Scaled Across Tunnel Construction Period
NonBallast	Trucks-0200	122.0	0.15	40	Diesel	31	T6	Activity Rate (trips) Scaled Across Tunnel Construction Period
NonBallast	Pump Truck	122.0	0.09	40	Diesel	18	T6	Activity Rate (trips) Scaled Across Tunnel Construction Period
NonBallast	Concrete Truck	122.0	2.12	20	Diesel	215	T6	Activity Rate (trips) Scaled Across Tunnel Construction Period

Onsite Onroad - none identified

Construction_Tunnels
Track_Activity

Offroad

Code	Days	Equip	#/day	hrs/day	Equip Load	CMOD	HP Bin	HP	LF	Fuel	Fuel (gal/d	Notes
TrackMark	44	Tractors/Loader	10	8	80	Tractors/Load	120	97	0.3685	Diesel	1.20325	Original
NonBallast	241	Tractors/Loader	6	8	48	Tractors/Load	120	97	0.3685	Diesel	0.72195	Original
NonBallast	241	Graders-0140	6	8	48	Graders	120	140	0.4087	Diesel	1.134174	Original
NonBallast	241	Rollers-0175	6	8	48	Rollers	175	175	0.3752	Diesel	1.311666	Original
TrackMark	0.2	Tractors/Loader	10	8	80	Tractors/Load	120	97	0.3685	Diesel	1.20325	Adjusted for Tunnel Length
NonBallast	2.6	Tractors/Loader	6	8	48	Tractors/Load	120	97	0.3685	Diesel	0.72195	Adjusted for Tunnel Length
NonBallast	2.6	Graders-0140	6	8	48	Graders	120	140	0.4087	Diesel	1.134174	Adjusted for Tunnel Length
NonBallast	2.6	Rollers-0175	6	8	48	Rollers	175	175	0.3752	Diesel	1.311666	Adjusted for Tunnel Length
TrackMark	122.0	Tractors/Loader	10	0.014	0.143	Tractors/Load	120	97	0.3685	Diesel	1.20325	Activity Rate (hours) Scaled Across Tunnel Construction Period
NonBallast	122.0	Tractors/Loader	6	0.173	1.040	Tractors/Load	120	97	0.3685	Diesel	0.72195	Activity Rate Scaled Across Tunnel Construction Period
NonBallast	122.0	Graders-0140	6	0.173	1.040	Graders	120	140	0.4087	Diesel	1.134174	Activity Rate Scaled Across Tunnel Construction Period
NonBallast	122.0	Rollers-0175	6	0.173	1.040	Rollers	175	175	0.3752	Diesel	1.311666	Activity Rate (hours) Scaled Across Tunnel Construction Period

Source

(1) SR14Revised Construction_Track_T4Loco.xlsx

Construction_Employee
Employee_Sum

Uinta Project Construction Emissions (tons/year) (calc'd)

			Criteria Pollutants									Hazardous Air Pollutants									Greenhouse Gas Emissions				Energy	
		Alternative	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyde	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Diesel (gallons)	Gasoline (gallons)
2022Indian Canyon	2022	Indian Canyon	315.20	26.60	0.66	111.48	112.14	0.58	14.54	15.13	0.11	26.36	4.53E-01	2.95E-02	1.13E+00	1.73E-01	4.56E-01	3.08E-01	1.23E-02	5.85E-02	7.91E-02	14,702	1.33	1.22	15,099	23,475	1,583,718
2022Whitmore Pa	2022	Whitmore Park	326.25	27.53	0.68	122.24	122.92	0.60	15.60	16.20	0.11	27.29	4.69E-01	3.06E-02	1.17E+00	1.79E-01	4.72E-01	3.19E-01	1.27E-02	6.05E-02	8.19E-02	15,218	1.38	1.27	15,629	24,297	1,639,225
2022Wells Draw	2022	Wells Draw	355.39	29.99	0.74	104.81	105.55	0.66	14.74	15.40	0.12	29.72	5.11E-01	3.33E-02	1.27E+00	1.95E-01	5.14E-01	3.48E-01	1.39E-02	6.59E-02	8.92E-02	16,577	1.50	1.38	17,025	26,468	1,785,633
2023Indian Canyon	2023	Indian Canyon	293.43	23.84	0.62	111.48	112.10	0.55	14.54	15.09	0.11	24.11	4.22E-01	2.77E-02	1.04E+00	1.60E-01	4.14E-01	2.82E-01	1.12E-02	5.38E-02	7.27E-02	14,263	1.26	1.15	14,636	23,112	1,536,041
2023Whitmore Pa	2023	Whitmore Park	303.71	24.68	0.64	122.24	122.88	0.57	15.60	16.16	0.11	24.95	4.36E-01	2.87E-02	1.08E+00	1.66E-01	4.28E-01	2.92E-01	1.16E-02	5.57E-02	7.53E-02	14,763	1.31	1.19	15,149	23,922	1,589,877
2023Wells Draw	2023	Wells Draw	330.84	26.88	0.70	104.81	105.51	0.62	14.74	15.36	0.12	27.18	4.75E-01	3.13E-02	1.18E+00	1.81E-01	4.66E-01	3.18E-01	1.26E-02	6.06E-02	8.20E-02	16,082	1.43	1.29	16,502	26,059	1,731,878
2024Indian Canyon	2024	Indian Canyon	91.30	7.18	0.20	37.26	37.46	0.17	4.86	5.03	0.03	7.40	1.31E-01	8.72E-03	3.24E-01	4.98E-02	1.26E-01	8.65E-02	3.43E-03	1.66E-02	2.24E-02	4,620	0.40	0.36	4,738	7,575	497,457
2024Whitmore Pa	2024	Whitmore Park	94.50	7.43	0.20	40.86	41.06	0.18	5.21	5.39	0.04	7.66	1.36E-01	9.03E-03	3.35E-01	5.16E-02	1.30E-01	8.96E-02	3.55E-03	1.72E-02	2.32E-02	4,782	0.42	0.37	4,904	7,840	514,893
2024Wells Draw	2024	Wells Draw	307.99	24.21	0.66	104.81	105.46	0.58	14.74	15.32	0.11	24.97	4.43E-01	2.94E-02	1.09E+00	1.68E-01	4.25E-01	2.92E-01	1.16E-02	5.60E-02	7.57E-02	15,585	1.36	1.22	15,982	25,552	1,678,044
2025Indian Canyon	2025	Indian Canyon	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	0.00	0.00	0	0	0
2025Whitmore Pa	2025	Whitmore Park	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0	0.00	0.00	0	0	0
2025Wells Draw	2025	Wells Draw	284.83	21.80	0.62	104.81	105.43	0.55	14.74	15.29	0.11	22.74	4.12E-01	2.75E-02	1.01E+00	1.55E-01	3.84E-01	2.66E-01	1.08E-02	5.13E-02	6.93E-02	15,085	1.28	1.16	15,463	24,963	1,623,885

Uinta Project Construction Emissions (tons/day) (calc'd)

		Criteria Pollutants									Hazardous Air Pollutants									Greenhouse Gas Emissions				Energy	
	Alternative	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyde	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Diesel (gallons)	Gasoline (gallons)
2022	Indian Canyon	0.86	0.07	0.00	0.31	0.31	0.00	0.04	0.04	0.00	0.07	1.24E-03	8.09E-05	3.09E-03	4.73E-04	1.25E-03	8.45E-04	3.37E-05	1.60E-04	2.17E-04	40	0.00	0.00	41	64	4339
2022	Whitmore Park	0.89	0.08	0.00	0.33	0.34	0.00	0.04	0.04	0.00	0.07	1.28E-03	8.37E-05	3.20E-03	4.89E-04	1.29E-03	8.74E-04	3.49E-05	1.66E-04	2.24E-04	42	0.00	0.00	43	67	4491
2022	Wells Draw	0.97	0.08	0.00	0.29	0.29	0.00	0.04	0.04	0.00	0.08	1.40E-03	9.12E-05	3.49E-03	5.33E-04	1.41E-03	9.52E-04	3.80E-05	1.81E-04	2.44E-04	45	0.00	0.00	47	73	4892
2023	Indian Canyon	0.80	0.07	0.00	0.31	0.31	0.00	0.04	0.04	0.00	0.07	1.15E-03	7.60E-05	2.86E-03	4.39E-04	1.13E-03	7.72E-04	3.06E-05	1.47E-04	1.99E-04	39	0.00	0.00	40	63	4208
2023	Whitmore Park	0.83	0.07	0.00	0.33	0.34	0.00	0.04	0.04	0.00	0.07	1.20E-03	7.86E-05	2.96E-03	4.54E-04	1.17E-03	7.99E-04	3.17E-05	1.53E-04	2.06E-04	40	0.00	0.00	42	66	4356
2023	Wells Draw	0.91	0.07	0.00	0.29	0.29	0.00	0.04	0.04	0.00	0.07	1.30E-03	8.56E-05	3.23E-03	4.95E-04	1.28E-03	8.70E-04	3.45E-05	1.66E-04	2.25E-04	44	0.00	0.00	45	71	4745
2024	Indian Canyon	0.75	0.06	0.00	0.31	0.31	0.00	0.04	0.04	0.00	0.06	1.08E-03	7.15E-05	2.66E-03	4.08E-04	1.03E-03	7.09E-04	2.81E-05	1.36E-04	1.84E-04	38	0.00	0.00	39	62	4078
2024	Whitmore Park	0.77	0.06	0.00	0.33	0.34	0.00	0.04	0.04	0.00	0.06	1.12E-03	7.40E-05	2.75E-03	4.23E-04	1.07E-03	7.34E-04	2.91E-05	1.41E-04	1.90E-04	39	0.00	0.00	40	64	4220
2024	Wells Draw	0.84	0.07	0.00	0.29	0.29	0.00	0.04	0.04	0.00	0.07	1.21E-03	8.06E-05	2.99E-03	4.60E-04	1.16E-03	8.00E-04	3.17E-05	1.53E-04	2.07E-04	43	0.00	0.00	44	70	4597
2025	Indian Canyon	0.69	0.05	0.00	0.31	0.31	0.00	0.04	0.04	0.00	0.06	1.00E-03	6.68E-05	2.44E-03	3.77E-04	9.32E-04	6.46E-04	2.62E-05	1.25E-04	1.68E-04	37	0.00	0.00	38	61	3946
2025	Whitmore Park	0.72	0.05	0.00	0.33	0.34	0.00	0.04	0.04	0.00	0.06	1.04E-03	6.91E-05	2.53E-03	3.90E-04	9.65E-04	6.69E-04	2.71E-05	1.29E-04	1.74E-04	38	0.00	0.00	39	63	4084
2025	Wells Draw	0.78	0.06	0.00	0.29	0.29	0.00	0.04	0.04	0.00	0.06	1.13E-03	7.53E-05	2.76E-03	4.25E-04	1.05E-03	7.29E-04	2.95E-05	1.41E-04	1.90E-04	41	0.00	0.00	42	68	4449

MOVES2014 Employee Vehicle Emission Factors (g/mile)

	Criteria Pollutants									Hazardous Air Pollutants									Greenhouse Gas Emissions				Energy (joules)		
Employee Vehicle (LDA-LDT-LDT2)	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyde	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Total Energy Consumption	Diesel	Gasoline
2022	7.51	0.63	0.02	0.02	0.04	0.01	0.00	0.02	0.00	0.63	1.08E-02	7.03E-04	2.69E-02	4.11E-03	1.09E-02	7.34E-03	2.93E-04	1.39E-03	1.89E-03	386	0.03	0.03	396	5,368,223	89,331.96	5,278,891
2023	6.99	0.57	0.01	0.02	0.04	0.01	0.00	0.02	0.00	0.57	1.00E-02	6.60E-04	2.49E-02	3.81E-03	9.85E-03	6.71E-03	2.66E-04	1.28E-03	1.73E-03	374	0.03	0.03	384	5,207,925	87,952	5,119,973
2024	6.51	0.51	0.01	0.02	0.04	0.01	0.00	0.02	0.00	0.53	9.37E-03	6.22E-04	2.31E-02	3.55E-03	8.98E-03	6.17E-03	2.45E-04	1.18E-03	1.60E-03	363	0.03	0.03	372	5,047,066	86,241	4,960,825
2025	6.02	0.46	0.01	0.02	0.04	0.01	0.00	0.01	0.00	0.48	8.71E-03	5.81E-04	2.12E-02	3.28E-03	8.10E-03	5.62E-03	2.27E-04	1.08E-03	1.46E-03	351	0.03	0.03	360	4,884,965	84,253	4,800,712
2026	5.58	0.42	0.01	0.02	0.03	0.01	0.00	0.01	0.00	0.44	8.15E-03	5.45E-04	1.96E-02	3.04E-03	7.36E-03	5.16E-03	2.13E-04	9.99E-04	1.35E-03	341	0.03	0.03	349	4,735,952	82,258	4,653,695
2027	5.19	0.38	0.01	0.02	0.03	0.01	0.00	0.01	0.00	0.41	7.70E-03	5.13E-04	1.83E-02	2.83E-03	6.77E-03	4.80E-03	1.99E-04	9.29E-04	1.25E-03	331	0.03	0.03	339	4,600,236	80,283	4,519,953
2045	2.80	0.21	0.01	0.02	0.03	0.01	0.00	0.01	0.00	0.22	4.76E-03	3.03E-04	1.01E-02	1.57E-03	3.59E-03	2.85E-03	1.33E-04	5.28E-04	7.07E-04	272	0.02	0.02	279	3,781,731	66,656	3,715,075
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27

AP-42 Road Dust Emission Factors (g/mile) (3)

	Criteria Pollutants									Hazardous Air Pollutants									Greenhouse Gas Emissions				Energy (joules)	
Road Type	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyde	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Petroleum	Total
Paved				0.81			0.20																		
Unpaved				6.51			0.65																		

Uinta Project Information

Employee Commute	
Average Employees (1)	1,000
One-way trips per Employee per D	2
Total Trips per Day (calc'd)	2,000
Average One-way Trip Distance (2)	
Indian Canyon	52
Paved	35
Unpaved	17
Whitmore Park	54
Paved	35
Unpaved	19
Wells Draw	59
Paved	45
Unpaved	14
Average VMT per Day (calc'd)	
Indian Canyon	104,352
Paved	70,969
Unpaved	33,383
Whitmore Park	108,010
Paved	70,471
Unpaved	37,539
Wells Draw	117,657
Paved	89,126
Unpaved	28,530

Conversions

Conversions	
gram to ton	0.000001
gram to MT	0.000001

Sources

(1) Response to OEA IR 3. Venable response PDF. November 25, 2019. G:\Sacramento\LGT-Air&Noise\Air\Uinta Basin Railway EIS 00060.19 (Utah)\01 Project Info\04 Data\2019-12-03 Response to OEA IR 3
(2) ICF GIS. 2020. 'Air Quality 20200319'
(3) ICF. 2020. Vehicle and Equipment Emission Factors. Excel workbook.

Emissions Inventory—Direct and Indirect (Operations)

Project

Uinta Project-Level Operation Emissions Within Nonattainment Area (tons/year) (calc'd)

			Criteria Pollutants										Hazardous Air Pollutants									Greenhouse Gas Emissions				Energy	
		Source	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	,3-Butadien	Ethylbenzene	Formaldehyde	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Diesel (gallons)	soline (gallons)
LowIndian C	Low	Indian Canyon	Total	69.72	170.01	3.63	2.42	6.05	3.53	0.20	3.73	0.21	6.69	1.1E-01	1.2E-02	1.6E-01	9.8E-03	1.1E-02	1.5E-01	3.6E+00	1.1E-02	2.6E-03	20,258	1.7	0.6	20,461	1,947,589	50,272
LowWhitmo	Low	Whitmore Park	Total	72.19	176.14	3.77	2.74	6.51	3.66	0.23	3.89	0.21	6.93	1.1E-01	1.3E-02	1.6E-01	1.0E-02	1.2E-02	1.5E-01	3.8E+00	1.2E-02	2.8E-03	21,037	1.7	0.6	21,247	2,022,589	51,778
LowWells D	Low	Wells Draw	Total	57.92	128.40	2.76	2.00	4.76	2.68	0.18	2.86	0.16	5.73	9.0E-02	9.8E-03	1.3E-01	8.7E-03	1.1E-02	1.2E-01	2.7E+00	9.1E-03	2.2E-03	16,218	1.4	0.5	16,385	1,550,930	51,293
HighIndian (	High	Indian Canyon	Total	189.45	478.96	10.32	6.02	16.34	10.01	0.68	10.69	0.60	18.36	3.1E-01	3.5E-02	4.1E-01	2.4E-02	2.3E-02	4.4E-01	1.0E+01	3.3E-02	1.0E-02	59,303	4.7	1.6	59,863	5,727,587	100,544
HighWhitmo	High	Whitmore Park	Total	196.10	496.00	10.69	6.66	17.34	10.37	0.74	11.11	0.62	19.01	3.2E-01	3.7E-02	4.3E-01	2.5E-02	2.4E-02	4.6E-01	1.1E+01	3.5E-02	1.0E-02	61,459	4.9	1.7	62,039	5,936,098	103,557
HighWells D	High	Wells Draw	Total	155.34	362.55	7.85	4.70	12.55	7.62	0.57	8.19	0.49	15.57	2.5E-01	2.9E-02	3.4E-01	2.0E-02	2.0E-02	3.6E-01	7.8E+00	2.7E-02	8.3E-03	47,973	3.8	1.3	48,430	4,622,840	94,695
LowIndian C	Low	Indian Canyon	Loco	62.30	173.15	3.74	0.00	3.74	3.63	0.00	3.63	0.22	6.16	1.0E-01	1.3E-02	1.3E-01	5.3E-03	5.8E-05	1.6E-01	3.7E+00	1.2E-02	3.0E-03	21,669	1.7	0.6	21,863	2,122,734	0
LowWhitmo	Low	Whitmore Park	Loco	64.50	179.27	3.88	0.00	3.88	3.76	0.00	3.76	0.23	6.38	1.1E-01	1.3E-02	1.3E-01	5.5E-03	6.0E-05	1.7E-01	3.9E+00	1.2E-02	3.1E-03	22,434	1.8	0.6	22,635	2,197,712	0
LowWells D	Low	Wells Draw	Loco	50.63	131.21	2.85	0.00	2.85	2.77	0.00	2.77	0.18	5.21	8.5E-02	1.0E-02	1.0E-01	4.3E-03	4.7E-05	1.3E-01	2.9E+00	9.4E-03	2.4E-03	17,609	1.4	0.4	17,767	1,725,068	0
HighIndian (	High	Indian Canyon	Loco	173.21	481.43	10.41	0.00	10.41	10.10	0.00	10.10	0.61	17.13	2.9E-01	3.5E-02	3.5E-01	1.5E-02	1.6E-04	4.5E-01	1.0E+01	3.2E-02	8.3E-03	60,247	4.7	1.5	60,786	5,901,960	0
HighWhitmo	High	Whitmore Park	Loco	179.33	498.43	10.78	0.00	10.78	10.45	0.00	10.45	0.63	17.73	3.0E-01	3.6E-02	3.7E-01	1.5E-02	1.7E-04	4.6E-01	1.1E+01	3.3E-02	8.6E-03	62,375	4.9	1.6	62,933	6,110,424	0
HighWells D	High	Wells Draw	Loco	140.76	364.80	7.93	0.00	7.93	7.69	0.00	7.69	0.50	14.47	2.4E-01	2.9E-02	2.9E-01	1.2E-02	1.3E-04	3.6E-01	7.9E+00	2.6E-02	6.8E-03	48,961	3.8	1.2	49,399	4,796,307	0
LowIndian C	Low	Indian Canyon	Employee	8.82	0.68	0.02	3.60	3.62	0.02	0.48	0.50	0.00	0.70	1.3E-02	8.5E-04	3.1E-02	4.8E-03	1.2E-02	8.2E-03	3.3E-04	1.6E-03	2.1E-03	467	0.0	0.0	479	773	50,272
LowWhitmo	Low	Whitmore Park	Employee	9.08	0.70	0.02	3.92	3.94	0.02	0.51	0.53	0.00	0.72	1.3E-02	8.8E-04	3.2E-02	4.9E-03	1.2E-02	8.5E-03	3.4E-04	1.6E-03	2.2E-03	481	0.0	0.0	493	796	51,778
LowWells D	Low	Wells Draw	Employee	8.60	0.64	0.02	3.18	3.20	0.02	0.46	0.47	0.00	0.68	1.3E-02	8.4E-04	3.0E-02	4.7E-03	1.1E-02	8.0E-03	3.3E-04	1.5E-03	2.1E-03	477	0.0	0.0	488	794	51,293
HighIndian (	High	Indian Canyon	Employee	17.64	1.35	0.04	7.20	7.23	0.03	0.96	0.99	0.01	1.41	2.6E-02	1.7E-03	6.2E-02	9.6E-03	2.4E-02	1.6E-02	6.7E-04	3.2E-03	4.3E-03	934	0.1	0.1	957	1,546	100,544
HighWhitmo	High	Whitmore Park	Employee	18.16	1.39	0.04	7.84	7.88	0.03	1.02	1.05	0.01	1.45	2.6E-02	1.8E-03	6.4E-02	9.9E-03	2.4E-02	1.7E-02	6.9E-04	3.3E-03	4.4E-03	962	0.1	0.1	986	1,592	103,557
HighWells D	High	Wells Draw	Employee	15.89	1.19	0.04	5.87	5.91	0.03	0.84	0.87	0.01	1.25	2.3E-02	1.6E-03	5.6E-02	8.7E-03	2.1E-02	1.5E-02	6.1E-04	2.8E-03	3.8E-03	880	0.1	0.1	902	1,466	94,695
LowIndian C	Low	Indian Canyon	Diverted Trucks	-1.39	-3.82	-0.13	-1.18	-1.31	-0.12	-0.27	-0.39	-0.02	-0.17	-0.01	0.00	0.00	0.00	0.00	-0.02	-0.12	0.00	0.00	-1,878	-0.06	0.00	-1,880	-175,918	0
LowWhitmo	Low	Whitmore Park	Diverted Trucks	-1.39	-3.82	-0.13	-1.18	-1.31	-0.12	-0.27	-0.39	-0.02	-0.17	-0.01	0.00	0.00	0.00	0.00	-0.02	-0.12	0.00	0.00	-1,878	-0.06	0.00	-1,880	-175,918	0
LowWells D	Low	Wells Draw	Diverted Trucks	-1.31	-3.45	-0.11	-1.18	-1.29	-0.10	-0.27	-0.38	-0.02	-0.16	-0.01	0.00	0.00	0.00	0.00	-0.02	-0.10	0.00	0.00	-1,868	-0.06	0.00	-1,870	-174,933	0
HighIndian (	High	Indian Canyon	Diverted Trucks	-1.39	-3.82	-0.13	-1.18	-1.31	-0.12	-0.27	-0.39	-0.02	-0.17	-0.01	0.00	0.00	0.00	0.00	-0.02	-0.12	0.00	0.00	-1,878	-0.06	0.00	-1,880	-175,918	0
HighWhitmo	High	Whitmore Park	Diverted Trucks	-1.39	-3.82	-0.13	-1.18	-1.31	-0.12	-0.27	-0.39	-0.02	-0.17	-0.01	0.00	0.00	0.00	0.00	-0.02	-0.12	0.00	0.00	-1,878	-0.06	0.00	-1,880	-175,918	0
HighWells D	High	Wells Draw	Diverted Trucks	-1.31	-3.45	-0.11	-1.18	-1.29	-0.10	-0.27	-0.38	-0.02	-0.16	-0.01	0.00	0.00	0.00	0.00	-0.02	-0.10	0.00	0.00	-1,868	-0.06	0.00	-1,870	-174,933	0

Uinta Project-Level Operation Emissions Outside Nonattainment Area (tons/year) (calc'd)

			Criteria Pollutants										Hazardous Air Pollutants									Greenhouse Gas Emissions				Energy		
		Source	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	,3-Butadien	Ethylbenzene	Formaldehyde	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Diesel (gallons)	soline (gallons)	
LowIndian C	Low	Indian Canyon	Total	65.94	173.04	3.68	-0.10	3.57	3.57	-0.18	3.39	0.20	6.40	1.0E-01	1.1E-02	1.4E-01	7.0E-03	4.2E-03	1.4E-01	3.7E+00	9.7E-03	4.1E-04	19,849	1.7	0.6	20,050	1,936,339	21,741	
LowWhitmo	Low	Whitmore Park	Total	75.15	198.15	4.22	0.06	4.28	4.10	-0.16	3.94	0.23	7.30	1.2E-01	1.3E-02	1.6E-01	7.9E-03	4.5E-03	1.6E-01	4.2E+00	1.1E-02	8.9E-04	22,999	1.9	0.7	23,229	2,244,080	22,759	
LowWells D	Low	Wells Draw	Total	118.19	284.70	6.14	1.51	7.65	5.96	0.07	6.03	0.37	11.92	1.9E-01	2.2E-02	2.6E-01	1.4E-02	1.0E-02	2.7E-01	6.1E+00	2.0E-02	4.2E-03	36,619	3.0	1.0	36,974	3,552,907	51,027	
HighIndian (	High	Indian Canyon	Total	183.85	490.47	10.54	1.45	12.00	10.23	0.03	10.26	0.61	17.98	3.0E-01	3.5E-02	3.9E-01	1.9E-02	9.5E-03	4.4E-01	1.1E+01	3.2E-02	6.8E-03	59,738	4.8	1.6	60,299	5,824,558	43,482	
HighWhitmo	High	Whitmore Park	Total	209.32	560.29	12.05	1.79	13.84	11.70	0.06	11.76	0.70	20.49	3.4E-01	4.0E-02	4.4E-01	2.1E-02	1.0E-02	5.0E-01	1.2E+01	3.6E-02	8.1E-03	68,491	5.5	1.8	69,131	6,680,175	45,517	
HighWells D	High	Wells Draw	Total	323.90	799.60	17.34	4.18	21.52	16.82	0.45	17.28	1.08	32.90	5.3E-01	6.3E-02	6.9E-01	3.5E-02	2.0E-02	7.9E-01	1.7E+01	5.8E-02	1.5E-02	106,053	8.4	2.8	107,036	10,316,246	94,203	
LowIndian C	Low	Indian Canyon	Loco	64.09	178.13	3.85	0.00	3.85	3.74	0.00	3.74	0.23	6.34	1.1E-01	1.3E-02	1.3E-01	5.5E-03	5.9E-05	1.7E-01	3.9E+00	1.2E-02	3.1E-03	22,292	1.7	0.6	22,491	2,183,766	0	*2*
LowWhitmo	Low	Whitmore Park	Loco	73.12	203.23	4.39	0.00	4.39	4.26	0.00	4.26	0.26	7.23	1.2E-01	1.5E-02	1.5E-01	6.3E-03	6.8E-05	1.9E-01	4.4E+00	1.4E-02	3.5E-03	25,433	2.0	0.6	25,661	2,491,491	0	*2*
LowWells D	Low	Wells Draw	Loco	111.48	288.91	6.28	0.00	6.28	6.09	0.00	6.09	0.39	11.46	1.9E-01	2.3E-02	2.3E-01	9.5E-03	1.0E-04	2.9E-01	6.3E+00	2.1E-02	5.4E-03	38,775	3.0	1.0	39,122	3,798,490	0	*2*
HighIndian (	High	Indian Canyon	Loco	178.19	495.27	10.71	0.00	10.71	10.39	0.00	10.39	0.63	17.62	3.0E-01	3.6E-02	3.6E-01	1.5E-02	1.7E-04	4.6E-01	1.1E+01	3.3E-02	8.6E-03	61,979	4.9	1.6	62,534	6,071,650	0	*2*
HighWhitmo	High	Whitmore Park	Loco	203.30	565.06	12.22	0.00	12.22	11.85	0.00	11.85	0.72	20.10	3.4E-01	4.1E-02	4.2E-01	1.7E-02	1.9E-04	5.3E-01	1.2E+01	3.8E-02	9.8E-03	70,713	5.5	1.8	71,346	6,927,236	0	*2*
HighWells D	High	Wells Draw	Loco	309.95	803.28	17.46	0.00	17.46	16.94	0.00	16.94	1.09	31.87	5.2E-01	6.3E-02	6.3E-01	2.7E-02	2.9E-04	8.0E-01	1.7E+01	5.8E-02	1.5E-02	107,808	8.4	2.7	108,773	10,561,161	0	*2*
LowIndian C	Low	Indian Canyon	Employee	3.81	0.29	0.01	1.56	1.56	0.01	0.21	0.21	0.00	0.30	5.5E-03	3.7E-04	1.3E-02	2.1E-03	5.1E-03	3.6E-03	1.4E-04	6.9E-04	9.3E-04	202	0.0	0.0	207	334	21,741	*3*
LowWhitmo	Low	Whitmore Park	Employee	3.99	0.31	0.01	1.72	1.73	0.01	0.22	0.23	0.00	0.32	5.8E-03	3.9E-04	1.4E-02	2.2E-03	5.4E-03	3.7E-03	1.5E-04	7.2E-04	9.7E-04	211	0.0	0.0	217	350	22,759	*3*
LowWells D	Low	Wells Draw	Employee	8.56	0.64	0.02	3.16	3.18	0.02	0.45	0.47	0.00	0.68	1.3E-02	8.4E-04	3.0E-02	4.7E-03	1.1E-02	7.9E-03	3.3E-04	1.5E-03	2.1E-03	474	0.0	0.0	486	790	51,027	*3*
HighIndian (	High	Indian Canyon	Employee	7.63	0.58	0.02	3.11	3.13	0.01	0.41	0.43	0.00	0.61	1.1E-02	7.4E-04	2.7E-02	4.2E-03	1.0E-02	7.1E-03	2.9E-04	1.4E-03	1.9E-03	404	0.0	0.0	414	668	43,482	*3*
HighWhitmo	High	Whitmore Park	Employee	7.98	0.61	0.02	3.44	3.46	0.02	0.45	0.46	0.00	0.64	1.2E-02	7.7E-04	2.8E-02	4.3E-03	1.1E-02	7.5E-03	3.0E-04	1.4E-03	1.9E-03	423	0.0	0.0	433	700	45,517	*3*
HighWells D	High	Wells Draw	Employee	15.80	1.18	0.04	5.84	5.88	0.03	0.84	0.87	0.01	1.25	2.3E-02	1.5E-03	5.6E-02	8.6E-03	2.1E-02	1.5E-02	6.0E-04	2.8E-03	3.8E-03	875	0.1	0.1	897	1,458	94,203	*3*
LowIndian C	Low	Indian Canyon	Diverted Trucks	-1.96	-5.38	-0.18	-1.66	-1.84	-0.17	-0.39	-0.56	-0.02	-0.25	-0.01	0.00	0.00	0.00	0.00	-0.03	-0.17	0.00	0.00	-2,645	-0.08	0.00	-2,648	-247,761	0	*4*
LowWhitmo	Low	Whitmore Park	Diverted Trucks	-1.96	-5.38	-0.18	-1.66	-1.84	-0.17	-0.39	-0.56	-0.02	-0.25	-0.01	0.00	0.00	0.00	0.00	-0.03	-0.17	0.00	0.00	-2,645	-0.08	0.00	-2,648	-247,761	0	*4*
LowWells D	Low	Wells Draw	Diverted Trucks	-1.85	-4.86	-0.16	-1.66	-1.82	-0.15	-0.39	-0.53	-0.02	-0.22	-0.01	0.00	0.00	0.00	0.00	-0.03	-0.15	0.00	0.00	-2,630	-0.09	0.00	-2,634	-246,373	0	*4*
HighIndian (	High	Indian Canyon	Diverted Trucks	-1.96	-5.38	-0.18	-1.66	-1.84	-0.17	-0.39	-0.56	-0.02	-0.25	-0.01	0.00	0.00	0.00	0.00	-0.03	-0.17	0.00	0.00	-2,645	-0.08	0.00	-2,648	-247,761	0	*4*
HighWhitmo	High	Whitmore Park	Diverted Trucks	-1.96	-5.38	-0.18	-1.66	-1.84	-0.17	-0.39	-0.56	-0.02	-0.25	-0.01	0.00	0.00	0.00	0.00	-0.03	-0.17	0.00	0.00	-2,645	-0.08	0.00	-2,648	-247,761	0	*4*
HighWells D	High	Wells Draw	Diverted Trucks	-1.85	-4.86	-0.16	-1.66	-1.82	-0.15	-0.39	-0.53	-0.02	-0.22	-0.01	0.00	0.00	0.00	0.00	-0.03	-0.15	0.00	0.00	-2,630	-0.09	0.00	-2,634	-246,373	0	*4*

Uinta Project-Level Operation Total Emissions (tons/year) (calc'd)

			Criteria Pollutants										Hazardous Air Pollutants										Greenhouse Gas Emissions				Energy	
		Source	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyd	Acrolein	Benzene	,3-Butadien	Ethylbenzene	Formaldehyde	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Diesel (gallons)	soline (gallons)
LowIndian C	Low	Indian Canyon	Total	135.66	343.05	7.31	2.32	9.63	7.10	0.02	7.13	0.41	13.08	2.1E-01	2.4E-02	3.0E-01	1.7E-02	1.5E-02	2.9E-01	7.3E+00	2.1E-02	3.0E-03	40,106	3.4	1.2	40,511	3,883,928	72,013
LowWhitmo	Low	Whitmore Park	Total	147.33	374.30	7.98	2.80	10.79	7.76	0.07	7.83	0.45	14.23	2.3E-01	2.6E-02	3.2E-01	1.8E-02	1.6E-02	3.1E-01	8.0E+00	2.3E-02	3.7E-03	44,036	3.7	1.3	44,476	4,266,669	74,537
LowWells D	Low	Wells Draw	Total	176.11	413.10	8.90	3.51	12.41	8.64	0.25	8.89	0.54	17.65	2.8E-01	3.1E-02	3.9E-01	2.2E-02	2.1E-02	3.8E-01	8.9E+00	2.9E-02	6.3E-03	52,837	4.4	1.5	53,359	5,103,837	102,320
HighIndian (	High	Indian Canyon	Total	373.31	969.43	20.86	7.47	28.33	20.24	0.71	20.95	1.21	36.34	6.1E-01	7.0E-02	8.0E-01	4.3E-02	3.3E-02	8.8E-01	2.1E+01	6.5E-02	1.7E-02	119,041	9.5	3.2	120,162	11,552,146	144,026
HighWhitmo	High	Whitmore Park	Total	405.42	1056.29	22.74	8.44	31.18	22.07	0.80	22.87	1.32	39.50	6.6E-01	7.7E-02	8.7E-01	4.6E-02	3.4E-02	9.6E-01	2.3E+01	7.1E-02	1.9E-02	129,950	10.4	3.5	131,169	12,616,273	149,074
HighWells D	High	Wells Draw	Total	479.24	1162.15	25.19	8.88	34.07	24.44	1.02	25.46	1.56	48.47	7.8E-01	9.1E-02	1.0E+00	5.5E-02	4.1E-02	1.1E+00	2.5E+01	8.5E-02	2.4E-02	154,026	12.3	4.1	155,466	14,939,087	188,899
LowIndian C	Low	Indian Canyon	Loco	126.39	351.29	7.60	0.00	7.60	7.37	0.00	7.37	0.45	12.50	2.1E-01	2.6E-02	2.6E-01	1.1E-02	1.2E-04	3.3E-01	7.6E+00	2.3E-02	6.1E-03	43,961	3.4	1.1	44,354	4,306,500	
LowWhitmo	Low	Whitmore Park	Loco	137.62	382.50	8.27	0.00	8.27	8.02	0.00	8.02	0.49	13.61	2.3E-01	2.8E-02	2.8E-01	1.2E-02	1.3E-04	3.6E-01	8.3E+00	2.6E-02	6.6E-03	47,867	3.8	1.2	48,296	4,689,202	
LowWells D	Low	Wells Draw	Loco	162.10	420.12	9.13	0.00	9.13	8.86	0.00	8.86	0.57	16.67	2.7E-01	3.3E-02	3.3E-01	1.4E-02	1.5E-04	4.2E-01	9.1E+00	3.0E-02	7.8E-03	56,384	4.4	1.4	56,889	5,523,558	
HighIndian (	High	Indian Canyon	Loco	351.40	976.70	21.12	0.00	21.12	20.48	0.00	20.48	1.24	34.75	5.9E-01	7.1E-02	7.2E-01	3.0E-02	3.3E-04	9.1E-01	2.1E+01	6.5E-02	1.7E-02	122,227	9.6	3.1	123,320	11,973,611	
HighWhitmo	High	Whitmore Park	Loco	382.63	1063.49	22.99	0.00	22.99	22.30	0.00	22.30	1.35	37.83	6.4E-01	7.7E-02	7.8E-01	3.3E-02	3.6E-04	9.9E-01	2.3E+01	7.1E-02	1.8E-02	133,088	10.4	3.4	134,279	13,037,660	
HighWells D	High	Wells Draw	Loco	450.71	1168.08	25.39	0.00	25.39	24.63	0.00	24.63	1.59	46.35	7.6E-01	9.1E-02	9.2E-01	3.9E-02	4.2E-04	1.2E+00	2.5E+01	8.4E-02	2.2E-02	156,769	12.3	4.0	158,171	15,357,468	
LowIndian C	Low	Indian Canyon	Employee	12.63	0.97	0.03	5.15	5.18	0.02	0.69	0.71	0.00	1.01	1.8E-02	1.2E-03	4.5E-02	6.9E-03	1.7E-02	1.2E-02	4.8E-04	2.3E-03	3.1E-03	669	0.1	0.1	686	1,107	72,013
LowWhitmo	Low	Whitmore Park	Employee	13.07	1.00	0.03	5.64	5.67	0.03	0.73	0.76	0.01	1.04	1.9E-02	1.3E-03	4.6E-02	7.1E-03	1.8E-02	1.2E-02	4.9E-04	2.4E-03	3.2E-03	692	0.1	0.1	710	1,146	74,537
LowWells D	Low	Wells Draw	Employee	17.16	1.29	0.04	6.35	6.38	0.03	0.91	0.95	0.01	1.35	2.5E-02	1.7E-03	6.0E-02	9.3E-03	2.3E-02	1.6E-02	6.6E-04	3.1E-03	4.1E-03	951	0.1	0.1	974	1,584	102,320
HighIndian (	High	Indian Canyon	Employee	25.26	1.93	0.05	10.31	10.36	0.05	1.37	1.42	0.01	2.02	3.7E-02	2.4E-03	8.9E-02	1.4E-02	3.4E-02	2.4E-02	9.5E-04	4.6E-03	6.1E-03	1,338	0.1	0.1	1,371	2,214	144,026
HighWhitmo	High	Whitmore Park	Employee	26.15	2.00	0.06	11.28	11.34	0.05	1.47	1.52	0.01	2.09	3.8E-02	2.5E-03	9.2E-02	1.4E-02	3.5E-02	2.4E-02	9.9E-04	4.7E-03	6.4E-03	1,385	0.1	0.1	1,419	2,292	149,074
HighWells D	High	Wells Draw	Employee	31.69	2.37	0.07	11.72	11.79	0.06	1.68	1.74	0.01	2.50	4.6E-02	3.1E-03	1.1E-01	1.7E-02	4.2E-02	2.9E-02	1.2E-03	5.7E-03	7.7E-03	1,755	0.1	0.1	1,799	2,925	188,899
LowIndian C	Low	Indian Canyon	Diverted Trucks	-3.36	-9.21	-0.31	-2.84	-3.15	-0.29	-0.66	-0.95	-0.04	-0.42	-0.02	0.00	0.00	0.00	0.00	-0.05	-0.29	0.00	-0.01	-4,524	-0.14	-0.01	-4,529	-423,679	
LowWhitmo	Low	Whitmore Park	Diverted Trucks	-3.36	-9.21	-0.31	-2.84	-3.15	-0.29	-0.66	-0.95	-0.04	-0.42	-0.02	0.00	0.00	0.00	0.00	-0.05	-0.29	0.00	-0.01	-4,524	-0.14	-0.01	-4,529	-423,679	
LowWells D	Low	Wells Draw	Diverted Trucks	-3.16	-8.30	-0.27	-2.84	-3.11	-0.25	-0.66	-0.91	-0.04	-0.38	-0.02	0.00	0.00	0.00	0.00	-0.05	-0.25	0.00	-0.01	-4,498	-0.15	-0.01	-4,504	-421,306	
HighIndian (	High	Indian Canyon	Diverted Trucks	-3.36	-9.21	-0.31	-2.84	-3.15	-0.29	-0.66	-0.95	-0.04	-0.42	-0.02	0.00	0.00	0.00	0.00	-0.05	-0.29	0.00	-0.01	-4,524	-0.14	-0.01	-4,529	-423,679	
HighWhitmo	High	Whitmore Park	Diverted Trucks	-3.36	-9.21	-0.31	-2.84	-3.15	-0.29	-0.66	-0.95	-0.04	-0.42	-0.02	0.00	0.00	0.00	0.00	-0.05	-0.29	0.00	-0.01	-4,524	-0.14	-0.01	-4,529	-423,679	
HighWells D	High	Wells Draw	Diverted Trucks	-3.16	-8.30	-0.27	-2.84	-3.11	-0.25	-0.66	-0.91	-0.04	-0.38	-0.02	0.00	0.00	0.00	0.00	-0.05	-0.25	0.00	-0.01	-4,498	-0.15	-0.01	-4,504	-421,306	

Uinta Project Information

		1	2	3	4
Percent of Project Features (3)			Locomotive	Employee	Diverted Trucks
In nonattainment area	Indian Canyon		49%	70%	42%
	Whitmore Park		47%	69%	42%
	Wells Draw		31%	50%	42%
Out of nonattainment area	Indian Canyon		51%	30%	58%
	Whitmore Park		53%	31%	58%
	Wells Draw		69%	50%	58%

Variable	Value
Op Days/Yr (assumed)	365
Op Yrs/Proj (assumed)	30
Indian Canyon Op Yr (2)	2025
Whitmore Park Op Yr (2)	2025
Wells Draw Op Yr (2)	2026
Low Production (bbl/day) (3)	130,000
High Production (bbl/day) (3)	350,000

Energy Conversions

Variable	Value	Source
Gasoline Btu to gallon	8.31E-06	https://www.eia.gov/energyexplained/units-and-calculators/
Diesel Btu to gallon	7.28E-06	https://www.eia.gov/energyexplained/units-and-calculators/
joule to MMBtu	9.48E-10	
joule to Btu	9.48E-04	
Btu to MMBtu	1.00E-06	
Diesel density (kg/L)	0.85	
Liter to gallon	0.26	
kg to g	0.001	
Gram diesel fuel to gallon	0.00031079	

Sources

(1) ICF. 2020. GIS. 'AirQuality_2020319'
(2) Uinta Basin Rail Project Information Report. DATE.
(3) UBR_ProjectAttributesTable.xlsx as of 2/11/20. rows 87-88

Locomotive Emissions (US tons/year and MT/year for GHGs) (calc'd)

			Criteria Pollutants									Hazardous Air Pollutants									Greenhouse Gas Emissions				Energy	
Scenario	Alt		CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyde	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Diesel (gallons)	
LowIndian C	Low	Indian Canyon	126	351	7.5954	—	8	7	—	7	0	12	2.12E-01	2.56E-02	2.58E-01	1.08E-02	1.17E-04	3.26E-01	8	2.35E-02	6.09E-03	43,961	3.4	1.1	44,354	4,306,500	2025
LowWhitmo	Low	Whitmore Park	138	383	8.2703	—	8	8	—	8	0	14	2.31E-01	2.79E-02	2.81E-01	1.18E-02	1.28E-04	3.55E-01	8	2.55E-02	6.63E-03	47867	3.8	1.2	48296	4,689,202	2025
LowWells D	Low	Wells Draw	162	420	9.1330	—	9	9	—	9	1	17	2.72E-01	3.28E-02	3.31E-01	1.39E-02	1.50E-04	4.19E-01	9	3.01E-02	7.81E-03	56384	4.4	1.4	56889	5,523,558	2026
HighIndian	High	Indian Canyon	351	977	21.1178	—	21	20	—	20	1	35	5.90E-01	7.12E-02	7.18E-01	3.01E-02	3.26E-04	9.08E-01	21	6.52E-02	1.69E-02	122227	9.6	3.1	123320	11,973,611	2025
HighWhitm	High	Whitmore Park	383	1063	22.9945	—	23	22	—	22	1	38	6.42E-01	7.75E-02	7.81E-01	3.27E-02	3.55E-04	9.88E-01	23	7.10E-02	1.84E-02	133088	10.4	3.4	134279	13,037,660	2025
HighWells D	High	Wells Draw	451	1168	25.3930	—	25	25	—	25	2	46	7.57E-01	9.13E-02	9.21E-01	3.86E-02	4.18E-04	1.16E+00	25	8.37E-02	2.17E-02	156769	12.3	4.0	158171	15,357,468	2026

Conversions

Conversions	
kilogram to gram	1,000
Fuel oil no. 6 and residual oil	
heating value (MMBtu/10^3 gal)	150.00000
pound to ton	0.0005
gram to pounds	453.59
gram to ton	0.0000011
gram to MT	0.0000010
MMBtu to Btu	0.000001
1 gal to BTU (12)	128488
CH4 GWP (5)	28
N2O GWP (5)	265

This is Btu to Mmbtu but based on unit of below, works in this instance

Diesel Fuel and Large line Haul Train Emission Factors

Distillate Fuel Oil No. 2 (4) g/gal	EF
CH4	0.8
N2O	0.26
Diesel Fuel (6) lb/ gallon	**EF**
Acetaldehyde	0.044702
Acrolein	0.0053910
Benzene	0.0543763
1,3-Butadiene	0.0022788
Ethylbenzene (8)	0.0000247
Formaldehyde	0.0687717
DPM (10)	1.6000000
Napthalene (8)	0.0049422
POM (8)	0.0012822
Additional Locomotive Emission Factors (10)	
Large Line-Haul and Passsenger	
conversion from bhp-hr/gal	20.8
SOx	0.094
density of diesel fuel	3200
fraction of fuel sulfur converted to SO2	0.978
SO2/S molecular weight	2
sulfur content of fuel (ppm)	0.000015
CO2	10,208
CO2/C molecular weight	3.67
carbon content of fuel (ppm)	0.87

EPA Locomotive Emission Factors by Year for Large Line-haul (g/gal) (10)	CO	Nox	PM10 Ex	PM 10 D	PM10 T	PM2.5 Ex	PM 2.5 D	PM10 T	Sox	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene (8)	Formaldehyde	DPM (10)	Napthalene (8)	POM (8)	CO2	CH4	N2O	CO2e
2025	26.62	74.00	1.60	0.00	1.60	1.55	0.00	1.55	0.09	2.63	4.47E-02	5.39E-03	5.44E-02	2.28E-03	2.47E-05	6.88E-02	1.60	4.94E-03	1.28E-03	10,208.00	0.80	0.26	10,299.30
2026	26.62	69.00	1.50	0.00	1.50	1.46	0.00	1.46	0.09	2.74	4.47E-02	5.39E-03	5.44E-02	2.28E-03	2.47E-05	6.88E-02	1.50	4.94E-03	1.28E-03	10,208.00	0.80	0.26	10,299.30

Uinta Locomotive Information

Diesel Fuel Usage (2)		Notes
Gallons per car cycle	55	A car cycle is a full cycle of a loaded and unloaded train trip (i.e., round-trip distance)
Gallons per car mile	0.34	Assumes Indian Canyon route to provide the most conservative gallons per mile

LowIndian Canyon
LowWhitmore Park
LowWells Draw
HighIndian Canyon
HighWhitmore Park
HighWells Draw

Scenario Features (2)	Low	High
Loaded oil trains per year	672	1,809
Loaded frac sand trains per year	0	110
Total trains per year (calc'd)	672	1,919
Oil tank cars per train	110	110
Manifest cars per train	7	3
Total cars per train	117	113
Cars per year (calc'd)	78,300	217,702

	Alt	Diesel fuel per year (gallons) (calc'd)
Low	Indian Canyon	4,306,500
Low	Whitmore Park	4,689,202
Low	Wells Draw	5,523,558
High	Indian Canyon	11,973,611
High	Whitmore Park	13,037,660
High	Wells Draw	15,357,468

Sources

(1) Uinta Basin Rail Project Information Report. DATE.
(2) Uinta Basin Rail project. train consist summary based on IR#2 response.xlsx. November 2019.
(3) David's Kickoff Email. 2019-09-06 - UBRY - STB Response Table DAE. G:\Sacramento\LGT-Air&Noise\Air\Uinta Basin Railway EIS 00060.19 (Utah)\01 Project Info\04 Data\2019-11-07 David's Kickoff Email
(4) EPA. 2018. https://www.epa.gov/sites/production/files/2018-03/documents/emission-factors_mar_2018_0.pdf
(5) ICCP. 2014. AR5 Synthesis Report. https://ar5-syr.ipcc.ch/ipcc/ipcc/resources/pdf/IPCC_SynthesisReport.pdf
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(10) EPA. 2009. Emission Factors for Locomotives. https://nepis.epa.gov/Exe/ZyPDF.cgi/P100500B.PDF?Dockey=P100500B.PDF
(11) EPA. 2017. Rail HAP Speciation. Excel Workbook. Last modified 4/13/18. ftp://newftp.epa.gov/Air/nei/2014/doc/2014v2_supportingdata/rail_cmv/
(12) AFDC. 2014. https://afdc.energy.gov/fuels/fuel_comparison_chart.pdf

Operations_Diverted Trucks
Diverted Trucks

Uinta Project Operation Emissions (tons/year) (calc'd)

		Criteria Pollutants										Hazardous Air Pollutants									Greenhouse Gas Emissions				Energy
	Alternative	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyde	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Diesel (gallons)
Low	Indian Canyon	-3	-9	-0.31	-3	-3	-0.29	-0.7	-0.95	-0.04	-0.4	-1.99E-02	-3.28E-03	-4.03E-03	-9.17E-04	-1.65E-03	-5.32E-02	-2.89E-01	-4.87E-03	-6.15E-03	-4,524	-0.143	-0.006	-4,529	-423,679
Low	Whitmore Park	-3	-9	-0.31	-3	-3	-0.29	-0.7	-0.95	-0.04	-0.4	-1.99E-02	-3.28E-03	-4.03E-03	-9.17E-04	-1.65E-03	-5.32E-02	-2.89E-01	-4.87E-03	-6.15E-03	-4,524	-0.143	-0.006	-4,529	-423,679
Low	Wells Draw	-3	-8	-0.27	-3	-3	-0.25	-0.7	-0.91	-0.04	-0.4	-1.84E-02	-3.00E-03	-3.71E-03	-7.86E-04	-1.55E-03	-5.03E-02	-2.52E-01	-4.50E-03	-5.61E-03	-4,498	-0.146	-0.006	-4,504	-421,306
High	Indian Canyon	-3	-9	-0.31	-3	-3	-0.29	-0.7	-0.95	-0.04	-0.4	-1.99E-02	-3.28E-03	-4.03E-03	-9.17E-04	-1.65E-03	-5.32E-02	-2.89E-01	-4.87E-03	-6.15E-03	-4,524	-0.143	-0.006	-4,529	-423,679
High	Whitmore Park	-3	-9	-0.31	-3	-3	-0.29	-0.7	-0.95	-0.04	-0.4	-1.99E-02	-3.28E-03	-4.03E-03	-9.17E-04	-1.65E-03	-5.32E-02	-2.89E-01	-4.87E-03	-6.15E-03	-4,524	-0.143	-0.006	-4,529	-423,679
High	Wells Draw	-3	-8	-0.27	-3	-3	-0.25	-0.7	-0.91	-0.04	-0.4	-1.84E-02	-3.00E-03	-3.71E-03	-7.86E-04	-1.55E-03	-5.03E-02	-2.52E-01	-4.50E-03	-5.61E-03	-4,498	-0.146	-0.006	-4,504	-421,306

Uinta Project Emission Benefits (tons/day) (calc'd)

			Criteria Pollutants										Hazardous Air Pollutants									Greenhouse Gas Emissions				Energy	
		Alternative	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyde	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Diesel (gallons)	
LowIndian (	Low	Indian Canyon	-0.0092	-0.0252	-0.0009	-0.0078	-0.0086	-0.0008	-0.0018	-0.0026	-0.0001	-0.0012	-5.4E-05	-9.0E-06	-1.1E-05	-2.5E-06	-4.5E-06	-1.5E-04	-7.9E-04	-1.3E-05	-1.7E-05	-12.39	0.00	0.00	-12.41	-1161	2025
LowWhitm	Low	Whitmore Park	-0.0092	-0.0252	-0.0009	-0.0078	-0.0086	-0.0008	-0.0018	-0.0026	-0.0001	-0.0012	-5.4E-05	-9.0E-06	-1.1E-05	-2.5E-06	-4.5E-06	-1.5E-04	-7.9E-04	-1.3E-05	-1.7E-05	-12.39	0.00	0.00	-12.41	-1161	2025
LowWells D	Low	Wells Draw	-0.0087	-0.0227	-0.0008	-0.0078	-0.0085	-0.0007	-0.0018	-0.0025	-0.0001	-0.0010	-5.1E-05	-8.2E-06	-1.0E-05	-2.2E-06	-4.2E-06	-1.4E-04	-6.9E-04	-1.2E-05	-1.5E-05	-12.32	0.00	0.00	-12.34	-1154	2026
HighIndian	High	Indian Canyon	-0.0092	-0.0252	-0.0009	-0.0078	-0.0086	-0.0008	-0.0018	-0.0026	-0.0001	-0.0012	-5.4E-05	-9.0E-06	-1.1E-05	-2.5E-06	-4.5E-06	-1.5E-04	-7.9E-04	-1.3E-05	-1.7E-05	-12.39	0.00	0.00	-12.41	-1161	2025
HighWhitm	High	Whitmore Park	-0.0092	-0.0252	-0.0009	-0.0078	-0.0086	-0.0008	-0.0018	-0.0026	-0.0001	-0.0012	-5.4E-05	-9.0E-06	-1.1E-05	-2.5E-06	-4.5E-06	-1.5E-04	-7.9E-04	-1.3E-05	-1.7E-05	-12.39	0.00	0.00	-12.41	-1161	2025
HighWells I	High	Wells Draw	-0.0087	-0.0227	-0.0008	-0.0078	-0.0085	-0.0007	-0.0018	-0.0025	-0.0001	-0.0010	-5.1E-05	-8.2E-06	-1.0E-05	-2.2E-06	-4.2E-06	-1.4E-04	-6.9E-04	-1.2E-05	-1.5E-05	-12.32	0.00	0.00	-12.34	-1154	2026

MOVES2014 Haul Truck Emission Factors (g/mile) (3)

		Criteria Pollutants										Hazardous Air Pollutants									Greenhouse Gas Emissions				Energy (joules)
	Employee Vehicle '	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyde	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Total
2022	2022Diesel FuelCo	1.32	4.09	0.15	0.12	0.27	0.14	0.02	0.15	0.01	0.19	8.12E-03	1.38E-03	1.69E-03	4.50E-04	6.56E-04	2.07E-02	1.37E-01	2.01E-03	2.63E-03	1644	0.05	0.00	1646	2.23E+07
2023	2023Diesel FuelCo	1.24	3.68	0.13	0.12	0.25	0.12	0.02	0.14	0.01	0.17	7.51E-03	1.27E-03	1.55E-03	3.95E-04	6.12E-04	1.95E-02	1.22E-01	1.85E-03	2.40E-03	1632	0.05	0.00	1634	2.22E+07
2024	2024Diesel FuelCo	1.16	3.31	0.12	0.12	0.24	0.11	0.02	0.12	0.01	0.15	6.94E-03	1.16E-03	1.42E-03	3.43E-04	5.70E-04	1.83E-02	1.07E-01	1.70E-03	2.18E-03	1622	0.05	0.00	1623	2.20E+07
2025	2025Diesel FuelCo	1.09	2.98	0.10	0.12	0.22	0.09	0.02	0.11	0.01	0.14	6.42E-03	1.06E-03	1.30E-03	2.96E-04	5.33E-04	1.72E-02	9.35E-02	1.57E-03	1.99E-03	1612	0.05	0.00	1614	2.19E+07
2026	2026Diesel FuelCo	1.02	2.68	0.09	0.12	0.21	0.08	0.02	0.10	0.01	0.12	5.96E-03	9.70E-04	1.20E-03	2.54E-04	4.99E-04	1.62E-02	8.16E-02	1.45E-03	1.81E-03	1603	0.05	0.00	1605	2.18E+07
2027	2027Diesel FuelCo	0.96	2.42	0.08	0.12	0.20	0.07	0.02	0.09	0.01	0.11	5.55E-03	8.90E-04	1.11E-03	2.16E-04	4.69E-04	1.54E-02	7.08E-02	1.35E-03	1.65E-03	1594	0.05	0.00	1596	2.16E+07
2045	2045Diesel FuelCo	0.72	1.31	0.03	0.12	0.15	0.02	0.02	0.04	0.01	0.05	3.73E-03	5.38E-04	6.94E-04	4.30E-05	3.39E-04	1.17E-02	2.50E-02	8.78E-04	9.55E-04	1549	0.06	0.00	1551	2.10E+07

	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	26

AP-42 Road Dust Emission Factors (g/mile) (3)

	Criteria Pollutants										Hazardous Air Pollutants									Greenhouse Gas Emissions				Energy (joules)	
Road Type	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyde	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Petroleum	Total
Paved				0.81			0.20																		
Unpaved				5.88			0.59																		

Uinta Activity Data

	Variable	Value	Source
	Truck Oil Haul Capacity	209	(1)
	Volume Diverted from P	10,000	(4) Assumes all trips would be diverted.
	Volume Diverted from P	10,000	(4) Assumes all trips would be diverted.
	Low Haul Trips/Day	(48)	calculated
	High Haul Trips/Day	(48)	calculated
	Roundtrip Trip distance	160.7	(2), = [distance from oil field to Price River Terminal] - [distance from oil field to closest project terminal]
	Paved	161.1	
	Unpaved	-0.4	Distance is negative due to difference in distances, not gross distances.
Low	Low VMT/Day	(7,690)	calculated
	Paved	(7,709)	calculated
	Unpaved	20	calculated
High	High VMT/Day	(7,690)	calculated
	Paved	(7,709)	calculated
	Unpaved	20	calculated

Conversion

Variable	Value
g to ton	1.10E-06
g to MT	1.00E-06

Sources

(1) Butte Monument FEIS. Appendix A-1. https://eplanning.blm.gov/epl-front-office/projects/nepa/62904/75396/83267/FEIS_3_Appendix_A_-_Appendix_K.pdf
(2) ICF. 2020. GIS. 'AirQuality_20200319'
(3) ICF. 2020. Vehicle and Equipment Emission Factors. Excel workbook.
(4) Bauer, David. 2020. Senior Vice President, Environmental Regulatory Compliance. April 29. Email regarding existing oil production in the basin trucked to Price River Terminal.

Operations_Employee
Employee

Uinta Project Operation Emissions (tons/year) (calc'd)

		Criteria Pollutants										Hazardous Air Pollutants									Greenhouse Gas Emissions				Energy	
	Alternative	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyde	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Diesel	Gasoline
Low	Indian Canyon	13	1	0.03	5	5	0.02	1	0.71	0.00	1	1.83E-02	1.22E-03	4.46E-02	6.88E-03	1.70E-02	1.18E-02	4.77E-04	2.28E-03	3.07E-03	669	0.057	0.051	686	1107	72013
Low	Whitmore Park	13	1	0.03	6	6	0.03	1	0.76	0.01	1	1.89E-02	1.26E-03	4.62E-02	7.12E-03	1.76E-02	1.22E-02	4.94E-04	2.36E-03	3.18E-03	692	0.059	0.053	710	1146	74537
Low	Wells Draw	17	1	0.04	6	6	0.03	1	0.95	0.01	1	2.51E-02	1.68E-03	6.05E-02	9.35E-03	2.27E-02	1.59E-02	6.55E-04	3.07E-03	4.15E-03	951	0.079	0.073	974	1584	102320
High	Indian Canyon	25	2	0.05	10	10	0.05	1	1.42	0.01	2	3.66E-02	2.44E-03	8.92E-02	1.38E-02	3.40E-02	2.36E-02	9.55E-04	4.55E-03	6.14E-03	1,338	0.114	0.103	1,371	2214	144026
High	Whitmore Park	26	2	0.06	11	11	0.05	1	1.52	0.01	2	3.78E-02	2.52E-03	9.23E-02	1.42E-02	3.52E-02	2.44E-02	9.88E-04	4.71E-03	6.36E-03	1,385	0.118	0.107	1,419	2292	149074
High	Wells Draw	32	2	0.07	12	12	0.06	2	1.74	0.01	3	4.63E-02	3.09E-03	1.12E-01	1.73E-02	4.18E-02	2.93E-02	1.21E-03	5.68E-03	7.65E-03	1,755	0.146	0.134	1,799	2925	188899

Uinta Project Construction Emissions (tons/day) (calc'd)

			Criteria Pollutants										Hazardous Air Pollutants									Greenhouse Gas Emissions				Energy	
		Alternative	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyde	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Diesel	Gasoline
2025	*LowIndian Canyon*	Low	Indian Canyon	0.03	0.00	0.00	0.014	0.01	0.00	0.002	0.00	0.00	0.00	5.01E-05	3.34E-06	1.22E-04	1.89E-05	4.66E-05	3.23E-05	1.31E-06	6.23E-06	8.41E-06	1.83	0.000	0.000	2	3.03	197.30
2025	*LowWhitmore Park*	Low	Whitmore Park	0.04	0.00	0.00	0.015	0.02	0.00	0.002	0.00	0.00	0.00	5.18E-05	3.46E-06	1.26E-04	1.95E-05	4.82E-05	3.35E-05	1.35E-06	6.45E-06	8.71E-06	1.90	0.000	0.000	2	3.14	204.21
2026	*LowWells Draw*	Low	Wells Draw	0.05	0.00	0.00	0.017	0.02	0.00	0.002	0.00	0.00	0.00	6.87E-05	4.59E-06	1.66E-04	2.56E-05	6.21E-05	4.35E-05	1.79E-06	8.42E-06	1.14E-05	2.60	0.000	0.000	3	4.34	280.33
2025	*HighIndian Canyon*	High	Indian Canyon	0.07	0.01	0.00	0.028	0.03	0.00	0.004	0.00	0.00	0.01	1.00E-04	6.68E-06	2.44E-04	3.77E-05	9.32E-05	6.46E-05	2.62E-06	1.25E-05	1.68E-05	3.67	0.000	0.000	4	6.07	394.59
2025	*HighWhitmore Park*	High	Whitmore Park	0.07	0.01	0.00	0.031	0.03	0.00	0.004	0.00	0.00	0.01	1.04E-04	6.91E-06	2.53E-04	3.90E-05	9.65E-05	6.69E-05	2.71E-06	1.29E-05	1.74E-05	3.79	0.000	0.000	4	6.28	408.42
2026	*HighWells Draw*	High	Wells Draw	0.09	0.01	0.00	0.032	0.03	0.00	0.005	0.00	0.00	0.01	1.27E-04	8.48E-06	3.06E-04	4.73E-05	1.15E-04	8.03E-05	3.31E-06	1.55E-05	2.10E-05	4.81	0.000	0.000	5	8.01	517.53

MOVES2014 Employee Vehicle Emission Factors (g/mile) (3)

	Criteria Pollutants										Hazardous Air Pollutants									Greenhouse Gas Emissions				Energy (joules)		
Employee Vehicle Year	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyde	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Total Energy Consumption	Diesel	Gasoline
2022	2022Gas/DieselCar/Truck	7.51	0.63	0.02	0.02	0.04	0.01	0.00	0.02	0.00	0.63	1.08E-02	7.03E-04	2.69E-02	4.11E-03	1.09E-02	7.34E-03	2.93E-04	1.39E-03	1.89E-03	386	0.03	0.03	396	5.37E+06	8.93E+04	5.28E+06
2023	2023Gas/DieselCar/Truck	6.99	0.57	0.01	0.02	0.04	0.01	0.00	0.02	0.00	0.57	1.00E-02	6.60E-04	2.49E-02	3.81E-03	9.85E-03	6.71E-03	2.66E-04	1.28E-03	1.73E-03	374	0.03	0.03	384	5.21E+06	8.80E+04	5.12E+06
2024	2024Gas/DieselCar/Truck	6.51	0.51	0.01	0.02	0.04	0.01	0.00	0.02	0.00	0.53	9.37E-03	6.22E-04	2.31E-02	3.55E-03	8.98E-03	6.17E-03	2.45E-04	1.18E-03	1.60E-03	363	0.03	0.03	372	5.05E+06	8.62E+04	4.96E+06
2025	2025Gas/DieselCar/Truck	6.02	0.46	0.01	0.02	0.04	0.01	0.00	0.01	0.00	0.48	8.71E-03	5.81E-04	2.12E-02	3.28E-03	8.10E-03	5.62E-03	2.27E-04	1.08E-03	1.46E-03	351	0.03	0.03	360	4.88E+06	8.43E+04	4.80E+06
2026	2026Gas/DieselCar/Truck	5.58	0.42	0.01	0.02	0.03	0.01	0.00	0.01	0.00	0.44	8.15E-03	5.45E-04	1.96E-02	3.04E-03	7.36E-03	5.16E-03	2.13E-04	9.99E-04	1.35E-03	341	0.03	0.03	349	4.74E+06	8.23E+04	4.65E+06
2027	2027Gas/DieselCar/Truck	5.19	0.38	0.01	0.02	0.03	0.01	0.00	0.01	0.00	0.41	7.70E-03	5.13E-04	1.83E-02	2.83E-03	6.77E-03	4.80E-03	1.99E-04	9.29E-04	1.25E-03	331	0.03	0.03	339	4.60E+06	8.03E+04	4.52E+06
2045	2045Gas/DieselCar/Truck	2.80	0.21	0.01	0.02	0.03	0.01	0.00	0.01	0.00	0.22	4.76E-03	3.03E-04	1.01E-02	1.57E-03	3.59E-03	2.85E-03	1.33E-04	5.28E-04	7.07E-04	272	0.02	0.02	279	3.78E+06	6.67E+04	3.72E+06
		1	*2*	*3*	*4*	*5*	*6*	*7*	*8*	*9*	*10*	*11*	*12*	*13*	*14*	*15*	*16*	*17*	*18*	*19*	*20*	*21*	*22*	*23*	*24*	*25*	*26*	*27*	*28*

AP-42 Road Dust Emission Factors (g/mile) (3)

	Criteria Pollutants										Hazardous Air Pollutants									Greenhouse Gas Emissions				Energy (joules)		
Road Type	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyde	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Total Energy Consumption	Diesel	Gasoline
Paved				0.81			0.20																			
Unpaved				5.88			0.59																			

Uinta Project Information

Average Employees/Day (1)				
Scenario	Alternative	Employees	Trips	One-way trips per Employee per Day (assumed)
Low	Indian Canyon	50	100	2
Low	Whitmore Park	50	100	
Low	Wells Draw	65	130	
High	Indian Canyon	100	200	
High	Whitmore Park	100	200	
High	Wells Draw	120	240	

Average One-way Trip Distance (2)	
Indian Canyon	52
Paved	35
Unpaved	17
Whitmore Park	54
Paved	35
Unpaved	19
Wells Draw	59
Paved	45
Unpaved	14

		Average VMT per Day (calc'd)	
LowIndian Canyon	Low	Indian Canyon	5,218
LowPaved	Low	Paved	3,548
LowUnpaved	Low	Unpaved	1,669
LowWhitmore Park	Low	Whitmore Park	5,400
LowPaved	Low	Paved	3,524
LowUnpaved	Low	Unpaved	1,877
LowWells Draw	Low	Wells Draw	7,648
LowPaved	Low	Paved	5,793
LowUnpaved	Low	Unpaved	1,854
HighIndian Canyon	High	Indian Canyon	10,435
HighPaved	High	Paved	7,097
HighUnpaved	High	Unpaved	3,338
HighWhitmore Park	High	Whitmore Park	10,801
HighPaved	High	Paved	7,047
HighUnpaved	High	Unpaved	3,754
HighWells Draw	High	Wells Draw	14,119
HighPaved	High	Paved	10,695
HighUnpaved	High	Unpaved	3,424

Conversions

Conversions	
gram to ton	0.000001
gram to MT	0.000001

Sources

(1) Response to OEA IR 3. Venable response PDF. November 25, 2019. G:\Sacramento\LGT-Air&Noise\Air\Uinta Basin Railway EIS 00060.19 (Utah)\01 Project Info\04 Data\2019-12-03 Response to OEA IR 3
(2) ICF. 2020. GIS. 'AirQuality_20200319'
(3) ICF. 2020. Vehicle and Equipment Emission Factors. Excel Workbook.

Emissions Inventory—Direct and Indirect (Operations)

Downline

Downline Emissions
Summary

Scenario	*Basic rail segment descriptors to insert as first columns into each table to the right*					*Table 1. Estimated Downline Emissions of Criteria Pollutants: Increase in Trains per Day*						*Table 2. Estimated Downline Emissions of Hazardous Air Pollutants: Increase in Trains per Day*									*Table 3. Estimated Annual Average Downline Emissions Compared to County-Level Emissions*									
						Locomotive Criteria Pollutant Emissions (tons/year)						Locomotive Hazardous Air Pollutant Emissions (tons/year)									General Conformity Threshold (tons/year)		Project Locomotive		Exceeds Conformity Threshold?		Segment Counties' Emission Levels		% of Segment Counties' Level	
	Rail Mini Segment	Segment Length (miles)	Existing Trains per Day	Increase in Trains per Day	Total Trains per Day	% Increase in Trains	CO	Nox	PM10	PM2.5	SO2	VOCs	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyde	DPM	Napthalene	POM	CO	Nox	CO	Nox	CO	Nox	CO	Nox	CO	Nox
Low-2025	KD-01	11	8	3	11	41%	2	5	0	0	0.0	0	3E-03	4E-04	4E-03	1E-04	2E-06	4E-03	1E-01	3E-04	8E-05	50	50	2	5	No	No	67,474	20,569	0.0%	0.0%
Low-2025	KD-06	266	11	3	14	30%	42	117	3	2	0.1	4	0.0707	0.0085	0.0860	0.0036	0.0000	0.1088	2.5309	0.0078	0.0020	50	50	42	117	No	Yes	195,118	50,967	0.0%	0.2%
Low-2025	KD-07	2	143	3	146	2%	3	8	0	0	0.0	0	0.0051	0.0006	0.0062	0.0003	0.0000	0.0078	0.1817	0.0006	0.0001	50	50	3	8	No	No	60,756	18,029	0.0%	0.0%
Low-2025	SB-01	4	0	0	0	100%	1	2	0	0	0.0	0	0.0012	0.0001	0.0014	0.0001	0.0000	0.0018	0.0424	0.0001	0.0000	50	50	1	2	No	No	139,862	33,519	0.0%	0.0%
Low-2026	KD-01	11	8	3	11	41%	2	4	0	0	0.0	0	0.0029	0.0004	0.0035	0.0001	0.0000	0.0045	0.0974	0.0003	0.0001	50	50	2	4	No	No	67,474	20,569	0.0%	0.0%
Low-2026	KD-06	266	11	3	14	30%	42	109	2	2	0.1	4	0.0707	0.0085	0.0860	0.0036	0.0000	0.1088	2.3727	0.0078	0.0020	50	50	42	109	No	Yes	195,118	50,967	0.0%	0.2%
Low-2026	KD-07	2	143	3	146	2%	3	8	0	0	0.0	0	0.0051	0.0006	0.0062	0.0003	0.0000	0.0078	0.1704	0.0006	0.0001	50	50	3	8	No	No	60,756	18,029	0.0%	0.0%
Low-2026	SB-01	4	0	0	0	100%	1	2	0	0	0.0	0	0.0012	0.0001	0.0014	0.0001	0.0000	0.0018	0.0397	0.0001	0.0000	50	50	1	2	No	No	139,862	33,519	0.0%	0.0%
High-2025	DE-01	3	25	8	33	34%	11	31	1	1	0.0	1	0.0185	0.0022	0.0226	0.0009	0.0000	0.0285	0.6635	0.0020	0.0005	50	50	11	31	No	No	60,756	18,029	0.0%	0.2%
High-2025	KD-01	11	8	10	18	119%	44	122	3	3	0.2	4	0.0735	0.0089	0.0894	0.0037	0.0000	0.1131	2.6309	0.0081	0.0021	50	50	44	122	No	Yes	67,474	20,569	0.1%	0.6%
High-2025	KD-02	3	12	10	22	79%	13	36	1	1	0.0	1	0.0218	0.0026	0.0265	0.0011	0.0000	0.0335	0.7790	0.0024	0.0006	50	50	13	36	No	No	57,190	14,739	0.0%	0.2%
High-2025	KD-03	171	8	10	18	119%	675	1877	41	39	2.4	67	1.1339	0.1367	1.3793	0.0578	0.0006	1.7445	40.5854	0.1254	0.0325	50	50	675	1,877	Yes	Yes	122,486	41,960	0.6%	4.5%
High-2025	KD-04	3	8	10	18	119%	12	34	1	1	0.0	1	0.0207	0.0025	0.0252	0.0011	0.0000	0.0319	0.7421	0.0023	0.0006	N/A	N/A	12	34	No	No	36,994	5,328	0.0%	0.6%
High-2025	KD-05	1	8	10	18	119%	2	7	0	0	0.0	0	0.0041	0.0005	0.0050	0.0002	0.0000	0.0063	0.1457	0.0005	0.0001	N/A	N/A	2	7	No	No	36,994	5,328	0.0%	0.1%
High-2025	KD-06	266	11	10	21	86%	1048	2914	63	61	3.7	104	1.7602	0.2123	2.1411	0.0897	0.0010	2.7080	63.0019	0.1946	0.0505	50	50	1,048	2,914	Yes	Yes	195,118	50,967	0.5%	5.7%
High-2025	KD-07	2	143	10	153	7%	8	24	1	0	0.0	1	0.0142	0.0017	0.0173	0.0007	0.0000	0.0219	0.5093	0.0016	0.0004	50	50	8	24	No	No	60,756	18,029	0.0%	0.1%
High-2025	NB-01	44	10	7	17	73%	133	370	8	8	0.5	13	0.2232	0.0269	0.2715	0.0114	0.0001	0.3434	7.9898	0.0247	0.0064	50	50	133	370	Yes	Yes	127,631	48,721	0.1%	0.8%
High-2025	NB-02	16	14	7	21	52%	48	133	3	3	0.2	5	0.0801	0.0097	0.0975	0.0041	0.0000	0.1233	2.8684	0.0089	0.0023	50	50	48	133	No	Yes	66,875	30,692	0.1%	0.4%
High-2025	NB-03	0	12	7	19	61%	1	4	0	0	0.0	0	0.0025	0.0003	0.0030	0.0001	0.0000	0.0039	0.0897	0.0003	0.0001	50	50	1	4	No	No	66,875	30,692	0.0%	0.0%
High-2025	NB-04	9	14	7	21	52%	28	77	2	2	0.1	3	0.0463	0.0056	0.0563	0.0024	0.0000	0.0712	1.6564	0.0051	0.0013	50	50	28	77	No	Yes	66,875	30,692	0.0%	0.2%
High-2025	SB-01	4	0	1	1	100%	2	5	0	0	0.0	0	0.0032	0.0004	0.0039	0.0002	0.0000	0.0049	0.1135	0.0004	0.0001	50	50	2	5	No	No	139,862	33,519	0.0%	0.0%
High-2026	DE-01	3	25	8	33	34%	11	29	1	1	0.0	1	0.0185	0.0022	0.0226	0.0009	0.0000	0.0285	0.6221	0.0020	0.0005	50	50	11	29	No	No	60,756	18,029	0.0%	0.2%
High-2026	KD-01	11	8	10	18	119%	44	113	2	2	0.2	5	0.0735	0.0089	0.0894	0.0037	0.0000	0.1131	2.4664	0.0081	0.0021	50	50	44	113	No	Yes	67,474	20,569	0.1%	0.6%
High-2026	KD-02	3	12	10	22	79%	13	34	1	1	0.0	1	0.0218	0.0026	0.0265	0.0011	0.0000	0.0335	0.7303	0.0024	0.0006	50	50	13	34	No	No	57,190	14,739	0.0%	0.2%
High-2026	KD-03	171	8	10	18	119%	675	1750	38	37	2.4	69	1.1339	0.1367	1.3793	0.0578	0.0006	1.7445	38.0489	0.1254	0.0325	50	50	675	1,750	Yes	Yes	122,486	41,960	0.6%	4.2%
High-2026	KD-04	3	8	10	18	119%	12	32	1	1	0.0	1	0.0207	0.0025	0.0252	0.0011	0.0000	0.0319	0.6957	0.0023	0.0006	N/A	N/A	12	32	No	No	36,994	5,328	0.0%	0.6%
High-2026	KD-05	1	8	10	18	119%	2	6	0	0	0.0	0	0.0041	0.0005	0.0050	0.0002	0.0000	0.0063	0.1366	0.0005	0.0001	N/A	N/A	2	6	No	No	36,994	5,328	0.0%	0.1%
High-2026	KD-06	266	11	10	21	86%	1048	2717	59	57	3.7	108	1.7602	0.2123	2.1411	0.0897	0.0010	2.7080	59.0643	0.1946	0.0505	50	50	1,048	2,717	Yes	Yes	195,118	50,967	0.5%	5.3%
High-2026	KD-07	2	143	10	153	7%	8	22	0	0	0.0	1	0.0142	0.0017	0.0173	0.0007	0.0000	0.0219	0.4775	0.0016	0.0004	50	50	8	22	No	No	60,756	18,029	0.0%	0.1%
High-2026	NB-01	44	10	7	17	73%	133	345	7	7	0.5	14	0.2232	0.0269	0.2715	0.0114	0.0001	0.3434	7.4904	0.0247	0.0064	50	50	133	345	Yes	Yes	127,631	48,721	0.1%	0.7%
High-2026	NB-02	16	14	7	21	52%	48	124	3	3	0.2	5	0.0801	0.0097	0.0975	0.0041	0.0000	0.1233	2.6891	0.0089	0.0023	50	50	48	124	No	Yes	66,875	30,692	0.1%	0.4%
High-2026	NB-03	0	12	7	19	61%	1	4	0	0	0.0	0	0.0025	0.0003	0.0030	0.0001	0.0000	0.0039	0.0841	0.0003	0.0001	50	50	1	4	No	No	66,875	30,692	0.0%	0.0%
High-2026	NB-04	9	14	7	21	52%	28	71	2	2	0.1	3	0.0463	0.0056	0.0563	0.0024	0.0000	0.0712	1.5529	0.0051	0.0013	50	50	28	71	No	Yes	66,875	30,692	0.0%	0.2%
High-2026	SB-01	4	0	1	1	100%	2	5	0	0	0.0	0	0.0032	0.0004	0.0039	0.0002	0.0000	0.0049	0.1064	0.0004	0.0001	50	50	2	5	No	No	139,862	33,519	0.0%	0.0%

Downline Emissions
Rail Segments

Scenario	Segment	Mini Segment ID	Miles	State	County	Attainment Status	Existing Trains/Day	Project Trains/Day (Low)	Total Trains/Day (Low)	% Increase in Trains	Exceeds Trains/Day Threshold?	Exceeds +% Train Threshold?	Need to Analyze?	CO	Nox	PM10 Ex	PM 10 D	PM10 T	PM2.5 Ex	PM 2.5 D	PM10 T	Sox	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene (8)	Formaldehyde	DPM (10)	Napthalene (8)	POM (8)	CO2	CH4	N2O	CO2e	CO	Nox	CO	Nox
Low-2025	Denver East	DE-01	3.2	Colorado	Adams	NonAttainment	25	2.9	27.9	12%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	60,756	18,029	0%	0%
Low-2025	Eastbound - Kansas	EB-01	0.1	Colorado	Adams	NonAttainment	10	0.4	10.4	4%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	60,756	18,029	0%	0%
Low-2025	Eastbound - Kansas	EB-01	1.3	Colorado	Denver	NonAttainment	10	0.4	10.4	4%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	79,106	15,490	0%	0%
Low-2025	Eastbound - Kansas	EB-02	0.7	Colorado	Denver	NonAttainment	3	0.4	3.4	13%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	79,106	15,490	0%	0%
Low-2025	Eastbound - Kansas	EB-03	3.2	Colorado	Adams	NonAttainment	149	0.4	149.4	0%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	60,756	18,029	0%	0%
Low-2025	Eastbound - Kansas	EB-03	5.3	Colorado	Denver	NonAttainment	149	0.4	149.4	0%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	79,106	15,490	0%	0%
Low-2025	Eastbound - Kansas	EB-04	18.0	Colorado	Adams	NonAttainment	3	0.4	3.4	13%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	60,756	18,029	0%	0%
Low-2025	Eastbound - Kansas	EB-04	0.6	Colorado	Arapahoe	NonAttainment	3	0.4	3.4	13%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	74,823	10,839	0%	0%
Low-2025	Eastbound - Kansas	EB-05	1.1	Colorado	Adams	NonAttainment	4	0.4	4.4	10%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	60,756	18,029	0%	0%
Low-2025	Eastbound - Kansas	EB-06	3.4	Colorado	Adams	NonAttainment	3	0.4	3.4	13%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	60,756	18,029	0%	0%
Low-2025	Eastbound - Kansas	EB-06	25.4	Colorado	Arapahoe	NonAttainment	3	0.4	3.4	13%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	74,823	10,839	0%	0%
Low-2025	Eastbound - Kansas	EB-06	0.0	Colorado	Elbert	Attainment	3	0.4	3.4	13%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	7,115	1,879	0%	0%
Low-2025	**Kyune - Denver**	**KD-01**	**1.2**	**Utah**	**Utah**	**NonAttainment**	**8**	**3.3**	**11.3**	**41%**	**TRUE**	**FALSE**	**TRUE**	1.7	4.8	0.1	-	0.1	0.1	-	0.1	0.0	0.2	**3E-03**	**4E-04**	**4E-03**	**1E-04**	**2E-06**	**4E-03**	**1E-01**	**3E-04**	**8E-05**	602	**0.0**	**0.0**	607	**57,190**	**14,739**	**0%**	**0%**
Low-2025	Kyune - Denver	KD-01	9.9	Utah	Carbon	Attainment	8	3.3	11.3	41%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	10,284	5,830	0%	0%
Low-2025	Kyune - Denver	KD-02	3.3	Utah	Carbon	Attainment	12	3.3	15.3	28%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	10,284	5,830	0%	0%
Low-2025	Kyune - Denver	KD-03	30.9	Colorado	Mesa	Attainment	8	3.3	11.3	41%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	36,994	5,328	0%	0%
Low-2025	Kyune - Denver	KD-03	20.5	Utah	Carbon	Attainment	8	3.3	11.3	41%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	10,284	5,830	0%	0%
Low-2025	Kyune - Denver	KD-03	57.6	Utah	Emery	Attainment	8	3.3	11.3	41%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	19,094	20,586	0%	0%
Low-2025	Kyune - Denver	KD-03	62.2	Utah	Grand-UT	Attainment	8	3.3	11.3	41%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	15,631	2,592	0%	0%
Low-2025	Kyune - Denver	KD-04	3.1	Colorado	Mesa	Attainment	8	3.3	11.3	41%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	36,994	5,328	0%	0%
Low-2025	Kyune - Denver	KD-05	0.6	Colorado	Mesa	Attainment	8	3.3	11.3	41%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	36,994	5,328	0%	0%
Low-2025	**Kyune - Denver**	**KD-06**	**8.7**	**Colorado**	**Boulder**	**NonAttainment**	**11**	**3.3**	**14.3**	**30%**	**TRUE**	**FALSE**	**TRUE**	12.3	34.1	0.7	-	0.7	0.7	-	0.7	0.0	1.2	**2E-02**	**2E-03**	**3E-02**	**1E-03**	**1E-05**	**3E-02**	**7E-01**	**2E-03**	**6E-04**	4,267	**0.3**	**0.1**	4,305	**39,396**	**8,714**	**0%**	**0%**
Low-2025	**Kyune - Denver**	**KD-06**	**11.2**	**Colorado**	**Jefferson**	**NonAttainment**	**11**	**3.3**	**14.3**	**30%**	**TRUE**	**FALSE**	**TRUE**	15.8	43.9	0.9	-	0.9	0.9	-	0.9	0.1	1.6	**3E-02**	**3E-03**	**3E-02**	**1E-03**	**1E-05**	**4E-02**	**9E-01**	**3E-03**	**8E-04**	5,493	**0.4**	**0.1**	5,543	**69,999**	**11,174**	**0%**	**0%**
Low-2025	**Kyune - Denver**	**KD-06**	**0.4**	**Colorado**	**Adams**	**NonAttainment**	**11**	**3.3**	**14.3**	**30%**	**TRUE**	**FALSE**	**TRUE**	0.5	1.4	0.0	-	0.0	0.0	-	0.0	0.0	0.0	**8E-04**	**1E-04**	**1E-03**	**4E-05**	**5E-07**	**1E-03**	**3E-02**	**9E-05**	**2E-05**	175	**0.0**	**0.0**	176	**60,756**	**18,029**	**0%**	**0%**
Low-2025	**Kyune - Denver**	**KD-06**	**9.6**	**Colorado**	**Jefferson**	**NonAttainment**	**11**	**3.3**	**14.3**	**30%**	**TRUE**	**FALSE**	**TRUE**	13.6	37.7	0.8	-	0.8	0.8	-	0.8	0.0	1.3	**2E-02**	**3E-03**	**3E-02**	**1E-03**	**1E-05**	**4E-02**	**8E-01**	**3E-03**	**7E-04**	4,713	**0.4**	**0.1**	4,755	**69,999**	**11,174**	**0%**	**0%**
Low-2025	Kyune - Denver	KD-06	51.4	Colorado	Eagle	Attainment	11	3.3	14.3	30%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	15,429	2,979	0%	0%
Low-2025	Kyune - Denver	KD-06	65.0	Colorado	Garfield	Attainment	11	3.3	14.3	30%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	24,881	12,942	0%	0%
Low-2025	Kyune - Denver	KD-06	16.9	Colorado	Gilpin	Attainment	11	3.3	14.3	30%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	2,030	383	0%	0%
Low-2025	Kyune - Denver	KD-06	65.7	Colorado	Grand-CO	Attainment	11	3.3	14.3	30%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	9,209	1,308	0%	0%
Low-2025	Kyune - Denver	KD-06	37.0	Colorado	Mesa	Attainment	11	3.3	14.3	30%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	36,994	5,328	0%	0%
Low-2025	**Kyune - Denver**	**KD-07**	**2.1**	**Colorado**	**Adams**	**NonAttainment**	**143**	**3.3**	**146.3**	**2%**	**TRUE**	**FALSE**	**TRUE**	3.0	8.4	0.2	-	0.2	0.2	-	0.2	0.0	0.3	**5E-03**	**6E-04**	**6E-03**	**3E-04**	**3E-06**	**8E-03**	**2E-01**	**6E-04**	**1E-04**	1,052	**0.1**	**0.0**	1,061	**60,756**	**18,029**	**0%**	**0%**
Low-2025	Northbound	NB-01	16.1	Colorado	Adams	NonAttainment	10	2.5	12.5	25%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	60,756	18,029	0%	0%
Low-2025	Northbound	NB-01	0.2	Colorado	Denver	NonAttainment	10	2.5	12.5	25%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	79,106	15,490	0%	0%
Low-2025	Northbound	NB-01	27.6	Colorado	Weld	NonAttainment	10	2.5	12.5	25%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	66,875	30,692	0%	0%
Low-2025	Northbound	NB-02	15.7	Colorado	Weld	NonAttainment	14	2.5	16.5	18%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	66,875	30,692	0%	0%
Low-2025	Northbound	NB-03	0.5	Colorado	Weld	NonAttainment	12	2.5	14.5	21%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	66,875	30,692	0%	0%
Low-2025	Northbound	NB-04	9.1	Colorado	Weld	NonAttainment	14	2.5	16.5	18%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	66,875	30,692	0%	0%
Low-2025	**Southbound**	**SB-01**	**1.1**	**Colorado**	**Adams**	**NonAttainment**	**0**	**0.4**	**0.4**	**100%**	**FALSE**	**TRUE**	**TRUE**	0.2	0.5	0.0	-	0.0	0.0	-	0.0	0.0	0.0	**3E-04**	**4E-05**	**4E-04**	**2E-05**	**2E-07**	**5E-04**	**1E-02**	**4E-05**	**9E-06**	66	**0.0**	**0.0**	67	**60,756**	**18,029**	**0%**	**0%**
Low-2025	**Southbound**	**SB-01**	**3.0**	**Colorado**	**Denver**	**NonAttainment**	**0**	**0.4**	**0.4**	**100%**	**FALSE**	**TRUE**	**TRUE**	0.5	1.4	0.0	-	0.0	0.0	-	0.0	0.0	0.1	**9E-04**	**1E-04**	**1E-03**	**4E-05**	**5E-07**	**1E-03**	**3E-02**	**1E-04**	**2E-05**	179	**0.0**	**0.0**	181	**79,106**	**15,490**	**0%**	**0%**
Low-2025	Southbound	SB-02	2.0	Colorado	Arapahoe	NonAttainment	38	0.4	38.4	1%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	74,823	10,839	0%	0%
Low-2025	Southbound	SB-02	6.3	Colorado	Denver	NonAttainment	38	0.4	38.4	1%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	79,106	15,490	0%	0%
Low-2025	Southbound	SB-03	5.3	Colorado	Arapahoe	NonAttainment	20	0.4	20.4	2%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	74,823	10,839	0%	0%
Low-2025	Southbound	SB-03	36.9	Colorado	Douglas	NonAttainment	20	0.4	20.4	2%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	36,914	6,705	0%	0%

Downline Emissions
Rail Segments

Scenario	Segment	Mini Segment ID	Miles	State	County	Attainment Status	Existing Trai	Project Train	Total Trains/	% Increase i	Exceeds Trains/E	Exceeds +% Train	Need to Analyz	CO	Nox	PM10 Ex	PM 10 D	PM10 T	PM2.5 Ex	PM 2.5 D	PM10 T	Sox	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene (8)	Formaldehyde	DPM (10)	Napthalene (8)	POM (8)	CO2	CH4	N2O	CO2e	CO	Nox	CO	Nox
Low-2026	Denver East	DE-01	3.2	Colorado	Adams	NonAttainment	25	2.9	27.9	12%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	60,756	18,029	0%	0%
Low-2026	Eastbound - Kansas	EB-01	0.1	Colorado	Adams	NonAttainment	10	0.4	10.4	4%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	60,756	18,029	0%	0%
Low-2026	Eastbound - Kansas	EB-01	1.3	Colorado	Denver	NonAttainment	10	0.4	10.4	4%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	79,106	15,490	0%	0%
Low-2026	Eastbound - Kansas	EB-02	0.7	Colorado	Denver	NonAttainment	3	0.4	3.4	13%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	79,106	15,490	0%	0%
Low-2026	Eastbound - Kansas	EB-03	3.2	Colorado	Adams	NonAttainment	149	0.4	149.4	0%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	60,756	18,029	0%	0%
Low-2026	Eastbound - Kansas	EB-03	5.3	Colorado	Denver	NonAttainment	149	0.4	149.4	0%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	79,106	15,490	0%	0%
Low-2026	Eastbound - Kansas	EB-04	18.0	Colorado	Adams	NonAttainment	3	0.4	3.4	13%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	60,756	18,029	0%	0%
Low-2026	Eastbound - Kansas	EB-04	0.6	Colorado	Arapahoe	NonAttainment	3	0.4	3.4	13%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	74,823	10,839	0%	0%
Low-2026	Eastbound - Kansas	EB-05	1.1	Colorado	Adams	NonAttainment	4	0.4	4.4	10%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	60,756	18,029	0%	0%
Low-2026	Eastbound - Kansas	EB-06	3.4	Colorado	Adams	NonAttainment	3	0.4	3.4	13%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	60,756	18,029	0%	0%
Low-2026	Eastbound - Kansas	EB-06	25.4	Colorado	Arapahoe	NonAttainment	3	0.4	3.4	13%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	74,823	10,839	0%	0%
Low-2026	Eastbound - Kansas	EB-06	0.0	Colorado	Elbert	Attainment	3	0.4	3.4	13%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	7,115	1,879	0%	0%
Low-2026	**Kyune - Denver**	**KD-01**	**1.2**	**Utah**	**Utah**	**NonAttainment**	**8**	**3.3**	**11.3**	**41%**	**TRUE**	**FALSE**	**TRUE**	1.7	4.5	0.1	-	0.1	0.1	-	0.1	0.0	0.2	3E-03	4E-04	4E-03	1E-04	2E-06	4E-03	1E-01	3E-04	8E-05	602	0.0	0.0	607	57,190	14,739	0%	0%
Low-2026	Kyune - Denver	KD-01	9.9	Utah	Carbon	Attainment	8	3.3	11.3	41%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	10,284	5,830	0%	0%
Low-2026	Kyune - Denver	KD-02	3.3	Utah	Carbon	Attainment	12	3.3	15.3	28%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	10,284	5,830	0%	0%
Low-2026	Kyune - Denver	KD-03	30.9	Colorado	Mesa	Attainment	8	3.3	11.3	41%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	36,994	5,328	0%	0%
Low-2026	Kyune - Denver	KD-03	20.5	Utah	Carbon	Attainment	8	3.3	11.3	41%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	10,284	5,830	0%	0%
Low-2026	Kyune - Denver	KD-03	57.6	Utah	Emery	Attainment	8	3.3	11.3	41%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	19,094	20,586	0%	0%
Low-2026	Kyune - Denver	KD-03	62.2	Utah	Grand-UT	Attainment	8	3.3	11.3	41%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	15,631	2,592	0%	0%
Low-2026	Kyune - Denver	KD-04	3.1	Colorado	Mesa	Attainment	8	3.3	11.3	41%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	36,994	5,328	0%	0%
Low-2026	Kyune - Denver	KD-05	0.6	Colorado	Mesa	Attainment	8	3.3	11.3	41%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	36,994	5,328	0%	0%
Low-2026	**Kyune - Denver**	**KD-06**	**8.7**	**Colorado**	**Boulder**	**NonAttainment**	**11**	**3.3**	**14.3**	**30%**	**TRUE**	**FALSE**	**TRUE**	12.3	31.8	0.7	-	0.7	0.7	-	0.7	0.0	1.3	2E-02	2E-03	3E-02	1E-03	1E-05	3E-02	7E-01	2E-03	6E-04	4,267	0.3	0.1	4,305	39,396	8,714	0%	0%
Low-2026	**Kyune - Denver**	**KD-06**	**11.2**	**Colorado**	**Jefferson**	**NonAttainment**	**11**	**3.3**	**14.3**	**30%**	**TRUE**	**FALSE**	**TRUE**	15.8	40.9	0.9	-	0.9	0.9	-	0.9	0.1	1.6	3E-02	3E-03	3E-02	1E-03	1E-05	4E-02	9E-01	3E-03	8E-04	5,493	0.4	0.1	5,543	69,999	11,174	0%	0%
Low-2026	**Kyune - Denver**	**KD-06**	**0.4**	**Colorado**	**Adams**	**NonAttainment**	**11**	**3.3**	**14.3**	**30%**	**TRUE**	**FALSE**	**TRUE**	0.5	1.3	0.0	-	0.0	0.0	-	0.0	0.0	0.1	8E-04	1E-04	1E-03	4E-05	5E-07	1E-03	3E-02	9E-05	2E-05	175	0.0	0.0	176	60,756	18,029	0%	0%
Low-2026	**Kyune - Denver**	**KD-06**	**9.6**	**Colorado**	**Jefferson**	**NonAttainment**	**11**	**3.3**	**14.3**	**30%**	**TRUE**	**FALSE**	**TRUE**	13.6	35.1	0.8	-	0.8	0.7	-	0.7	0.0	1.4	2E-02	3E-03	3E-02	1E-03	1E-05	4E-02	8E-01	3E-03	7E-04	4,713	0.4	0.1	4,755	69,999	11,174	0%	0%
Low-2026	Kyune - Denver	KD-06	51.4	Colorado	Eagle	Attainment	11	3.3	14.3	30%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	15,429	2,979	0%	0%
Low-2026	Kyune - Denver	KD-06	65.0	Colorado	Garfield	Attainment	11	3.3	14.3	30%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	24,881	12,942	0%	0%
Low-2026	Kyune - Denver	KD-06	16.9	Colorado	Gilpin	Attainment	11	3.3	14.3	30%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	2,030	383	0%	0%
Low-2026	Kyune - Denver	KD-06	65.7	Colorado	Grand-CO	Attainment	11	3.3	14.3	30%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	9,209	1,308	0%	0%
Low-2026	Kyune - Denver	KD-06	37.0	Colorado	Mesa	Attainment	11	3.3	14.3	30%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	36,994	5,328	0%	0%
Low-2026	**Kyune - Denver**	**KD-07**	**2.1**	**Colorado**	**Adams**	**NonAttainment**	**143**	**3.3**	**146.3**	**2%**	**TRUE**	**FALSE**	**TRUE**	3.0	7.8	0.2	-	0.2	0.2	-	0.2	0.0	0.3	5E-03	6E-04	6E-03	3E-04	3E-06	8E-03	2E-01	6E-04	1E-04	1,052	0.1	0.0	1,061	60,756	18,029	0%	0%
Low-2026	Northbound	NB-01	18.1	Colorado	Adams	NonAttainment	10	2.5	12.5	25%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	60,756	18,029	0%	0%
Low-2026	Northbound	NB-01	0.2	Colorado	Denver	NonAttainment	10	2.5	12.5	25%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	79,106	15,490	0%	0%
Low-2026	Northbound	NB-01	27.6	Colorado	Weld	NonAttainment	10	2.5	12.5	25%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	66,875	30,692	0%	0%
Low-2026	Northbound	NB-02	15.7	Colorado	Weld	NonAttainment	14	2.5	16.5	18%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	66,875	30,692	0%	0%
Low-2026	Northbound	NB-03	0.5	Colorado	Weld	NonAttainment	12	2.5	14.5	21%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	66,875	30,692	0%	0%
Low-2026	Northbound	NB-04	9.1	Colorado	Weld	NonAttainment	14	2.5	16.5	18%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	66,875	30,692	0%	0%
Low-2026	**Southbound**	**SB-01**	**1.1**	**Colorado**	**Adams**	**NonAttainment**	**0**	**0.4**	**0.4**	**100%**	**FALSE**	**TRUE**	**TRUE**	0.2	0.5	0.0	-	0.0	0.0	-	0.0	0.0	0.0	3E-04	4E-05	4E-04	2E-05	2E-07	5E-04	1E-02	4E-05	9E-06	66	0.0	0.0	67	60,756	18,029	0%	0%
Low-2026	**Southbound**	**SB-01**	**3.0**	**Colorado**	**Denver**	**NonAttainment**	**0**	**0.4**	**0.4**	**100%**	**FALSE**	**TRUE**	**TRUE**	0.5	1.3	0.0	-	0.0	0.0	-	0.0	0.0	0.1	9E-04	1E-04	1E-03	4E-05	5E-07	1E-03	3E-02	1E-04	2E-05	179	0.0	0.0	181	79,106	15,490	0%	0%
Low-2026	Southbound	SB-02	2.0	Colorado	Arapahoe	NonAttainment	38	0.4	38.4	1%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	74,823	10,839	0%	0%
Low-2026	Southbound	SB-02	6.3	Colorado	Denver	NonAttainment	38	0.4	38.4	1%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	79,106	15,490	0%	0%
Low-2026	Southbound	SB-03	5.3	Colorado	Arapahoe	NonAttainment	20	0.4	20.4	2%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	74,823	10,839	0%	0%
Low-2026	Southbound	SB-03	36.9	Colorado	Douglas	NonAttainment	20	0.4	20.4	2%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	36,914	6,705	0%	0%

Downline Emissions
Rail Segments

Scenario	Segment	Mini Segment ID	Miles	State	County	Attainment Status	Existing Trai	Project Train	Total Trains/	% Increase ir	Exceeds Trains/E	Exceeds +% Train	Need to Analyz	CO	Nox	PM10 Ex	PM 10 D	PM10 T	PM2.5 Ex	PM 2.5 D	PM10 T	Sox	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene (8)	Formaldehyde	DPM (10)	Napthalene (8)	POM (8)	CO2	CH4	N2O	CO2e	CO	Nox	CO	Nox
High-2025	Denver East	DE-01	3.2	Colorado	Adams	NonAttainment	25	8.4	33.4	34%	TRUE	FALSE	TRUE	11.0	30.7	0.7	-	0.7	0.6	-	0.6	0.0	1.1	2E-02	2E-03	2E-02	9E-04	1E-05	3E-02	7E-01	2E-03	5E-04	3,841	0.3	0.1	3,875	60,756	18,029	0%	0%
High-2025	Eastbound - Kansas	EB-01	0.1	Colorado	Adams	NonAttainment	10	1.1	11.1	11%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	60,756	18,029	0%	0%
High-2025	Eastbound - Kansas	EB-01	1.3	Colorado	Denver	NonAttainment	10	1.1	11.1	11%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	79,106	15,490	0%	0%
High-2025	Eastbound - Kansas	EB-02	0.7	Colorado	Denver	NonAttainment	3	1.1	4.1	37%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	79,106	15,490	0%	0%
High-2025	Eastbound - Kansas	EB-03	3.2	Colorado	Adams	NonAttainment	149	1.1	150.1	1%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	60,756	18,029	0%	0%
High-2025	Eastbound - Kansas	EB-03	5.3	Colorado	Denver	NonAttainment	149	1.1	150.1	1%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	79,106	15,490	0%	0%
High-2025	Eastbound - Kansas	EB-04	18.0	Colorado	Adams	NonAttainment	3	1.1	4.1	37%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	60,756	18,029	0%	0%
High-2025	Eastbound - Kansas	EB-04	0.6	Colorado	Arapahoe	NonAttainment	3	1.1	4.1	37%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	74,823	10,839	0%	0%
High-2025	Eastbound - Kansas	EB-05	1.1	Colorado	Adams	NonAttainment	4	1.1	5.1	28%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	60,756	18,029	0%	0%
High-2025	Eastbound - Kansas	EB-06	3.4	Colorado	Adams	NonAttainment	3	1.1	4.1	37%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	60,756	18,029	0%	0%
High-2025	Eastbound - Kansas	EB-06	25.4	Colorado	Arapahoe	NonAttainment	3	1.1	4.1	37%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	74,823	10,839	0%	0%
High-2025	Eastbound - Kansas	EB-06	0.0	Colorado	Elbert	Attainment	3	1.1	4.1	37%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	7,115	1,879	0%	0%
High-2025	Kyune - Denver	KD-01	1.2	Utah	Utah	NonAttainment	8	9.5	17.5	119%	TRUE	TRUE	TRUE	4.8	13.5	0.3	-	0.3	0.3	-	0.3	0.0	0.5	8E-03	1E-03	1E-02	4E-04	4E-06	1E-02	3E-01	9E-04	2E-04	1,686	0.1	0.0	1,701	57,190	14,739	0%	0%
High-2025	Kyune - Denver	KD-01	9.9	Utah	Carbon	Attainment	8	9.5	17.5	119%	TRUE	TRUE	TRUE	38.9	108.2	2.3	-	2.3	2.3	-	2.3	0.1	3.8	7E-02	8E-03	8E-02	3E-03	4E-05	1E-01	2E+00	7E-03	2E-03	13,541	1.1	0.3	13,662	10,284	5,830	0%	2%
High-2025	Kyune - Denver	KD-02	3.3	Utah	Carbon	Attainment	12	9.5	21.5	79%	TRUE	FALSE	TRUE	13.0	36.0	0.8	-	0.8	0.8	-	0.8	0.0	1.3	2E-02	3E-03	3E-02	1E-03	1E-05	3E-02	8E-01	2E-03	6E-04	4,509	0.4	0.1	4,549	10,284	5,830	0%	1%
High-2025	Kyune - Denver	KD-03	30.9	Colorado	Mesa	Attainment	8	9.5	17.5	119%	TRUE	TRUE	TRUE	121.7	338.4	7.3	-	7.3	7.1	-	7.1	0.4	12.0	2E-01	2E-02	2E-01	1E-02	1E-04	3E-01	7E+00	2E-02	6E-03	42,344	3.3	1.1	42,723	36,994	5,328	0%	6%
High-2025	Kyune - Denver	KD-03	20.5	Utah	Carbon	Attainment	8	9.5	17.5	119%	TRUE	TRUE	TRUE	80.9	224.8	4.9	-	4.9	4.7	-	4.7	0.3	8.0	1E-01	2E-02	2E-01	7E-03	8E-05	2E-01	5E+00	2E-02	4E-03	28,136	2.2	0.7	28,387	10,284	5,830	1%	4%
High-2025	Kyune - Denver	KD-03	57.6	Utah	Emery	Attainment	8	9.5	17.5	119%	TRUE	TRUE	TRUE	227.3	631.8	13.7	-	13.7	13.3	-	13.3	0.8	22.5	4E-01	5E-02	5E-01	2E-02	2E-04	6E-01	1E+01	4E-02	1E-02	79,066	6.2	2.0	79,773	19,094	20,586	1%	3%
High-2025	Kyune - Denver	KD-03	62.2	Utah	Grand-UT	Attainment	8	9.5	17.5	119%	TRUE	TRUE	TRUE	245.4	682.1	14.7	-	14.7	14.3	-	14.3	0.9	24.3	4E-01	5E-02	5E-01	2E-02	2E-04	6E-01	1E+01	4E-02	1E-02	85,357	6.7	2.2	86,120	15,631	2,592	2%	26%
High-2025	Kyune - Denver	KD-04	3.1	Colorado	Mesa	Attainment	8	9.5	17.5	119%	TRUE	TRUE	TRUE	12.3	34.3	0.7	-	0.7	0.7	-	0.7	0.0	1.2	2E-02	3E-03	3E-02	1E-03	1E-05	3E-02	7E-01	2E-03	6E-04	4,295	0.3	0.1	4,333	36,994	5,328	0%	1%
High-2025	Kyune - Denver	KD-05	0.6	Colorado	Mesa	Attainment	8	9.5	17.5	119%	TRUE	TRUE	TRUE	2.4	6.7	0.1	-	0.1	0.1	-	0.1	0.0	0.2	4E-03	5E-04	5E-03	2E-04	2E-06	6E-03	1E-01	5E-04	1E-04	843	0.1	0.0	851	36,994	5,328	0%	0%
High-2025	Kyune - Denver	KD-06	8.7	Colorado	Boulder	NonAttainment	11	9.5	20.5	86%	TRUE	TRUE	TRUE	34.4	95.6	2.1	-	2.1	2.0	-	2.0	0.1	3.4	6E-02	7E-03	7E-02	3E-03	3E-05	9E-02	2E+00	6E-03	2E-03	11,959	0.9	0.3	12,066	39,396	8,714	0%	1%
High-2025	Kyune - Denver	KD-06	11.2	Colorado	Jefferson	NonAttainment	11	9.5	20.5	86%	TRUE	TRUE	TRUE	44.3	123.0	2.7	-	2.7	2.6	-	2.6	0.2	4.4	7E-02	9E-03	9E-02	4E-03	4E-05	1E-01	3E+00	8E-03	2E-03	15,397	1.2	0.4	15,535	69,999	11,174	0%	1%
High-2025	Kyune - Denver	KD-06	0.4	Colorado	Adams	NonAttainment	11	9.5	20.5	86%	TRUE	TRUE	TRUE	1.4	3.9	0.1	-	0.1	0.1	-	0.1	0.0	0.1	2E-03	3E-04	3E-03	1E-04	1E-06	4E-03	8E-02	3E-04	7E-05	490	0.0	0.0	495	60,756	18,029	0%	0%
High-2025	Kyune - Denver	KD-06	9.6	Colorado	Jefferson	NonAttainment	11	9.5	20.5	86%	TRUE	TRUE	TRUE	38.0	105.6	2.3	-	2.3	2.2	-	2.2	0.1	3.8	6E-02	8E-03	8E-02	3E-03	4E-05	1E-01	2E+00	7E-03	2E-03	13,211	1.0	0.3	13,329	69,999	11,174	0%	1%
High-2025	Kyune - Denver	KD-06	51.4	Colorado	Eagle	Attainment	11	9.5	20.5	86%	TRUE	FALSE	TRUE	202.6	563.1	12.2	-	12.2	11.8	-	11.8	0.7	20.0	3E-01	4E-02	4E-01	2E-02	2E-04	5E-01	1E+01	3E-02	1E-02	70,470	5.5	1.8	71,100	15,429	2,979	1%	19%
High-2025	Kyune - Denver	KD-06	65.0	Colorado	Garfield	Attainment	11	9.5	20.5	86%	TRUE	FALSE	TRUE	256.4	712.6	15.4	-	15.4	14.9	-	14.9	0.9	25.3	4E-01	5E-02	5E-01	2E-02	2E-04	7E-01	2E+01	5E-02	1E-02	89,171	7.0	2.3	89,969	24,881	12,942	1%	6%
High-2025	Kyune - Denver	KD-06	16.9	Colorado	Gilpin	Attainment	11	9.5	20.5	86%	TRUE	FALSE	TRUE	66.6	185.2	4.0	-	4.0	3.9	-	3.9	0.2	6.6	1E-01	1E-02	1E-01	6E-03	6E-05	2E-01	4E+00	1E-02	3E-03	23,182	1.8	0.6	23,389	2,030	383	3%	48%
High-2025	Kyune - Denver	KD-06	65.7	Colorado	Grand-CO	Attainment	11	9.5	20.5	86%	TRUE	FALSE	TRUE	259.0	719.7	15.6	-	15.6	15.1	-	15.1	0.9	25.6	4E-01	5E-02	5E-01	2E-02	2E-04	7E-01	2E+01	5E-02	1E-02	90,071	7.1	2.3	90,877	9,209	1,308	3%	55%
High-2025	Kyune - Denver	KD-06	37.0	Colorado	Mesa	Attainment	11	9.5	20.5	86%	TRUE	FALSE	TRUE	145.7	405.1	8.8	-	8.8	8.5	-	8.5	0.5	14.4	2E-01	3E-02	3E-01	1E-02	1E-04	4E-01	9E+00	3E-02	7E-03	50,694	4.0	1.3	51,148	36,994	5,328	0%	8%
High-2025	Kyune - Denver	KD-07	2.1	Colorado	Adams	NonAttainment	143	9.5	152.5	7%	TRUE	FALSE	TRUE	8.5	23.6	0.5	-	0.5	0.5	-	0.5	0.0	0.8	1E-02	2E-03	2E-02	7E-04	8E-06	2E-02	5E-01	2E-03	4E-04	2,948	0.2	0.1	2,974	60,756	18,029	0%	0%
High-2025	Northbound	NB-01	16.1	Colorado	Adams	NonAttainment	10	7.3	17.3	73%	TRUE	TRUE	TRUE	48.7	135.3	2.9	-	2.9	2.8	-	2.8	0.2	4.8	8E-02	1E-02	1E-01	4E-03	5E-05	1E-01	3E+00	9E-03	2E-03	16,936	1.3	0.4	17,088	60,756	18,029	0%	1%
High-2025	Northbound	NB-01	0.2	Colorado	Denver	NonAttainment	10	7.3	17.3	73%	TRUE	TRUE	TRUE	0.5	1.4	0.0	-	0.0	0.0	-	0.0	0.0	0.1	9E-04	1E-04	1E-03	4E-05	5E-07	1E-03	3E-02	1E-04	2E-05	179	0.0	0.0	180	79,106	15,490	0%	0%
High-2025	Northbound	NB-01	27.6	Colorado	Weld	NonAttainment	10	7.3	17.3	73%	TRUE	TRUE	TRUE	83.7	232.8	5.0	-	5.0	4.9	-	4.9	0.3	8.3	1E-01	2E-02	2E-01	7E-03	8E-05	2E-01	5E+00	2E-02	4E-03	29,129	2.3	0.7	29,390	66,875	30,692	0%	1%
High-2025	Northbound	NB-02	15.7	Colorado	Weld	NonAttainment	14	7.3	21.3	52%	TRUE	TRUE	TRUE	47.7	132.7	2.9	-	2.9	2.8	-	2.8	0.2	4.7	8E-02	1E-02	1E-01	4E-03	4E-05	1E-01	3E+00	9E-03	2E-03	16,602	1.3	0.4	16,750	66,875	30,692	0%	0%
High-2025	Northbound	NB-03	0.5	Colorado	Weld	NonAttainment	12	7.3	19.3	61%	TRUE	TRUE	TRUE	1.5	4.1	0.1	-	0.1	0.1	-	0.1	0.0	0.1	3E-03	3E-04	3E-03	1E-04	1E-06	4E-03	9E-02	3E-04	7E-05	519	0.0	0.0	524	66,875	30,692	0%	0%
High-2025	Northbound	NB-04	9.1	Colorado	Weld	NonAttainment	14	7.3	21.3	52%	TRUE	TRUE	TRUE	27.6	76.6	1.7	-	1.7	1.6	-	1.6	0.1	2.7	5E-02	6E-03	6E-02	2E-03	3E-05	7E-02	2E+00	5E-03	1E-03	9,587	0.8	0.2	9,673	66,875	30,692	0%	0%
High-2025	Southbound	SB-01	1.1	Colorado	Adams	NonAttainment	0	1.1	1.1	100%	FALSE	TRUE	TRUE	0.5	1.4	0.0	-	0.0	0.0	-	0.0	0.0	0.1	9E-04	1E-04	1E-03	4E-05	5E-07	1E-03	3E-02	9E-05	2E-05	177	0.0	0.0	179	60,756	18,029	0%	0%
High-2025	Southbound	SB-01	3.0	Colorado	Denver	NonAttainment	0	1.1	1.1	100%	FALSE	TRUE	TRUE	1.4	3.8	0.1	-	0.1	0.1	-	0.1	0.0	0.1	2E-03	3E-04	3E-03	1E-04	1E-06	4E-03	8E-02	3E-04	7E-05	480	0.0	0.0	484	79,106	15,490	0%	0%
High-2025	Southbound	SB-02	2.0	Colorado	Arapahoe	NonAttainment	38	1.1	39.1	3%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	74,823	10,839	0%	0%
High-2025	Southbound	SB-02	6.3	Colorado	Denver	NonAttainment	38	1.1	39.1	3%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	79,106	15,490	0%	0%
High-2025	Southbound	SB-03	5.3	Colorado	Arapahoe	NonAttainment	20	1.1	21.1	6%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	74,823	10,839	0%	0%
High-2025	Southbound	SB-03	36.9	Colorado	Douglas	NonAttainment	20	1.1	21.1	6%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	36,914	6,705	0%	0%

Downline Emissions
Rail Segments

Scenario	Segment	Mini Segment ID	Miles	State	County	Attainment Status	Existing Trai	Project Train	Total Trains/	% Increase ir	Exceeds Trains/E	Exceeds +% Train	Need to Analyz	CO	Nox	PM10 Ex	PM 10 D	PM10 T	PM2.5 Ex	PM 2.5 D	PM10 T	Sox	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene (8)	Formaldehyde	DPM (10)	Napthalene (8)	POM (8)	CO2	CH4	N2O	CO2e	CO	Nox	CO	Nox
High-2026	Denver East	DE-01	3.2	Colorado	Adams	NonAttainment	25	8.4	33.4	34%	TRUE	FALSE	TRUE	11.0	28.6	0.6	-	0.6	0.6	-	0.6	0.0	1.1	2E-02	2E-03	2E-02	9E-04	1E-05	3E-02	6E-01	2E-03	5E-04	3,841	0.3	0.1	3,875	60,756	18,029	0%	0%
High-2026	Eastbound - Kansas	EB-01	0.1	Colorado	Adams	NonAttainment	10	1.1	11.1	11%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	60,756	18,029	0%	0%
High-2026	Eastbound - Kansas	EB-01	1.3	Colorado	Denver	NonAttainment	10	1.1	11.1	11%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	79,106	15,490	0%	0%
High-2026	Eastbound - Kansas	EB-02	0.7	Colorado	Denver	NonAttainment	3	1.1	4.1	37%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	79,106	15,490	0%	0%
High-2026	Eastbound - Kansas	EB-03	3.2	Colorado	Adams	NonAttainment	149	1.1	150.1	1%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	60,756	18,029	0%	0%
High-2026	Eastbound - Kansas	EB-03	5.3	Colorado	Denver	NonAttainment	149	1.1	150.1	1%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	79,106	15,490	0%	0%
High-2026	Eastbound - Kansas	EB-04	18.0	Colorado	Adams	NonAttainment	3	1.1	4.1	37%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	60,756	18,029	0%	0%
High-2026	Eastbound - Kansas	EB-04	0.6	Colorado	Arapahoe	NonAttainment	3	1.1	4.1	37%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	74,823	10,839	0%	0%
High-2026	Eastbound - Kansas	EB-05	1.1	Colorado	Adams	NonAttainment	4	1.1	5.1	28%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	60,756	18,029	0%	0%
High-2026	Eastbound - Kansas	EB-06	3.4	Colorado	Adams	NonAttainment	3	1.1	4.1	37%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	60,756	18,029	0%	0%
High-2026	Eastbound - Kansas	EB-06	25.4	Colorado	Arapahoe	NonAttainment	3	1.1	4.1	37%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	74,823	10,839	0%	0%
High-2026	Eastbound - Kansas	EB-06	0.0	Colorado	Elbert	Attainment	3	1.1	4.1	37%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	7,115	1,879	0%	0%
High-2026	Kyune - Denver	KD-01	1.2	Utah	Utah	NonAttainment	8	9.5	17.5	119%	TRUE	TRUE	TRUE	4.8	12.6	0.3	-	0.3	0.3	-	0.3	0.0	0.5	8E-03	1E-03	1E-02	4E-04	4E-06	1E-02	3E-01	9E-04	2E-04	1,686	0.1	0.0	1,701	57,190	14,739	0%	0%
High-2026	Kyune - Denver	KD-01	9.9	Utah	Carbon	Attainment	8	9.5	17.5	119%	TRUE	TRUE	TRUE	38.9	100.9	2.2	-	2.2	2.1	-	2.1	0.1	4.0	7E-02	8E-03	8E-02	3E-03	4E-05	1E-01	2E+00	7E-03	2E-03	13,541	1.1	0.3	13,662	10,284	5,830	0%	2%
High-2026	Kyune - Denver	KD-02	3.3	Utah	Carbon	Attainment	12	9.5	21.5	79%	TRUE	FALSE	TRUE	13.0	33.6	0.7	-	0.7	0.7	-	0.7	0.0	1.3	2E-02	3E-03	3E-02	1E-03	1E-05	3E-02	7E-01	2E-03	6E-04	4,509	0.4	0.1	4,549	10,284	5,830	0%	1%
High-2026	Kyune - Denver	KD-03	30.9	Colorado	Mesa	Attainment	8	9.5	17.5	119%	TRUE	TRUE	TRUE	121.7	315.5	6.9	-	6.9	6.7	-	6.7	0.4	12.5	2E-01	2E-02	2E-01	1E-02	1E-04	3E-01	7E+00	2E-02	6E-03	42,344	3.3	1.1	42,723	36,994	5,328	0%	6%
High-2026	Kyune - Denver	KD-03	20.5	Utah	Carbon	Attainment	8	9.5	17.5	119%	TRUE	TRUE	TRUE	80.9	209.6	4.6	-	4.6	4.4	-	4.4	0.3	8.3	1E-01	1E-02	2E-02	2E-01	7E-03	8E-05	2E-01	5E+00	2E-02	4E-03	28,136	2.2	0.7	28,387	10,284	5,830	1%	4%
High-2026	Kyune - Denver	KD-03	57.6	Utah	Emery	Attainment	8	9.5	17.5	119%	TRUE	TRUE	TRUE	227.3	589.1	12.8	-	12.8	12.4	-	12.4	0.8	23.4	4E-01	5E-02	5E-01	2E-02	2E-04	6E-01	1E+01	4E-02	1E-02	79,066	6.2	2.0	79,773	19,094	20,586	1%	3%
High-2026	Kyune - Denver	KD-03	62.2	Utah	Grand-UT	Attainment	8	9.5	17.5	119%	TRUE	TRUE	TRUE	245.4	636.0	13.8	-	13.8	13.4	-	13.4	0.9	25.2	4E-01	5E-02	5E-01	2E-02	2E-04	6E-01	1E+01	5E-02	1E-02	85,357	6.7	2.2	86,120	15,631	2,592	2%	25%
High-2026	Kyune - Denver	KD-04	3.1	Colorado	Mesa	Attainment	8	9.5	17.5	119%	TRUE	TRUE	TRUE	12.3	32.0	0.7	-	0.7	0.7	-	0.7	0.0	1.3	2E-02	3E-03	3E-02	1E-03	1E-05	3E-02	7E-01	2E-03	6E-04	4,295	0.3	0.1	4,333	36,994	5,328	0%	1%
High-2026	Kyune - Denver	KD-05	0.6	Colorado	Mesa	Attainment	8	9.5	17.5	119%	TRUE	TRUE	TRUE	2.4	6.3	0.1	-	0.1	0.1	-	0.1	0.0	0.2	4E-03	5E-04	5E-03	2E-04	2E-06	6E-03	1E-01	5E-04	1E-04	843	0.1	0.0	851	36,994	5,328	0%	0%
High-2026	Kyune - Denver	KD-06	8.7	Colorado	Boulder	NonAttainment	11	9.5	20.5	86%	TRUE	TRUE	TRUE	34.4	89.1	1.9	-	1.9	1.9	-	1.9	0.1	3.5	6E-02	7E-03	7E-02	3E-03	3E-05	9E-02	2E+00	6E-03	2E-03	11,959	0.9	0.3	12,066	39,396	8,714	0%	1%
High-2026	Kyune - Denver	KD-06	11.2	Colorado	Jefferson	NonAttainment	11	9.5	20.5	86%	TRUE	TRUE	TRUE	44.3	114.7	2.5	-	2.5	2.4	-	2.4	0.2	4.6	7E-02	9E-03	9E-02	4E-03	4E-05	1E-01	2E+00	8E-03	2E-03	15,397	1.2	0.4	15,535	69,999	11,174	0%	1%
High-2026	Kyune - Denver	KD-06	0.4	Colorado	Adams	NonAttainment	11	9.5	20.5	86%	TRUE	TRUE	TRUE	1.4	3.7	0.1	-	0.1	0.1	-	0.1	0.0	0.1	2E-03	3E-04	3E-03	1E-04	1E-06	4E-03	8E-02	3E-04	7E-05	490	0.0	0.0	495	60,756	18,029	0%	0%
High-2026	Kyune - Denver	KD-06	9.6	Colorado	Jefferson	NonAttainment	11	9.5	20.5	86%	TRUE	TRUE	TRUE	38.0	98.4	2.1	-	2.1	2.1	-	2.1	0.1	3.9	6E-02	8E-03	8E-02	3E-03	4E-05	1E-01	2E+00	7E-03	2E-03	13,211	1.0	0.3	13,329	69,999	11,174	0%	1%
High-2026	Kyune - Denver	KD-06	51.4	Colorado	Eagle	Attainment	11	9.5	20.5	86%	TRUE	FALSE	TRUE	202.6	525.1	11.4	-	11.4	11.1	-	11.1	0.7	20.8	3E-01	4E-02	4E-01	2E-02	2E-04	5E-01	1E+01	4E-02	1E-02	70,470	5.5	1.8	71,100	15,429	2,979	1%	18%
High-2026	Kyune - Denver	KD-06	65.0	Colorado	Garfield	Attainment	11	9.5	20.5	86%	TRUE	FALSE	TRUE	256.4	664.4	14.4	-	14.4	14.0	-	14.0	0.9	26.4	4E-01	5E-02	5E-01	2E-02	2E-04	7E-01	1E+01	5E-02	1E-02	89,171	7.0	2.3	89,969	24,881	12,942	1%	5%
High-2026	Kyune - Denver	KD-06	16.9	Colorado	Gilpin	NonAttainment	11	9.5	20.5	86%	TRUE	FALSE	TRUE	66.6	172.7	3.8	-	3.8	3.6	-	3.6	0.2	6.9	1E-01	1E-02	1E-01	6E-03	6E-05	2E-01	4E+00	1E-02	3E-03	23,182	1.8	0.6	23,389	2,030	383	3%	45%
High-2026	Kyune - Denver	KD-06	65.7	Colorado	Grand-CO	Attainment	11	9.5	20.5	86%	TRUE	FALSE	TRUE	259.0	671.1	14.6	-	14.6	14.2	-	14.2	0.9	26.6	4E-01	5E-02	5E-01	2E-02	2E-04	7E-01	1E+01	5E-02	1E-02	90,071	7.1	2.3	90,877	9,209	1,308	3%	51%
High-2026	Kyune - Denver	KD-06	37.0	Colorado	Mesa	Attainment	11	9.5	20.5	86%	TRUE	FALSE	TRUE	145.7	377.7	8.2	-	8.2	8.0	-	8.0	0.5	15.0	2E-01	3E-02	3E-01	1E-02	1E-04	4E-01	8E+00	3E-02	7E-03	50,694	4.0	1.3	51,148	36,994	5,328	0%	7%
High-2026	Kyune - Denver	KD-07	2.1	Colorado	Adams	NonAttainment	143	9.5	152.5	7%	TRUE	FALSE	TRUE	8.5	22.0	0.5	-	0.5	0.5	-	0.5	0.0	0.9	1E-02	2E-03	2E-02	7E-04	8E-06	2E-02	5E-01	2E-03	4E-04	2,948	0.2	0.1	2,974	60,756	18,029	0%	0%
High-2026	Northbound	NB-01	16.1	Colorado	Adams	NonAttainment	10	7.3	17.3	73%	TRUE	TRUE	TRUE	48.7	126.2	2.7	-	2.7	2.7	-	2.7	0.2	5.0	8E-02	1E-02	1E-01	4E-03	5E-05	1E-01	3E+00	9E-03	2E-03	16,936	1.3	0.4	17,088	60,756	18,029	0%	1%
High-2026	Northbound	NB-01	0.2	Colorado	Denver	NonAttainment	10	7.3	17.3	73%	TRUE	TRUE	TRUE	0.5	1.3	0.0	-	0.0	0.0	-	0.0	0.0	0.1	9E-04	1E-04	1E-03	4E-05	5E-07	1E-03	3E-02	1E-04	2E-05	179	0.0	0.0	180	79,106	15,490	0%	0%
High-2026	Northbound	NB-01	27.6	Colorado	Weld	NonAttainment	10	7.3	17.3	73%	TRUE	TRUE	TRUE	83.7	217.0	4.7	-	4.7	4.6	-	4.6	0.3	8.6	1E-01	2E-02	2E-01	7E-03	8E-05	2E-01	5E+00	1E-02	4E-03	29,129	2.3	0.7	29,390	66,875	30,692	0%	1%
High-2026	Northbound	NB-02	15.7	Colorado	Weld	NonAttainment	14	7.3	21.3	52%	TRUE	TRUE	TRUE	47.7	123.7	2.7	-	2.7	2.6	-	2.6	0.2	4.9	8E-02	1E-02	1E-01	4E-03	4E-05	1E-01	3E+00	9E-03	2E-03	16,602	1.3	0.4	16,750	66,875	30,692	0%	0%
High-2026	Northbound	NB-03	0.5	Colorado	Weld	NonAttainment	12	7.3	19.3	61%	TRUE	TRUE	TRUE	1.5	3.9	0.1	-	0.1	0.1	-	0.1	0.0	0.2	3E-03	3E-04	3E-03	1E-04	1E-06	4E-03	8E-02	3E-04	7E-05	519	0.0	0.0	524	66,875	30,692	0%	0%
High-2026	Northbound	NB-04	9.1	Colorado	Weld	NonAttainment	14	7.3	21.3	52%	TRUE	TRUE	TRUE	27.6	71.4	1.6	-	1.6	1.5	-	1.5	0.1	2.8	5E-02	6E-03	6E-02	2E-03	3E-05	7E-02	2E+00	5E-03	1E-03	9,587	0.8	0.2	9,673	66,875	30,692	0%	0%
High-2026	Southbound	SB-01	1.1	Colorado	Adams	NonAttainment	0	1.1	1.1	100%	FALSE	TRUE	TRUE	0.5	1.3	0.0	-	0.0	0.0	-	0.0	0.0	0.1	9E-04	1E-04	1E-03	4E-05	5E-07	1E-03	3E-02	9E-05	2E-05	177	0.0	0.0	179	60,756	18,029	0%	0%
High-2026	Southbound	SB-01	3.0	Colorado	Denver	NonAttainment	0	1.1	1.1	100%	FALSE	TRUE	TRUE	1.4	3.6	0.1	-	0.1	0.1	-	0.1	0.0	0.1	2E-03	3E-04	3E-03	1E-04	1E-06	4E-03	8E-02	3E-04	7E-05	480	0.0	0.0	484	79,106	15,490	0%	0%
High-2026	Southbound	SB-02	2.0	Colorado	Arapahoe	NonAttainment	38	1.1	39.1	3%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	74,823	10,839	0%	0%
High-2026	Southbound	SB-02	6.3	Colorado	Denver	NonAttainment	38	1.1	39.1	3%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	79,106	15,490	0%	0%
High-2026	Southbound	SB-03	5.3	Colorado	Arapahoe	NonAttainment	20	1.1	21.1	6%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	74,823	10,839	0%	0%
High-2026	Southbound	SB-03	36.9	Colorado	Douglas	NonAttainment	20	1.1	21.1	6%	FALSE	FALSE	FALSE	-	-	-	-	-	-	-	-	-	-	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	0E+00	-	0.0	0.0	-	36,914	6,705	0%	0%

Downline Emissions
Counties by Segment

Red = nonattainment

In mini segment?

Rail Mini Segment	Includes a Nonattainment Area?	Utah	Boulder	Adams	Jefferson	Denver	Arapahoe	Weld	Douglas	Carbon	Emery	Grand-CO	Grand-UT	Mesa	Eagle	Garfield	Gilpin	Elbert	Total
DE-01	Yes			X															
EB-01	Yes			X		X													
EB-02	Yes					X													
EB-03	Yes			X		X													
EB-04	Yes			X			X												
EB-05	Yes			X															
EB-06	Yes			X			X											X	
KD-01	Yes	X								X									
KD-02	Yes	X																	
KD-03	Yes	X									X	X		X					
KD-04	No													X					
KD-05	No													X					
KD-06	Yes		X	X									X	X	X	X	X		
KD-07	Yes			X															
NB-01	Yes			X				X											
NB-02	Yes							X											
NB-03	Yes							X											
NB-04	Yes							X											
SB-01	Yes			X		X													
SB-02	Yes					X	X												
SB-03	Yes						X		X										

County CO emissions

Rail Mini Segment	Includes a Nonattainment Area?	Utah	Boulder	Adams	Jefferson	Denver	Arapahoe	Weld	Douglas	Carbon	Emery	Grand-CO	Grand-UT	Mesa	Eagle	Garfield	Gilpin	Elbert	Total
DE-01	Yes			60756															60,756
EB-01	Yes			60756		79106													139,862
EB-02	Yes					79106													79,106
EB-03	Yes			60756		79106													139,862
EB-04	Yes			60756			74823												135,579
EB-05	Yes			60756															60,756
EB-06	Yes			60756			74823											7115	142,694
KD-01	Yes	57190								10284									67,474
KD-02	Yes	57190																	57,190
KD-03	Yes	57190									19094	9209		36994					122,486
KD-04	No													36994					36,994
KD-05	No													36994					36,994
KD-06	Yes		39396	60756									15631	36994	15429	24881	2030		195,118
KD-07	Yes			60756															60,756
NB-01	Yes			60756				66875											127,631
NB-02	Yes							66875											66,875
NB-03	Yes							66875											66,875
NB-04	Yes							66875											66,875
SB-01	Yes			60756		79106													139,862
SB-02	Yes					79106	74823												153,929
SB-03	Yes						74823		36914										111,737

County NOx emissions

Rail Mini Segment	Includes a Nonattainment Area?	Utah	Boulder	Adams	Jefferson	Denver	Arapahoe	Weld	Douglas	Carbon	Emery	Grand-CO	Grand-UT	Mesa	Eagle	Garfield	Gilpin	Elbert	Total
DE-01	Yes			18029															18,029
EB-01	Yes			18029		15490													33,519
EB-02	Yes					15490													15,490
EB-03	Yes			18029		15490													33,519
EB-04	Yes			18029			10839												28,868
EB-05	Yes			18029															18,029
EB-06	Yes			18029			10839											1879	30,747
KD-01	Yes	14739								5830									20,569
KD-02	Yes	14739																	14,739
KD-03	Yes	14739									20586	1308		5328					41,960
KD-04	No													5328					5,328
KD-05	No													5328					5,328
KD-06	Yes		8714	18029									2592	5328	2979	12942	383		50,967
KD-07	Yes			18029															18,029
NB-01	Yes			18029				30692											48,721
NB-02	Yes							30692											30,692
NB-03	Yes							30692											30,692
NB-04	Yes							30692											30,692
SB-01	Yes			18029		15490													33,519
SB-02	Yes					15490	10839												26,329
SB-03	Yes						10839		6705										17,544

Downline Emissions
County_Status

						Severity			
State	**County**	**QAQC'd Status**	**NA Severity Lookup**	**8-Hour Ozone (2008)**	**8-Hour Ozone (2015)**	**Carbon Monoxide (1971)**	**PM10 (1987)**	**PM2.5 (2006)**	**Sulfur Dioxide (1971)**
Utah	Utah	NonAttainment	Serious	N/A	Marginal	Maintenance	Maintenance	Serious	N/A
Colorado	Boulder	NonAttainment	Serious	Serious	Marginal	Maintenance	Maintenance	N/A	N/A
Colorado	Adams	NonAttainment	Serious	Serious	Marginal	Maintenance	Maintenance	N/A	N/A
Colorado	Jefferson	NonAttainment	Serious	Serious	Marginal	Maintenance	Maintenance	N/A	N/A
Colorado	Denver	NonAttainment	Serious	Serious	Marginal	Maintenance	Maintenance	N/A	N/A
Colorado	Arapahoe	NonAttainment	Serious	Serious	Marginal	Maintenance	Maintenance	N/A	N/A
Colorado	Weld	NonAttainment	Serious	Serious	Marginal	Maintenance	N/A	N/A	N/A
Colorado	Douglas	NonAttainment	Serious	Serious	Marginal	Maintenance	Maintenance	N/A	N/A
Colorado	Grand-CO	Attainment		N/A	N/A	N/A	N/A	N/A	N/A
Utah	Carbon	Attainment		N/A	N/A	N/A	N/A	N/A	N/A
Utah	Emery	Attainment		N/A	N/A	N/A	N/A	N/A	N/A
Utah	Grand-UT	Attainment		N/A	N/A	N/A	N/A	N/A	N/A
Colorado	Mesa	Attainment		N/A	N/A	N/A	N/A	N/A	N/A
Colorado	Eagle	Attainment		N/A	N/A	N/A	N/A	N/A	N/A
Colorado	Garfield	Attainment		N/A	N/A	N/A	N/A	N/A	N/A
Colorado	Gilpin	Attainment		N/A	N/A	N/A	N/A	N/A	N/A
Colorado	Elbert	Attainment		N/A	N/A	N/A	N/A	N/A	N/A

Source: U.S. EPA. Green Book. Last update: April 23, 2020. https://www3.epa.gov/airquality/greenbook/ancl.html#UT

General Conformity De Mi	VOC	Nox	CO	SO2	NO2	PM10	PM2.5
Serious	50	50	100	100	100	70	70

Downline Emissions
County_Emissions

		Criteria Pollutant (tons/year)						GHG (tons/year)		
State	County	Carbon Monoxide	Nitrogen Oxides	PM10 Primary (Filt + Cond)	PM2.5 Primary (Filt + Cond)	Sulfur Dioxide	Volatile Organic Compounds	Carbon Dioxide	Methane	Nitrous Oxide
Utah	Carbon	10,284	5,830	3,912	771	10,327	19,553	218,269	92	8
Utah	Utah	57,190	14,739	16,059	3,017	268	32,240	3,282,627	347	88
Utah	Emery	19,094	20,586	5,394	1,328	6,425	37,152	256,510	20	4
Utah	Grand-UT	15,631	2,592	1,645	301	22	45,883	290,497	53	5
Colorado	Mesa	36,994	5,328	5,780	1,744	121	39,808	894,756	493	36
Colorado	Boulder	39,396	8,714	5,953	1,349	990	13,057	1,522,393	201	59
Colorado	Eagle	15,429	2,979	1,963	511	48	14,845	548,494	100	15
Colorado	Garfield	24,881	12,942	3,365	1,137	114	38,874	581,608	163	16
Colorado	Gilpin	2,030	383	497	95	3	2,924	52,729	11	3
Colorado	Grand-CO	9,209	1,308	2,094	612	61	14,704	204,826	141	5
Colorado	Elbert	7,115	1,879	3,608	637	5	8,683	187,907	18	7
Colorado	Adams	60,756	18,029	11,084	2,833	3,314	17,127	2,752,367	301	94
Colorado	Jefferson	69,999	11,174	7,061	1,929	1,718	19,708	2,855,632	286	116
Colorado	Denver	79,106	15,490	12,609	2,518	566	14,355	3,896,013	314	132
Colorado	Arapahoe	74,823	10,839	12,494	2,690	171	16,439	2,840,375	288	121
Colorado	Weld	66,875	30,692	23,504	5,578	446	97,500	1,942,908	231	64
Colorado	Douglas	36,914	6,705	5,728	1,229	148	13,881	1,824,046	155	48

Source: U.S. EPA. 2014 National Emission Inventory Data. All Sectors Summary by County. https://www.epa.gov/air-emissions-inventories/2014-national-emissions-inventory-nei-data

Downline Emissions
Loco_EF

tons/train mile			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Scenario	Year	Lookup	CO	Nox	PM10 Ex	PM 10 D	PM10 T	PM2.5 Ex	PM 2.5 D	PM10 T	Sox	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene (8)	Formaldehyde	DPM (10)	Napthalene (8)	POM (8)	CO2	CH4	N2O	CO2e
Low	2025	Low-2025	1.17E-03	3.25E-03	7.02E-05	—	7.02E-05	6.81E-05	—	6.81E-05	4.12E-06	1.16E-04	1.96E-06	2.37E-07	2.39E-06	1.00E-07	1.08E-09	3.02E-06	0	2.17E-07	5.63E-08	0.406	3.18E-05	1.03E-05	0.4
Low	2026	Low-2026	1.17E-03	3.03E-03	6.58E-05	—	6.58E-05	6.38E-05	—	6.38E-05	4.12E-06	1.20E-04	1.96E-06	2.37E-07	2.39E-06	1.00E-07	1.08E-09	3.02E-06	0	2.17E-07	5.63E-08	0.406	3.18E-05	1.03E-05	0.4
High	2025	High-2025	1.14E-03	3.16E-03	6.84E-05	—	6.84E-05	6.63E-05	—	6.63E-05	4.01E-06	1.12E-04	1.91E-06	2.30E-07	2.32E-06	9.73E-08	1.06E-09	2.94E-06	0	2.11E-07	5.48E-08	0.396	3.10E-05	1.01E-05	0.4
High	2026	High-2026	1.14E-03	2.95E-03	6.41E-05	—	6.41E-05	6.22E-05	—	6.22E-05	4.01E-06	1.17E-04	1.91E-06	2.30E-07	2.32E-06	9.73E-08	1.06E-09	2.94E-06	0	2.11E-07	5.48E-08	0.396	3.10E-05	1.01E-05	0.4

Source: linked to 'Ops_Loco'.xlsx

Days per Year 365

STB Thresholds	Trains/day	Percent Increase
Attainment	8	100%
Nonattainment	3	50%

Emissions Inventory—Cumulative (Construction)

Cumulative_Common
Emissions

Cumulative Peak Year Total Emissions (tons/year) (calc'd)

		Criteria Pollutants										Hazardous Air Pollutants									Greenhouse Gas Emissions				Energy	
	Source	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyde	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Diesel (gallons)	Gasoline (gallons)
Low	Total	1,666	1,175	104	434	546	104	45	152	3	2,078	11.49	11.20	8.66	1.38	0.46	80.89	74.98	0.19	0.22	618,279	1,722	1.44	731,568	707,070	133,541
High	Total	4,454	3,146	278	1,164	1,463	278	120	406	8	5,558	30.73	29.97	23.14	3.70	1.22	216.36	200.60	0.52	0.59	1,653,830	4,606	3.84	1,958,190	1,902,809	333,853
Low	Termini Ops	146	51	0.32	22	30	0.29	3	7	0.07	51	0.07	0.01	0.10	0.02	0.04	0.11	0.24	0.01	0.02	7,790	0.42	0.12	84,585	599,273	133,541
High	Termini Ops	388	138	0.85	57	79	0.77	8	17	0.18	136	0.18	0.02	0.25	0.04	0.10	0.30	0.65	0.03	0.04	20,700	1.10	0.30	227,449	1,612,977	333,853
Low	Wells Construction	9	32	1.35	158	159	1.32	16	17	0.05	4	0.12	0.03	0.05	0.00	0.01	0.33	1.32	0.01	0.20	6,744	0.13	0.15	6,785	39,913	-
High	Wells Construction	25	86	3.67	429	432	3.58	44	47	0.15	10	0.32	0.09	0.13	0.01	0.03	0.89	3.58	0.02	0.54	18,292	0.35	0.42	18,404	108,263	-
Low	Wells Operation	1,511	1,092	102	254	356	102	26	128	3	2,023	11.30	11.16	8.51	1.37	0.41	80.44	73.42	0.17	0.00	603,746	1,722	1.17	640,198	67,884	-
High	Wells Operation	4,041	2,922	273	679	952	273	69	342	8	5,412	30.23	29.86	22.75	3.65	1.09	215.16	196.36	0.47	0.00	1,614,838	4,605	3.12	1,712,337	181,569	-

Termini One-Time Construction Emissions (tons/year) (calc'd)

	Criteria Pollutants										Hazardous Air Pollutants									Greenhouse Gas Emissions				Energy (gallons)	
All Alts, All Scenarios	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyde	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Diesel	Gasoline
All	114.73	8.78	0.25	55.02	55.27	0.22	6.85	7.07	0.04	9.16	1.7E-01	1.1E-02	4.1E-01	6.2E-02	1.5E-01	1.1E-01	4.3E-03	2.1E-02	2.8E-02	6,076	0.5	0.5	6,229	10,055	572,947

Downstream Combustion Emissions (MT/year) (calc'd)

	Criteria Pollutants										Hazardous Air Pollutants									Greenhouse Gas Emissions				Energy (bbl)
Scenario	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyde	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Crude
Low	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	19,716,083	807	167	19,785,953	47,450,000
High	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	53,081,761	2,172	449	53,269,873	127,750,000

Table. Cumulative Criteria Pollutant and HAP Emissions from Peak Year of Well Operations

Pollutants	Low Activity Scenario	High Activity Scenario
Criteria Pollutants and Volatile Organic Compounds (U.S. tons)		
CO	1,666	4,454
NO_X	1,175	3,146
PM10	546	1,463
PM2.5	152	406
SO_2	3	8
VOCs	2,078	5,558
Hazardous Air Pollutants (U.S. tons)		
Acetaldehyde	11	31
Acrolein	11	30
Benzene	9	23
1,3-Butadiene	1	4
Ethylbenzene	<1	1
Formaldehyde	81	216
DPM	75	201
Napthalene	<1	<1
POM	<1	<1

Table. Cumulative Greenhouse Gas Emissions from Peak Year of Well Operations

GHGs (metric tons)		
CO_2	618,279	1,653,830
CH_4	1,722	4,606
N_2O	1	4
CO_2e	731,568	1,958,190

Table. Downstream Greenhouse Gas Emissions from Well Product End Use

GHGs (metric tons)		
CO_2	19,716,083	53,081,761
CH_4	807	2,172
N_2O	167	449
CO_2e	19,785,953	53,269,873

Table. Termini Construction One-time Criteria Pollutant and HAP Emissions

Pollutants	Both Activity Scenarios
Criteria Pollutants and Volatile Organic Compounds (U.S. tons)	
CO	115
NO_X	9
PM10	55
PM2.5	7
SO_2	<1
VOCs	9
Hazardous Air Pollutants (U.S. tons)	
Acetaldehyde	0.17
Acrolein	0.01
Benzene	0.41
1,3-Butadiene	0.06
Ethylbenzene	0.15
Formaldehyde	0.11
DPM	<0.01
Napthalene	0.02
POM	0.03

Table. Termini Construction One-time GHG Emissions

GHGs (metric tons)		
CO_2	6,076	1,653,830
CH_4	<1	4,606
N_2O	<1	4
CO_2e	6,229	1,958,190

Table. Cumulative Criteria Pollutant and HAP Emissions by Source (Wells Canyon Alternative)

Pollutants	Low Activity Scenario				High Activity Scenario			
	Wells Construction	Wells Operation	Termini Operation	Total	Wells Construction	Wells Operation	Termini Operation	Total
Criteria Pollutants and Volatile Organic Compounds (U.S. tons)								
CO	9	1,511	146	1,666	25	4,041	388	4,454
NO_X	32	1,092	51	1,175	86	2,922	138	3,146
PM10	159	356	30	546	432	952	79	1,463
PM2.5	17	128	7	152	47	342	17	406
SO_2	0	3	0	3	0	8	0	8
VOCs	4	2,023	51	2,078	10	5,412	136	5,558
Hazardous Air Pollutants (U.S. tons)								
Acetaldehyde	0	11	0	11	0	30	0	31
Acrolein	0	11	0	11	0	30	0	30
Benzene	0	9	0	9	0	23	0	23
1,3-Butadiene	0	1	0	1	0	4	0	4
Ethylbenzene	0	0	0	0	0	1	0	1
Formaldehyde	0	80	0	81	1	215	0	216
DPM	1	73	0	75	4	196	1	201
Napthalene	0	0	0	0	0	0	0	1
POM	0	0	0	0	1	0	0	1

Table. Cumulative Greenhouse Gas Emissions by Source (Wells Canyon Alternative)

GHGs (metric tons)								
CO_2	6,744	603,746	7,790	618,279	18,292	1,614,838	20,700	1,653,830
CH_4	<1	1,722	<1	1,722	<1	4,605	1	4,606
N_2O	<1	1	<1	1.4	<1	3	<1	3.8
CO_2e	6,785	640,198	84,585	731,568	18,404	1,712,337	227,449	1,958,190

Uinta Project Information

Well Operation Features (4)		
Variable	Low	High
Bbl/day	130,000	350,000
gallon/day	5,460,000	14,700,000
Wells in Construction	80	217
Total Operating Wells	1,245	3,330

Variable	Value
Op Days/Yr (assumed)	365
Op Yrs/Proj (assumed)	30
Indian Canyon Op Yr (2)	2025
Whitmore Park Op Yr (2)	2025
Wells Draw Op Yr (2)	2026
Low Production (bbl/day) (3)	130,000
High Production (bbl/day) (3)	350,000

Energy Conversions

Variable	Value	Source
Gasoline Btu to gallon	8.31E-06	https://www.eia.gov/energyexplained/units-and-calculators/
Diesel Btu to gallon	7.28E-06	https://www.eia.gov/energyexplained/units-and-calculators/
joule to MMBtu	9.48E-10	
joule to Btu	9.48E-04	
Btu to MMBtu	1.00E-06	
Diesel density (kg/L)	0.85	
Liter to gallon	0.26	
kg to g	0.001	
Gram diesel fuel to gallon	0.000310791	

Sources

(2) Uinta Basin Rail Project Information Report. DATE.
(3) UBR_ProjectAttributesTable.xlsx as of 2/11/20. rows 87-88
(4) ICF. 2020. Draft Cumulative Air Quality and Greenhouse Gas Emission Inventory Methodology for the Uinta Rail Project

Cumulative_Wells_Construction
Annual

Uinta Cumulative-Level Well Construction Emissions Peak Year (tons/year)) (calc'd)

		Criteria Pollutants										Hazardous Air Pollutants									Greenhouse Gas Emissions				Energy (gallons)	
	Scenario	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyde	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Diesel	Gasoline
Low	Low	9	32	1	158	159	1	16	17	0.05	4	0.12	0.03	0.05	0.003	0.01	0.33	1.32	0.007	0.20	6,744	0.1	0.15	6,785	39,913	-
High	High	25	86	4	429	432	4	44	47	0.15	10	0.32	0.09	0.13	0.007	0.03	0.89	3.58	0.018	0.54	18,292	0.4	0.42	18,404	108,263	-

Uinta Cumulative-Level Well Construction Emissions (tons/year per well) (calc'd)

	Criteria Pollutants										Hazardous Air Pollutants									Greenhouse Gas Emissions				Energy (gallons)	
Activity	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyde	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Diesel	Gasoline
Offroad	0.00076	0.00217	0.00014	0.00609	0.00623	0.00013	0.00326	0.00339	0.00001	0.00014	0.00001	0.000003	0.00001	0.0000002	0.000001	0.00003	0.00013	0.000001	0.00002	2	0.00001	0.00005	2	0.0002	
Onroad	0.00842	0.01083	0.00033	1.96844	1.96877	0.00030	0.19836	0.19866	0.00005	0.00120	0.00007	0.00001	0.00001	0.0000020	0.00001	0.00019	0.00030	0.00002	0.00002	5	0.00068	0.00001	5	496	
Erosion	-	-	-	0.00122	0.00122	-	0.00018	0.00018	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Drills	0.10442	0.38315	0.01646	-	0.01646	0.01608	-	0.01608	0.00062	0.01999	0.00140	0.00039	0.00055	0.00003	0.00011	0.00389	0.01608	0.00007	0.00245	77	0.00093	0.00187	77	3	
Venting	-	-	-	-	-	-	-	-	-	0.02500	-	-	0.00003	-	-	-	-	-	-	0	-	-	0	-	
Total	0.11	0.40	0.02	1.98	1.99	0.02	0.20	0.22	0.0007	0.05	0.0015	0.0004	0.0006	0.0000	0.0001	0.0041	0.0165	0.0001	0.0025	84	0.002	0.002	85	499	

Well Development (wells/year)

Scenario	Wells Developed (1)
Low	80
High	217

Sources

(1) ICF. 2020. Draft Cumulative Air Quality and Greenhouse Gas Emission Inventory Methodology for the Uinta Rail Project

Cumulative_Wells_Construction
Assumptions

Constants and Scalars (1, unless otherwise noted)

Watering Control Efficiency	50%
Soil Moisture Content	7.9 %
Soil Silt Content	6.9 %

Silt content (S)	5.1
Unpaved Roundtrip miles	19
Precipitation days (P) (4)	63
Silt loading (sL)	0.6
Paved Roundtrip miles	6
Total RT miles	25

	Monument Butte
Wells	204
Well Pads	47
Disturbed Area for Well Pads (m^2)	380,405
Single Well for Scaling	1
Well Pads per Well	0.2
Disturbed Area per Well (m^2)	429.6

Conversions

Conversions	
gram to ton	0.000001
gram to MT	0.000001
acre to m^2	4,047
CH4 GWP (3)	28
N2O GWP (3)	265
lb to MT	0.0005
MMBtu to Btu	0.000001

Sources

(1) Butte Monument Oil and Gas Development Project FEIS. Appendix A-1. https://eplanning.blm.gov/epl-front-office/projects/nepa/62904/75396/83267/FEIS_3_Appendix_A_-_Appendix_K.pdf

(3) IPCC. 2014. Fifth Assessment Report. https://www.ghgprotocol.org/sites/default/files/ghgp/Global-Warming-Potential-Values%20%28Feb%2016%202016%29_1.pdf

(4) Western Regional Climate Center. N.d. *Period of Record Genral Climate Summary - Precipitation.* Duchesne, Utah. 1902 - 2012. https://wrcc.dri.edu/cgi-bin/cliMAIN.pl?ut2253

Cumulative_Wells_Construction
Off_Sum_Dust

Summary Offroad Fugitive Dust Emissions from Monument Butte (tons/year/well)

	Criteria Pollutants										Hazardous Air Pollutants									Greenhouse Gas Emissions			
Emission Source Category	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyd	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e
Well Pad - Dozer and Backhoe	-	-	-	3.12E-03	3.12E-03	-	1.72E-03	1.72E-03	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Well Pad - Grader	-	-	-	1.06E-04	1.06E-04	-	1.14E-05	1.14E-05	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Road Construction - Dozer and Backhoe	-	-	-	7.91E-04	7.91E-04	-	4.35E-04	4.35E-04	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Road Construction - Grader	-	-	-	3.29E-05	3.29E-05	-	3.55E-06	3.55E-06	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pipeline - Dozer and Backhoe	-	-	-	1.98E-03	1.98E-03	-	1.09E-03	1.09E-03	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pipeline - Grader	-	-	-	6.66E-05	6.66E-05	-	7.20E-06	7.20E-06	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	-	-	-	6.09E-03	6.09E-03	-	3.26E-03	3.26E-03	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Cumulative_Wells_Construction
Off_Pad_Dust_DB

(1) Dozer and Backhoe Fugitive Dust Emissions at Well Pad from Monument Butte (tons/year/well)

	Criteria Pollutants									
Emission Source Category	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC
Dozer				1.56E-03	1.56E-03		8.58E-04	8.58E-04		
Backhoe				1.56E-03	1.56E-03		8.58E-04	8.58E-04		
Total	-	-	-	3.12E-03	3.12E-03	-	1.72E-03	1.72E-03	-	-

Monument Butte Methodology (1)

Assumptions

Hours of construction	3	days per well pad	
	12	hours per day	
	36	hours per well pad	
Annual amount of well pads	0.23	pads/year	
Watering control efficiency	50%		
Soil moisture content (%)	7.90	%	AP-42 Table 11.9-3. https://www3.epa.gov/ttn/chief/ap42/ch11/final/c11s09.pdf
Soil silt content	6.90	%	AP-42 Table 11.9-3. https://www3.epa.gov/ttn/chief/ap42/ch11/final/c11s09.pdf
PM10 Multiplier	0.75 * PM15		AP-42 Table 11.9-1. https://www3.epa.gov/ttn/chief/ap42/ch11/final/c11s09.pdf
PM2.5 Multiplier	0.105 * TSP		AP-42 Table 11.9-1. https://www3.epa.gov/ttn/chief/ap42/ch11/final/c11s09.pdf
# of Dozers	1		
# of Backhoes	1		Backhoe emission factors conservatively estimated as equivalent to dozer's

Equations AP-42 Table 11.9-1 and 11.9-3 for Bulldozing Overburden Emissions, Western Surface Coal Mining, 10/98

Emissions (TSP lbs/hr) = 5.7 * (soil silt content %)^1.2 * (soil moisture content %)^-1.3 * control efficiency
Emissions (PM15 lbs/hr) = 1.0 * (soil silt content %)^1.5 * (soil moisture content %)^-1.4 * control efficiency

Emission Factors

1.97	lb TSP/hour/piece of equipment	
0.50	lb PM15/hour/piece of equipment	
0.38	lb PM10/hour/piece of equipment	
0.21	lb PM2.5/hour/piece of equipment	

Sources

(1) Monument Butte Appendix A1

(2) Grader Fugitive Dust Emissions at Well Pad from Monument Butte (tons/year/well)

	Criteria Pollutants									
Emission Source Category	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC
Grader				1.06E-04	1.06E-04		1.14E-05	1.14E-05		
Total	-	-	-	1.06E-04	1.06E-04	-	1.14E-05	1.14E-05	-	-

Monument Butte Methodology (1)

Assumptions

Hours of construction	3	days per well pad	
	12	hours per day	
	36	hours per well pad	
Annual amount of well pads	0.23	pads/year	
Distance graded - oil well	1.19	miles	
Watering control efficiency	50%		
Average grader speed	7.10	mph	AP-42 Table 11.9-3. https://www3.epa.gov/ttn/chief/ap42/ch11/final/c11s09.pdf
PM10 Multiplier	0.6 * PM15		AP-42 Table 11.9-1. https://www3.epa.gov/ttn/chief/ap42/ch11/final/c11s09.pdf
PM2.5 Multiplier	0.031 * TSP		AP-42 Table 11.9-1. https://www3.epa.gov/ttn/chief/ap42/ch11/final/c11s09.pdf
# of Grader	1		

Equations AP-42 Table 11.9-1 and 11.9-3 for Bulldozing Overburden Emissions, Western Surface Coal Mining, 10/98

Emissions (TSP lbs/hr) = 0.040 * (mean vehicle speed)^2.5 * distance graded * control efficiency
Emissions (PM15 lbs/hr) = 0.051 * (mean vehicle speed)^2.0 * distance graded * control efficiency

Emission Factors

3.20	lb TSP/well pad	
1.53	lb PM15/well pad	
0.92	lb PM10/well pad	
0.10	lb PM2.5/well pad	

Sources

(1) Monument Butte Appendix A1

(3) Dozer and Backhoe Fugitive Dust Emissions from Road Construction from Monument Butte (tons/year/well)

Emission Source Category	Criteria Pollutants									
	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC
Dozer				3.95E-04	3.95E-04		2.17E-04	2.17E-04		
Backhoe				3.95E-04	3.95E-04		2.17E-04	2.17E-04		
Total	-	-	-	7.91E-04	7.91E-04	-	4.35E-04	4.35E-04	-	-

Monument Butte Methodology (1)

Assumptions

Hours of construction	4	days per mile	
	12	hours per day	
	0.19	miles of road per well pad	
	9	hours per well pad road	
Annual amount of well pads	0.23	pads/year	
Watering control efficiency	50%		
Soil moisture content (%)	7.90	%	AP-42 Table 11.9-3. https://www3.epa.gov/ttn/chief/ap42/ch11/final/c11s09.pdf
Soil silt content	6.90	%	AP-42 Table 11.9-3. https://www3.epa.gov/ttn/chief/ap42/ch11/final/c11s09.pdf
PM10 Multiplier	0.75 * PM15		AP-42 Table 11.9-1. https://www3.epa.gov/ttn/chief/ap42/ch11/final/c11s09.pdf
PM2.5 Multiplier	0.105 * TSP		AP-42 Table 11.9-1. https://www3.epa.gov/ttn/chief/ap42/ch11/final/c11s09.pdf
Dozers	1		
Backhoes	1		Backhoe emission factors conservatively estimated as equivalent to dozer's

Equations AP-42 Table 11.9-1 and 11.9-3 for Bulldozing Overburden Emissions, Western Surface Coal Mining, 10/98

Emissions (TSP lbs/hr) = 5.7 * (soil silt content %)^1.2 * (soil moisture content %)^-1.3 * control efficiency
Emissions (PM15 lbs/hr) = 1.0 * (soil silt content %)^1.5 * (soil moisture content %)^-1.4 * control efficiency

Emission Factors

1.97	lb TSP/hour/piece of equipment	
0.50	lb PM15/hour/piece of equipment	
0.38	lb PM10/hour/piece of equipment	
0.21	lb PM2.5/hour/piece of equipment	

Sources

(1) Monument Butte Appendix A1

(4) Grader Fugitive Dust Emissions from Road Construction from Monument Butte (tons/year/well)

	Criteria Pollutants									
Emission Source Category	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC
Grader				3.29E-05	3.29E-05		3.55E-06	3.55E-06		
Total	-	-	-	3.29E-05	3.29E-05	-	3.55E-06	3.55E-06	-	-

Monument Butte Methodology (1)

Assumptions

Hours of construction	9	hours per well pad roads	
Road construction grading distance	0.37	miles road per well pad	
Annual amount of well pads	0.23	pads/year	
Watering control efficiency	50%		
Average grader speed	7.10	mph	AP-42 Table 11.9-3. https://www3.epa.gov/ttn/chief/ap42/ch11/final/c11s09.pdf
PM10 Multiplier	0.6 * PM15		AP-42 Table 11.9-1. https://www3.epa.gov/ttn/chief/ap42/ch11/final/c11s09.pdf
PM2.5 Multiplier	0.031 * TSP		AP-42 Table 11.9-1. https://www3.epa.gov/ttn/chief/ap42/ch11/final/c11s09.pdf
Grader	1		

Equations AP-42 Table 11.9-1 and 11.9-3 for Bulldozing Overburden Emissions, Western Surface Coal Mining, 10/98

Emissions (TSP lbs/hr) = 0.040 * (mean vehicle speed)^2.5 * distance graded * control efficiency
Emissions (PM15 lbs/hr) = 0.051 * (mean vehicle speed)^2.0 * distance graded * control efficiency

Emission Factors

0.99	lb TSP/well pad
0.48	lb PM15/well pad
0.29	lb PM10/well pad
0.03	lb PM2.5/well pad

Sources

(1) Monument Butte Appendix A1

(5) Dozer and Backhoe Fugitive Dust Emissions from Pipeline Construction from Monument Butte (tons/year/well)

	Criteria Pollutants									
Emission Source Category	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC
Dozer				9.89E-04	9.89E-04		5.43E-04	5.43E-04		
Backhoe				9.89E-04	9.89E-04		5.43E-04	5.43E-04		
Total	-	-	-	1.98E-03	1.98E-03	-	1.09E-03	1.09E-03	-	-

Monument Butte Methodology (1)

Assumptions

Hours of construction	10	days per mile	
	12	hours per day	
	0.19	miles of road per well pad	
	23	hours per well pad pipeline	
Annual amount of well pads	0.23	pads/year	
Watering control efficiency	50%		
Soil moisture content (%)	7.90	%	AP-42 Table 11.9-3. https://www3.epa.gov/ttn/chief/ap42/ch11/final/c11s09.pdf
Soil silt content	6.90	%	AP-42 Table 11.9-3. https://www3.epa.gov/ttn/chief/ap42/ch11/final/c11s09.pdf
PM10 Multiplier	0.75 * PM15		AP-42 Table 11.9-1. https://www3.epa.gov/ttn/chief/ap42/ch11/final/c11s09.pdf
PM2.5 Multiplier	0.105 * TSP		AP-42 Table 11.9-1. https://www3.epa.gov/ttn/chief/ap42/ch11/final/c11s09.pdf
Dozers	1		
Backhoes	1		Backhoe emission factors conservatively estimated as equivalent to dozer's

Equations AP-42 Table 11.9-1 and 11.9-3 for Bulldozing Overburden Emissions, Western Surface Coal Mining, 10/98

Emissions (TSP lbs/hr) = 5.7 * (soil silt content %)^1.2 * (soil moisture content %)^-1.3 * control efficiency
Emissions (PM15 lbs/hr) = 1.0 * (soil silt content %)^1.5 * (soil moisture content %)^-1.4 * control efficiency

Emission Factors

1.97	lb TSP/hour/piece of equipment	
0.50	lb PM15/hour/piece of equipment	
0.38	lb PM10/hour/piece of equipment	
0.21	lb PM2.5/hour/piece of equipment	

Sources

(1) Monument Butte Appendix A1

(6) Grader Fugitive Dust Emissions from Pipeline Construction from Monument Butte (tons/year/well)

	Criteria Pollutants									
Emission Source Category	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC
Grader				6.66E-05	6.66E-05		7.20E-06	7.20E-06		
Total	-	-	-	6.66E-05	6.66E-05	-	7.20E-06	7.20E-06	-	-

Monument Butte Methodology (1)

Assumptions

Hours of construction	23	hours per well pad roads	
Pipeline construction grading distance	0.75	miles road per well pad	
Annual amount of well pads	0.23	pads/year	
Watering control efficiency	50%		
Average grader speed	7.10	mph	AP-42 Table 11.9-3. https://www3.epa.gov/ttn/chief/ap42/ch11/final/c11s09.pdf
PM10 Multiplier	0.6 * PM15		AP-42 Table 11.9-1. https://www3.epa.gov/ttn/chief/ap42/ch11/final/c11s09.pdf
PM2.5 Multiplier	0.031 * TSP		AP-42 Table 11.9-1. https://www3.epa.gov/ttn/chief/ap42/ch11/final/c11s09.pdf
Grader	1		

Equations AP-42 Table 11.9-1 and 11.9-3 for Bulldozing Overburden Emissions, Western Surface Coal Mining, 10/98

Emissions (TSP lbs/hr) = 0.040 * (mean vehicle speed)^2.5 * distance graded * control efficiency
Emissions (PM15 lbs/hr) = 0.051 * (mean vehicle speed)^2.0 * distance graded * control efficiency

Emission Factors

2.01	lb TSP/well pad	
0.96	lb PM15/well pad	
0.58	lb PM10/well pad	
0.06	lb PM2.5/well pad	

Sources

(1) Monument Butte Appendix A1

Cumulative_Wells_Construction
On_Sum_Dust

Summary Onroad Fugitive Dust Emissions from Monument Butte (tons/year/well)

	Criteria Pollutants										Hazardous Air Pollutants									Greenhouse Gas Emissions			
Emission Source Category	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyde	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e
Construction	-	-	-	0.02	0.02	-	0.00	0.002	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Drilling	-	-	-	0.69	0.69	-	0.07	0.07	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Interim Reclamation	-	-	-	0.01	0.01	-	0.00	0.001	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Completion	-	-	-	1.25	1.25	-	0.13	0.13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	-	-	-	1.97	1.97	-	0.20	0.20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

(7) Construction Traffic Fugitive Dust Emissions from Monument Butte (tons/year/well)

	Criteria Pollutants										Hazardous Air Pollutants									Greenhouse Gas Emissions			
Emission Source Category	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyd	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e
Mean Vehicle				0.02	0.02		0.002	0.002															
Total	0	0	0	0.02	0.02	0	0.002	0.002	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Monument Butte Methodology (1)

Assumptions & Activity

Hours per day	12	hour/day
Days per pa	3	day/well pad
Pads per ye	0.23	pads/year
Avg weight of vehicles traveling the road (W)		
Haul trucks	23	tons
Light trucks	4	tons
Mean Vehicle	10	tons
Roundtrips per day per well		
Haul trucks	1	
Light trucks	2	
Total	3	

Equations

Unpaved

E (PM10) / VMT = 1.5 * (S/12)^0.9 * (W/3)^0.45 * (365-p)/365 Annual

E (PM2.5) / VMT = 0.15 * (S/12)^0.9 * (W/3)^0.45 * (365-p)/365 Annual

Silt content (S)	5.1	AP-42. 13.2.2-1 Mean Silt Content Western Surface Mining Plant Roads
Roundtrip miles	19	
Precipitation days (P)	63	days/yr
Avg weight of vehicles traveling the road (W)		

Paved

E (PM10) / VMT = .0022 * (sL)^0.91 * (W)^1.02 * (1-(p/(365/4)) Annual

E (PM2.5) / VMT = .00054 * (sL)^0.91 * (W)^1.02 * (1-(p/(365/4)) Annual

Silt loading (sL)	0.6	AP-42. Table 13.2.1-3 baseline low volume roads
Roundtrip miles	6	
Precipitation days (P)	63	
Avg weight of vehicles traveling the road (W)		

Emission Factors

Unpaved	1.00	PM10 lb/VMT Annual per Wellpad
	0.10	PM2.5 lb/VMT Annual per Wellpad
Paved	0.014	PM10 lb/VMT Annual per Wellpad
	0.0035	PM2.5 lb/VMT Annual per Wellpad

Sources

(1) Monument Butte Appendix A1

Cumulative_Wells_Construction
On_Drill_Dust

(7) Drill Traffic Fugitive Dust Emissions from Monument Butte (tons/year/well)

	Criteria Pollutants										Hazardous Air Pollutants									Greenhouse Gas Emissions			
Emission Source Category	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyde	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e
Mean Vehicle				0.69	0.69		0.07	0.07															
Total	0	0	0	0.69	0.69	0	0.07	0.07	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Monument Butte Methodology (1)

Assumptions & Activity

Hours per day	24	hour/day
Days per w	6	day/well
Wells per y	1	wells/year
Avg weight of vehicles traveling the road (W)		
Haul trucks	23	tons
Logging/Mud trucks	20	tons
Water trucks	18	tons
Light trucks	4	tons
Mean Vehicle	13	tons
Roundtrips per day per well		
Haul trucks	2	
Logging/Mud trucks	1	
Water trucks	3	
Light trucks	5	
Total	11	

Equations

Unpaved

E (PM10) / VMT = 1.5 * (S/12)^0.9 * (W/3)^0.45 * (365-p)/365 Annual

E (PM2.5) / VMT = 0.15 * (S/12)^0.9 * (W/3)^0.45 * (365-p)/365 Annual

Silt content (S)	5.1	AP-42. 13.2.2-1 Mean Silt Content Western Surface Mining Plant Roads
Roundtrip miles	19	
Precipitation days (P)	63	days/yr
Avg weight of vehicles traveling the road (W)		

Paved

E (PM10) / VMT = .0022 * (sL)^0.91 * (W)^1.02 * (1-(p/(365/4)) Annual

E (PM2.5) / VMT = .00054 * (sL)^0.91 * (W)^1.02 * (1-(p/(365/4)) Annual

Silt loading (sL)	0.6	AP-42. Table 13.2.1-3 baseline low volume roads
Roundtrip miles	6	
Precipitation days (P)	63	
Avg weight of vehicles traveling the road (W)		

Emission Factors

Unpaved	1.09	PM10 lb/VMT Annual per Wellpad
	0.11	PM2.5 lb/VMT Annual per Wellpad
Paved	0.017	PM10 lb/VMT Annual per Wellpad
	0.0043	PM2.5 lb/VMT Annual per Wellpad

Sources

(1) Monument Butte Appendix A1

Cumulative_Wells_Construction
On_Interim_Dust

(7) Interim Reclamation Traffic Fugitive Dust Emissions from Monument Butte (tons/year/well)

	Criteria Pollutants										Hazardous Air Pollutants									Greenhouse Gas Emissions			
Emission Source Category	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyd	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e
Mean Vehicle				1.48E-02	1.48E-02		1.49E-03	1.49E-03															
Total	-	-	-	1.48E-02	1.48E-02	-	1.49E-03	1.49E-03	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0

Monument Butte Methodology (1)

Assumptions & Activity

Hours per day	12	hour/day
Days per pa	3	day/well pad
Pads per ye	0.23	pads/year
Avg weight of vehicles traveling the road (W)		
Haul trucks	23	tons
Light trucks	4	tons
Mean Vehicle	13	tons
Roundtrips per day per well		
Haul trucks	1	
Light trucks	1	
Total	2	

Equations

Unpaved

E (PM10) / VMT = 1.5 * (S/12)^0.9 * (W/3)^0.45 * (365-p)/365 Annual
E (PM2.5) / VMT = 0.15 * (S/12)^0.9 * (W/3)^0.45 * (365-p)/365 Annual

Silt content (S)	5.1	AP-42. 13.2.2-1 Mean Silt Content Western Surface Mining Plant Roads
Roundtrip miles	19	
Precipitation days (P)	63	days/yr
Avg weight of vehicles traveling the road (W)		

Paved

E (PM10) / VMT = .0022 * (sL)^0.91 * (W)^1.02 * (1-(p/(365/4)) Annual
E (PM2.5) / VMT = .00054 * (sL)^0.91 * (W)^1.02 * (1-(p/(365/4)) Annual

Silt loading (sL)	0.6	AP-42. Table 13.2.1-3 baseline low volume roads
Roundtrip miles	6	
Precipitation days (P)	63	
Avg weight of vehicles traveling the road (W)		

Emission Factors

Unpaved	1.12	PM10 lb/VMT Annual per Wellpad
	0.11	PM2.5 lb/VMT Annual per Wellpad
Paved	0.018	PM10 lb/VMT Annual per Wellpad
	0.0045	PM2.5 lb/VMT Annual per Wellpad

Sources

(1) Monument Butte Appendix A1

(7) Completion Traffic Fugitive Dust Emissions from Monument Butte (tons/year/well)

	Criteria Pollutants										Hazardous Air Pollutants									Greenhouse Gas Emissions			
Emission Source Category	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyd	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e
Mean Vehicle				1.25E+00	1.25E+00		1.26E-01	1.26E-01															
Total	-	-	-	1.25E+00	1.25E+00	-	1.26E-01	1.26E-01	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0

Monument Butte Methodology (1)

Assumptions & Activity

Hours per day	24	hour/day
Days per w	7	day/well
Wells per y	1	wells/year

Avg weight of vehicles traveling the road (W)

Semi/transport/water trucks	23	tons
Haul trucks	23	tons
Light trucks	4	tons
Mean Vehicle	14	tons

Roundtrips per day per well

Semi/transport/water trucks	7	
Haul trucks	2	
Light trucks	7	
Total	16	

Equations

Unpaved

E (PM10) / VMT = 1.5 * (S/12)^0.9 * (W/3)^0.45 * (365-p)/365 Annual

E (PM2.5) / VMT = 0.15 * (S/12)^0.9 * (W/3)^0.45 * (365-p)/365 Annual

Silt content (S)	5.1	AP-42. 13.2.2-1 Mean Silt Content Western Surface Mining Plant Roads
Roundtrip miles	19	
Precipitation days (P)	63	days/yr

Avg weight of vehicles traveling the road (W)

Paved

E (PM10) / VMT = .0022 * (sL)^0.91 * (W)^1.02 * (1-(p/(365/4)) Annual

E (PM2.5) / VMT = .00054 * (sL)^0.91 * (W)^1.02 * (1-(p/(365/4)) Annual

Silt loading (sL)	0.6	AP-42. Table 13.2.1-3 baseline low volume roads
Roundtrip miles	6	
Precipitation days (P)	63	

Avg weight of vehicles traveling the road (W)

Emission Factors

Unpaved

1.16	PM10 lb/VMT Annual per Wellpad
0.12	PM2.5 lb/VMT Annual per Wellpad

Paved

0.020	PM10 lb/VMT Annual per Wellpad
0.0049	PM2.5 lb/VMT Annual per Wellpad

Sources

(1) Monument Butte Appendix A1

Cumulative_Wells_Construction
Erosion_Dust

(8) Wind Erosion Fugitive Dust Emissions from Monument Butte (tons/year/well)

	Criteria Pollutants										Hazardous Air Pollutants									Greenhouse Gas Emissions			
Emission Source Category	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyd	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e
Wells				1.22E-03	1.22E-03		1.82E-04	1.82E-04															
Roads/Pipelines				0.00E+00	0.00E+00		0.00E+00	0.00E+00															
Total	-	-	-	1.22E-03	1.22E-03	-	1.82E-04	1.82E-04	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0

Monument Butte Methodology (1)

Assumptions & Activity

Threshold Friction Velocity (Ut)	1.02	m/s (2.28 mph)	for well pads (AP-42 Table 13.2.5-2 Overburden - Western Surface Coal Mine)
	1.33	m/s (2.97 mph)	for roads (AP-42 Table 13.2.5-2 Roadbed material)
Initial Disturbance Area	377	acres total disturbance	for roads and pipelines per year
	1,523,892	m^2 total initial disutrbance	for roads and pipelines
	0.1	acres total disturbance	for well pads per year
	430	m^2 total initial disutrbance	for well pads
Exposed Surface Type	Flat		
Meteorological Data			2002 Grand Junction (obtained from NCDC website)
Fastest Mile Wind Speed (U10+)	20.12	meters/sec	(45 mph) reported as fastes 2-minute wind speed for Grand Junction (2002)
Number of soil disturbances	4		Assumption, disturbance at construction and reclamation
Particle Size Multiplier (k)			
30 um	1		Equates to TSP
<10 um	0.5		Equates to PM10
<2.5 um	0.075		Equates to PM2.5

Equations AP-42. 13.2.2-1 Mean Silt Content Western Surface Mining Plant Roads

Friction Velocity U* = 0.056 U10+

Erosion Potential P (g/m^2/period) = 58*(U*-Ut*) for U*>Ut*, P = 0 for U*<Ut*

Emissions (tons/year) = Erosion Potential * Disturbed area (m^2) * disturbances/year*(k)(453.6/lb)/2000 lbs/ton/development period

Friction Velocity	1.07		
Well Pad Erosion Potential	1.28	g/m^2	
Road Erosion Potential	0	g/m^2	Road erosion potential is zero because the calculated friction velocity is less than the threshold friciton velocity

Emission Factors

Per Well	0.002	tons/year TSP
	0.001	tons/year PM10
	0.0002	tons/year PM2.5
Roads/Pipelines	0.000000	tons/year TSP
	0.000000	tons/year PM10
	0.000000	tons/year PM2.5

Sources

(1) Monument Butte Appendix A1

Cumulative_Wells_Construction
On_Sum_Combust

Summary Onroad Combustion Emissions from Monument Butte (tons/year/well)

	Criteria Pollutants										Hazardous Air Pollutants									Greenhouse Gas Emissions				Energy (gallons)	
Emission Source Category	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyd	Acrolein	Benzene	1,3-Butadien	Ethylbenzen	Formaldehyd	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Diesel	Gasoline
Construction	1.12E-04	9.95E-05	2.65E-06	3.23E-06	5.88E-06	2.44E-06	4.27E-07	2.86E-06	4.48E-07	1.64E-05	9.36E-07	1.44E-07	1.82E-07	2.59E-08	8.16E-08	2.74E-06	2.44E-06	2.25E-07	2.59E-07	0.05	1.02E-05	1.85E-07	0.05	4.53	-
Drilling	3.05E-03	3.88E-03	1.16E-04	1.39E-04	2.56E-04	1.07E-04	1.83E-05	1.25E-04	1.76E-05	4.35E-04	2.40E-05	3.74E-06	4.69E-06	7.33E-07	2.08E-06	6.93E-05	1.07E-04	5.78E-06	6.76E-06	1.90	2.48E-04	5.17E-06	1.90	177.59	-
Interim Reclamation	1.44E-04	1.69E-04	4.98E-06	5.98E-06	1.10E-05	4.58E-06	7.88E-07	5.37E-06	7.66E-07	2.06E-05	1.15E-06	1.78E-07	2.24E-07	3.42E-08	9.96E-08	3.32E-06	4.58E-06	2.76E-07	3.22E-07	0.08	1.20E-05	2.42E-07	0.08	7.75	-
Completion	5.11E-03	6.68E-03	2.02E-04	2.41E-04	4.43E-04	1.86E-04	3.18E-05	2.17E-04	3.02E-05	7.27E-04	4.00E-05	6.23E-06	7.82E-06	1.23E-06	3.46E-06	1.15E-04	1.86E-04	9.63E-06	1.13E-05	3.27	4.11E-04	8.67E-06	3.28	305.91	-
Total	8.42E-03	1.08E-02	3.26E-04	3.90E-04	7.16E-04	3.00E-04	5.13E-05	3.51E-04	4.90E-05	1.20E-03	6.61E-05	1.03E-05	1.29E-05	2.03E-06	5.72E-06	1.91E-04	3.00E-04	1.59E-05	1.86E-05	5.29	6.81E-04	1.43E-05	5.31	495.78	-

Cumulative_Wells_Construction
On_Construct_Combust

(9) Construction Vehicle Tailpipe Emissions from Monument Butte (tons/year/well)

	Criteria Pollutants										Hazardous Air Pollutants									Greenhouse Gas Emissions				Energy (gallons)	
Emission Source Category	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyd	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Diesel	Gasoline
Heavy Haul Trucks	2E-05	6E-05	2E-06	2E-06	4E-06	2E-06	3E-07	2E-06	3E-07	3E-06	1E-07	2E-08	2E-08	6E-09	1E-08	3E-07	2E-06	3E-08	4E-08	0.03	0.00	0.00	0.03	2.61	
Heavy Duty Pickups	9E-05	4E-05	7E-07	1E-06	2E-06	7E-07	1E-07	8E-07	2E-07	1E-05	8E-07	1E-07	2E-07	2E-08	7E-08	2E-06	7E-07	2E-07	2E-07	0.02	0.00	0.00	0.02	1.92	
Total	1E-04	1E-04	3E-06	3E-06	6E-06	2E-06	4E-07	3E-06	4E-07	2E-05	9E-07	1E-07	2E-07	3E-08	8E-08	3E-06	2E-06	2E-07	3E-07	0.05	0.00	0.00	0.05	4.53	-

Monument Butte Methodology (1)

Assumptions & Activity

Average round trip distance	25.0	miles
Hours per day for construction	12	hours/day
Days for construction	3	days/well pad
Well pads per year	0.23	well pads/year
Number of heavy diesel truck trips	1	trips/day-well pad
Number of light truck trips	2	trips/day-well pad

Emission Factors (2)

	Criteria Pollutants (g/mile)										Hazardous Air Pollutants (g/mile)									Greenhouse Gas Emissions (g/mile)				Energy (joules)	
Emission Source Category	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyd	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Diesel	Gasoline
Heavy Haul Trucks	1.085039	2.975737	0.101636	0.12	0.22	0.0935	0.02	0.11	0.013554	0.135856	0.006424615	0.001059	0.001304	0.000296	0.000533	0.017201	0.093505	0.001573	0.001989	1611.618	0.051121	0.002184	1613.546	21878888	
Heavy Duty Pickups	2.389477	1.123023	0.018735	0.03	0.04	0.0172	0.00	0.02	0.004975	0.363466	0.021356138	0.003251	0.004114	0.000531	0.001876	0.063211	0.017236	0.005108	0.005795	594.1814	0.26961	0.004269	602.1837	8066432	

Sources

(1) Monument Butte Appendix A1
(2) EPA. 2020. MOVES2014B.

Cumulative_Wells_Construction
On_Drill_Combust

(11) Drilling Vehicle Tailpipe Emissions from Monument Butte (tons/year/well)

	Criteria Pollutants										Hazardous Air Pollutants									Greenhouse Gas Emissions				Energy (gallons)	
Emission Source Category	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyd	Acrolein	Benzene	,3-Butadien	thylbenzen	ormaldehyd	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Diesel	Gasoline
Heavy Haul Trucks	1E-03	3E-03	1E-04	1E-04	2E-04	9E-05	2E-05	1E-04	1E-05	1E-04	6E-06	1E-06	1E-06	3E-07	5E-07	2E-05	9E-05	2E-06	2E-06	1.45	0.00	0.00	1.45	135.85	
Heavy Duty Pickups	2E-03	9E-04	2E-05	2E-05	4E-05	1E-05	3E-06	2E-05	4E-06	3E-04	2E-05	3E-06	3E-06	4E-07	2E-06	5E-05	1E-05	4E-06	5E-06	0.45	0.00	0.00	0.45	41.74	
Total	3E-03	4E-03	1E-04	1E-04	3E-04	1E-04	2E-05	1E-04	2E-05	4E-04	2E-05	4E-06	5E-06	7E-07	2E-06	7E-05	1E-04	6E-06	7E-06	1.90	0.00	0.00	1.90	177.59	-

Monument Butte Methodology (1)

Assumptions & Activity

Number of oil wells drilled	1	wells
Average roundtrip distance	25	miles
Hours of Operation	144	hours per site (oil well)
Days of Operation	6	days per site (oil well)
Number of heavy diesel truck trips	6	trips/day-well (oil)
Number of light truck trips	5	trips/day-well (oil)

Emission Factors (2)

	Criteria Pollutants (g/mile)										Hazardous Air Pollutants (g/mile)									Greenhouse Gas Emissions (g/mile)				Energy (joules)	
Emission Source Category	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyd	Acrolein	Benzene	,3-Butadien	thylbenzen	ormaldehyd	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Diesel	Gasoline
Heavy Haul Trucks	1.0850387	2.9757367	0.1016365	0.12	0.22	0.0935	0.02	0.11	0.0135544	0.1358562	0.006425	0.001059	0.001304	0.000296	0.000533	0.017201	0.093505	0.001573	0.001989	1611.6181	0.0511212	0.0021839	1613.5459	21878888	
Heavy Duty Pickups	2.3894765	1.1230235	0.018735	0.03	0.04	0.0172	0.00	0.02	0.0049745	0.3634661	0.021356	0.003251	0.004114	0.000531	0.001876	0.063211	0.017236	0.005108	0.005795	594.18136	0.2696102	0.0042692	602.18367	8066431.7	

Sources

(1) Monument Butte Appendix A1
(2) EPA. 2020. MOVES2014B.

(12) Completion Vehicle Tailpipe Emissions from Monument Butte (tons/year/well)

	Criteria Pollutants										Hazardous Air Pollutants									Greenhouse Gas Emissions				Energy (gallons)	
Emission Source Category	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyde	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Diesel	Gasoline
Heavy Haul Trucks	2E-03	5E-03	2E-04	2E-04	4E-04	2E-04	3E-05	2E-04	2E-05	2E-04	1E-05	2E-06	2E-06	5E-07	9E-07	3E-05	2E-04	3E-06	3E-06	2.54	0.000081	0.000003	2.54	237.74	
Heavy Duty Pickups	3E-03	2E-03	3E-05	3E-05	6E-05	2E-05	5E-06	3E-05	7E-06	5E-04	3E-05	4E-06	6E-06	7E-07	3E-06	9E-05	2E-05	7E-06	8E-06	0.73	0.000330	0.000005	0.74	68.17	
Total	5E-03	7E-03	2E-04	2E-04	4E-04	2E-04	3E-05	2E-04	3E-05	7E-04	4E-05	6E-06	8E-06	1E-06	3E-06	1E-04	2E-04	1E-05	1E-05	3.27	0.000411	0.000009	3.28	305.91	-

Monument Butte Methodology (1)

Assumptions & Activity

Number of oil wells drilled	1	wells
Average roundtrip distance	25	miles
Hours of Operation	168	hours per site (oil well)
Days of Operation	7	days per site (oil well)
Number of heavy diesel truck trips	9	trips/day-well (oil)
Number of light truck trips	7	trips/day-well (oil)

Equations

Emission Factors (2)

	Criteria Pollutants (g/mile)										Hazardous Air Pollutants (g/mile)									Greenhouse Gas Emissions (g/mile)				Energy (joules)	
Emission Source Category	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyde	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Diesel	Gasoline
Heavy Haul Trucks	1.0850387	2.9757367	0.1016365	0.12	0.22	0.0935	0.02	0.11	0.0135544	0.1358562	0.006424615	0.001059	0.001304	0.000296	0.000533	0.017201	0.093505	0.001573	0.001989	1611.6181	0.0511212	0.0021839	1613.5459	21878888	
Heavy Duty Pickups	2.3894765	1.1230235	0.018735	0.03	0.04	0.0172	0.00	0.02	0.0049745	0.3634661	0.021356138	0.003251	0.004114	0.000531	0.001876	0.063211	0.017236	0.005108	0.005795	594.18136	0.2696102	0.0042692	602.18367	8066431.7	

Sources

(1) Monument Butte Appendix A1
(2) EPA. 2020. MOVES2014B.

Cumulative_Wells_Construction
On_Interim_Combust

(13) Reclamation Tailpipe Emissions from Monument Butte (tons/year/well)

	Criteria Pollutants										Hazardous Air Pollutants									Greenhouse Gas Emissions				Energy (joules)	
Emission Source Category	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyd	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Diesel	Gasoline
Heavy Haul Trucks	4E-05	1E-04	4E-06	5E-06	9E-06	4E-06	6E-07	5E-06	6E-07	6E-06	3E-07	4E-08	5E-08	1E-08	2E-08	7E-07	4E-06	7E-08	8E-08	0.06	1.92E-06	8.19E-08	0.06	5.66	
Heavy Duty Pickups	1E-04	5E-05	8E-07	1E-06	2E-06	7E-07	1E-07	9E-07	2E-07	2E-05	9E-07	1E-07	2E-07	2E-08	8E-08	3E-06	7E-07	2E-07	2E-07	0.02	1.01E-05	1.60E-07	0.02	2.09	
Total	1E-04	2E-04	5E-06	6E-06	1E-05	5E-06	8E-07	5E-06	8E-07	2E-05	1E-06	2E-07	2E-07	3E-08	1E-07	3E-06	5E-06	3E-07	3E-07	0.08	1.20E-05	2.42E-07	0.08	7.75	-

Monument Butte Methodology (1)

Assumptions & Activity

Number of oil wells drilled	1	wells
Average roundtrip distance	25	miles
Hours of Operation	36	hours per site (oil well)
Days of Operation	1.5	days per site (oil well)
Number of heavy diesel truck trips	1	trips/day-well (oil)
Number of light truck trips	1	trips/day-well (oil)

Equations

Emission Factors (2)

	Criteria Pollutants (g/mile)										Hazardous Air Pollutants (g/mile)									Greenhouse Gas Emissions (g/mile)				Energy (joules)	
Emission Source Category	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyd	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Diesel	Gasoline
Heavy Haul Trucks	1.0850387	2.9757367	0.1016365	0.12	0.22	0.0935	0.02	0.11	0.0135544	0.1358562	0.006424615	0.001059	0.001304	0.000296	0.000533	0.017201	0.093505	0.001573	0.001989	1611.6181	0.0511212	0.002183892	1613.5459	21878887.98	
Heavy Duty Pickups	2.3894765	1.1230235	0.018735	0.03	0.04	0.0172	0.00	0.02	0.0049745	0.3634661	0.021356138	0.003251	0.004114	0.000531	0.001876	0.063211	0.017236	0.005108	0.005795	594.18136	0.2696102	0.004269206	602.18367	8066431.7	
	2	*3*	*4*	*5*	*6*	*7*	*8*	*9*	*10*	*11*	*12*	*13*	*14*	*15*	*16*	*17*	*18*	*19*	*20*	*21*	*22*	*23*	*24*	*25*	*26*

Sources

(1) Monument Butte Appendix A1
(2) EPA. 2020. MOVES2014B.

Cumulative_Wells_Construction
Off_Construct_Combust

(10) Construction Heavy Equipment Tailpipe Emissions from Monument Butte (tons/year/well)

	Criteria Pollutants										Hazardous Air Pollutants									Greenhouse Gas Emissions				
Emission Source Category	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyde	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Diesel (gllaons)
Backhoe	3.7E-04	6.1E-04	6.0E-05	-	6.0E-05	5.8E-05	-	5.8E-05	1.5E-06	6.5E-05	5.9E-06	1.4E-06	2.4E-06	1.2E-07	4.0E-07	1.6E-05	5.8E-05	2.5E-07	1.0E-05	0.19	3.1E-06	4.9E-06	0.19	1.8E-05
Dozer	2.1E-04	9.3E-04	3.7E-05	-	3.7E-05	3.6E-05	-	3.6E-05	5.0E-06	3.6E-05	3.4E-06	6.0E-07	1.7E-06	5.8E-08	1.9E-07	9.2E-06	3.6E-05	1.5E-07	6.0E-06	0.67	2.9E-06	1.7E-05	0.68	6.5E-05
Grader	1.8E-04	6.4E-04	3.9E-05	-	3.9E-05	3.8E-05	-	3.8E-05	8.4E-06	3.6E-05	3.1E-06	5.2E-07	1.4E-06	4.8E-08	2.3E-07	7.9E-06	3.8E-05	1.3E-07	5.3E-06	1.14	2.5E-06	2.9E-05	1.15	1.1E-04
Total	7.6E-04	2.2E-03	1.4E-04	-	1.4E-04	1.3E-04	-	1.3E-04	1.5E-05	1.4E-04	1.2E-05	2.6E-06	5.5E-06	2.3E-07	8.2E-07	3.4E-05	1.3E-04	5.4E-07	2.2E-05	2.00	8.5E-06	5.1E-05	2.01	1.9E-04

Monument Butte Methodology (1)

Assumptions & Activity

Development Rate 0.23 new pads per year

Equipment	miles per pad	hours per p	HP	LF
Backhoe	0.58	67.3	87.17	0.21
Dozer	2.3	67.3	136.1	0.59
Grader	2.3	67.3	231.2	0.59

Assumptions: *Assumed 1/4 of dozer or grader mileag Average HI Default LF from NONROAD model for selected equipment*

Equations

Emissions (tons/year) = (EF (g/hp-hr) * HP * Hours * LF * development rate / (g/ton)

Emission Factors (2)

		Criteria Pollutants (g/hp-hr)										Hazardous Air Pollutants (g/hp-hr)									Greenhouse Gas Emissions (g/hp-hr)				Energy	
	Emission Source Category	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyde	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	BSFC (grams	Diesel (gallons
elTractors/Loaders/Backhoes	Backhoe	1.2E+00	1.9E+00	1.9E-01	-	1.9E-01	1.9E-01	-	1.9E-01	4.7E-03	2.1E-01	1.9E-02	4.6E-03	7.8E-03	3.9E-04	1.3E-03	5.3E-02	1.9E-01	8.1E-04	3.3E-02	665.43	1.1E-02	1.7E-02	670.28	2.1E+02	0.06
DieselCrawler Tractor/Dozers	Dozer	1.5E-01	6.8E-01	2.7E-02	-	2.7E-02	2.6E-02	-	2.6E-02	3.6E-03	2.6E-02	2.5E-03	4.4E-04	1.2E-03	4.3E-05	1.4E-04	6.7E-03	2.6E-02	1.1E-04	4.4E-03	539.75	2.3E-03	1.4E-02	543.49	1.7E+02	0.05
2025DieselGraders	Grader	7.6E-02	2.7E-01	1.7E-02	-	1.7E-02	1.6E-02	-	1.6E-02	3.6E-03	1.5E-02	1.3E-03	2.2E-04	6.0E-04	2.1E-05	9.9E-05	3.4E-03	1.6E-02	5.7E-05	2.3E-03	537.66	1.2E-03	1.4E-02	541.36	1.7E+02	0.05
		2	*3*	*4*	*5*	*6*	*7*	*8*	*9*	*10*	*11*	*12*	*13*	*14*	*15*	*16*	*17*	*18*	*19*	*20*	*21*	*22*	*23*	*24*	*25*	*26*

Sources

(1) Monument Butte Appendix A1
(2) EPA. 2020. MOVES2014B.

Cumulative_Wells_Construction
Drill_Rig_Combust

(14) Drilling Heavy Engine Emissions from Monument Butte (tons/year/well)

	Criteria Pollutants										Hazardous Air Pollutants									Greenhouse Gas Emissions				
Emission Source Category	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	.,3-Butadien	thylbenzen	ormaldehyd	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Diesel (gllaons)
Drill	7.1E-02	2.6E-01	1.3E-02	-	1.3E-02	1.2E-02	-	1.2E-02	5.6E-04	1.6E-02	1.4E-03	3.9E-04	5.2E-04	3.0E-05	1.1E-04	3.9E-03	1.2E-02	6.1E-05	2.5E-03	70.68	6.7E-04	1.8E-03	71.19	3.1E+00
Total	7.1E-02	2.6E-01	1.3E-02	-	1.3E-02	1.2E-02	-	1.2E-02	5.6E-04	1.6E-02	1.4E-03	3.9E-04	5.2E-04	3.0E-05	1.1E-04	3.9E-03	1.2E-02	6.1E-05	2.5E-03	70.68	6.7E-04	1.8E-03	71.19	3.1E+00

Monument Butte Methodology (1)

Assumptions & Activity

Drilling hours of operation	144	hours/oil well	
Development rate	1	oil wells/year	
LF	0.41		
Drill rig engines	2217	HP	
Diesel fuel sulfur content	0.0015	%	EPA standard value
Engine Tier	4		

Equations

Emissions (tons/year) = (EF (lb/hp-hr) * HP * Hours (hours/year) * LF * development rate / (lb/ton)

Emission Factors (2)

		Criteria Pollutants (g/hp-hr)									Hazardous Air Pollutants (g/hp-hr)									Greenhouse Gas Emissions (g/hp-hr)				Energy	
	Emission Source Category	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	.,3-Butadien	thylbenzen	ormaldehyd	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	BSFC (grams)	iesel (gllaon
5DieselBore/Drill Rigs	Drill	0.49	1.82	0.09	0.00	0.09	0.08	0.00	0.08	0.00	0.11	1E-02	3E-03	4E-03	2E-04	8E-04	3E-02	8E-02	4E-04	2E-02	540.03	0.01	0.01	543.85	169.389	0.05

Sources

(1) Monument Butte Appendix A1
(2) EPA. 2020. MOVES2014B.

Cumulative_Wells_Construction
Drill_Frac_Combust

(15) Well Fracturing Engine Emissions from Monument Butte (tons/year/well)

	Criteria Pollutants										Hazardous Air Pollutants									Greenhouse Gas Emissions			
Emission Source Category	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyd	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e
Drill	3E-02	1E-01	4E-03	0E+00	4E-03	4E-03	0E+00	4E-03	6E-05	4E-03	1E-06	3E-07	3E-05	0E+00	0E+00	3E-06	4E-03	5E-06	3E-06	6.32	2.60E-04	5.10E-05	6.30
Total	3E-02	1E-01	4E-03	0E+00	4E-03	4E-03	0E+00	4E-03	6E-05	4E-03	1E-06	3E-07	3E-05	0E+00	0E+00	3E-06	4E-03	5E-06	3E-06	6.32	2.60E-04	5.10E-05	6.30

Monument Butte Methodology (1)

Assumptions & Activity

Average gallons of diesel used per frac job	566	gallons/well (oil well)	
Hours per frac job	25.2	hours/well (oil well)	
Development rate - oil wells	1	wells/year (oil wells)	
Diesel fuel sulfur content	0.0015	%	EPA standard value
Diesel density	7.1	lb/gal	
Diesel heating value	19,300	BTU/lb	

Equations

Emission factor conversion: lb/hp-hr = AP-42 emission factor (lb/Mmbtu) * 7000 average BTU/hp-hr / 1,000,000
Emissions (tons/year) = (EF (lb/MMBtu) * Density (lb/gal) * Heat value (Btu/lb) * Fuel per well (gal/well) / 1,000,000 (Btu/MMBtu) * 2000 (lb/tons)

Emission Factors (2)

	Criteria Pollutants (ton/yr-well)										Hazardous Air Pollutants (ton/yr-well)									Greenhouse Gas Emissions (ton/yr-well)			
Emission Source Category	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyd	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e
Drill	0.033	0.12	0.0039		0.00	0.0039		0.00	5.90E-05	0.0035	1.00E-06	3.10E-07	3.00E-05	0	0	3.10E-06	0.0039	5.00E-06	3.00E-06	6.32	2.60E-04	5.10E-05	6.30

Sources

(1) Monument Butte Appendix A1

Cumulative_Wells_Construction
Vent_Dev

(16) Oil Well Development Venting Emissions from Monument Butte (tons/year/well)

	Criteria Pollutants										Hazardous Air Pollutants									Greenhouse Gas Emissions			
Emission Source Category	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyd	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e
Vented Gas	0	0	0	0	0	0	0	0	0	0.025	0	0	2.68E-05	0	0	0	0	0	0	0.000776	0	0	0.000776
Total	0	0	0	0	0	0	0	0	0	0.025	0	0	2.68E-05	0	0	0	0	0	0	0.000776	0	0	0.000776

Monument Butte Methodology (1)

Assumptions & Activity

Amount of vented gas	5	MSCF per well	average volume estimated
Development rate	1	oil wells/year	
Control rate	0	percent from flaring	

Emission Factors

	Criteria Pollutants (ton/well)										Hazardous Air Pollutants (ton/well)									Greenhouse Gas Emissions (ton/well)			
Emission Source Category	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyd	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e
Vented Gas										0.025			2.68E-05							7.76E-04			7.76E-04

Sources

(1) Monument Butte Appendix A1

Emissions Inventory—Cumulative (Operations)

Cumulative_Wells_Operation
Annual

Uinta Cumulative-Level Operation Emissions Peak Year (tons/year) (calc'd)

		Criteria Pollutants										Hazardous Air Pollutants									Greenhouse Gas Emissions				Energy (gallons)	
	Scenario	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyde	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Diesel	Gasoline
Low	Low	1511	1,092	102	254	356	102	26	128	3	2,023	11	11	9	1	0.41	80	73	0.17	0.002	603,746	1,722	1	640,198	67,884	-
High	High	4,041	2,922	273	679	952	273	69	342	8	5,412	30	30	23	4	1	215	196	0.47	0.005	1,614,838	4,605	3	1,712,337	181,569	-

Uinta Cumulative-Level Operation Emissions Peak Year (tons/year per well) (calc'd)

	Criteria Pollutants										Hazardous Air Pollutants									Greenhouse Gas Emissions				Energy (gallons)	
Activity	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyde	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Diesel	Gasoline
Wellsites	0.81	0.68	0.07	0.03	0.10	0.07	0.00	0.07	0.0020	1.29	0.01	0.01	0.01	0.0008	0.00029	0.06	0.05	1.00E-04	7.56E-07	389	1.2	0.0007	415	7	-
GOSP	0.25	0.13	0.01	0.17	0.18	0.01	0.02	0.03	0.0003	0.19	0.001	0.001	0.001	0.0002	0.00002	0.01	0.01	2.52E-05	6.96E-07	60	0.13	0.0001	63	48	-
Water Treatment Facilities	0.1502	0.0751	0.0060	-	0.0060	0.0060	-	0.0060	0.0002	0.14290	0.0004	0.0004	0.0005	0.0001	0.00002	0.00316	-	1.48E-05	-	36	0.0	0.0001	37	-	-
Total	1.21	0.88	0.08	0.20	0.29	0.08	0.02	0.10	0.0024	1.63	0.0091	0.0090	0.0068	0.0011	0.0003	0.0646	0.0590	1.40E-04	1.45E-06	485	1.383	0.001	514	55	-

Well Development (wells/year)

Scenario	Alternative	Scenario	Wells Operating (1)
Low	Indian Canyon	Low	1,245
High	Indian Canyon	High	3,330

Sources

(1) ICF. 2020. Draft Cumulative Air Quality and Greenhouse Gas Emission Inventory Methodology for the Uinta Rail Project

Cumulative_Wells_Operation
Assumptions

Constants and Scalars

Watering Control Efficiency	50%
Soil Moisture Content	7.9 %
Soil Silt Content	6.9 %

Silt content (S)	5.1
Unpaved Roundtrip miles	19
Precipitation days (P) (4)	63
Silt loading (sL)	0.6
Paved Roundtrip miles	6.2
Total RT miles	25.2

	Monument Butte
Wells not Producing GOSP (1)	1450
Wells Producing to GOSP	1800
Total Wells (1)	3250
Bbl oil per day - all wells (not to GOSP)	13,195
Bbl oil per day per well (not to GOSP)	9
Well Pads	1088
Disturbed Area for Well Pads (m^2)	380,405
Single Well for Scaling	1
Well Pads per Well	0.3
Disturbed Area per Well (m^2)	262.3

Conversions

Conversions	
gram to ton	0.000001
gram to MT	0.000001
lb to MT	0.0005
MMBtu to Btu	0.000001
MMscf to scf	0.001
hr to day	24
day to year	365
bbl to gallon	42

Sources

(1) Butte Monument Oil and Gas Development Project FEIS. Appendix A-1. https://eplanning.blm.gov/epl-front-office/projects/nepa/62904/75396/83267/FEIS_3_Appendix_A_-_Appendix_K.pdf

(4) Western Regional Climate Center. N.d. *Period of Record Genral Climate Summary - Precipitation.* Duchesne, Utah. 1902 - 2012. https://wrcc.dri.edu/cgi-bin/cliMAIN.pl?ut2253

Cumulative_Wells_Operation
Well_Sum

Summary Well Emissions from Monument Butte (tons/year/well)

	Criteria Pollutants										Hazardous Air Pollutants									Greenhouse Gas Emissions				Energy (gallons)	
Emission Source Category	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	„3-Butadien:	thylbenzen	ormaldehyd	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Diesel	Gasoline
Onroad Combustion	3.12E-04	1.47E-04	2.44E-06	3.27E-06	5.71E-06	2.25E-06	4.41E-07	2.69E-06	6.49E-07	4.74E-05	2.79E-06	4.24E-07	5.37E-07	6.93E-08	2.45E-07	8.25E-06	2.25E-06	6.66E-07	7.56E-07	7.03E-02	3.19E-05	5.05E-07	0.07	6.59	-
Onroad Dust	-	-	-	0.03	0.03	-	2.99E-03	2.99E-03	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Tanks	-	-	-	-	-	-	-	-	-	0.26	-	-	1.23E-03	-	6.46E-05	-	-	-	-	0.0044	0.09	-	1.94	-	-
Flaring	-	-	-	-	-	-	-	-	-	0.27	-	-	8.58E-04	-	4.31E-05	-	-	-	-	0.0041	0.06	-	1.36	-	-
Loadout	-	-	-	-	-	-	-	-	-	0.14	-	-	4.50E-04	-	2.30E-05	-	-	-	-	0.0011	0.03	-	0.71	-	-
Pneumatic	-	-	-	-	-	-	-	-	-	0.12	-	-	6.57E-05	-	-	-	-	-	-	0.0038	0.43	-	9.07	-	-
Engines	0.62	0.45	0.05	-	0.05	0.05	-	0.05	0.00	0.12	0.01	0.01	2.00E-03	8.30E-04	1.10E-04	0.06	0.05	9.80E-05	-	118.90	2.20E-03	2.22E-04	118.98	-	-
Heater	0.19	0.23	0.02	-	0.02	0.02	-	0.02	0.00	0.01	-	-	4.76E-06	-	-	0.00	-	1.38E-06	-	268.84	0.01	5.10E-04	269.10	-	-
Fugitive	-	-	-	-	-	-	-	-	-	0.37	-	-	1.02E-03	-	4.92E-05	-	-	-	-	0.01	0.59	-	12.47	-	-
Flaring	0.00	0.00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.00	0.00	1.00E-06	1.07	-	-
Total	0.81	0.68	0.07	0.03	0.10	0.07	0.00	0.07	0.00	1.29	0.01	0.01	0.01	0.00	0.00	0.06	0.05	0.00	0.00	388.83	1.23	7.34E-04	414.77	6.59	-

Cumulative_Wells_Operation
Well_On_Combust

(18) Operation Vehicle Tailpipe Emissions from Monument Butte (tons/year/well)

	Criteria Pollutants										Hazardous Air Pollutants									Greenhouse Gas Emissions				Energy (gallons)	
Emission Source Category	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	,3-Butadien	thylbenzen	ormaldehyc	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Diesel	Gasoline
Heavy Haul Trucks	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Heavy Duty Pickups	3.12E-04	1.47E-04	2.44E-06	3.27E-06	5.71E-06	2.25E-06	4.41E-07	2.69E-06	6.49E-07	4.74E-05	2.79E-06	4.24E-07	5.37E-07	6.93E-08	2.45E-07	8.25E-06	2.25E-06	6.66E-07	7.56E-07	7.03E-02	3.19E-05	5.05E-07	7.13E-02	6.59E+00	
Total	3.12E-04	1.47E-04	2.44E-06	3.27E-06	5.71E-06	2.25E-06	4.41E-07	2.69E-06	6.49E-07	4.74E-05	2.79E-06	4.24E-07	5.37E-07	6.93E-08	2.45E-07	8.25E-06	2.25E-06	6.66E-07	7.56E-07	7.03E-02	3.19E-05	5.05E-07	7.13E-02	6.59E+00	0.00E+00

Monument Butte Methodology (1)

Assumptions & Activity

Total tanker truck mileage	0	miles/year
Operation pickup truck mileage	171,615	miles/year-all wells
Operating wells	1,450	wells/yr
Total tanker truck mileage per well	0	miles/year
Operation pickup truck mileage per well	118	miles/year
Pumper operation	10	hours/day
	3,650	hours/year

Note: emissions from truck trips already accounted for in the termini_ops workbook. Zeroed out to avoid double-counting this activity.

Equations

Emissions (tons/year) = (EF (lb/mile) * VMT (miles/yr) / 2000 (lb/ton)

Emission Factors (2)

		Criteria Pollutants (g/mile)										Hazardous Air Pollutants (g/mile)									Greenhouse Gas Emissions (g/mile)				Energy (joules)	
	Emission Source Category	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	,3-Butadien	thylbenzen	ormaldehyc	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Diesel	Gasoline
ion Long-haul Truck	Heavy Haul Trucks	1.09	2.98	0.10	0.12	0.22	0.09	0.02	0.11	0.01	0.14	6.42E-03	1.06E-03	1.30E-03	2.96E-04	5.33E-04	1.72E-02	9.35E-02	1.57E-03	1.99E-03	1612	0.0511	0.0022	1614	21,878,888	
FuelPassenger Truck	Heavy Duty Pickups	2.39	1.12	0.02	0.03	0.04	0.02	0.00	0.02	0.00	0.36	2.14E-02	3.25E-03	4.11E-03	5.31E-04	1.88E-03	6.32E-02	1.72E-02	5.11E-03	5.80E-03	594	0.2696	0.0043	602	8,066,432	
		2	*3*	*4*	*5*	*6*	*7*	*8*	*9*	*10*	*11*	*12*	*13*	*14*	*15*	*16*	*17*	*18*	*19*	*20*	*21*	*22*	*23*	*24*	*25*	*26*

Sources

(1) Monument Butte Appendix A1
(2) EPA. 2020. MOVES2014B.

(19) Operations Traffic Fugitive Dust Emissions from Monument Butte (tons/year/well)

	Criteria Pollutants									
Emission Source Category	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC
Mean Vehicle				2.98E-02	2.98E-02		2.99E-03	2.99E-03		
Total	-	-	-	2.98E-02	2.98E-02	-	2.99E-03	2.99E-03	-	-

Monument Butte Methodology (1)

Assumptions & Activity

Hours per day	10	hour/day	
Wells not producing to GOSP	1,450	wells	
Avg weight of vehicles traveling the road (W)			
Haul trucks	0	tons	*Note: emissions from truck trips already accounted for in the termini_ops workbook. Zeroed out to avoid double-counting this activity.*
Light trucks	4	tons	
Mean Vehicle	4	tons	
Roundtrips per day per all wells			
Haul trucks	0		*Note: emissions from truck trips already accounted for in the termini_ops workbook. Zeroed out to avoid double-counting this activity.*
Light trucks	19		
Total	19		
Roundtrips per day per well			
Haul trucks	-		
Light trucks	0.01		
Total	0.01		

Equations

Unpaved

E (PM10) / VMT = 1.5 * (S/12)^0.9 * (W/3)^0.45 * (365-p)/365 — Annual

E (PM2.5) / VMT = 0.15 * (S/12)^0.9 * (W/3)^0.45 * (365-p)/365 — Annual

Silt content (S)	5.1	AP-42. 13.2.2-1 Mean Silt Content Western Surface Mining Plant Roads
Roundtrip miles	19	
Precipitation days (P)	63 days/yr	NCDC data for Ouray, UT 1955-2004
Avg weight of vehicles traveling the road (W)		

Paved

E (PM10) / VMT = .0022 * (sL)^0.91 * (W)^1.02 * (1-(p/(365/4)) — Annual

E (PM2.5) / VMT = .00054 * (sL)^0.91 * (W)^1.02 * (1-(p/(365/4)) — Annual

Silt loading (sL)	0.6	AP-42. Table 13.2.1-3 baseline low volume roads
Roundtrip miles	6.2	
Precipitation days (P)	63	NCDC data for Ouray, UT 1955-2004
Avg weight of vehicles traveling the road (W)		

Emission Factors

Unpaved	0.65	PM10 lb/VMT Annual per Wellpad
	0.07	PM2.5 lb/VMT Annual per Wellpad
Paved	0.005	PM10 lb/VMT Annual per Wellpad
	0.0013	PM2.5 lb/VMT Annual per Wellpad

Sources

(1) Monument Butte Appendix A1

(20) Oil Storage Tank Working/Breathing Emissions from Monument Butte (tons/year/well)

	Criteria Pollutants										Hazardous Air Pollutants									Greenhouse Gas Emissions			
Emission Source Category	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	,3-Butadien	Ethylbenzene	ormaldehyd	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e
Tank W&B	-	-	-	-	-	-	-	-	-	0.26	-	-	0.001227	-	6.45561E-05	-	-	-	-	0.00	0.09	-	1.94

Monument Butte Methodology (1)

Assumptions & Activity

Oil Production rate	13,195	bbls oil per day - all wells (not to GOSP)
Oil Production rate	9.1	bbls oil per day - per well (not to GOSP)
Well pads with tanks	1088	well pads
Tanks per wellsite	2	tanks
Well pads without controls	726	well pads
Well pads with controls	362	well pads
Uncontrolled tanks	1452	tanks
Controlled tanks	724	tanks
Total tanks	2176	tanks
Control efficiency of tanks	95	%
Average throughput	92,959	gallons per year per tank
tanks per well	0.67	

Equations

Emission Factors

	Criteria Pollutants (ton/yr/tank)										Hazardous Air Pollutants (ton/yr/tank)									Greenhouse Gas Emissions (ton/yr/tank)			
Emission Source Category	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	,3-Butadien	Ethylbenzene	ormaldehyd	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e
Tank W&B										0.38			0.001832		9.64187E-05					0.01	0.14		2.90

Sources

(1) Monument Butte Appendix A1

Cumulative_Wells_Operation
Well_Flash

(21) Oil Storage Tank Flashing Emissions from Monument Butte (tons/year/well)

	Criteria Pollutants										Hazardous Air Pollutants									Greenhouse Gas Emissions			
Emission Source Category	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	,3-Butadien	Ethylbenzene	ormaldehyd	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e
Flashing	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.27	0.00	0.00	0.000858	0.00	4.30769E-05	0.00	0.00	0.00	0.00	0.00	0.06	0.00	1.36

Monument Butte Methodology (1)

Assumptions & Activity

Oil Production rate	13,195	bbls oil per day - all wells (not to GOSP)
Oil Production rate	9.1	bbls oil per day - per well (not to GOSP)
Well pads with tanks	1088	well pads
Tanks per wellsite	2	tanks
Tanks per project	2176	tanks
Tanks per well	0.67	
Well pads without controls	726	well pads
Well pads with controls	362	well pads
Uncontrolled tanks	1452	tanks
Controlled tanks	724	tanks
Control efficiency of tanks	95	%
Tank Vent GOR	7.76	scf/bbl

Equations

Emission Factors

	Criteria Pollutants (ton/yr/tank)										Hazardous Air Pollutants (ton/yr/tank)									Greenhouse Gas Emissions (ton/yr/tank)			
Emission Source Category	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	,3-Butadien	Ethylbenzene	ormaldehyd	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e
Flashing										0.40			0.001282		6.43382E-05					0.01	0.10		2.03

Sources

(1) Monument Butte Appendix A1

(22) Oil Truck Loadout (tons/year/well)

	Criteria Pollutants										Hazardous Air Pollutants									Greenhouse Gas Emissions			
Emission Source Category	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	,3-Butadien	Ethylbenzene	ormaldehyd	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e
Controlled Tank W&B	-	-	-	-	-	-	-	-	-	0.14	-	-	0.00045	-	0.000023	-	-	-	-	0.00	0.03	-	0.71

Monument Butte Methodology (1)

Assumptions & Activity

Oil Production rate	9.1	bbls oil per day - per well (not to GOSP)
Wells not producing to a GOSP	1450	wells

Equations

L-L = 12.46 * S * P * M / T
L-L = Loading loss emission factor (lbs VOC/1000 gal loaded)
S = Saturation factor (0.6 for submerged loading - dedicated service)
p = True vapor pressure of the loaded liquid (psi)
M = Vapor molecular weight of the loaded liquid (lbs/lbmol)
T = temperature of loaded liquid (*R)

Oil Loading

S	0.6	
P	2.7	
M	50	
T	520.0	
LL	2.01	lb/1000 gal

Emission Factors

	Criteria Pollutants (ton/yr/well)										Hazardous Air Pollutants (ton/yr/well)									Greenhouse Gas Emissions (ton/yr/well)			
Emission Source Category	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	,3-Butadien	Ethylbenzene	ormaldehyd	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e
Controlled Tank W&B	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.14	0.00	0.00	0.00045	0.00	0.000023	0.00	0.00	0.00	0.00	0.00	0.03	0.00	0.71

Sources

(1) Monument Butte Appendix A1

Cumulative_Wells_Operation
Well_Pneum

(23) Operations Pneumatic (tons/year/well)

	Criteria Pollutants										Hazardous Air Pollutants									Greenhouse Gas Emissions			
Emission Source Category	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	,3-Butadien	Ethylbenzene	ormaldehyd	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e
Pneumatic Device	-	-	-	-	-	-	-	-	-	0.12	-	-	0.0000657	-	0	-	-	-	-	0.00	0.43	-	9.07

Monument Butte Methodology (1)

Assumptions & Activity

Oil Production rate	1.39	scf/hr
Number of oil wells	3,250	
Pneumatic sources/well		
liquid level controllers	2	

Emission Factors

	Criteria Pollutants (ton/yr/well)										Hazardous Air Pollutants (ton/yr/well)									Greenhouse Gas Emissions (ton/yr/well)			
Emission Source Category	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	,3-Butadien	Ethylbenzene	ormaldehyd	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e
Pneumatic Device	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.12	0.00	0.00	0.0000657	0.00	0	0.00	0.00	0.00	0.00	0.00	0.43	0.00	9.07

Sources

(1) Monument Butte Appendix A1

Cumulative_Wells_Operation
Well_Engines

(24) Pumping Unit Engines (tons/year/well)

	Criteria Pollutants										Hazardous Air Pollutants									Greenhouse Gas Emissions			
Emission Source Category	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	,3-Butadien	Ethylbenzene	ormaldehyd	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e
Pumpjack	0.62	0.45	0.049	-	0.05	0.0490	-	0.05	0.0006	0.120	0.0079	0.0079	0.002	0.00083	0.00011	0.056	0.05	0.000098	-	119	0.0022	0.000222	119

Monument Butte Methodology (1)

Assumptions & Activity

Pumpjack engine power	65	hp
Wells requiring pumping unit engines	3,250	wells

Equation

Emissions (tons/yr) = [EF (g/hp-hr) * Power (hp) * 8,760 (hr/yr) * LF] / 453.6 (g/lb) * 2000 (lb/ton)

Emission Factors

	Criteria Pollutants (ton/yr/well)										Hazardous Air Pollutants (ton/yr/well)									Greenhouse Gas Emissions (ton/yr/well)			
Emission Source Category	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	,3-Butadien	Ethylbenzene	ormaldehyd	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e
Pumpjack	0.62	0.45	0.049	0.00	0.05	0.0490	0.00	0.05	0.0006	0.120	0.0079	0.0079	0.002	0.00083	0.00011	0.056	0.05	0.000098	0	119	0.0022	0.000222	119

Sources

(1) Monument Butte Appendix A1

(25) Production Heater (tons/year/well)

	Criteria Pollutants										Hazardous Air Pollutants									Greenhouse Gas Emissions			
Emission Source Category	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	,3-Butadien	Ethylbenzene	ormaldehyd	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e
Production Heater	0.189407	0.22548276	0.017138	-	0.02	0.02	-	0.02	0.00	0.01	-	-	4.75862E-06	-	-	0.000172	-	1.37931E-06	-	268.8366	0.005069	0.00051	269.1

Monument Butte Methodology (1)

Assumptions & Activity

Oil wellsite separator heater size	500	Mbtu/hr	
Oil wellsite tank heater size	250	Mbtu/hr per tank	
Fuel gas heat value	1,020	Btu/scf	(standard heating value from AP-42)
Oil wells with heater treaters	1,450	wells	
Oil well tanks	2,176	tanks	
LF	0.6	load rate	

Equation

Emissions (tons/yr) = [AP -42 EF (lbs/MMscf) * Fuel consumption (MMscf/yr) * Fuel heating value (BTU/scf)] / 2000 (lb/ton) * 1,020 (Btu/scf - standard fuel heating value)

Emission Factors

	Criteria Pollutants (ton/yr/well)										Hazardous Air Pollutants (ton/yr/well)									Greenhouse Gas Emissions (ton/yr/well)			
Emission Source Category	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	,3-Butadien	Ethylbenzene	ormaldehyd	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e
Total Heater	0.189	0.225	0.017	0.00	0.02	0.0171	0.00	0.02	0.001	0.012	0	0	4.76E-06	0	0	1.72E-04	0	1.38E-06	0	268.8366	0.01	0.00051	269.10

Sources

(1) Monument Butte Appendix A1

(26) Oil Well Fugitives (tons/year/well)

	Criteria Pollutants										Hazardous Air Pollutants									Greenhouse Gas Emissions			
Emission Source Category	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	,3-Butadien	Ethylbenzene	ormaldehyd	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e
Production Heater	-	-	-	-	-	-	-	-	-	0.37	-	-	0.0010185	-	4.92308E-05	-	-	-	-	0.01	0.59	-	12.47

Monument Butte Methodology (1)

Assumptions & Activity

Number of producing well 3,250 wells

Emission Factors

	Criteria Pollutants (ton/yr/well)										Hazardous Air Pollutants (ton/yr/well)									Greenhouse Gas Emissions (ton/yr/well)			
Emission Source Category	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	,3-Butadien	Ethylbenzene	ormaldehyd	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e
Multiple Pieces of Equipment										0.37			1.02E-03		4.92E-05					0.0052	0.59		12.47

Sources

(1) Monument Butte Appendix A1

(27) Wellsite Flare Emissions (tons/year/well)

	Criteria Pollutants										Hazardous Air Pollutants									Greenhouse Gas Emissions			
Emission Source Category	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyde	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e
Wellsite Flare	0.0029	0.0006	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.0	0.003	1.00246E-06	1.07

Monument Butte Methodology (1)

Assumptions & Activity

Number of oil well pads with controls	362	well pads
Number of oil wells	3,250	
% of wells with well pads with controls	11%	
Vent gas from each well pad	8	scf/hr-well pad
Average heating value of combusted gas	2,100	btu/scf
Average heat rating per flare	0	MMBtu/hr

Emission Factors

	Criteria Pollutants (ton/yr/pad)										Hazardous Air Pollutants (ton/yr/pad)									Greenhouse Gas Emissions (ton/yr/pad)			
Emission Source Category	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyde	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e
Wellsite Flare	0.026	0.005																		9.0	0.03	0.000009	9.58

Sources

(1) Monument Butte Appendix A1

Cumulative_Wells_Operation
GOSP_Sum

Summary GOSP Emissions from Monument Butte (tons/year)

	Criteria Pollutants										Hazardous Air Pollutants									Greenhouse Gas Emissions				Energy (gallons)	
Emission Source Category	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	ormaldehyd	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Diesel	Gasoline
Engines	0.25	0.13	0.01	-	0.01	0.01	-	0.01	0.00	0.09	0.00	0.00	4.07E-04	0.00	6.67E-06	0.01	0.01	0.00	-	59.7467	1E-03	1E-04	59.80	-	-
Loadout	-	-	-	-	-	-	-	-	-	0.03	-	-	8.00E-05	-	4.20E-06	-	-	-	-	0.0002	0.01	-	0.13	-	-
Fugitive	-	-	-	-	-	-	-	-	-	0.08	-	-	1.94E-04	-	8.33E-06	-	-	-	-	0.0010	0.12	-	2.49	-	-
Combustion	3.8E-04	1.0E-03	3.6E-05	4.2E-05	7.7E-05	3.3E-05	5.5E-06	3.8E-05	4.7E-06	4.8E-05	2.2E-06	3.7E-07	4.56E-07	1.0E-07	1.87E-07	6.0E-06	3.3E-05	5.5E-07	7.0E-07	0.5118	1.6E-05	6.9E-07	0.51	47.94	-
Dust	-	-	-	0.17	0.17	-	0.02	0.02	-	-	-	-	-	-	-	-	-	-	-	0.0000	-	-	-	-	-
Total	0.25	0.13	0.01	0.17	0.18	0.01	0.02	0.03	3E-04	0.19	0.00	0.00	6.82E-04	1.7E-04	1.94E-05	0.01	0.01	0.00	0.00	60.2597	0.13	1E-04	62.94	47.94	-

Cumulative_Wells_Operation
GOSP_Engines

(35) GOSP Engines (tons/year/well)

	Criteria Pollutants										Hazardous Air Pollutants									Greenhouse Gas Emissions			
Emission Source Category	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	l,3-Butadien	Ethylbenzene	ormaldehyd	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e
Generators	0.2504	0.125066667	0.009933	-	0.01	0.0099	-	0.01	0.0003	0.088	0.000733333	0.000667	0.0004067	0.000167	6.66667E-06	0.005267	0.01	2.46667E-05	-	60	0.001133	0.000133	60

Monument Butte Methodology (1)

Assumptions & Activity

Number of GOSPs	12	facilities
Generator size	1,945	HP
Generators per GOSP	1	engines/facility
Stations per well	0.0067	

Equation

Emissions (tons/yr) = [EF (g/hp-hr) * Power (hp) * 8,760 (hr/yr)] / 453.6 (g/lb) * 2000 (lb/ton)

Emission Factors

	Criteria Pollutants (ton/yr/facility)										Hazardous Air Pollutants (ton/yr/facility)									Greenhouse Gas Emissions (ton/yr/facility)			
Emission Source Category	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	l,3-Butadien	Ethylbenzene	ormaldehyd	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e
Generators	37.6	18.8	1.5	0.00	1.49	1.5	0.00	1.49	0.0	13.2	0.1	0.1	0.1	0.0	0.0	0.8	1.5	0.0	0.0	8962.0	0.2	0.0	8970.6

Sources

(1) Monument Butte Appendix A1

(36) GOSP Truck Loadout (tons/year/well)

	Criteria Pollutants										Hazardous Air Pollutants									Greenhouse Gas Emissions			
Emission Source Category	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	L,3-Butadien	Ethylbenzene	ormaldehyd	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e
Compressor Station Truck	-	-	-	-	-	-	-	-	-	0.03	-	-	0.00008	-	0.0000042	-	-	-	-	0.00	0.01	-	0.13

Monument Butte Methodology (1)

Assumptions & Activity

Facility production rate	5,000	bbls/day/facility
Total facilities	12	central tank batteries
Control efficiency	95%	
Stations per well	0.0067	

Equations

L-L = 12.46 * S * P * M / T
L-L = Loading loss emission factor (lbs VOC/1000 gal loaded)
S = Saturation factor (0.6 for submerged loading - dedicated service)
P = True vapor pressure of the loaded liquid (psi)
M = Vapor molecular weight of the loaded liquid (lbs/lbmol)
T = temperature of loaded liquid (*R)

Oil Loading

S	0.6	
TVP (psi)	2.8	
M	50	
T	520.0	
LL	2.01	lb/1000 gal

Emission Factors

	Criteria Pollutants (ton/yr/facility)										Hazardous Air Pollutants (ton/yr/facility)									Greenhouse Gas Emissions (ton/yr/facility)			
Emission Source Category	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	L,3-Butadien	Ethylbenzene	ormaldehyd	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e
Compressor Station Truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.86	0.00	0.00	0.012	0.00	0.00063	0.00	0.00	0.00	0.00	0.03	0.92	0.00	19.44

Sources

(1) Monument Butte Appendix A1

(37) GOSP Fugitives (tons/year/well)

	Criteria Pollutants										Hazardous Air Pollutants									Greenhouse Gas Emissions			
Emission Source Category	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	,3-Butadien	Ethylbenzene	ormaldehyd	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e
Equipment - Fugitives	-	-	-	-	-	-	-	-	-	0.08	-	-	0.0001944	-	8.33333E-06	-	-	-	-	0.00	0.12	-	2.49

Monument Butte Methodology (1)

Assumptions & Activity

Total stations	12	stations
Stations per well	0.0067	

Equations

VOC Emissions (tons/yr) = [EF (lb/hr) * # of units * Hours of operation (hr/yr) * VOC wt. fraction] / 2000 (lb/ton)

Emission Factors

	Criteria Pollutants (ton/yr/facility)										Hazardous Air Pollutants (ton/yr/facility)									Greenhouse Gas Emissions (ton/yr/facility)			
Emission Source Category	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	,3-Butadien	Ethylbenzene	ormaldehyd	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e
Equipment - Fugitives										11.61			2.92E-02		1.25E-03					0.1560	17.80		373.97

Sources

(1) Monument Butte Appendix A1

Cumulative_Wells_Operation
GOSP_Combust

(38) GOSP Truck Tailpipe (tons/year/well)

	Criteria Pollutants										Hazardous Air Pollutants									Greenhouse Gas Emissions				Energy (gallons)	
Emission Source Category	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	,3-Butadien	thylbenzen	ormaldehyd	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Diesel	Gasoline
Heavy Haul Trucks	4E-04	1E-03	4E-05	4E-05	8E-05	3E-05	5E-06	4E-05	5E-06	5E-05	2E-06	4E-07	5E-07	1E-07	2E-07	6E-06	3E-05	6E-07	7E-07	5E-01	2E-05	7E-07	5E-01	5E+01	
Heavy Duty Pickups	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Total	4E-04	1E-03	4E-05	4E-05	8E-05	3E-05	5E-06	4E-05	5E-06	5E-05	2E-06	4E-07	5E-07	1E-07	2E-07	6E-06	3E-05	6E-07	7E-07	5E-01	2E-05	7E-07	5E-01	5E+01	-

Monument Butte Methodology (1)

Assumptions & Activity

Total tanker truck mileage	571,656	miles/year-all wells
Operation pickup truck mileage	0	miles/year-all wells
Operating wells to GOSP	1,800	wells/yr
Total tanker truck mileage per well	317.6	miles/year
Operation pickup truck mileage per well	0.0	miles/year
Pumper operation	10	hours/day
	3,650	hours/year

Equations

Emissions (tons/year) = (EF (lb/mile) * VMT (miles/yr) / 2000 (lb/ton)

Emission Factors (2)

		Criteria Pollutants (g/mile)										Hazardous Air Pollutants (g/mile)									Greenhouse Gas Emissions (g/mile)				Energy (joules)	
	Emission Source Category	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	,3-Butadien	thylbenzen	ormaldehyd	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Diesel	Gasoline
tion Long-haul Truck	Heavy Haul Trucks	1.09	2.98	0.10	0.12	0.22	0.09	0.02	0.11	0.01	0.14	6.42E-03	1.06E-03	1.30E-03	2.96E-04	5.33E-04	1.72E-02	9.35E-02	1.57E-03	1.99E-03	1612	0.0511	0.0022	1614	21,878,888	
FuelPassenger Truck	Heavy Duty Pickups	2.39	1.12	0.02	0.03	0.04	0.02	0.00	0.02	0.00	0.36	2.14E-02	3.25E-03	4.11E-03	5.31E-04	1.88E-03	6.32E-02	1.72E-02	5.11E-03	5.80E-03	594	0.2696	0.0043	602	8,066,432	
		2	*3*	*4*	*5*	*6*	*7*	*8*	*9*	*10*	*11*	*12*	*13*	*14*	*15*	*16*	*17*	*18*	*19*	*20*	*21*	*22*	*23*	*24*	*25*	*26*

Sources

(1) Monument Butte Appendix A1
(2) EPA. 2020. MOVES2014B.

(39) GOSP Traffic Fugitive Dust Emissions (tons/year/well)

	Criteria Pollutants									
Emission Source Category	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC
Mean Vehicle				1.74E-01	1.74E-01		1.76E-02	1.76E-02		
Total	-	-	-	1.74E-01	1.74E-01	-	1.76E-02	1.76E-02	-	-

Monument Butte Methodology (1)

Assumptions & Activity

Hours per day	10	hour/day
Number of GOSPs	12	facilities
Stations per well	0.0067	
Avg weight of vehicles traveling the road (W)		
Haul trucks	23	tons
Light trucks	4	tons
Mean Vehicle	23	tons
Roundtrips per day per facility		
Haul trucks	5.25	
Light trucks	-	
Total	5.25	
Roundtrips per day per well		
Haul trucks	0.0350	
Light trucks	-	
Total	0.0350	

Equations

Unpaved

E (PM10) / VMT = 1.5 * (S/12)^0.9 * (W/3)^0.45 * (365-p)/365 Annual

E (PM2.5) / VMT = 0.15 * (S/12)^0.9 * (W/3)^0.45 * (365-p)/365 Annual

Silt content (S)	5.1	AP-42. 13.2.2-1 Mean Silt Content Western Surface Mining Plant Roads
Roundtrip miles	19	
Precipitation days (P)	63	days/yr
Avg weight of vehicles traveling the road (W)		

Paved

E (PM10) / VMT = .0022 * (sL)^0.91 * (W)^1.02 * (1-(p/(365/4)) Annual

E (PM2.5) / VMT = .00054 * (sL)^0.91 * (W)^1.02 * (1-(p/(365/4)) Annual

Silt loading (sL)	0.6	AP-42. Table 13.2.1-3 baseline low volume roads
Roundtrip miles	6.2	
Precipitation days (P)	63	
Avg weight of vehicles traveling the road (W)		

Emission Factors

Unpaved	1.42	PM10 lb/VMT Annual per Wellpad
	0.14	PM2.5 lb/VMT Annual per Wellpad
Paved	0.032	PM10 lb/VMT Annual per Wellpad
	0.0078	PM2.5 lb/VMT Annual per Wellpad

Sources

(1) Monument Butte Appendix A1

Cumulative_Wells_Operation
WTP_Sum

Summary WTP Emissions from Monument Butte (tons/year/well)

	Criteria Pollutants										Hazardous Air Pollutants									Greenhouse Gas Emissions			
Emission Source Category	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	,3-Butadien	thylbenzen	ormaldehyd	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e
Tanks	-	-	-	-	-	-	-	-	-	0.02	-	-	7.60E-05	-	3.96E-06	-	-	-	-	0.0002	6E-03	0E+00	0.12
Flashing	-	-	-	-	-	-	-	-	-	0.06	-	-	1.97E-04	-	1.02E-05	-	-	-	-	0.0005	0.01	-	0.31
Fugitive	-	-	-	-	-	-	-	-	-	0.00	-	-	1.02E-05	-	4.92E-07	-	-	-	-	0.0001	0.01	-	0.18
Engines	1.5E-01	7.5E-02	6.0E-03	-	6.0E-03	6.0E-03	-	6.0E-03	1.8E-04	5.3E-02	4.4E-04	4.0E-04	2.44E-04	1.0E-04	4.00E-06	3.2E-03	-	1.5E-05	-	35.8480	6.8E-04	6.8E-05	35.88
Total	1.50E-01	7.51E-02	5.96E-03	-	5.96E-03	5.96E-03	-	5.96E-03	1.80E-04	1.43E-01	4.40E-04	4.00E-04	5.27E-04	1.00E-04	1.86E-05	3.16E-03	-	1.48E-05	-	35.8487	0.03	0.0001	36.50

(40) Water Treatment Facility Oil Storage Tank Working/Breathing (tons/year/well)

	Criteria Pollutants										Hazardous Air Pollutants									Greenhouse Gas Emissions			
Emission Source Category	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	,3-Butadien	Ethylbenzene	ormaldehyd	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e
Condendate Tanks	-	-	-	-	-	-	-	-	-	0.02	-	-	0.000076	-	0.00000396	-	-	-	-	0.00	0.01	-	0.12

Monument Butte Methodology (1)

Assumptions & Activity

Average oil production rate		
Facility production rate	160	bbls/day per facility
Total facilities	13	WTP facilities
Stations per well	0.004	
Throughput	2,452,800	gallons per year per facility
	408,800	gallons per year per tank

Emission Factors

	Criteria Pollutants (ton/yr/facility)										Hazardous Air Pollutants (ton/yr/facility)									Greenhouse Gas Emissions (ton/yr/facility)			
Emission Source Category	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	,3-Butadien	Ethylbenzene	ormaldehyd	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e
Condendate Tanks										6.10			0.019		0.00099					0.05	1.46		30.70

Sources

(1) Monument Butte Appendix A1

(41) Water Treatment Facility Tank Oil Storage Tank Flashing Emissions (tons/year/well)

	Criteria Pollutants										Hazardous Air Pollutants									Greenhouse Gas Emissions			
Emission Source Category	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyde	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e
Flashing	-	-	-	-	-	-	-	-	-	0.06	-	-	0.000197	-	1.01538E-05	-	-	-	-	0.00	0.01	-	0.31

Monument Butte Methodology (1)

Assumptions & Activity

Water treatment facilities	13
Stations per well	0.004

Emission Factors

	Criteria Pollutants (ton/yr/facility)										Hazardous Air Pollutants (ton/yr/facility)									Greenhouse Gas Emissions (ton/yr/facility)			
Emission Source Category	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyde	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e
Flashing										15.56			0.049231		0.002538462					0.12	3.73		78.35

Sources

(1) Monument Butte Appendix A1

(42) Water Treatment Facility Fugitives (tons/year/well)

	Criteria Pollutants										Hazardous Air Pollutants									Greenhouse Gas Emissions			
Emission Source Category	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	l,3-Butadien	Ethylbenzene	ormaldehyd	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e
Equipment - Fugitives	-	-	-	-	-	-	-	-	-	0.00	-	-	1.01538E-05	-	4.92308E-07	-	-	-	-	0.00	0.01	-	0.18

Monument Butte Methodology (1)

Assumptions & Activity

Total stations	13	stations
Stations per well	0.0040	

Equations

VOC Emissions (tons/yr) = [EF (lb/hr) * # of units * Hours of operation (hr/yr) * VOC wt. fraction] / 2000 (lb/ton)

Emission Factors

	Criteria Pollutants (ton/yr/facility)										Hazardous Air Pollutants (ton/yr/facility)									Greenhouse Gas Emissions (ton/yr/facility)			
Emission Source Category	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	l,3-Butadien	Ethylbenzene	ormaldehyd	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e
Equipment - Fugitives										0.92			2.54E-03		1.23E-04					0.0190	2.17		45.51

Sources

(1) Monument Butte Appendix A1

(43) Water Treatment Plant Generator (tons/year)

	Criteria Pollutants										Hazardous Air Pollutants									Greenhouse Gas Emissions			
Emission Source Category	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	l,3-Butadien	Ethylbenzene	ormaldehyd	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e
Generators	0.15024	0.07512	0.00596	-	0.01	0.0060	-	0.01	0.00018	0.053	0.00044	0.0004	0.000244	0.0001	0.000004	0.00316	-	0.0000148	-	36	0.0007	0.000068	36

Monument Butte Methodology (1)

Assumptions & Activity

Total stations	13	facilities
Stations per well	0.004	

Equation

Emissions (tons/yr) = [EF (g/hp-hr) * Power (hp) * 8,760 (hr/yr)] / 453.6 (g/lb) * 2000 (lb/ton)

Emission Factors

	Criteria Pollutants (ton/yr/facility)										Hazardous Air Pollutants (ton/yr/facility)									Greenhouse Gas Emissions (ton/yr/facility)			
Emission Source Category	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	l,3-Butadien	Ethylbenzene	ormaldehyd	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e
Generators	37.56	18.78	1.49	0.00	1.49	1.4900	0.00	1.49	0.045	13.150	0.11	0.1	0.061	0.025	0.001	0.79	0	0.0037	0	8,962	0.17	0.017	8,971.00

Sources

(1) Monument Butte Appendix A1

Emissions Inventory—Cumulative (Rail Terminals)

Cumulative_Termini_Construction
Temini_Employee

Termini Constructio: Termini Construction Emissions (tons/year) (calc'd)

		Criteria Pollutants									Hazardous Air Pollutants									Greenhouse Gas Emissions				Energy (gallons)	
	Scenario	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyde	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Diesel	Gasoline
Low	Low & High	114.7317	8.7831	0.2496	55.0158	55.2654	0.2210	6.8530	7.0740	0.0448	9.1588	1.66E-01	1.11E-02	4.05E-01	6.25E-02	1.55E-01	1.07E-01	4.34E-03	2.07E-02	2.79E-02	6,076	0.5157	0.4676	6,229	10,055	572,947

Termini Constructio: Termini Construction (tons/day) (calc'd)

		Criteria Pollutants									Hazardous Air Pollutants									Greenhouse Gas Emissions				Energy (gallons)	
	Scenario	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyde	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Diesel	Gasoline
Low & High	Low & High	0.4396	0.0337	0.0010	0.2108	0.2117	0.0008	0.0263	0.0271	0.0002	0.0351	6.36E-04	4.24E-05	1.55E-03	2.39E-04	5.92E-04	4.11E-04	1.66E-05	7.92E-05	1.07E-04	23	0.0020	0.0018	24	39	2,195

2025

MOVES2014 Employ MOVES2014 Employee Vehicle Emission Factors (g/mile)

		Criteria Pollutants									Hazardous Air Pollutants									Greenhouse Gas Emissions				Energy (joules)		
	Employee Vehicle Year	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyde	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	al Energy Consumpt	Diesel	Gasoline
2025	2025Gas/DieselCar/Truck	6.02	0.46	0.01	0.02	0.04	0.01	0.003	0.01	0.002	0.48	8.71E-03	5.81E-04	2.12E-02	3.28E-03	8.10E-03	5.62E-03	2.27E-04	1.08E-03	1.46E-03	351	0.03	0.03	360	4884965	84,253	4,800,712

Diesel % of Annual Total Fuel Consumption	
2025Gas/DieselCar/Truck	1.7%

AP-42 Road Dust Em AP-42 Road Dust Emission Factors (g/mile)

	Criteria Pollutants									Hazardous Air Pollutants									Greenhouse Gas Emissions				Energy (joules)		
Road Type	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyde	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	al Energy Consumpt	Diesel	Gasoline
Paved				0.81			0.20																			
Unpaved				5.88			0.59																			

Terminal Informatio Terminal Information

Project Op Year (4)	Value
Indian Canyon Op Yr	2025
Whitmore Park Op Yr	2025
Wells Draw Op Yr	2026

Note: Conservativel using 2025 as Wells Draw operational year, when vehicle emission factors would be higher than 2026.

Terminal Construction Features	
Number of Terminals (3)	2
Construction Length per Year(years)	1
Days per Year of Construction (assumed)	261

Average Employees/Day for All Terminals (1)			
Scenario	Employees (3)	Trips	One-way trips per Employee per Day (assumed)
Low & High	600	1200	2

Average One-way Trip Distance (2)	
Total	55
Paved	33
Unpaved	22

Average VMT per Day (calc'd)	
Low & High	66,278
Paved	39,461
Unpaved	26,817

Low & High
Paved
Unpaved

Conversions **Conversions**

Conversions	
gram to ton	0.000001
gram to MT	0.000001

Sources **Sources**

(1) Response to OEA IR 3. Venable response PDF. November 25, 2019. G:\Sacramento\LGT-Air&Noise\Air\Uinta Basin Railway EIS 00060.19 (Utah)\01 Project Info\04 Data\2019-12-03 Response to OEA IR 3
(2) ICF. 2020. GIS. 'AirQuality_20200319'
(3) ICF. 2020. Uinta Basin Rail Project Environmental Impact Statement. Cumulative Impacts Section.
(4) Uinta Basin Rail Project Information Report. DATE.

Cumulative_Termini_Operations
Termini_Sum

Termini Operation Emissions (tons/year) (calc'd)

	Criteria Pollutants										Hazardous Air Pollutants									Greenhouse Gas Emissions				Energy (gallons)	
Scenario	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	cetaldehyd	Acrolein	Benzene	,3-Butadien	thylbenzen	ormaldehyd	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Diesel	Gasoline
Low	145.9	51.3	0.3	22.2	30.2	0.3	3.0	6.5	0.07	50.7	7.0E-02	7.5E-03	1.0E-01	1.6E-02	3.9E-02	1.1E-01	2.4E-01	1.2E-02	1.6E-02	7,790	0.4	0.1	84,585	599,273	133,541
High	387.5	137.8	0.8	57.2	78.9	0.8	7.7	17.3	0.18	136.2	1.8E-01	2.0E-02	2.5E-01	3.9E-02	9.7E-02	3.0E-01	6.5E-01	3.2E-02	4.1E-02	20,700	1.1	0.3	227,449	1,612,977	333,853

Termini Operation Emissions (tons/day) (calc'd)

	Criteria Pollutants										Hazardous Air Pollutants									Greenhouse Gas Emissions				Energy (gallons)		
Scenario	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	cetaldehyd	Acrolein	Benzene	,3-Butadien	thylbenzen	ormaldehyd	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Diesel	Gasoline	
Low	0.3996	0.1407	0.0009	0.0607	0.0828	0.0008	0.0081	0.0179	0.0002	0.1390	1.9E-04	2.1E-05	2.8E-04	4.3E-05	1.1E-04	3.1E-04	6.6E-04	3.4E-05	4.3E-05	21	0.0011	0.0003	232	1,642	366	2025
High	1.0617	0.3776	0.0023	0.1567	0.2162	0.0021	0.0210	0.0473	0.0005	0.3731	5.0E-04	5.4E-05	6.9E-04	1.1E-04	2.7E-04	8.3E-04	1.8E-03	8.9E-05	1.1E-04	57	0.0030	0.0008	623	4,419	915	2025

Uinta Termini Details

Number of Terminals (1)	2
Days per Year of Operation (assumed)	365

Sources

(1) ICF. 2020. Uinta Basin Rail Project Environmental Impact Statement. Cumulative Impacts Section.

Cumulative_Termini_Operations
Termini_Direct

Uinta Project Operation Emissions (tons/year) (calc'd **Uinta Project Operation Emissions (tons/year) (calc'd)**

		Criteria Pollutants										Hazardous Air Pollutants									Greenhouse Gas Emissions				Energy (gallons)	
	Alternative	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	cetaldehyd	Acrolein	Benzene	,3-Butadien	thylbenzen	ormaldehyd	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Diesel	Gasoline
Low	Indian Canyon	112.6	40.0	-	-	7.8	-	-	3.3	-	48.0	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	-	-	-	76,749	-	-
High	Indian Canyon	303.3	107.8	-	-	20.9	-	-	8.8	-	129.2	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	0.0E+00	-	-	-	206,631	-	-

Uinta Project Emission Benefits (tons/day) (calc'd) **Uinta Project Emission Benefits (tons/day) (calc'd)**

		Criteria Pollutants										Hazardous Air Pollutants									Greenhouse Gas Emissions				Energy (gallons)	
	Scenario	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	cetaldehyd	Acrolein	Benzene	,3-Butadien	thylbenzen	ormaldehyd	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Diesel	Gasoline
Low	Low	0.31	0.11			0.02			0.01		0.13													210		
High	High	0.83	0.30			0.06			0.02		0.35													566		

UINTA BASIN RAIL EIS -- EMISSIONS FROM OIL TRANSLOADING FACILITY

Method: use air permit data from an existing facility, scale by throughput

Existing facility: Price River Terminal LLC - Oil Tr **Existing facility: Price River Terminal LLC - Oil Transloading Facility, Wellington, UT**

Source: Price River Terminal air permit.pdf provided by David Bauer 2/4/20
Utah DEQ Permit No.: DAQE-AN148620001-15
Permit Type: Approval Order [minor source]
Permitted Equipment (copied from permit):
II.A.1 Crude Oil Transloading Facility
II.A.2 Oil Storage Tank
One (1) Oil Storage Tank
Maximum Capacity: 88,300 bbl
Tank VOC Control Type: Floating Roof
II.A.3 Flare
One (1) Flare
Maximum Capacity: 0.48 MMBTU/hr
II.A.4 Adsorption Unit
Five (5) Carbon Adsorber Units each equipped with a breakthrough monitor
Maximum Flowrate: 150 acfm
II.A.5 Tank Heater
One (1) Tank Heater
Maximum Rated Capacity: 3 MMBTU/hr
II.A.6 Diesel Storage Tank
One (1) Diesel Storage Tank*
Maximum Tank Capacity: 1,000 gallons
*Tank is noted for informational purposes only
II.A.7 Loading/Unloading Racks

Permit Throughput Limits (bbl/yr as rolling 12-mo):

Transload (truck to storage tank to railcar)	14,640,000
Mobile operations (truck to railcar)	10,400,000
Total throughput	25,040,000

Ignore shares of transload vs. mobile because we don't know what they could be for Uinta's facility. Assume same emission rates for both (not true in real world).

Emission Limits

Pollutant	Permit (tons/yr)	tons/yr/bbl
PM10 (point + fugitive)	4.09	1.63339E-07
PM2.5 (point + fugitive)	1.73	6.90895E-08
NOx	21.13	8.4385E-07
CO	59.44	2.3738E-06
VOC	25.33	1.01158E-06
Total HAPs	0.97	3.8738E-08
CO2e	40,501.26	0.001617462

Uinta Facility (or total from both facilities)

	Low Scenario	High Scenario
Production (bbl/day)	130,000	350,000
Production (bbl/yr)	47,450,000	127,750,000
Source:	UBR_ProjectAttributesTable.xlsx as of 2/11/20. rows 87-88	

Uinta Emissions, scaled from Price (tons/day) -- to use for EIS

Pollutant	Low Scenario	High Scenario
PM10 (point + fugitive)	0.02	0.06
PM2.5 (point + fugitive)	0.01	0.02
NOx	0.11	0.30
CO	0.31	0.83
VOC	0.13	0.35
Total HAPs	0.01	0.01
CO2e	210	566

Assumptions

Ignored shares of transload vs. mobile because we don't know what they could be for Uinta's facility. Assume same emission rates for both (not true in real world).
Assumes emissions vary linearly with throughput
Does not include mobile sources, does not include non-oil cargo.
CO2e likely in US tons not tonnes
Operating days/yr 365
Operating days/yr

Cumulative_Termini_Operations
Termini_ShortHaul

Uinta Project Operation Emissions (tons/year) (calc'd)

	Criteria Pollutants										Hazardous Air Pollutants									Greenhouse Gas Emissions				Energy (gallons)
Scenario	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	cetaldehyd	Acrolein	Benzene	,3-Butadien	thylbenzen	ormaldehyd	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Diesel
Low	6	9	0.26	9	10	0.24	1	1.60	0.06	0.6	3.1E-02	5.0E-03	6.2E-03	1.1E-03	2.7E-03	8.9E-02	2.4E-01	7.6E-03	9.1E-03	6,373	0.299	0.012	6,384	596,929
High	17	25	0.70	25	26	0.65	4	4.31	0.16	1.6	8.5E-02	1.3E-02	1.7E-02	2.9E-03	7.2E-03	2.4E-01	6.5E-01	2.0E-02	2.4E-02	17,159	0.804	0.032	17,188	1,607,118

Uinta Project Emission Benefits (tons/day) (calc'd)

	Criteria Pollutants										Hazardous Air Pollutants									Greenhouse Gas Emissions				Energy (gallons)
Scenario	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	cetaldehyd	Acrolein	Benzene	,3-Butadien	thylbenzen	ormaldehyd	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Diesel
Low	1.77E-02	2.54E-02	7.15E-04	2.56E-02	2.63E-02	6.58E-04	3.73E-03	4.39E-03	1.61E-04	1.63E-03	8.6E-05	1.4E-05	1.7E-05	3.0E-06	7.4E-06	2.4E-04	6.6E-04	2.1E-05	2.5E-05	17	0.00082	0.00003	17	1,635
High	4.77E-02	6.83E-02	1.92E-03	6.89E-02	7.08E-02	1.77E-03	1.00E-02	1.18E-02	4.34E-04	4.38E-03	2.3E-04	3.7E-05	4.6E-05	8.0E-06	2.0E-05	6.6E-04	1.8E-03	5.6E-05	6.7E-05	47	0.00220	0.00009	47	4,403

MOVES2014 Haul Truck Emission Factors (g/mile)

		Criteria Pollutants										Hazardous Air Pollutants									Greenhouse Gas Emissions				Energy (joules)	
	Employee Vehicle	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	cetaldehyd	Acrolein	Benzene	,3-Butadien	thylbenzen	ormaldehyd	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Petroleum	Total
2025	2025Diesel FuelCo	1.43	2.05	0.06	0.11	0.17	0.05	0.01	0.07	0.01	0.13	6.95E-03	1.10E-03	1.37E-03	2.41E-04	5.95E-04	1.97E-02	5.31E-02	1.68E-03	2.01E-03	1556	0.073	0.003	1558	1.71E+07	2.11E+07
		2	*3*	*4*	*5*	*6*	*7*	*8*	*9*	*10*	*11*	*12*	*13*	*14*	*15*	*16*	*17*	*18*	*19*	*20*	*21*	*22*	*23*	*24*	*25*	*26*

AP-42 Road Dust Emission Factors (g/mile)

	Criteria Pollutants										Hazardous Air Pollutants									Greenhouse Gas Emissions				Energy (joules)	
Road Type	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	cetaldehyd	Acrolein	Benzene	,3-Butadien	thylbenzen	ormaldehyd	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Petroleum	Total
Paved				0.81			0.20																		
Unpaved				5.88			0.59																		

Well Hauling Activity Data

Variable	Value	Source
Truck Oil Haul Capacity (	209	(1)
Low Volume Production	130,000	(3)
High Volume Production	350,000	(3)
Trucks Moving to Termir	100%	assumed
Low Haul Trips/Day	622	calculated
High Haul Trips/Day	1,675	calculated
Trip distance	18	(2)
Paved	14	(2)
Unpaved	4	(2)
Low VMT/Day	11,224	calculated
Paved	8,687	calculated
Unpaved	2,537	calculated
High VMT/Day	30,219	calculated
Paved	23,389	calculated
Unpaved	6,830	calculated

Conversion

Variable	Value
g to ton	1.10E-06
g to MT	1.00E-06

Sources

(1) Monument Butte. See pers. comm. Email "Re: Uinta - truck capacity."
(2) ICF. 2020. GIS. 'AirQuality_20200319'
(3) UBR_ProjectAttributesTable.xlsx as of 2/11/20. rows 87-88

Cumulative_Termini_Operations
Termini_Employee

Termini Construction Emissions (tons/year) (calc'd)

		Criteria Pollutants										Hazardous Air Pollutants									Greenhouse Gas Emissions				Energy (gallons)	
	Scenario	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyde	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Diesel	Gasoline
Low	Low	27	2	0.06	13	13	0.05	2	1.65	0.01	2	3.9E-02	2.6E-03	9.4E-02	1.5E-02	3.6E-02	2.5E-02	1.0E-03	4.8E-03	6.5E-03	1,416	0.120	0.109	1,452	2,344	133,541
High	High	67	5	0.15	32	32	0.13	4	4.12	0.03	5	9.7E-02	6.5E-03	2.4E-01	3.6E-02	9.0E-02	6.2E-02	2.5E-03	1.2E-02	1.6E-02	3,541	0.301	0.272	3,629	5,859	333,853

Termini Construction (tons/day) (calc'd)

	Criteria Pollutants										Hazardous Air Pollutants									Greenhouse Gas Emissions				Energy (gallons)	
Scenario	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyde	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	Diesel	Gasoline
Low	7.33E-02	5.61E-03	1.59E-04	3.51E-02	3.53E-02	1.41E-04	4.38E-03	4.52E-03	2.86E-05	5.85E-03	1.1E-04	7.1E-06	2.6E-04	4.0E-05	9.9E-05	6.8E-05	2.8E-06	1.3E-05	1.8E-05	3.88	0.0003	0.0003	4	6	366
High	1.83E-01	1.40E-02	3.98E-04	8.78E-02	8.82E-02	3.53E-04	1.09E-02	1.13E-02	7.16E-05	1.46E-02	2.7E-04	1.8E-05	6.5E-04	1.0E-04	2.5E-04	1.7E-04	6.9E-06	3.3E-05	4.5E-05	9.70	0.0008	0.0007	10	16	915

MOVES2014 Employee Vehicle Emission Factors (g/mile)

		Criteria Pollutants										Hazardous Air Pollutants									Greenhouse Gas Emissions				Energy (joules)		
	Employee Vehicle Year	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyde	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	al Energy Consumpt	Diesel	Gasoline
2025	2025Gas/DieselCar/Truck	6.02	0.46	0.01	0.02	0.04	0.01	0.003	0.01	0.00	0.48	8.71E-03	5.81E-04	2.12E-02	3.28E-03	8.10E-03	5.62E-03	2.27E-04	1.08E-03	1.46E-03	351	0.03	0.03	360	4884965	84,253	4,800,712

Diesel % of Annual Total Fuel Consumption	
2025Gas/DieselCar/Truck	1.7%

AP-42 Road Dust Emission Factors (g/mile)

	Criteria Pollutants									Hazardous Air Pollutants									Greenhouse Gas Emissions				Energy (joules)		
Road Type	CO	NOx	PM10 Ex	PM10 D	PM10 T	PM2.5 Ex	PM2.5 D	PM2.5 T	SO2	VOC	Acetaldehyde	Acrolein	Benzene	1,3-Butadiene	Ethylbenzene	Formaldehyde	DPM	Napthalene	POM	CO2	CH4	N2O	CO2e	al Energy Consumpt	Diesel	Gasoline
Paved				0.81			0.20																			
Unpaved				5.88			0.59																			

Cumulative_Termini_Operations
Termini_Employee

Terminal Information

Terminal Operation Features	
Number of Terminals (3)	2
Days per Year of Operation (assumed)	365

Average Employees/Day for All Terminals (1)			
Scenario	Employees (3)	One-way Trips	One-way trips per Employee per Day (assumed)
Low	100	200	2
High	250	500	

Average One-way Trip Distance (2)	
Total	55
Paved	33
Unpaved	22
Average VMT per Day (calc'd)	
Low	11,046
Paved	6,577
Unpaved	4,470
High	27,616
Paved	16,442
Unpaved	11,174

Conversions

Conversions	
gram to ton	0.000001
gram to MT	0.000001

Sources

(1) Response to OEA IR 3. Venable response PDF. November 25, 2019. G:\Sacramento\LGT-Air&Noise\Air\Uinta Basin Railway EIS 00060.19 (Utah)\01 Project Info\04 Data\2019-12-03 Response to OEA IR 3
(2) ICF. 2020. GIS. 'AirQuality_20200319'
(3) ICF. 2020. Uinta Basin Rail Project Environmental Impact Statement. Cumulative Impacts Section.
(4) Uinta Basin Rail Project Information Report. DATE.

Emissions Inventory—Cumulative (Downstream Greenhouse Gases)

Cumulative_Product Combustion
Product_Combust

Downstream Combustion Emissions (MT/year) (calc'd)

	Greenhouse Gas Emissions				Energy (bbl)
Scenario	CO2	CH4	N2O	CO2e	Crude
Low	19,716,083	807	167	19,785,953	47,450,000
High	53,081,761	2,172	449	53,269,873	127,750,000

Downstream Combustion (MT/day) (calc'd)

	Greenhouse Gas Emissions				Energy (bbl)
Well Development Scenario	CO2	CH4	N2O	CO2e	Crude
Low	54,016.66	2.210	0.457	54,208	130,000
High	145,429.48	5.951	1.230	145,945	350,000

Peak Year Scenario Well Information

Combustion Product by End	% ' (2)	GHG Emission Factors (g/gal) (4)			
		CO2	CH4	N2O	CO2e
gasoline	43%	8,780	0.38	0.08	8,813
distillate fuel oil n	31%	10,960	0.44	0.09	10,998
jet fuel	10%	9,750	0.41	0.08	9,784
hydrocarbon gas l	5%	7,360	0.33	0.07	7,389
petroleum coke	5%	14,640	0.43	0.09	14,678
still gas	4%	8,880	0.38	0.08	8,913
residual fuel oil n	2%	11,270	0.45	0.09	11,308
petrochemical fee	0%	n/a	n/a	n/a	n/a
Weighted Average		9,893	0.40	0.08	9,928

Conversions

Conversions	
gram to ton	0.000001
gram to MT	0.000001
kg to g	1,000
gallon to bbl	42

GWPs (3)	
CH4	25
N2O	298

Sources

(1) ICF. 2020. Draft Cumulative Air Quality and Greenhouse Gas Emission Inventory Methodology for the Uinta Rail Project
(2) EIA. 2020. *PADD 3 Refinery Yield.*
(3) IPCC. 2007. Fourth Assessment Report.
(4) EPA. 2020. *Emission Factors for GHG Inventories*

Attachment I

Air Quality Impact Assessment Modeling Protocol

Uinta Basin Railway Environmental Impact Statement Air Quality Impact Assessment Modeling Protocol

Prepared for:

Surface Transportation Board, Office of Environmental Analysis
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Washington DC 20423
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202.245.0330

October 2020

ICF

ICF. 2020. *Uinta Basin Railway Environmental Impact Statement Air Quality Impact Assessment Modeling Protocol*. October. (ICF 00060.19) Prepared for Surface Transportation Board, Office of Environmental Analysis, Washington DC.

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Acronyms and Abbreviations

the Basin	Uinta Basin
ASL	above sea level
Board	Surface Transportation Board
C.F.R.	Code of Federal Regulations
CO	carbon monoxide
Coalition	Seven County Infrastructure Coalition
DB	dynamic braking
DEM	Digital Elevation Model
EIS	environmental impact statement
EPA	U.S. Environmental Protection Agency
m/s	miles per second
NAAQS	National Ambient Air Quality Standards
NO	nitrogen oxide
NO_2	nitrogen dioxide
NO_x	oxides of nitrogen
OEA	Office of Environmental Analysis
OLM	Ozone Limiting Method
PM	particulate matter
PM2.5	particulate matter with a diameter of 2.5 micrometers or less
PM10	particulate matter with a diameter of 10 micrometers or less
ppb	parts per billion
QA/QC	quality assurance/quality control
µg/m^3	micrograms per cubic meter
Utah DEQ	Utah Department of Environmental Quality

Chapter 1
Introduction

This document outlines the procedures and methods that the Surface Transportation Board (Board) Office of Environmental Analysis (OEA) will use to conduct air quality dispersion modeling for assessing the potential air quality impacts from the proposed rail line that would connect two terminals in the Uinta Basin near South Myton Bench and Leland Bench, Utah. The modeling will identify the potential worst-case air quality impacts from rail-related emissions associated with the operation of the proposed rail line at key locations within the Uinta Basin (the Basin).

1.1 Project Discussion

OEA has identified three alternatives to be analyzed in the environmental impact statement (EIS): Indian Canyon, Wells Draw and Whitmore Park (collectively, the Action Alternatives). ICF identified locations along the Action Alternatives where maximum air quality impacts would most likely occur during operation of the proposed rail line, due to topography and meteorology, as well as emissions.

The conditions that can lead to high concentrations of pollutants include the following factors:

- Steep grade
- Switchbacks
- Winds frequently oriented along the direction of the rail alignment
- Valley location where emissions could be trapped under temperature inversions
- Frequent stagnation conditions or low wind speeds

Table 1 describes the three locations identified by Action Alternative. Figure 1 shows the three locations in the context of the project region. Figures 2, 3, and 4 show the general rail alignment layout and topography near these three locations, respectively. Air quality dispersion modeling will be conducted at each of these locations using conservative assumptions, as described in this document, to identify the most reasonably foreseeable worst-case impacts on air quality.

Table 1. Locations along the Action Alternatives with the Potentially Highest Air Pollutant Concentrations

Location	Indian Canyon Alternative	Wells Draw Alternative	Whitmore Park Alternative
Switchbacks near Minnie Maud Road			X
Bear Claw Valley south of Argyle Canyon Road		X	
Rail alignment south of the community of Myton	X	X	X

1.1.1 Switchbacks near Minnie Maud Road

At this location the rail tracks have four switchbacks climbing from about 7,435 feet above sea level (ASL) to 7,795 feet ASL in 2.5 miles, a little less than a 3-percent grade. Wind data from the nearby Indian Canyon Summit meteorological monitoring station suggests that the wind direction frequently aligns parallel to the rail alignment at this location, and wind speeds less than 0.5 mile per second (m/s) occur about 5 percent of the time which could lead to potentially high concentrations that could reach the 1-hour nitrogen dioxide (NO_2) and 24-hour particulate matter with a diameter of 2.5 micrometers or less (PM2.5) National Ambient Air Quality Standards (NAAQS). However, no residences or businesses are near this location.

1.1.2 Bear Claw Valley South of Argyle Canyon Road

Although the Wells Draw Alternative does not show a steep grade with switchbacks, data from the Indian Canyon Summit monitor suggests that the wind direction frequently aligns parallel to the alternative at this valley location with relatively slow wind speeds. Wind speeds less than 0.5 m/s occur about 5 percent of the time, which could lead to potentially high concentrations that reach the 1-hour NO_2 and 24-hour PM2.5 NAAQS. The nearest residence to this location is about 1,000 feet from the proposed alignment.

1.1.3 Rail Alignment South of the Community of Myton

This location is near the proposed rail connection approximately 7 miles south of the town of Myton. Wind data from the Pleasant Valley meteorological monitoring station shows winds infrequently align parallel to the proposed rail line and wind speeds less than 0.5 m/s also occur infrequently. Idling emissions associated with switching at this connection point could lead to exceedances of the 1-hour NO_2 and 24-hour PM2.5 NAAQS in the local area. However, it does not appear there are any residences or businesses in the vicinity, and the rail line has very little grade at this location.

Figure 1. Study Locations in the Project Region

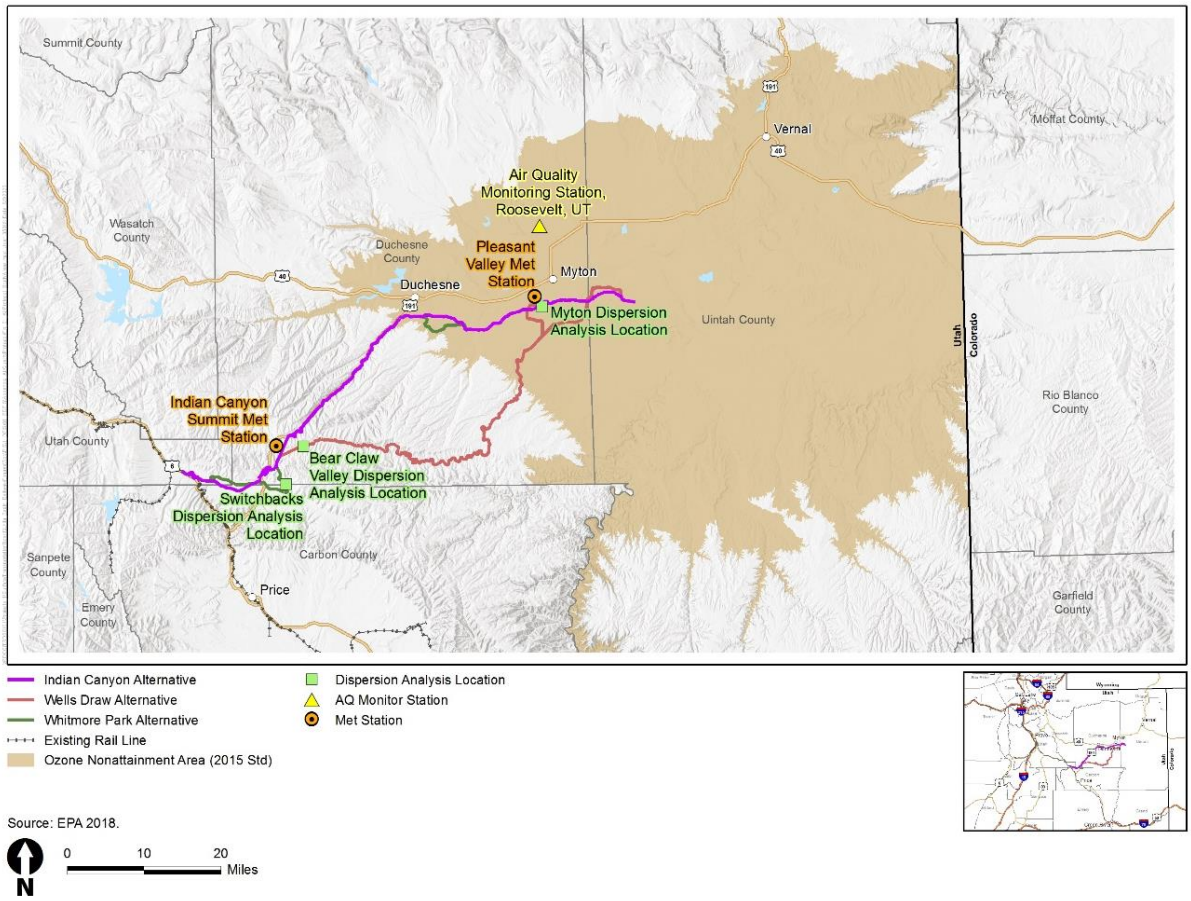


Figure 2. Switchback near Minnie Maul Road (Whitmore Park Alternative)

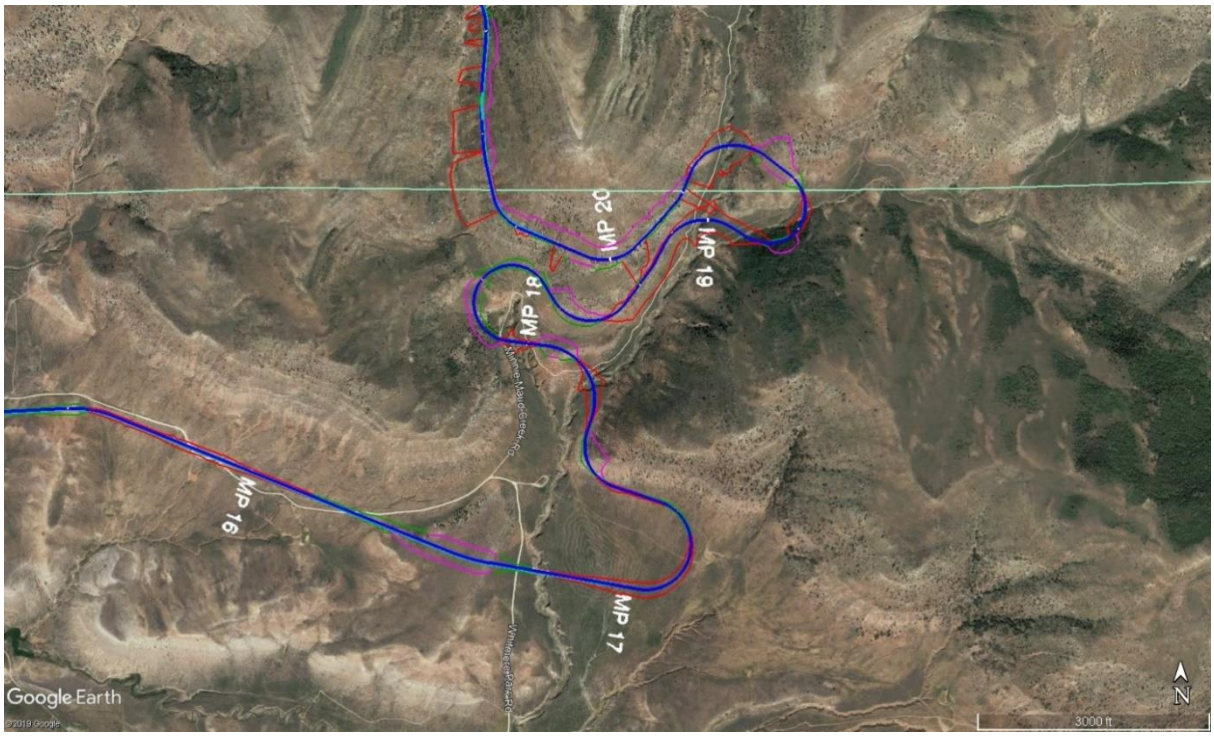
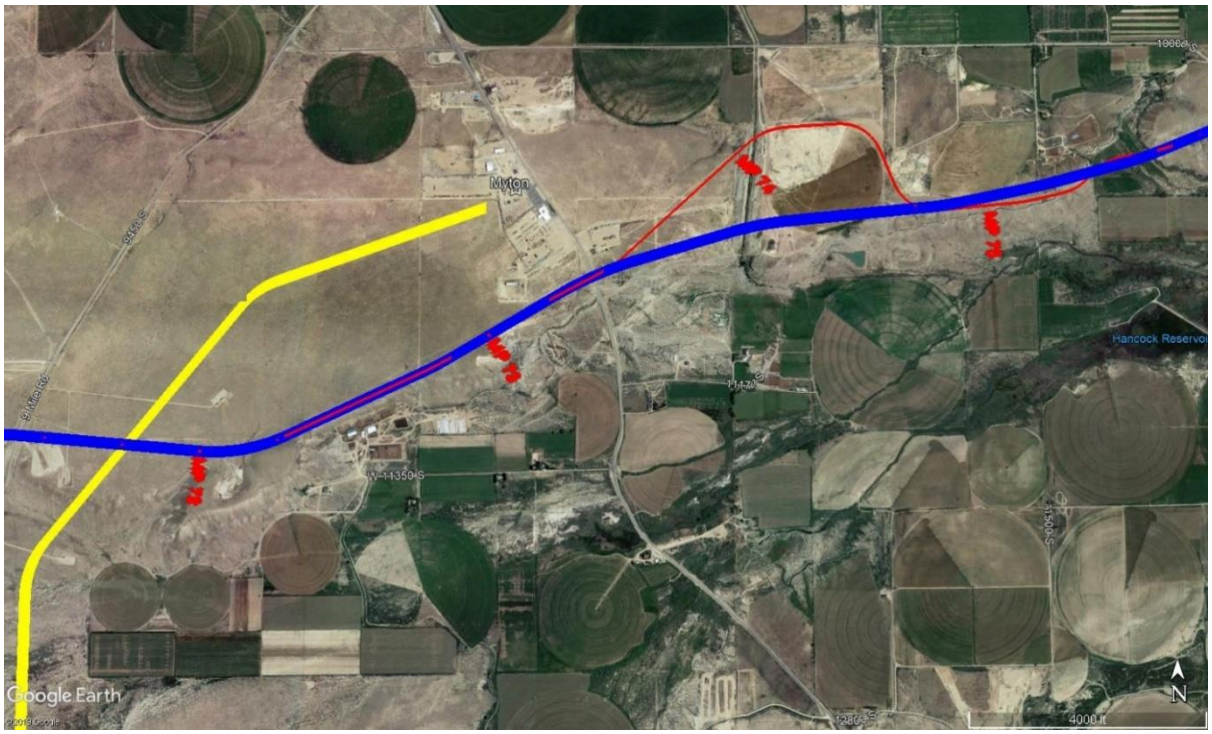


Figure 3. Bear Claw Valley South of Argyle Canyon Road (Wells Draw Alternative)



Figure 4. Rail Alignment South of the Community of Myton



Notes:
Blue = Indian Canyon Alternative; yellow = Wells Draw Alternative; red = Whitmore Park Alternative

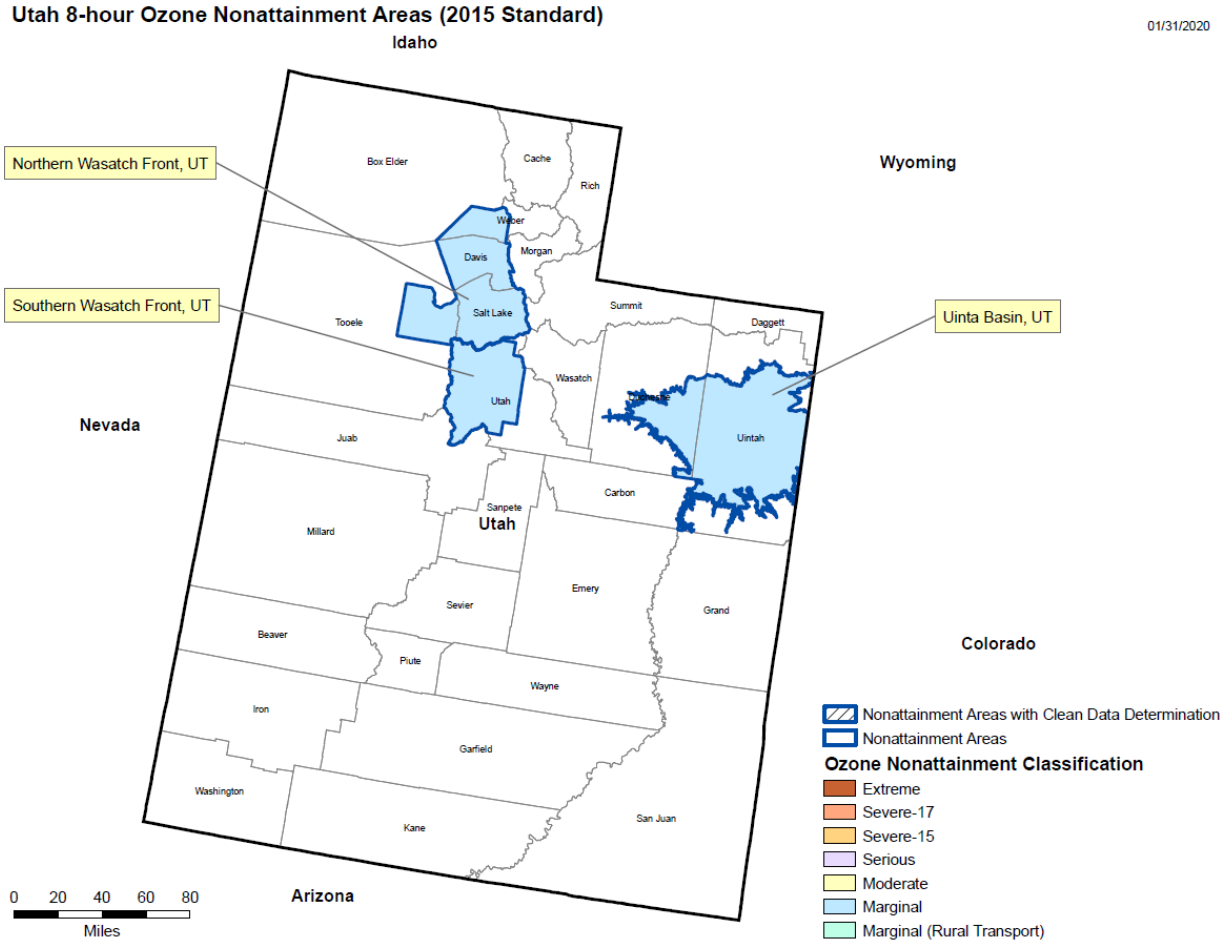
1.2 Assessment Approach

The air quality analysis includes an assessment of expected future impacts from locomotive emissions operating at maximum activity levels. OEA will evaluate air quality impacts using the U.S. Environmental Protection Agency (EPA) guideline model AERMOD version 19191 and all supporting software.

1.2.1 Modeling Analysis Components

The analysis will focus on PM2.5 and NO_2 criteria air pollutants as these are the primary emissions of concern from locomotives. Both federal and state regulations require that ambient concentrations for these criteria pollutants not exceed applicable NAAQS. Part of the Uinta Basin Railway alignment is in the Uinta Basin (the Basin) ozone nonattainment area (Figure 5), an area that extends over portions of the alignment where elevations are below 6,250 feet. This suggests that for these locations sufficient ozone would frequently be available, to rapidly convert fresh nitric oxide (NO) emissions to NO_2.

Figure 5. Ozone Nonattainment Areas in Utah



The assessment will focus on the area immediately surrounding and near the proposed rail line. Additional detail is discussed in Chapter 3, *Modeling Analyses*.

The impacts analysis modeling will be conducted based on train activity levels specifically developed by the proponents Coalition for the maximum activity along the proposed rail line. OEA will develop and use project-specific emissions estimates to specify the emissions inputs for the application of AERMOD.

1.2.2 AERMOD Model Description

As described in Chapter 3, *Modeling Analyses*, OEA will use AERMOD to assess near-field impacts and compare them with applicable air quality standards. The analysis will focus on impacts of emissions associated with the operation of the proposed rail line only.

AERMOD is a steady-state Gaussian dispersion model designed to simulate the local-scale dispersion of pollutants from low-level or elevated sources in simple or complex terrain. It is an EPA "preferred" model (40 Code of Federal Regulations [C.F.R.] Part 51, Appendix W, *Guideline on Air Quality Models*).

Recent versions of AERMOD include algorithms for simulating deposition of gaseous and particulate pollutants.

AERMOD consists of four main components:

- The AERMOD dispersion model
- The AERMET meteorological data preprocessor
- The AERMAP terrain preprocessor
- AERSURFACE, a land cover data preprocessor for surface characteristics for use in AERMET

OEA will use the latest versions of these tools for this study. These include version 19191 of AERMOD, version 19191 of AERMET, and version 13016 of AERSURFACE[1] and version 18081 of AERMAP. The dispersion algorithms are based on the similarity theory of planetary boundary layer meteorology. Simulating dispersion includes the airflow and stability characteristics (e.g., convective versus stable), as well as the vertical structure of the boundary layer. Numerous features and options accommodate a variety of source types, pollutants, and land use and topographical features.

[1] AERSURFACE version 20060, though dated by EPA as being released on February 29, 2020, was actually publicly released and posted to EPA's website on April 7, 2020, which was after this study was begun. The most important new feature of version 20060 is that it can access more recent land use/land cover databases than the 1992 National Land Cover Database (NLCD) used in version 13016. However, the land cover/land use in the study area has changed very little since 1992 and the 1992 NLCD remains representative of the study area.

Chapter 2
Emissions

For the development of the project-specific emissions rates, the Seven County Infrastructure Coalition (Coalition) provided information on the "low" and "high" scenario train activity levels at any location along the alignment.[2] OEA will conduct the air modeling assuming the highest emissions density possible for each of the three averaging periods as shown below.

- **1-hour:** a total of 2 train passbys in a single hour ("low" or "high" activity level)
- **24-hour:** a maximum of 14 passbys in a single day (maximum trains per day for the "high" activity level)
- **Annual:** 3,840 trains per year, corresponding to an average of 9.91 passbys per day (oil) + 0.60 passby (sand) per day = 10.52 passbys per day (average trains per day at 365 operating days per year for the "high" activity level)

OEA will model trains assuming the trains may operate at any time of day and that the number of trains per hour or per day can vary subject to the maximums noted above, but the maximums will be used in the modeling.

Operation of the proposed rail line is scheduled to begin in 2025 (Indian Canyon Alternative and Whitmore Park Alternative) and in 2026 (Wells Draw Alternative). To estimate emissions factors, OEA will use EPA's 2025 (Indian Canyon Alternative and Whitmore Park Alternative) and 2026 (Wells Draw Alternative) national locomotive fleet average emissions factors (grams per gallon [g/gal]) for large Class 1 line-haul locomotives to estimate emissions rates for both PM2.5 and oxides of nitrogen ($NO_{x)}$. (EPA-420-F-09-025).

The proposed rail line has a projected maximum train speed of 40 miles per hour (mph) but an average speed for a loaded train of between 10 to 20 mph. As a reasonable estimate of exposure duration and plume behavior, OEA will assume an average train speed of 10 mph for the uphill[3] direction for the "Switchback Near Minnie Maul Road" and 20 mph for the downhill[4] direction for the "Switchback Near Minnie Maul Road." For the more level section "Just South of Myton" and "Bear Claw Valley" OEA will use an average speed of 30 mph.[5]

Emissions from wheel-rail dust generated by the frictional processes of the wheels against the steel rails and brake dust are very small relative to exhaust particulate matter emissions and will not be considered in the modeling assessment.

[2] Seven County Infrastructure Coalition's Response to OEA's Information Request No. 3, November 25, 2019.

[3] Assuming notch 8 throttle setting for a suite of locomotive engines (CARB 2004: Table G-1).

[4] Assuming dynamic braking (DB-1) throttle setting for a suite of locomotive engines (CARB 2004: Table G-1).

[5] Assuming notch 5 throttle setting for a suite of locomotive engines (CARB 2004: Table G-1).

Chapter 3
Modeling Analyses

This chapter presents the methods OEA will use to apply AERMOD. AERMOD is designed to simulate the local-scale (within 50 kilometers) dispersion of pollutants from low-level or elevated sources in simple or complex terrain. OEA based the selection of AERMOD on the technical formulation and capabilities of the model, as well as its extensive use for other source-specific model applications. The dispersion algorithms are based on the similarity theory of planetary boundary layer meteorology. The airflow and stability characteristics (e.g., convective versus stable), as well as the vertical structure of the boundary layer, are characterized within the dispersion model. Numerous features and options accommodate a variety of source types, pollutants, and land use and topographical features.

3.1 Modeling Approach

OEA will quantify near-field ambient air quality impacts within and near the Action Alternatives using AERMOD version 19181 (EPA 2019a, 2019b). OEA will apply AERMOD using multiple years of on-site meteorological data as described below. Modeling scenarios will examine the impacts of emissions from operation of the proposed rail line on nearby receptor locations**.**

3.1.1 Modeling Domain

OEA based the modeling domains defined by the three study locations on the expected locations of the maximum concentrations, and as such, they depart from EPA's standard modeling guidance (40 Code of Federal Regulations [C.F.R.] Part 51, Appendix W, *Guideline on Air Quality Models*). EPA modeling guidance is oriented toward stationary-source permitting in which multiple elevated emissions sources produce an irregular spatial pattern of concentrations, and the maximum concentration can occur many kilometers from the source to be permitted. However, the proposed rail line is a single, linear, near-ground source and for such a source the variation of concentration with distance from the track is the same for all locations along the line. Because locomotive exhaust is released at low elevation (i.e., the top of the locomotive) and has little plume rise compared to the typical stack of a major industrial source, the maximum concentration occurs relatively close to the track (within a few hundred meters at most). The result is a linear modeling domain defined by lines of receptors that follow the track alignment and extend to a distance of a few hundred meters from the track.

Based on inspection of the topography and review of previous modeling of railroads, OEA expects that this distance will be sufficient to capture the locations of maximum concentrations and any exceedances of the NAAQS. A Cartesian receptor grid extending tens of kilometers, as typically specified based on Appendix W, is not necessary and only increases the input data requirements and model runtime. Exceedance of the NAAQS is the criterion for an adverse air quality impact under NEPA; locations and concentration gradients in which concentrations do not exceed the NAAQS are not relevant to NEPA decisions. This approach is commonly used in environmental assessments (EAs) and EISs for modeling air quality impacts of railroads, as well as highways that are also linear, near-

ground emissions sources. Section 3.1.5, *Assessment Area and Receptor Grids*, discusses the receptor locations used in the modeling.

Although elevated terrain near the track can increase the distance at which the maximum concentration occurs, inspection of the terrain variations near the three modeling locations indicates that the selected receptor distances are sufficient to encompass any areas in which terrain could affect the location of the maximum concentrations.

3.1.2 Model Options

For this application, OEA will run AERMOD using regulatory default options for most settings. However, we have observed the in-stack ratios from line-haul locomotives to be considerably lower than the default in-stack ratio used in AERMOD. To make use of this more realistic parameter, we will use EPA's Tier 3 ozone limiting screening method (OLM) using a measured in-stack NO_2/NO_x ratio of 0.05 for line-haul locomotives.[6] The Tier 3 modeling requires the use of hourly ozone concentrations. The nearest representative ozone monitoring site to all three locations that has been through quality assurance/quality control (QA/QC) is the Roosevelt, Utah monitoring station. This hourly dataset is available from 2014 through 2019. The meteorological data will be paired with the corresponding ozone time period. Further discussion on the selection of the Roosevelt data can be found in Section 3.1.6, *Background Air Quality Data*.

Within AERMOD, sources can be treated as point, volume, or area sources. For this analysis, we will treat the locomotive emissions as a line area source, meaning we will specify length and width for the series of area sources that represent the rail line. We will maintain an aspect ratio between 100:1 and 10:1 for line area sources.

Tables 2 and 3 show the parameter values to be included for the modeling of the locomotive emissions. To derive the parameters in Table 2, OEA used SCREEN3 to calculate plume rise for locomotives accounting for downwash and momentum-induced mixing and adjusting for wind (locomotive) speed. This is similar to the method given in Appendix G of CARB 2004. OEA derived the initial sigma-z values by dividing the top of the plume height by 2.15 per the AERMOD User's Guide. This same methodology has been extensively used in 17 subsequent rail studies in California, which were reviewed and approved by CARB staff.[7]These studies use the stack height plus plume rise height to determine effective stack height. The plume rise adjustment varies depending on engine-notch setting and locomotive speed and stack release parameters. Plume height can span a large range depending on the engine workload (throttle notch). For example, in the BNSF San Diego Rail Yard Study (Environ 2008) reported plume height (physical stack height plus locomotive plume rise) of 37.8 meters (daytime Stability D) and 37.3 meters (nighttime stability F) with a notch setting of 4.

[6] About 5 percent of NO_X freshly emitted from locomotives is in the form of NO_2 (Fritz pers. comm.).

[7] https://ww2.arb.ca.gov/resources/documents/railyard-health-risk-assessments-and-mitigation-measures

Table 2. Stack Parameters for Modeling of Locomotive Emissions

Period of Day	Throttle Notch	Speed (m/s)	Plume Rise Height, Δh (m)	Release Height (m)	Initial Sigma-z (m)
Daytime[a]	Dynamic Brake	8.9	5.5	10.4	9.67
	Notch 5	13.4	7.1	12.0	11.2
	Notch 8	4.5	40.7	45.6	29.7
Nighttime[b]	Dynamic Brake	4.0[c]	20.3	14.7	13.7
	Notch 5	4.0[c]	30.5	17.7	16.5
	Notch 8	4.0[c]	40.8	29.7	27.6

Notes:

[a] Based on screening modeling for dynamic braking (DB), notch 5 and notch 8 throttle setting for day (D stability) plume rise height for a Class 1 line-haul locomotive engine based on methodology, Appendix G of the Roseville Rail Yard Study (CARB 2004). Using a 15-foot stack height of hood top plus 1 foot for track height, total stack elevation 16 feet or 4.88-m.

[b] Based on screening modeling dynamic braking (DB), notch 5 and notch 8 throttle setting for night (F stability) plume rise height for Class 1 line-haul locomotive engine based on methodology, Appendix G of the Roseville Rail Yard Study (CARB 2004). Using a 15-foot stack height of hood top plus 1 foot for track height, total stack elevation 16 feet or 4.88-m.

[c] Maximum allowed wind speed (locomotive speed) by SCREEN3 with Stability D (nighttime) is 4.0 m/s.

m = meters

OEA based the emissions rates for locomotives on EPA (2009) guidance and used the EPA fuel-based emissions factors for line-haul locomotives in 2025 (the opening year of the project): 74 grams per gallon of diesel fuel (g/gal) for NO_X and 1.55 g/gal for PM2.5 (calculated as 97 percent of PM10). OEA converted these to distance-based factors based on the predicted average fuel consumption in gallons per car-mile, which varied slightly between routes. The resulting distance-based factors are 0.82 gram NO_X per train-mile and 0.017 gram PM2.5 per train-mile. OEA then converted these factors to emissions rates in grams per second (g/sec) using the assumed train speed and the length of the modeled track section (2 miles). For example, a train traveling at 30 miles per hour would traverse 2 miles in 240 seconds, during which time it would emit 197 grams of NO_X and 4.08 grams of PM2.5. If this were the only train to pass by the receptor in an hour, and every hour had exactly one train passby, the modeled hourly emissions rates would be these quantities divided by 3,600 sec/hour, or 0.055 g/sec NO_X and 0.0011 g/sec PM2.5. Finally, OEA divided these rates by the source areas to arrive at the applicable emission rates in grams per second per square meter.

Table 3. Area Source Parameters for Modeling of Locomotive Emissions

Source Type	Emissions Rate (g/(sec-m²)) Period	NO_x	PM2.5	Release Height (m)	X-init (m)	Y-init (m)	Angle	Sigma-z (m)
Area (all sources)	Hourly	4.76E-05[a]	4.44E-05[a]	See Table 2	Variable per track alignment	9	Variable per track directional orientation	See Table 2
		4.44E-05[b]	9.37E-07[b]					
	Daily	1.35E-05[a]	2.84E-05[a]					
		1.26E-05[b]	2.66E-07[b]					
	Annual	1.02E-05[a]	2.13E-05[a]					
		9.48E-06[b]	9.48E-06[b]					

Notes:

[a] Switchbacks site (all Action Alternatives), Bear Claw Valley site (all Action Alternatives), and Myton site (Indian Canyon Alternative and Whitmore Park Alternative).

[b] Myton site (Wells Draw Alternative).

NO_X = oxides of nitrogen; PM2.5 = particulate matter with a diameter of 2.5 micrometers or less; m = meters

Railroads move locomotives where needed to meet freight shipping demand and would not dedicate specific locomotives to the proposed rail line. Potentially any line-haul locomotive in the rail line operator's fleet could be assigned to pull a project. Thus, a fleet average emissions rate is the most appropriate approach to estimating locomotive emissions. Use of fleet average emissions is standard practice in mobile source emissions modeling as done in state implementation planning (SIPs)and EIS documents. The fleet mix, thus, provides a realistic estimate of emissions. Earlier years provide higher individual emissions rates (hence OEA's modeling the project opening year of 2025) and would provide more conservative estimates of short-term average concentrations paired with worst-case meteorological conditions. Depending on the make-up of the operator's fleet, a train could be pulled by only lower-Tier (e.g., Tier 0+), higher-emitting locomotives. However, modeling such a train assumes that higher-emitting trains always operate simultaneously with the occurrence of meteorology that is not conducive to pollutant dispersion, and that this scenario occurs often enough to generate the number of exceedances necessary to define a modeled violation. OEA believes this is a worst-case, excessively conservative assumption. NEPA does not require analysis of a worst-case scenario.

OEA will model emissions sources as a set of area sources with a width of 9 meters, which is the width of the train (10 feet) + 3 meters on either side to allow for turbulent mixing from a moving train. Three meters per side, a value typically assumed when modeling highway vehicles, reflects several factors that affect turbulent mixing. The front of a locomotive typically presents a large, blunt profile with respect to aerodynamic drag, and this will result in generation of turbulence as the air is pushed aside by the train. Some additional turbulence is generated by protruding equipment on the cars and the gaps between the cars. A long freight train with multiple locomotives usually will have one or more of its locomotives at the rear of the train. The rear of a locomotive is not streamlined and will create a turbulent wake immediately behind the train that will affect the dispersion of exhaust emitted from the top of the locomotive, likely similar to the way the wake created by a heavy trailer truck affects the dispersion of emissions from its high-mounted exhaust. The air that is dragged by the train, due to the viscosity of the air, is known as slipstream. This phenomenon can cause wind gusts and creates both near and far field wake regions. The near field wake depends on the shape of the train but can create rotating vortices. These effects have been reported in studies such as in Sterling et al. (2008).

Each train will have eight locomotives and all are assumed to be operating at the indicated throttle setting. AERMOD does not explicitly model movement of a mobile source, but instead distributes the emissions uniformly throughout the modeled line area source, which represents the travel path of the actual mobile source. In calculating the modeled emissions rate per train for each line area source, the sum of the gram/second emissions rates for all locomotives is adjusted according to the fraction of each modeled hour that the train is present, i.e., the time required to traverse the length of the area source at the assumed train speed, divided by 1 hour. Because the line area source represents the passage of the train as a whole, the position of each locomotive in the train consist does not affect the emissions calculation. We will model emissions sources as having a total length of 2 miles to minimize end effects.

3.1.3 Pollutants and Averaging Periods

OEA will use AERMOD to examine the impacts of emissions of PM2.5 and NO_2, which are the pollutants of greatest concern for locomotive emissions. OEA will base the averaging periods for each criteria pollutant on the relevant NAAQS. The averaging periods are as follows:

- **PM2.5**: 24-hour and annual averaging periods
- **NO_2:** 1-hour and annual averaging periods

We will use the latest EPA guidance (Appendix W, 2017) for the analysis. Discussion of additional air quality issues (other than issues relevant to the dispersion modeling) will be provided in the EIS analysis.

For diesel-fueled emissions sources, such as railroads and heavy trucks, the 1-hour NO_2 and 24-hour PM2.5 concentrations are likely to be the highest as a percentage of the NAAQS among all criteria pollutants and averaging periods. OEA assumed that if concentrations of 1-hour NO_2 and 24-hour PM2.5 are less than the NAAQS at the modeled locations where the maximum concentrations would be expected, then concentrations at other locations along the alignment also would be less than the NAAQS. Because 1-hour NO_2 and 24-hour PM2.5 concentrations are likely to be highest as a percentage of the NAAQS among all criteria pollutants, OEA also assumed that if concentrations of 1-hour NO_2 and 24-hour PM2.5 are less than the NAAQS, then concentrations of carbon monoxide (CO), PM10, and sulfur dioxide (SO_2) also would be less than the NAAQS. Therefore, concentrations of CO, PM10, and SO_2 will not be modeled.

3.1.4 Input Preparation

AERMOD requires several input files. The simulation control file specifies which options and features of AERMOD are to be applied, and contains information about the emissions sources (location, emissions rate, stack parameters), as well as the receptor locations (elevation, topography, and land use). The model generates two meteorological input files that provide detailed information about the characteristics of the surface layer (wind, temperature, stability parameters) and the vertical structure of temperature and wind near the source location.

3.1.4.1 Topographical Data

The terrain along the Action Alternatives consists of canyons and valleys with steep and rugged terrain in some locations. OEA will make use of the highest resolution available (1/3 arc second ~ 10-m horizontal resolution) for the three focus areas shown in Figures 2 through 4. We will obtain

the terrain data from the U.S. Geological Survey and processed for use in AERMOD using the AERMAP preprocessor program (version 18081) (EPA 2018).

3.1.4.2 Meteorological and Land Use Data

ICF identified the locations and meteorological data for air quality modeling with AERMOD. OEA identified two meteorological datasets for use in the air quality modeling effort: Indian Canyon Summit and Pleasant Valley (Figure 1). Indian Canyon data covers 5 years of meteorological data (2014 through 2018) and is paired with the nearby Price, Utah station for cloud cover. The Utah Department of Transportation maintains and operates the Indian Canyon Summit monitor, and data and was accessed through the University of Utah's MesoWest network.[8] The Pleasant Valley meteorological data were available for 2 years (2018 through 2019) and are paired with the nearby Vernal, Utah station for cloud cover. Although ideally an analysis should use a station with 5 years of data available, due to local terrain and the small number of meteorological monitoring stations in the region, Pleasant Valley was selected as being most representative of the analysis area. The Utah State University's Utah Climate Center Agrimet network maintains and operates the Pleasant Valley data.[9] Both surface stations used the Salt Lake City upper-air site for input to AERMET because it is the nearest upper-air station and is in the prevailing upwind direction from the Basin.

The Indian Canyon Summit wind rose shows two prevailing wind directions: from the west-northwest and from the south-southeast with about 5 percent of the hours reported as calm (Figure 6). OEA will use this meteorological dataset for two locations, the Switchbacks near Minnie Maud Road and Bear Claw Valley assessment south of the Argyle Canyon Road.

The Pleasant Valley wind rose is dominated with winds from the west for most hours and with less than 1 percent of the hours reporting calm conditions as shown in Figure 7. OEA will use the meteorological dataset for the assessment location south of Myton.

AERMET requires additional information about the land use characteristics of the area in which the surface meteorological monitoring site is located. OEA will obtain this information using the AERSURFACE preprocessor program (EPA 2013), and will run the AERSURFACE program at the meteorological monitor location using the 1992 U.S. Geological Survey National Land Cover Database as these locations have not changed their land use and land cover significantly since 1992. We will use the land use and land cover to determine the seasonal albedo and surface roughness. We will use default season land use settings and surface moisture condition (wet, dry, average) derived from Price and Vernal monthly precipitation data compared with 30-year climatological normal for determination of the Bowen Ratio. It is difficult to review the AERMET-derived meteorological files from a physical meteorological perspective. AERMET, however, provides report files that contain error and warning messages for identifying problems with data completeness or questionable values in the observed data or calculated parameters. We will carefully review the report files.

[8] MesoWest is a cooperative project started at the University of Utah in 1996, with the goal of providing access to current and archived weather observations across the United States through web-based resources (https://mesowest.utah.edu/html/help/main_index.html#overview). Support for this initiative has been funded primarily by the National Weather Service through a variety of research and operations-specific projects.

[9] The Agrimet Cooperative Agricultural Weather Network, established in 1983 by the U.S. Bureau of Reclamation and partnered with the Utah Climate Center, is a network of automated agricultural weather stations used to support crop water use modeling and other agricultural applications (https://www.usbr.gov/pn/agrimet/general.html).

Figure 6. Indian Canyon Summit Wind Rose

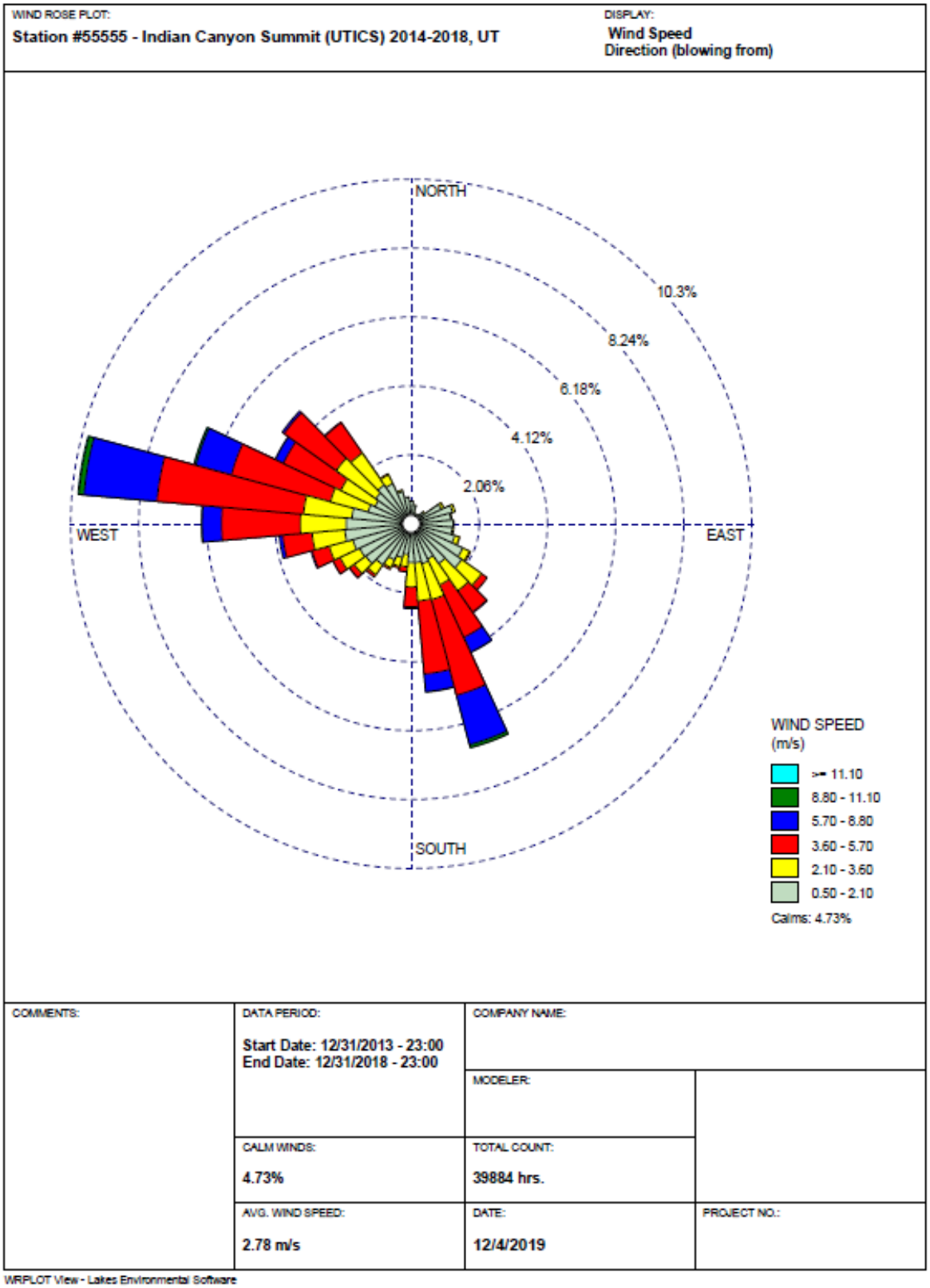
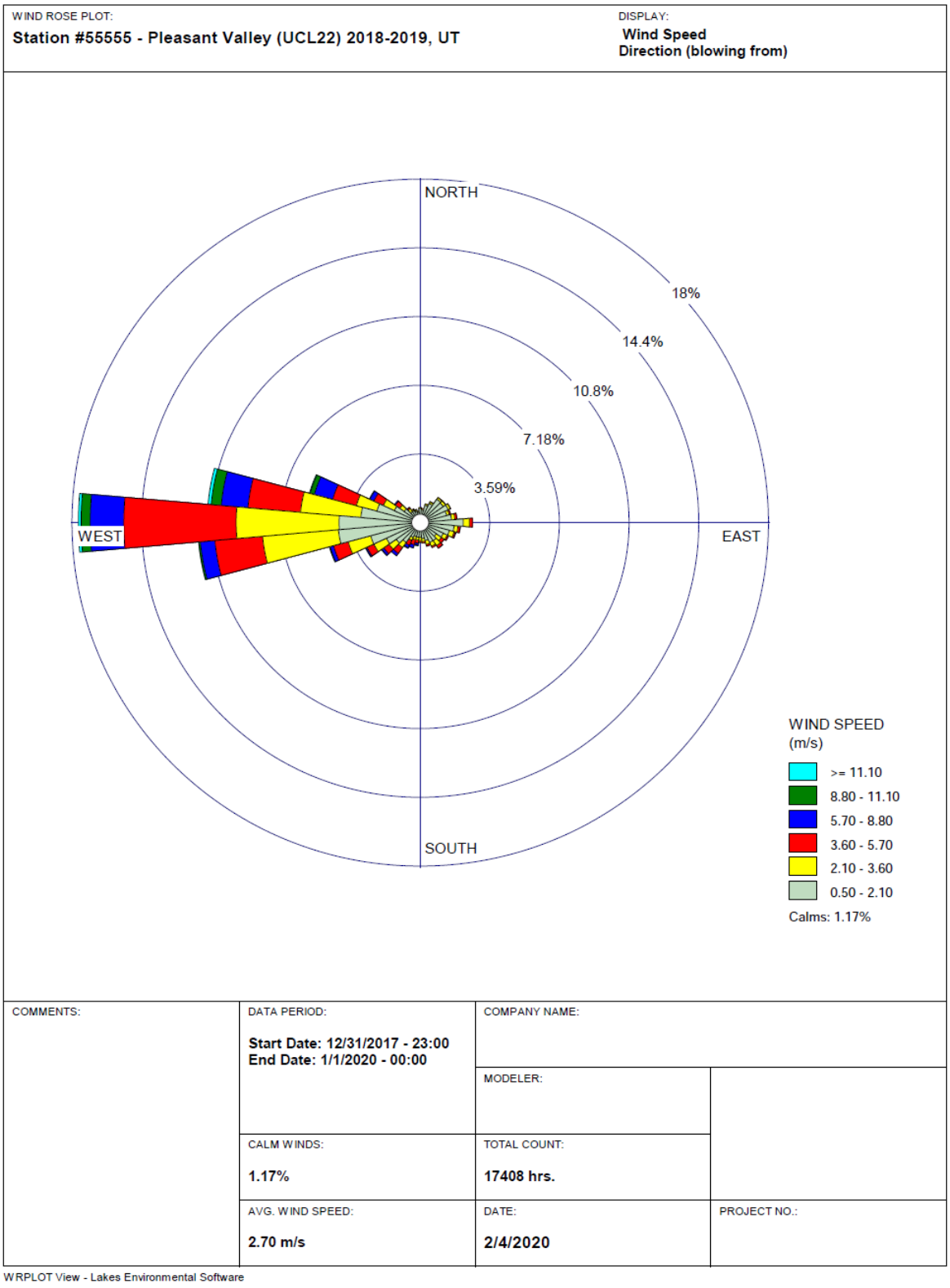


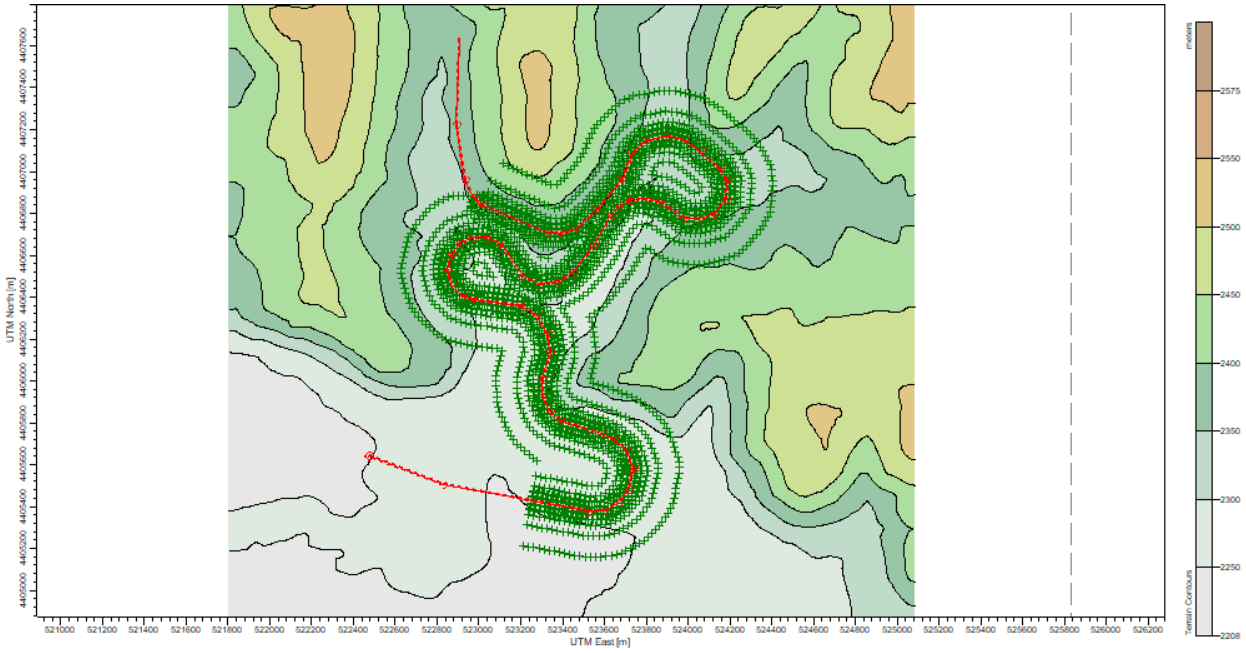
Figure 7. Pleasant Valley Wind Rose



3.1.5 Assessment Area and Receptor Grids

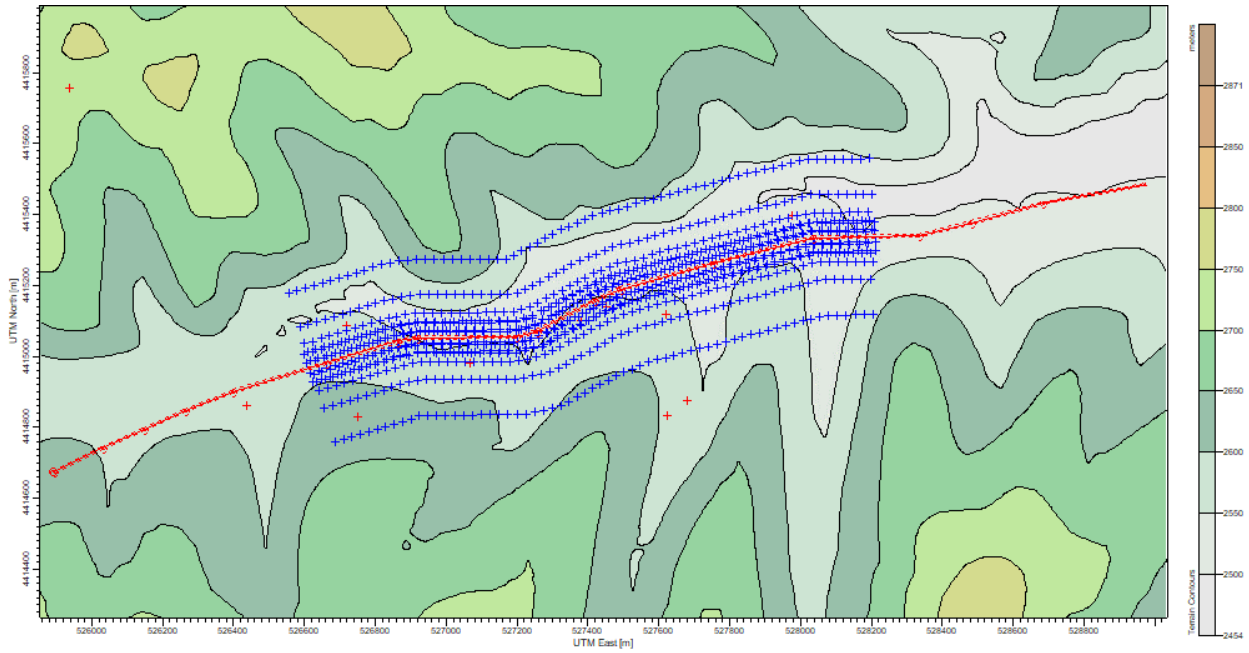
Figures 8, 9, and 10 show the overall layout of the proposed receptor grid for the three locations along the Action Alternatives that would be most likely to experience higher pollutant concentrations (Switchback near Minnie Maul Road, Bear Claw Valley south of Argyle Canyon Road, and the alignment south of the community of Myton). No existing sensitive receptors (e.g., residences) are found for the Switchback Near Minnie Maul Road. Figure 9 shows the sensitive receptors (residences) as red crosses. Figure 10 shows the location of sensitive receptors (residences or businesses), which appear as blue crosses just south of the community of Myton.

Figure 8. Receptor Grid for Switchback Area near Minnie Maul Road (Whitmore Park Alternative)



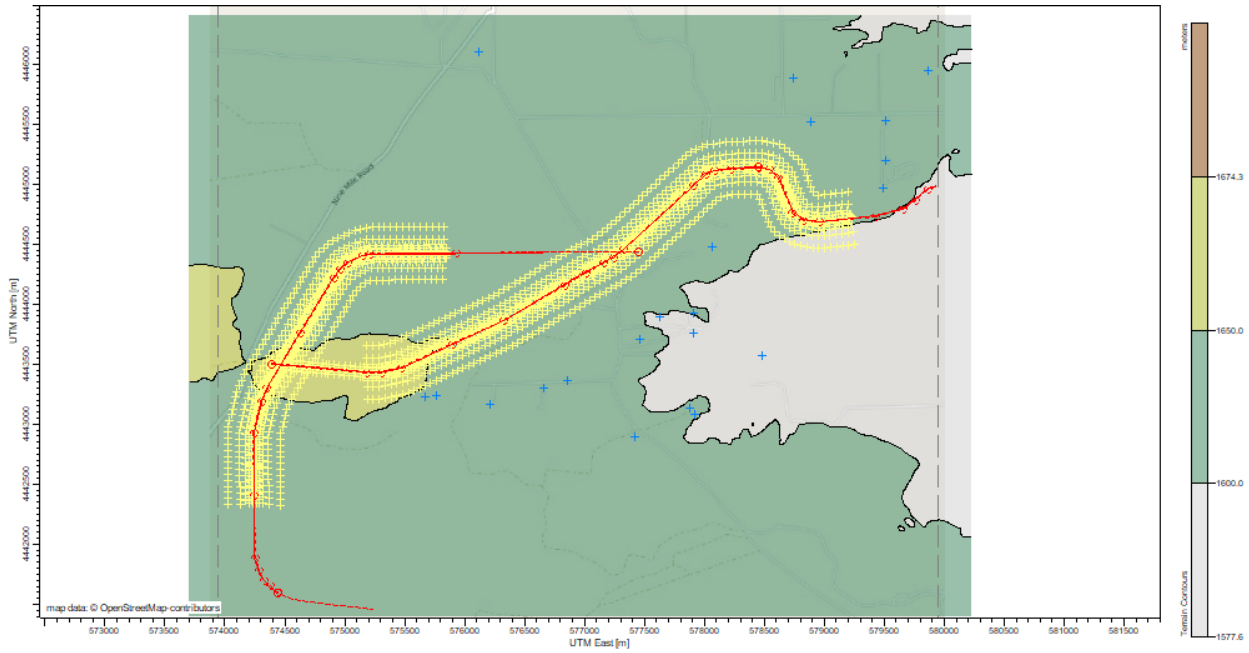
Notes:
Red line indicates the rail alignment. The receptor grid is shown in green crosses.

Figure 9. Receptor Grid for Bear Claw Valley just south of Argyle Canyon Road (Wells Draw Alternative)



Notes:
Red line indicates the rail alignment.

Figure 10. Receptor Grid for the Alignment South of the Community of Myton



Notes:
Red line indicates the rail alignment.

In general, a grid is overlaid in the study area with the first set of receptors beginning at the edge of the 100-foot right-of-way (50 feet on either side of the track) extending to approximately 720 feet (220 m) from the proposed rail line. Intermediate receptors are located at 65 feet (20 meters), 82 feet (25 meters), 150 feet (45 meters), 230 feet (70 meters), and 390 feet (120 meters) from the rail centerline. In addition, the receptors representing the nearest residences will be included. Because the emissions release height is relatively low (Table 2), the highest concentrations will likely be found near the edge of the right-of-way. Terrain variations are not anticipated to result in maximum concentrations farther than 720 feet from the proposed rail line (Figures 2 through 4).

Although the area within the right-of-way could be considered "ambient air" per EPA guidance, entry by humans onto the right-of-way would constitute trespassing. OEA typically does not consider impacts on trespassers. Portions of the right-of-way may be signed or fenced to preclude entry in accordance with agreements with abutters or land management agencies.

3.1.6 Background Air Quality Data

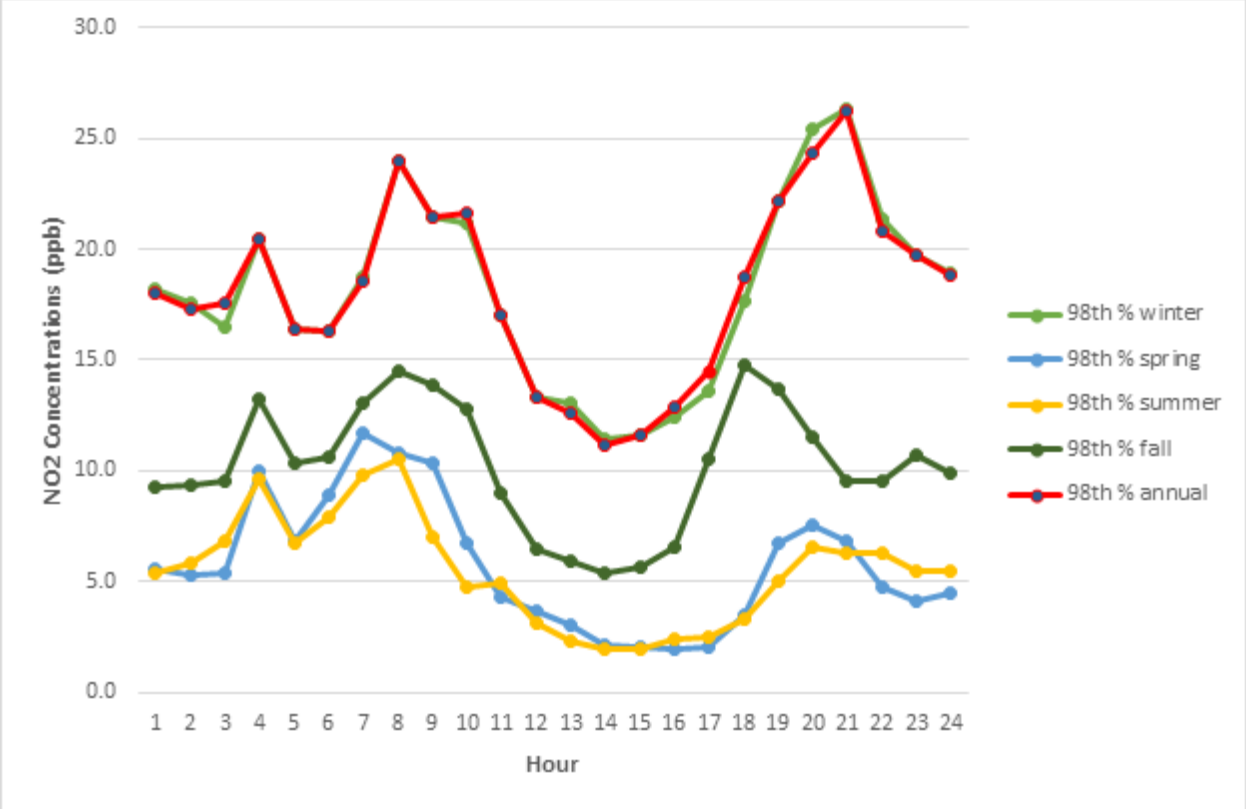
Total pollutant concentration is the sum of the AERMOD-derived impacts plus background pollutant concentrations for the region. The background concentrations are intended to account for sources not included in the modeling. Background concentrations should be representative of the regional air quality in the vicinity of the proposed alignment. In this exercise we are only investigating the impacts on PM2.5 and NO_2. Only two monitoring stations are relatively close to a large portion of the rail line: Vernal and Roosevelt, Utah. Both the Vernal and Roosevelt sites measure PM2.5 and NO_2; however, the Vernal site is more distant from the alignment and had some quarters in 2017 and 2018 with less than 75 percent data completeness. The Roosevelt site also collects hourly ozone data as well. Thus, we used the Roosevelt site as the background concentration station (Figure 1). The Roosevelt monitor is a Utah Department of Environmental Quality (Utah DEQ) site located at 290 South 1000 West, Roosevelt, at an elevation of 5,205 feet. We will use the 2014–2019 data because of the QA/QC data, which includes routine audits. The data are further QA'd as part of the reporting to EPA AIRS system. We considered obtaining the ozone data from the Northern Ute Indian Tribe's Air Quality ozone-only monitoring stations at Price and Myton, Utah, but were concerned with the quality of the data as the data are not reported to EPA AIRS or Utah DEQ. The monitoring program was designed for the needs of the Ute and was unclear as to the QA/QC procedures.

OEA will calculate the concentration metrics consistent with the form of the standard for each pollutant and averaging period. The 24-hour PM2.5 concentration is the average over the 3-year period of the 98th percentile of the 24-hour average concentration. The 1-hour NO_2 concentration is the 3-year average of the 98th percentile of the daily maximum 1-hour concentrations. The annual PM2.5 concentration is the average over the most recent 3-year period of the annual average concentration. The annual NO_2 concentration is the annual mean.

To further refine the background concentration associated with meteorological conditions accompanying the 1-hour NO_2 averaging period, we developed seasonal and hour-of-day background concentrations using the hourly NO_2 for the 2016–2018 time period at the Roosevelt monitor, following the method described in EPA's memorandum *Additional Clarification Regarding Application of Appendix W Modeling Guidance for the 1-hour NO_2 National Ambient Air Quality Standard* (EPA 2011: 19). Figure 11 shows the background monitored NO_2 concentrations by season and hour-of-day for the Roosevelt monitor for the period 2016–2018. OEA will pair these

background concentrations with the modeled concentration to determine the 1-hour concentration for use in comparing the modeling results to the 1-hour NO_2 NAAQS.

Figure 11. Monitored Background Concentrations for Roosevelt, UT Monitor 2016–2018 1-Hour NO_2 Concentrations



3.2 AERMOD Modeling Scenarios

OEA designed the modeling scenarios to simulate the maximum impact associated with the operations of the proposed railway along the alignment. Given the distance between the identified worst-case modeling locations, we will model each location in a separate AERMOD simulation using the maximum proposed train activity along the alignment using the worst-case emission year.

Since the trains are proposed to operate at all hours of the day, both the short-term (1-hour and 24-hour) and the long-term (annual) assessment will model operations as occurring at any time of the day, seven days per week, 365 days per year.

3.3 Criteria Pollutant Modeling and Impact Assessment

OEA will add the AERMOD-derived impacts on ambient air quality to representative background air quality concentrations and compare them to the NAAQS. Table 4 summarizes these standards.

Table 4. Summary of Ambient Air Quality Standards

Pollutant (Units)	Averaging Period	NAAQS
PM2.5 (µg/m^3)	24-hour[a]	35
	Annual[b]	12
NO_2 (ppb)	1-hour[c]	100
	Annual[d]	53

Notes:

[a] The 3-year average of the 98th percentile 24-hour average concentration must not exceed this standard.

[b] The 3-year average of the annual average concentration must not exceed this standard.

[c] The 3-year average of the 98th percentile of the daily maximum 1-hour average is not to exceed this standard.

[d] Not to be exceeded.

PM2.5 = particulate matter with a diameter of less than 2.5 micrometers; µg/m^3 = micrograms per cubic meter; NO_2 = nitrogen dioxide; ppb = parts per billion; NAAQS = National Ambient Air Quality Standards

OEA will report the predicted concentrations at all receptors where exceedances of the NAAQS are modeled, and will include a graphic figure showing the spatial distribution of the predicted concentrations at receptors for the location at which the maximum impacts are predicted. OEA also will provide the model input and output files in an appendix.

Chapter 4
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Appendix N

Historic Properties Technical Memorandum

Memorandum

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

Abstract

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

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

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

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

Based on its preliminary effects analysis, OEA found that the proposed rail line would result in an adverse effect on all identified historic properties in the APE and the overall effect on historic properties would be similar for all Action Alternatives.

Introduction

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

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

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

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

Project Description

The Coalition anticipates that rail traffic on the proposed rail line would primarily consist of trains transporting crude oil from the Basin to markets across the United States. The Coalition also expects that trains would transport frac sand into the Basin for use in the oil and gas extraction industry.

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

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

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

Alternatives

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

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

Indian Canyon Alternative

The Indian Canyon Alternative would extend approximately 81 miles from two terminus points in the Basin near Myton, Utah and Leland Bench, Utah to a connection with an existing UP rail line near Kyune, Utah. Starting at Leland Bench, approximately 9.5 miles south of Fort Duchesne, Utah, the

route would proceed westward, past the South Myton Bench area, until intersecting Indian Canyon approximately 2 miles south of Duchesne, Utah. After entering Indian Canyon, the route would turn southwest and follow Indian Creek upstream toward its headwaters below Indian Creek Pass, paralleling U.S. Highway 191 (US 191) for approximately 21 miles. The Indian Canyon Alternative would use a summit tunnel to pass through the West Tavaputs Plateau near Indian Creek Pass on US 191. After emerging from the tunnel, it would descend the Roan Cliffs to reach Emma Park, an open grassy area at the base of the Roan Cliffs. The route would then run westward through Emma Park where it would split into a westbound and eastbound wye[1] configuration that would connect to the UP Provo Subdivision near the railroad timetable station at Kyune. In addition to the summit tunnel, the Indian Canyon Alternative would include two additional tunnels.

Wells Draw Alternative

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

Whitmore Park Alternative

The Whitmore Park Alternative would extend approximately 88 miles from terminus points in the Basin near Myton and Leland Bench to an existing UP rail line near Kyune. This alternative would overlap for much of its length with the Indian Canyon Alternative. Approximately 23 miles west of the terminus point near Leland Bench, the Whitmore Park Alternative would diverge from the Indian Canyon Alternative, heading south to avoid the residential Mini Ranches area near Duchesne, Utah. It would then continue west to Indian Canyon and turn southwest to follow Indian Creek, paralleling US 191. Like the Indian Canyon Alternative, the Whitmore Park Alternative would use a summit tunnel to pass through the West Tavaputs Plateau near Indian Creek Pass on US 191. After emerging from the tunnel, the Whitmore Park Alternative would again diverge from the Indian Canyon Alternative to head south and southeast on its descent from the Roan Cliffs. After reaching Emma Park, it would follow Whitmore Park Road westward, cross US 191, and continue west along

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

Quarry Road and Emma Park Road where it would split into a westbound and eastbound wye configuration that would connect to the UP Provo Subdivision near Kyune. In addition to the summit tunnel, the Whitmore Park Alternative would include four additional tunnels.

Regulatory Setting

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

National Environmental Policy Act

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

National Historic Preservation Act

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

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

1. **Initiate consultation**. In considering project effects, federal agencies consult with the appropriate state historic preservation officer/tribal historic preservation officer, tribes, local governments, project applicants, other interested parties, and members of the public. Federal agencies must also provide the ACHP an opportunity to comment on the undertaking. Consultation occurs at all subsequent steps of the Section 106 process.
2. **Identify and evaluate potential historic properties.** Based on the nature and scope of the undertaking, federal agencies develop an area of potential effects (APE). Based on consultation, research, and field investigation, the federal agency identifies buildings, structures, objects, and

districts (properties) within that APE. With the guidance of tribes, the federal agency also identifies properties of religious and cultural significance to tribes. The federal agency evaluates these properties to determine whether the properties have already been included in the National Register or are eligible for inclusion in the National Register. Those that are National Register-listed or -eligible are considered *historic properties* for the purposes of Section 106. If no historic properties are present in the APE, the Section 106 process is complete.

3. **Assess effects.** If historic properties are present in the APE, the federal agency assesses the extent to which the proposed project (undertaking) "may alter, directly or indirectly, any of the characteristics of a historic property that qualify it for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association" [36 C.F.R. § 800.5(a)(1)]. If the federal agency determines that the proposed project (undertaking) would not alter the historic property in this way, the Section 106 process is complete.
4. **Resolve adverse effects.** If the federal agency determines that the proposed project (undertaking) would alter the historic property in this way, an *adverse effect* results. The federal agency takes steps to avoid, minimize, or mitigate the adverse effect, which is known as *resolving* the adverse effect under Section 106. These steps are memorialized in a binding agreement document.

National Register of Historic Places

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

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

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

Ordinarily, birthplaces, cemeteries, or graves of historical figures; properties owned by religious institutions or used for religious purposes; structures that have been moved from their original

locations; reconstructed historic buildings; properties that are primarily commemorative in nature; and properties that have achieved significance within the past 50 years are typically not considered eligible for the National Register, unless they satisfy certain conditions. For the purposes of the Project, OEA is using a 45-year threshold in recognition of the project construction schedule.

Section 106 Compliance Approach

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

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

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

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

Consultation

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

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

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

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

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

Record of Consultation

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

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

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

Table 1. Consultation with Federal Agencies

Agency	Action/Summary	Status
BIA, Uintah and Ouray Agency	• Initiated Section 106 consultation on 6/19/2019. • Accepted consulting party status 1/13/2020 • Invited to participate in consulting party teleconferences 1/6/2020. • Participated in consulting party meetings in January, February, March, April, and September 2020. • Participated in topic-specific consulting party meeting on rock art 4/29/2020. • Provided draft APE and requested comments 3/23/2020. • Confirmed role and responsibilities in the PA 7/10/2020 and 7/16/2020. • Provided draft PA and requested comments 8/21/2020. • Provided PA comments 8/24/2020.	Accepted consulting party status.
BIA, Western Agency	• Initiated Section 106 consultation 6/19/2019. • Teleconference 11/4/2019. • Accepted consulting party status 11/04/2019. • Invited to participate in consulting party teleconferences 1/6/2020. • Provided draft APE and requested comments 3/23/2020. • Participated in consulting party meetings in March, June, August, and September 2020. • Confirmed role and responsibilities in the PA 7/10/2020, 7/16/2020, and 7/20/2020. • Provided draft PA and requested comments 8/21/2020.	Accepted consulting party status.
BLM, Price Field Office	• Meeting 3/21/2019. • Initiated Section 106 consultation 6/19/2019. • Invited to participated in consulting party teleconferences 1/6/2020. • Provided draft APE and requested comments 3/23/2020. • Participated in consulting party meetings in January, March, and June 2020. • Confirmed role and responsibilities in the PA 7/10, 7/20, and 7/21/2020. • Provided draft PA and requested comments 8/21/2020.	Accepted consulting party status.

Agency	Action/Summary	Status
BLM, Vernal Field Office	• Meeting 3/21/2019. • Initiated Section 106 consultation 6/19/2019. • Invited to participate in consulting party teleconferences 1/6/2020. • Provided draft APE and requested comments 3/23/2020. • Participated in consulting party meetings January, March, April, May, June, August, September 2020. • Participated in topic-specific consulting party meeting on rock art 4/29/2020. • Participated in topic specific consulting party meeting to review the PA 9/9/2020. • Confirmed role and responsibilities in the PA 7/10, 7/20, and 7/21/2020. • Provided draft PA and requested comments 8/21/2020. • Provided PA comments 9/21/2020 • Meeting 9/30/2020	Accepted consulting party status.
FHWA	• Initiated Section 106 consultation 6/19/2019. • Declined consulting party status on 6/25/2019 (Utah) and 7/01/2019 (Colorado). • Recommended inviting state Department of Transportation to consult 10/28/2019.	Declined consulting party status.
FRA, Office of Program Delivery	• Initiated Section 106 consultation 6/19/2019. • Followed up on initiation invitation 1/6/2020.	Has not accepted consulting party status.
National Park Service, Cultural Resources, Intermountain Region	• Initiated Section 106 consultation 6/19/2019. • Teleconference on 10/28/19. • Declined to pursue consultation after publication of Final Scope of Study (December 2019) which did not include a Colorado alternative.	Has not accepted consulting party status.
USACE	• Meeting 3/21/2019. • Initiated Section 106 consultation 6/19/2019. • Accepted consulting party status on 8/26/2019. • Invited to participate in consulting party teleconferences 1/6/2019. • Provided draft APE and requested comments 3/23/2020. • Participated in consulting party meetings in February, March, April, May, June, and September 2020. • Participated in topic-specific consulting party meeting on rock art 4/29/2020.	Accepted consulting party status.

Agency	Action/Summary	Status
	• Participated in topic specific consulting party meeting to review the PA 9/9/2020. • Confirmed agency's role and responsibilities in the PA 7/10 and 7/14/2020. • Provided draft PA and requested comments 8/21/2020. • Provided PA comments 9/30/2020.	
USEPA	• Invited to participate in consulting party teleconferences 1/6/2020. • Provided draft PA and requested comments 8/21/2020.	Has not accepted consulting party status.
Forest Service	• Initiated Section 106 consultation 6/19/2019. • Accepted consulting party status 6/24/2019. • Invited to participate in consulting party teleconferences 1/6/2019. • Provided draft APE and requested comments 3/23/2020. • Teleconference 4/6/2020. • Participated in consulting party meetings in January, February, March, April, May, August, and September 2020. • Participated in topic specific consulting party meeting to review the PA 9/9/2020. • Confirmed role and responsibilities in the PA 7/10, 7/20, and 8/10/2020. • Provided draft PA and requested comments 8/21/2020. • Provided comments on draft PA 8/26/2020. • Meeting 9/30/2020.	Accepted consulting party status.

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

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

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

Table 2. Consultation with Advisory Council on Historic Preservation

Agency	Action/Summary	Status
ACHP	• Teleconferences 10/4/2019, 2/6/2020, and 5/28/2020. • E-106 package submitted 2/24/2020. • Invited to participate in consulting party teleconferences 1/6/2020. • Provided draft APE and requested comments 3/23/2020. • Participated in consulting party meetings January, February, March, and May 2020. • Participated in topic-specific consulting party meeting on rock art 4/29/2020. • Provided draft PA and requested comments 8/21/2020. • Declined formal participation in Section 106 consultation 9/9/2020.	Declined to formally participate.

Notes:
ACHP = Advisory Council on Historic Preservation

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

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

Table 3. Consultation with State Historic Preservation Officers

Consulting Party	Action/Summary	Status
Colorado Office of Archaeology and Historic Preservation (SHPO)	• Initiated Section 106 consultation 4/10/2019. • Teleconference 5/1/2019. • Declined to pursue consultation after publication of Final Scope of Study (December 2019), which did not include a Colorado alternative.	Accepted consulting party status.

Consulting Party	Action/Summary	Status
Utah Division of State History (SHPO)	• Initiated Section 106 consultation 4/10/2019. • Meeting 11/20/2019. • Invited to participate in consulting party teleconferences 1/6/2020. • Requests for information/comments 6/19/2019, 1/22/2020, 1/30/2020, 3/31/2020, 4/23/2020, 5/22/2020, and 6/18/2020. • Comments provided 4/8/2020, 5/12/2020, 5/22/2020, and 6/2/2020. • Teleconferences 5/1/2019, 9/19/2019, 10/4/2019, 10/15/2019, and 4/23/2020. • Provided draft APE and requested comments 3/23/2020. • Participated in topic-specific consulting party meeting on rock art 4/29/2020. • Participated in monthly consulting party meetings January, February, March, April, May, June, August, and September of 2020. • Participated in topic specific consulting party meeting to review the PA 9/9/2020. • Provided draft PA and requested comments 8/21/2020. • Provided PA comments 9/9/2020. • Meeting 10/7/2020.	Accepted consulting party status.

Table 4. Consultation with Ute Indian Tribe

Consulting Party	Action/Summary	Status
Ute Indian Tribe of the Uintah and Ouray Reservation	• Initiated Section 106 consultation 6/19/2019. • Invited to participate in consulting party teleconferences 1/6/2020. • Provided draft APE and requested comments 3/23/2020. • Meetings 2/5/2019, 5/30/2019, 9/12/2019, and 1/28/2020. • Teleconferences 1/24/2020, 5/6/2020, 5/28/2020, 7/27/2020, and 8/13/2020. • Draft copy of the PA provided for review 7/24/2020 and 8/6/2020. • Participated in consulting party meetings in January, February, and April 2020. • Participated in topic-specific consulting party meeting on rock art 4/29/2020.	Accepted consulting party status.

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

Consulting Party	Action/Summary	Status
Apache Tribe of Oklahoma	• Initiated Section 106 consultation 6/19/19. • Followed up on initiation invitation 12/16/2019, 1/6/2020, 6/16/2020, and 6/22/2020. • Provided draft PA and requested comments 8/21/2020.	Has not accepted consulting party status.
Confederated Tribes of Goshute Reservation, Nevada and Utah	• Initiated Section 106 consultation 6/19/2019. • Followed up on initiation invitation on 10/25/2019, 11/25/2019, 1/6/2020, 6/16/2020, and 6/22/2020. • Provided draft PA and requested comments 08/21/2020.	Has not accepted consulting party status.
Eastern Shoshone Tribe of the Wind River Reservation, Wyoming	• Initiated Section 106 consultation 6/19/2019. • Followed up on initiation invitation on 10/24/2019, 10/29/2019, 1/6/2020, 6/16/2020, and 6/22/2020. • Provided draft PA and requested comments 8/21/2020.	Has not accepted consulting party status.
Fort Belknap Indian Community of the Fort Belknap Reservation of Montana	• Initiated Section 106 consultation 6/19/2019. • Participated in monthly consulting party meeting September of 2020. • Followed up on initiation invitation 10/24/2019, 10/29/2019, 1/6/2020, 6/16/2020, and 6/22/2020. • Provided draft PA and requested comments 8/21/2020.	Has not accepted consulting party status.
Navajo Nation, Arizona, New Mexico, and Utah	• Initiated Section 106 consultation 6/19/2019. • Declined consulting party status 12/3/2019.	Declined consulting party status.
Paiute Indian Tribe of Utah	• Initiated Section 106 consultation 6/19/2019. • Declined consulting party status 12/10/2019.	Declined consulting party status.
Shoshone-Bannock Tribes of the Fort Hall Reservation, Idaho	• Initiated Section 106 consultation 6/19/2019. • Declined consulting party status 7/15/2019.	Declined consulting party status.
Skull Valley Band of the Goshute Indians	• Initiated Section 106 consultation on 6/19/2019. • Followed up on initiation invitation 10/25/2019 and 11/19/2019.	Has not accepted consulting party status.

Consulting Party	Action/Summary	Status
The Hopi Tribe of Arizona	• Initiated Section 106 consultation 6/19/2019. • Accepted consulting party status 7/8/2019. • Invited to consulting party teleconferences 1/6/2020. • Provided draft PA and requested comments 08/21/2020.	Accepted consulting party status.
The Northwestern Band of the Shoshone Nation, Utah	• Initiated Section 106 consultation on 6/19/2019. • Followed up on initiation invitation 12/9/2019, 12/16/2019, 1/6/2020, 6/16/2020, and 6/22/2020. • Provided draft PA and requested comments 8/21/2020.	Has not accepted consulting party status.
White Mesa/Ute Mountain Ute Tribe, Utah and Colorado	• Initiated Section 106 consultation 6/19/2019. • Followed up on initiation invitation 11/19/2019, 12/9/2019, and 12/19/2019. • OEA declined to pursue consultation after publication of Final Scope of Study (December 2019), which did not include a Colorado alternative.	Has not accepted consulting party status.

Table 6. Consultation with Local Governments (Alphabetical Order)

Consulting Party	Action/Summary	Status
Carbon County, Utah	• Initiated Section 106 consultation 6/19/2019. • Accepted consulting party status 10/28/2019. • Invited to consulting party teleconferences 1/6/2020. • Provided draft APE and requested comments 3/23/2020. • Participated in consulting party teleconferences in January, February, March, April, May, June, and August 2020. • Participated in topic-specific consulting party meeting on rock art 4/29/2020. • Provided draft PA and requested comments 8/21/2020.	Accepted consulting party status.

Consulting Party	Action/Summary	Status
Duchesne County, Utah	• Initiated Section 106 consultation on 6/19/2019. • Accepted consulting party status on 6/24/2019. • Invited to consulting party teleconferences on 1/6/2020. • Provided draft APE and requested comments 3/23/2020. • Participated in consulting party meetings in February, March, April, May, June, and August 2020. • Participated in topic specific consulting party meeting to review the PA 9/9/2020Provided draft PA and requested comments 8/21/2020.	Accepted consulting party status.
Moffat County, Colorado	• Initiated Section 106 consultation 6/19/2019. • Followed up on initiation invitation 10/24/2019. • OEA declined to pursue consultation after publication of Final Scope of Study (December 2019), which did not include a Colorado alternative.	Has not accepted consulting party status.
Public Lands Policy Coordinating Office (PLPCO)	• Meeting 3/21/2019. • Invited to consulting party meetings 1/6/2020. • Provided draft APE and requested comments 3/23/2020. • Provided APE comments 4/16/2020. • Participated in consulting party meetings in January, March, April, May, June, August, and September 2020. • Participated in topic-specific consulting party meeting on rock art 4/29/2020. • Participated in topic specific consulting party meeting to review the PA 9/9/2020. • Confirmed agency's role and responsibilities in the PA 7/10, 7/20, and 7/21, 2020. • Provided draft PA and requested comments 8/21/2020. • Provided PA comments.	Accepted consulting party status.

Consulting Party	Action/Summary	Status
Rio Blanco County, Colorado	• Initiated Section 106 consultation 6/19/2019. • Followed up on initiation invitation 10/15/2019. • Declined to pursue consultation after publication of Final Scope of Study (December 2019), which did not include a Colorado alternative.	Has not accepted consulting party status.
SITLA	• Initiated Section 106 consultation 6/19/2019. • Accepted consulting party status 7/8/2019. • Invited to consulting party teleconferences 1/6/2020. • Provided draft APE and requested comments 3/23/2020. • Participated in consulting party meetings in January, March, April, May, June, and August 2020. • Participated in topic-specific consulting party meeting on rock art 4/29/2020. • Participated in topic-specific consulting party meeting to review the PA 9/9/2020. • Confirmed agency's role and responsibilities in the PA by email 7/10 and 7/21, 2020. • Provided draft PA and requested comments 8/21/2020.	Accepted consulting party status.
Uintah County, Utah	• Initiated Section 106 consultation 6/19/2019. • Accepted consulting party status 7/15/2019. • Invited to participate in consulting party teleconferences 1/6/2020. • Provided draft APE and requested comments 3/23/2020. • Attended consulting party meetings in January, March, April, May, June, and August 2020. • Participated in topic specific consulting party meeting to review the PA 9/9/2020. • Participated in topic-specific consulting party meeting on rock art 4/29/2020. • Provided draft PA and requested comments 8/21/2020.	Accepted consulting party status.

Consulting Party	Action/Summary	Status
Utah Department of Transportation (UDOT)	• Initiated Section 106 consultation 4/21/2020. • Accepted consulting party status 6/16/2020. • Commented on draft PA 8/25/2020. • Participated in consulting party meetings in April, May, June, gust, and September 2020. • Participated in topic-specific consulting party meeting on rock art 4/29/2020. • Participated in topic specific consulting party meeting to review the PA 9/9/2020. • Provided draft PA and requested comments 8/21/2020. • Provided PA comments 8/24/2020.	Accepted consulting party status.
Utah County, Utah	• Initiated Section 106 consultation 6/19/2020. • Followed up on initiation invitation 10/25/2019, 1/6/2020, and 6/16/2020.	Has not accepted consulting party status.

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

Consulting Party	Action/Summary	Status
Colorado Plateau Archaeological Alliance	• Initiated Section 106 consultation 6/19/2019. • Followed up on initiation invitation 10/29/2019. • Accepted consulting party status 11/18/2019. • Invited to participate in consulting party teleconferences 1/6/2020. • Provided draft APE and requested comments 03/23/2020. • Provided APE comments 3/30/2020. • Participated in consulting party meetings in January, February, March, April, May, June, and August 2020. • Provided draft PA and requested comments 8/21/2020. • Provided PA comments 9/14/2020.	Accepted consulting party status.

Consulting Party	Action/Summary	Status
Colorado Preservation, Inc.	• Initiated Section 106 consultation 6/19/2019. • Followed up on initiation invitation 10/25/2019 and 1/6/2020. • Declined to pursue consultation after December 2019 publication of Final Scope of Study, which did not include a Colorado alternative.	Has not accepted consulting party status.
National Trust for Historic Preservation	• Initiated Section 106 consultation 6/19/2019. • Declined consulting party status 10/25/2019.	Declined consulting party status.
Nine Mile Canyon Coalition	• Initiated Section 106 consultation 6/19/2019. • Followed up on initiation invitation 1/6/2020. • Accepted consulting party status 1/13/2020. • Provided draft APE and requested comments 3/23/2020. • Exchanged information regarding examples of rock art 4/6/20 and 4/9/2020. • Confirmed consulting party role 6/13/2020. • Participated in consulting party meetings in January, April, May, August, and September 2020. • Participated in topic-specific consulting party meeting on rock art 4/29/2020. • Provided draft PA and requested comments 8/21/2020. • Provided PA comments 9/21/2020.	Accepted consulting party status.
Preservation Utah	• Initiated Section 106 consultation 6/19/2019. • Followed up on initiation invitation 10/25/19, 10/29/19, and 1/6/2020.	Has not accepted consulting party status.

Consulting Party	Action/Summary	Status
Seven County Infrastructure Coalition	• Weekly conference calls starting February 2019. • Communications regarding Coalition's historic property research, field survey, results, documentation, and eligibility recommendations, ongoing. • Invited to participate in consulting party teleconferences 1/6/2020. • Provided draft APE and requested comments 3/23/2020. • Participated in monthly consulting party meetings in January, February, March, April, May, June, and August of 2020. • Participated in topic-specific consulting party meeting on rock art 4/29/2020. • Participated in topic specific consulting party meeting to review the PA 9/9/2020. • Provided draft PA and requested comments 8/21/2020. • Provided PA comments 9/18/2020.	Consulting party status assumed.
Southern Utah Wilderness Alliance	• Initiated Section 106 consultation 6/19/2019. • Followed up on initiation invitation 10/25/19 and 1/6/2020.	Has not accepted consulting party status.
Utah Professional Archaeological Council	• Initiated Section 106 consultation 7/2/2020.	Has not accepted consulting party status.
Utah Rock Art Research Association	• Initiated Section 106 consultation 4/21/2020. • Accepted consulting party status 4/21/2020. • Participated in consulting party meetings in April, May, June, and August of 2020. • Participated in topic specific consulting party meeting to review the PA 9/9/2020. • Participated in topic-specific consulting party meeting on rock art 4/29/2020. • Provided draft PA and requested comments 8/21/2020.	Accepted consulting party status.

Summary of Comments Received

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

Table 8. Section 106 Comments Received

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

Identification and Evaluation (Phase 1)

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

Coalition Background Research and Field Investigation

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

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

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

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

Background Research

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

Table 9. Previously Recorded Sites

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

Notes:

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

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

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

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

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

[f] This category includes recordings of: Quarry and Surface Quarry

[g] This category includes recordings of: Corral and Cairn

[h] This category includes recordings of: Pipeline and Wood Pipeline

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

[j] This category includes recordings of: Structure and Structure Complex

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



Field Investigation

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

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

Table 10. Historic Architectural Survey Coverage in the Combined APE

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

Table 11. Archaeological Survey Coverage in Project Footprint

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

Technical Reports

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

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

eligibility differ somewhat from the recommendations in the Coalition's Technical Reports, the results of the reports are incorporated herein by reference.

Area of Potential Effects

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

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

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

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

Figure 2. Area of Potential Effects



Definitions of Terms

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

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

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

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

Anticipated Construction and Operational Activities

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

Construction

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

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

Example of Section 106 Criteria for Adverse Effect	Construction Activity	Potentially Affected Property Types
Physical destruction of or damage to all or part of the property	• Clearing rail line footprint for staging and construction grading, cuts, excavating earth and rock on previously undisturbed land • Excavating footings for structures including communications towers, bridges, and tunnels	All types that are in the path of construction or staging
Alteration of a property that is not consistent with the Secretary's Standards for the Treatment of Historic Properties (36 C.F.R. Part 68) and applicable guidelines	• Rail bed construction and staging • Construction of access roads • Rerouting of irrigation or drainage	• All types that can be altered by compression or spreading of fill including but not limited to districts and linear features that need to be rerouted (e.g., roads, trails) • All types in the path of rerouting, e.g., water conveyance features
Removal of the property from its historic location	• Clearing the rail line footprint for construction • Existing road relocation	All historic properties in the path of construction or staging that can be moved/relocated
Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance	• Existing road relocation	Properties whose setting contributes to its significance
Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features	• Pile-driving or heavy construction equipment that generates temporary noise or vibration • Fugitive dust	All types sensitive to temporary visual, noise, vibration, or atmospheric elements
Transfer, lease, or sale out of federal ownership or control	Property acquisition, lease, or easement	All types on federal lands, e.g., BLM and Forest Service

Operations

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

Table 13. Typical Operational Activities and Potential for Adverse Effect

Example of Section 106 Criteria for Adverse Effect	Operational Activity	Potentially Affected Property Types
Physical destruction of or damage to all or part of the property	• Changes in water flow from culverts and other drainage structures may lead to erosion or flooding	• All property types that could be damaged by erosion or flooding • All property types sensitive to vibration
Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features	• Atmospheric elements-(engine emissions, dust) • Long-term railroad noise and vibration	All property types sensitive to visual, noise, vibration, or atmospheric elements
Neglect of a property, which causes its deterioration	• Change in land use that results in abandonment • Access limitation that results in abandonment	• Ranches, buildings or structures if their continued use becomes no longer practical

Study Areas for Relevant Impact Categories

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

Table 14. Impact Categories and Study Areas

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

Area of Potential Effects

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

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

Context

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

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

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

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

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

Archaic Period (6000–550 B.P.)

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

Early Archaic Period (6000–3000 B.P.)

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

Middle Archaic Period (3000–500 B.P.)

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

Late Archaic Period (500 B.P–A.D.550)

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

Formative Period (A.D. 550–1300)

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

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

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

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

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

Late Prehistoric (1300–1800)

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

Exploration and Early History

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

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

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

Territorial Period to Early Statehood

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

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

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

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

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

Twentieth Century through World War II

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

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

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

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

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

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

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

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

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

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

Post-World War II Period

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

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

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

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

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

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

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

Preliminary Identification and Evaluation Results and Effects Analysis

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

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

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

Historic Properties

Properties of Religious and Cultural Significance to Tribes

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

Buildings, Structures, Objects, and Districts

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

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

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

- Seven are newly recorded. OEA is requesting SHPO concurrence with its determination that these properties are National Register-eligible.

Table 15. Historic Properties

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

Property Summaries and Preliminary Effects Analysis

Summaries of the historic properties are provided below.

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

Resource IDs 001 through 0016 are historic properties that were either listed in or determined eligible for listing in the National Register prior to the current analysis, or they are properties that have been determined eligible as a result of the current analysis. Attachment II provides locations of these properties relative to the Action Alternatives.

Resource ID 001 - 42DC0348 (42465 USFS) - Indian Canyon Ranger Station

Site Photo



Indian Canyon Ranger Station (SWCA 2019)

Action Alternatives

Indian Canyon	Wells Draw	Whitmore Park
✓		✓

Primary Location

On Surface	Above Ground
	✓

Location Relative to APE

Project Footprint	1500' Buffer
	✓

Type of Potential Effect

Physical	Setting
	✓

Summary

The Indian Canyon Ranger Station is a one-story, institutional residence constructed for the United States Forest Service. The foundation is fieldstone and mortar. The building is clad in sawed-log siding with shingles filling the building's gable ends. Wood shingles cover the side-gabled roof. Archaeological survey revealed a pit toilet and several dirt paths, as well as scattered refuse.

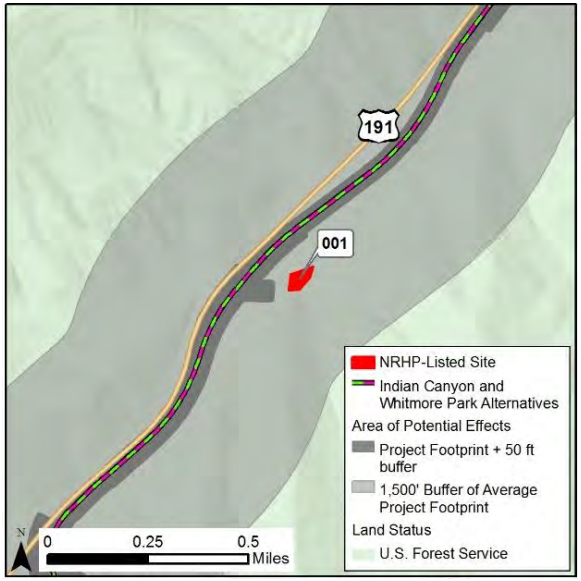
This building is listed in the National Register of Historic Places under Criterion A and C. The nomination notes three contributing features: a barn, corral, and the foundation of a garage, and two non-contributing features: a hitching post and galvanized metal structure. The historic property boundary is approximately one acre and includes the contributing buildings.

The property maintains good historic integrity, and OEA affirms the findings of the nomination in its current form. Under Criterion A, the property is significant for its role in ranger monitoring of the surrounding lands in the early years of the United States Forest Service. Under Criterion C, the building represents a rare surviving example of a Forest Service building constructed before the agency standardized its architectural plans.

Additionally, site 42DC348 was re-recorded in 2019. OEA affirms the updated 2019 evaluation that determined the site additionally eligible under Criterion D for its potential to yield additional information about regional history and settlement patterns.

Research did not yield any evidence that the property was uniquely associated with historic personages at the local, state, or national level. While the property is associated with an important period of the Forest Service when its building designs were unique, the building designer is unknown and it does not appear that the station's residents made significant historical contributions in this context. Based on research conducted to date, the property is not significant under National Register Criterion B.

Site Map



Resource ID 002 - 2A-0313-0000 – Corral

Site Photo



Corral (SWCA 2019)

Action Alternatives

Indian Canyon	Wells Draw	Whitmore Park
✓	✓	

Primary Location

On Surface	Above Ground
	✓

Location Relative to APE

Project Footprint	1500’ Buffer
✓	

Type of Potential Effect

Physical	Setting
✓	

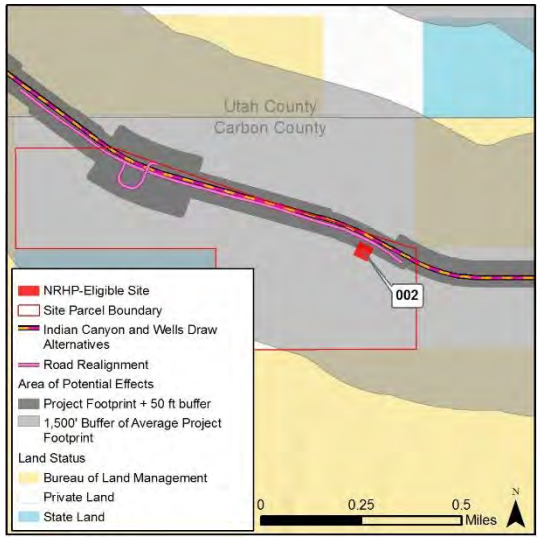
Summary

The principal structure on this agricultural property is a large corral constructed of railroad tie posts and board rails. Alterations include metal gate replacements. There are also two contributing features on site: a one-story, single-family, single-cell log cabin with no distinctive style, and transmission utility poles dating to circa 1940. Another corral is present on an adjacent parcel. Despite their siting on different legal parcels, it is possible that the two corrals are associated.

The corral and its associated contributing buildings are significant under National Register Criterion A. Constructed circa 1900, the property maintains a fair degree of historic integrity, imparting a connection to a significant moment in white settlement trends in the area before the federal government opened the Uintah Reservation to homesteaders. This brief period was defined by a less intensive settlement pattern prior to the government’s release of Reservation’s lands to white settlers. The property’s agricultural infrastructure also embodies the Basin’s early ranching practices near the turn of the century, made possible by new irrigation technology developed in the 1880s.

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

Site Map



Resource ID 003 - 00-0009-9329/24191 – Cabin

Site Photo



Cabin (SWCA 2019)

Action Alternatives

Indian Canyon	Wells Draw	Whitmore Park
✓		✓

Primary Location

On Surface	Above Ground
	✓

Location Relative to APE

Project Footprint	1500' Buffer
✓	

Type of Potential Effect

Physical	Setting
✓	

Summary

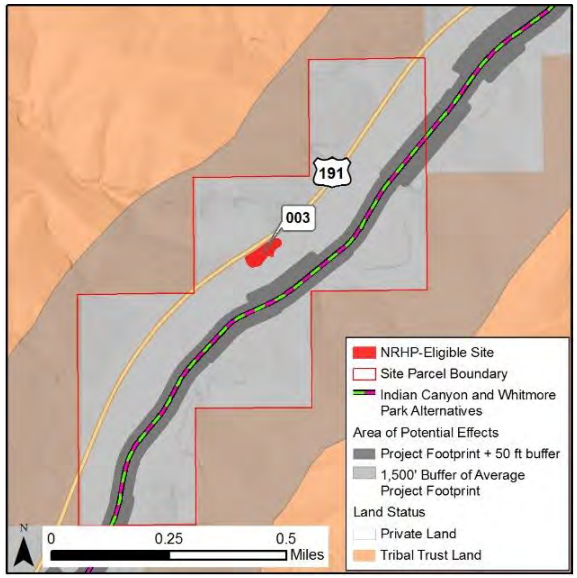
Previously recorded as site 24191, the principal building on this agricultural property is a one-story, single-family, single-cell log cabin reflecting no identifiable architectural style. Saddle-notched, round logs compose the walls, while wood shingles fill the gabled ends. Wood shingles cover the side-gabled roof. Brick chimneys rise from both ends of the roof's slope. Door and windows sashes are missing although the original openings remain. Six contributing buildings are also located on the parcel.

This property is significant under NRHP Criteria A and C. Constructed circa 1910, the vernacular log cabin retains a good degree of historic integrity, imparting an association with early white settlement in the era after the federal government opened the Uintah Reservation to homesteaders. This period, beginning in 1905, led to more permanent settlements, and a dramatic increase in infrastructure to support such growth. As a permanent residence built near a former wagon trail (now U.S. Highway 91) this property holds a significant connection to these political and infrastructural changes which affected settlement patterns throughout the Uinta Basin in the first half of the twentieth century. For these reasons, this property is significant under National Register Criterion A.

Under Criterion C, the property is significant as an example of the log cabin architecture used by settlers of the Basin in this time period. Relying on native materials and relatively simple notch fastening methods, frontiersmen could rapidly create a homestead. The property's strong historic integrity demonstrates how useful this building approach was for surviving in a territory with scarce resources, and how critical this building type became during this period of white settlement. With remarkably intact character-defining features such as its saddle-notched log walls, two chimneys, and wood shingle wall cladding in the gable ends, this residence is a distinctive example of early twentieth century log cabin architecture in the Uinta Basin.

The property does not appear significant under National Register Criterion B because research did not yield any evidence that it is associated with any person or persons who made notable contributions at the local, state, or national level. This property type is well documented and, therefore, is unlikely to yield significant information or data. It does not, therefore, appear to be eligible under Criterion D.

Site Map



Resource ID 004 and 005 - 42DC3802 & 42DC328 – Indian Canyon Road Segments

Site Photo



Indian Canyon Road (SWCA 2019)



Indian Canyon Road (SWCA 2019)

Action Alternatives		
Indian Canyon	Wells Draw	Whitmore Park
✓	✓	✓

Primary Location	
On Surface	Above Ground
	✓

Location Relative to APE	
Project Footprint	1500' Buffer
✓	

Type of Potential Effect	
Physical	Setting
✓	

Summary

Resource IDs 004 and 005 are Indian Canyon Road segments. The two segments are grouped here for concision. Both have been previously determined National Register-eligible under Criterion A with SHPO concurrence.

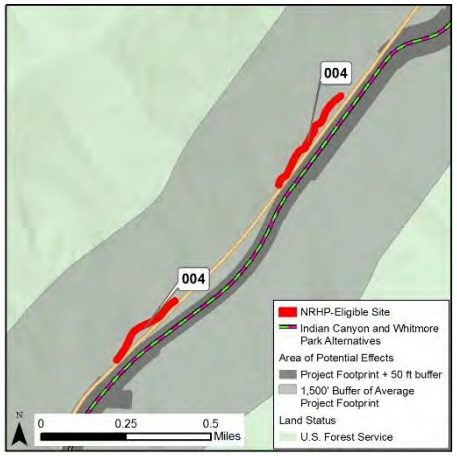
Site 42DC328, which moves through the South Unit of Ashley National Forest, includes two road segments alongside present-day US 191 initially recorded in the 1960s by the Forest Service. This pathway through Indian Canyon has included the Ute Indian Tribe trail, a historic Euro-American wagon road; modern road segments; and US 191. The previously recorded site included 23 segments of roadway with 13 features including culverts, walls, and sections of concrete. Artifacts varied, including fragments of metal and wire, refuse, a wooden door, and milled lumber. A barbed-wire fence for agriculture use caused some ground disturbance at the site previously. In 2017, the Forest Service determined the site eligible for the National Register in 2017 under Criterion A and SHPO concurred.

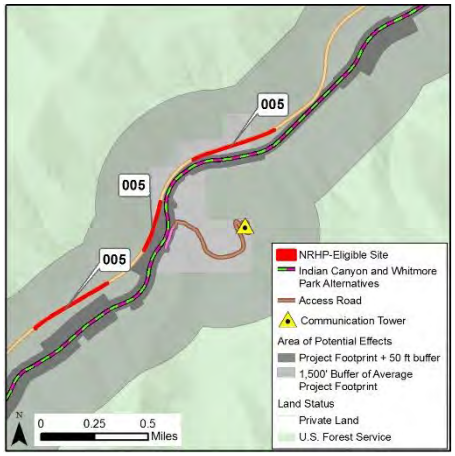
Similarly, site 42DC3802 is part of the Indian Canyon Trail used initially by the Ute Indian Tribe, and later the United States Army and Euro-American settlers. It is possible that United States Army created these road segments by the around 1883. This road experienced continuous use through the 1960s, eventually becoming US 191 in the 1970s. SHPO concurred with a 2014 determination of National Register eligibility under Criterion A for its possible early Native American use.

OEA affirms the previous findings of historic significance under Criterion A for both sites. They maintain sufficient historic integrity to impart their connection to multiple historic periods as an important transportation route through the Uinta Basin for both Native Americans and white settlers. The path's significance continued into the twentieth century, evolving technologically to continue influencing the movement of goods, travelers, and settlers throughout the region. For these reasons, both sites 42DC328 and 42DC3802 are eligible under National Register Criterion A.

Based on research conducted to date, this property does not appear significant under National Register Criterion B for association with a significant person. Nor does the property appear significant under National Register Criterion C. Based on current research, the roadway segments and ancillary features lack distinguishing characteristics and do not appear to embody noteworthy feats of engineering or design work as transportation routes. They appear unremarkable in the greater context of the many roadways and transportation features built like them during each of their periods of use throughout the history of the Uinta Basin. Research and observation conducted to date does not support eligibility under Criterion D.

Site Maps





Resource ID 006 – 42UT1124 – U.S. Highway 6

Site Photo



U.S. Highway 6 (SWCA 2019)

Action Alternatives

Indian Canyon	Wells Draw	Whitmore Park
✓	✓	✓

Primary Location

On Surface	Above Ground
	✓

Location Relative to APE

Project Footprint	1500' Buffer
	✓

Type of Potential Effect

Physical	Setting
	✓

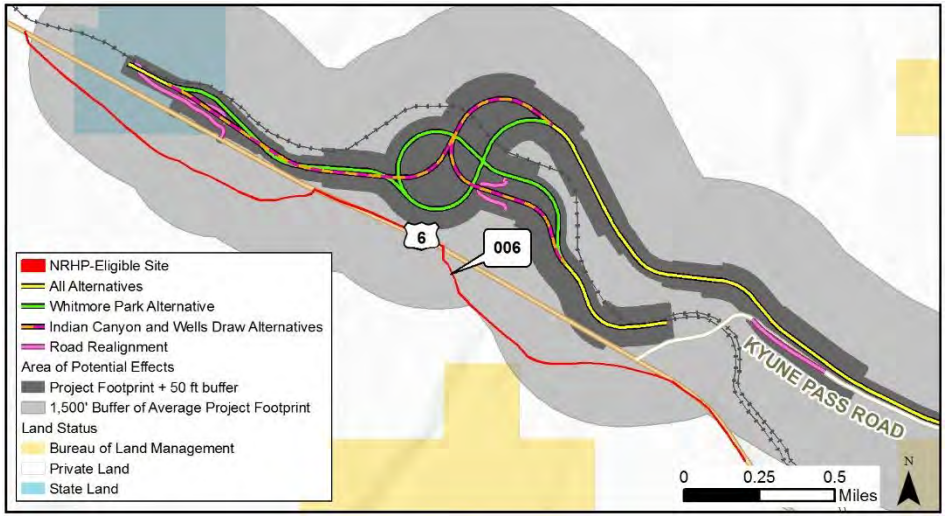
Summary

US Highway 6 was previously determined National Register-eligible with SHPO concurrence. Constructed during the 1910s, this historic transportation route extends from the eastern United States to California. In the state of Utah, the road connects the Utah Valley with Castle Valley. Transportation agencies have since realigned the route in various sections. Its western terminus intersects with the modern-day US 6 and the eastern terminus ends in a wetland.

This linear feature is significant under National Register Criterion A. Constructed during the 1910s, this automobile route allowed a freer movement of goods and people across the country and the region in the first half of the twentieth century.

The property does not appear significant under National Register Criterion B based on current research, which did not establish a demonstrable connection between it and a significant historical person. Nor does the property appear significant under National Register Criterion C. Based on current research, the roadway and ancillary features lack distinguishing characteristics and do not embody noteworthy engineering or design features. Research did not reveal information suggestive of eligibility under Criterion D.

Site Map



Resource ID 007 – 42UT1370 - Denver and Rio Grande Western Railroad Segment

Site Photos



Denver and Rio Grande Western Railroad Segment (SWCA 2019)



Denver and Rio Grande Western Railroad Segment (SWCA 2019)

Action Alternatives		
Indian Canyon	Wells Draw	Whitmore Park
✓	✓	✓

Primary Location	
On Surface	Above Ground
	✓

Location Relative to APE	
Project Footprint	1500' Buffer
✓	

Type of Potential Effect	
Physical	Setting
✓	

Summary

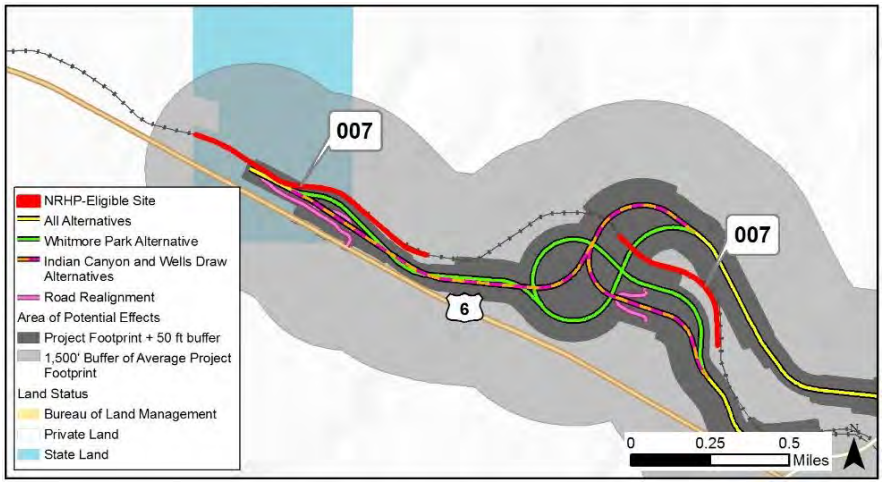
Site 42UT1370 consists of two newly recorded segments of the previously determined-ineligible Denver and Rio Grande Western Railroad. The western segment measures 4,200 feet long and the eastern segment measures 2,500 feet long. Both segments run southwest of Emma Park along US 6 in Utah Valley along the Price River. The segments are in good condition.

Segments related to 42UT1370 have been previously analyzed. Evaluations in 2002 and 2013 concluded that a 1-mile-long segment of this railroad approximately 50 miles north of the subject site was ineligible for the National Register, citing the segment's poor condition and conversion into a paved bike path.

Site 42UT1370 is significant under National Register Criterion A. Dating to 1883, these sections of the Denver and Rio Grande Western Railroad maintain good historic integrity and contributed to significant trends in national transportation and commerce during this period of general westward expansion and settlement. The Denver and Rio Grande Western Railroad played an important role in local transportation infrastructure, which catalyzed the early development of the area and allowed for greater movement of pioneers, homesteaders, and miners into the region in the late-nineteenth century. For these reasons, given the site's influence on local and national patterns of industry, commerce, and settlement, site 42UT1370 is significant under National Register Criterion A.

The property does not appear significant under National Register Criterion B due to the lack of demonstrable connections between the property and important historical figures. The property does not appear significant under National Register Criterion C as the documented segment appears to lack distinguishing characteristics, engineering feats, and significant design features. The property does not appear to have the potential to yield significant information or data and, thus, does not appear significant under Criterion D.

Site Map



Resource ID 008 – 42UN2787 - Myton Canal

Site Photo



Myton Canal (SWCA 2019)



Myton Canal (SWCA 2019)

Action Alternatives

Indian Canyon	Wells Draw	Whitmore Park
	✓	

Primary Location

On Surface	Above Ground
✓	

Location Relative to APE

Project Footprint	1500' Buffer
✓	

Type of Potential Effect

Physical	Setting
✓	

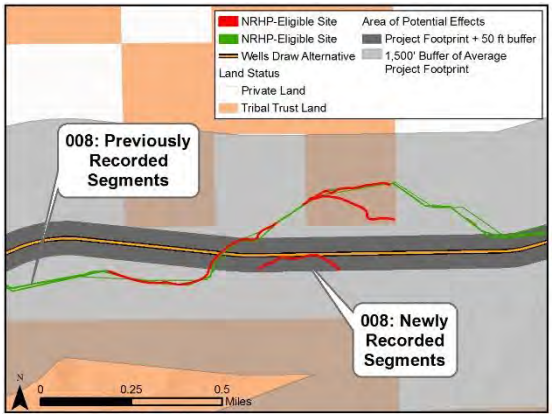
Summary

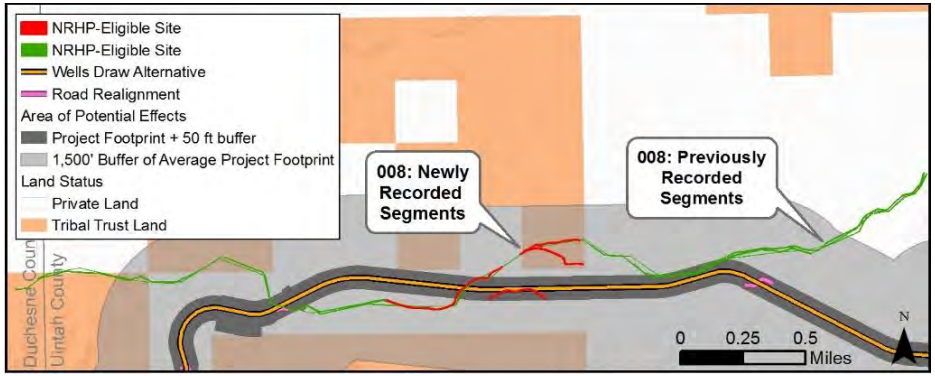
Site 42UN2787 is a newly recorded segment of the Myton Townsite Canal located on an alluvial plain south of the Duchesne River at the base of Leland Bench. Other segments were previously determined eligible with SHPO concurrence. The site is linear and runs roughly east–west. After moving westward into Duchesne County, the canal system is classified as 42DC1381. Segments of this site have been previously recorded multiple times. This newly recorded segment consists of three water-control features made of both metal and wood and two laterals off of the main canal alignment. Evidence suggests the system dates to 1905 and remains in use to serve farmers and ranchers of both the Ute Indian Tribe and Anglo-American settlements. Despite some erosion, the site remains in stable condition.

Site 42UN2787 is significant under National Register Criterion A. A continuously used canal system, it maintains good historic integrity and is an important example of early water conveyance technology used in the region. In the semi-arid climate of the Basin, water was and remains a precious resource, which shaped the way settlers and native tribes used land throughout the twentieth century. Irrigation systems like site 42UN2787 became instrumental in each of the area's agricultural industries, which greatly shaped the regional economy. The year of construction also coincides with the general time period in which the federal government opened Uintah Reservation lands to more intensive settlement, a process in which the Myton Canal played a critical role, particularly for agricultural properties. The canal's continued use today is a testament to the lasting importance irrigation systems play in the region. For these reasons, site 42UN2787 is significant under National Register Criterion A.

The property does not appear significant under National Register Criterion B. Research on the Uinta Basin did not reveal important associations between notable historical figures and the Myton Canal. The canal does not appear significant under National Register Criterion C. It lacks distinguishing characteristics, engineering, and design features consistent with Criterion C eligibility. The wooden water control features used at the site were typical technologies for canals in the region and do not represent the work of a master builder or craftsman. Additionally, the site does not appear to have the potential to yield significant information or data. Site 42UN2787 thus does not appear significant under Criterion D.

Site Maps





Resource ID 009 - 28063 – Smith's Well

Site Photo



Smith's Well (SWCA 2019)

Action Alternatives

Indian Canyon	Wells Draw	Whitmore Park
	✓	

Primary Location

On Surface	Above Ground
	✓

Location Relative to APE

Project Footprint	1500' Buffer
	✓

Type of Potential Effect

Physical	Setting
	✓

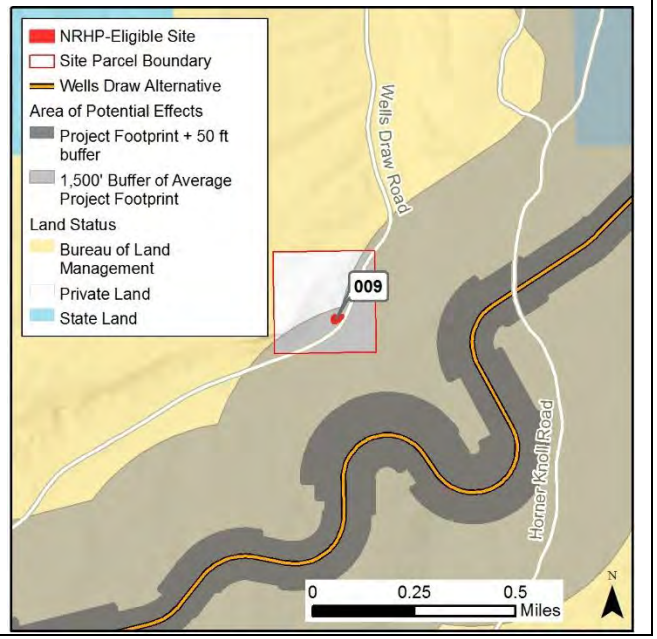
Summary

This property includes two partial well walls constructed of dry-laid, stacked stone. The site has been previously surveyed and documented as Smith's Well, with its eligibility determination being "undetermined." Much of the exterior walls and roofs are no longer extant. No outbuildings appear on site.

This property is significant under National Register Criterion A. Constructed circa 1890, Smith's Well was an important waystation along Nine Mile Road between Fort Duchesne and Nine Mile Canyon founded by Owen Smith. Before the well's construction, settlers and travelers moved through this region with virtually no water sources. The Smith's Well complex provided shelter, food, and water, ultimately increasing travel through this corridor and enabling greater commerce in the area. Smith's Well is, thus, an important site for its contribution to the early white settlement of the region, predating the early twentieth century, in which settlement became intensive and newcomers built more water conveyance infrastructure. While this feature is deteriorated, it retains sufficient integrity to convey significance as an important piece of infrastructure in this arid area of Utah.

Although the property appears to be associated with Owen Smith, research conducted to date did not conclusively establish the connection between Smith and the operation of the well with sufficient clarity to establish eligibility under Criterion B. Research did not reveal sufficient evidence to establish eligibility under either Criteria C or D.

Site Map



Resource ID 010 - 2A-0425-0000 – Cabin

Site Photo



Cabin (SWCA 2019)

Action Alternatives

Indian Canyon	Wells Draw	Whitmore Park
		✓

Primary Location

On Surface	Above Ground
	✓

Location Relative to APE

Project Footprint	1500' Buffer
✓	

Type of Potential Effect

Physical	Setting
✓	

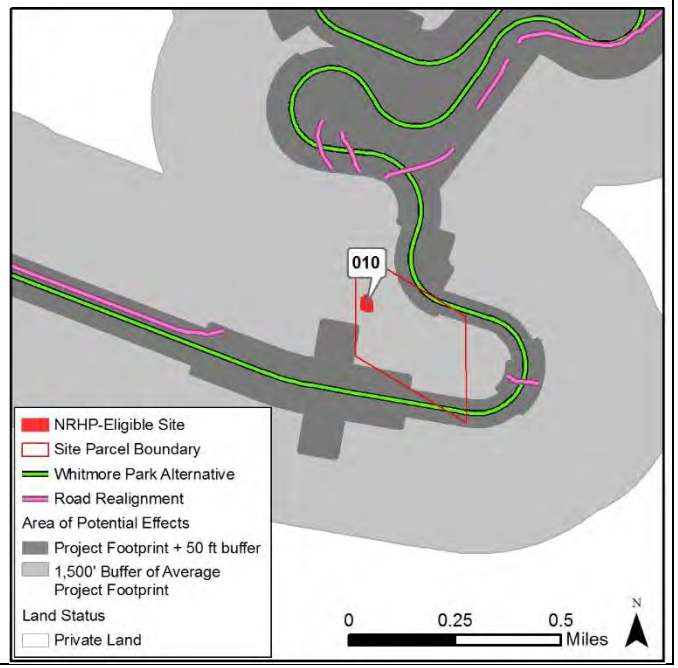
Summary

This property is a one-story, single-family dwelling without an identifiable architectural style. The wall cladding consists of wood boards. Asphalt roll roofing covers the front-gabled roof. Alterations include the application of plastic sheeting over windows and the likely replacement of the original roof. There are four outbuildings on site, three of which are contributing and provide evidence that this property was used agriculturally.

The property is significant under National Register Criterion A. Constructed circa 1905, it maintains fair integrity, with a primary residence and ancillary agricultural structures. The residence and outbuildings are significant for their connection to the broader settlement of this region following the federal government's decision to open the Uintah Reservation for white settlement in 1905. The residence and outbuildings embody this transition in that they represented a more permanent settlement, which became more typical as infrastructure allowed these more intensive land use patterns to continue through the first half of the twentieth century.

Research did not identify a link between the property and a significant historical person or persons. It does not, therefore, appear eligible under National Register Criterion B. The cabin and its related outbuildings do not appear significant under National Register Criterion C. This property type is well documented and, therefore, unlikely to yield information consistent with Criterion D eligibility.

Site Map



Resource 011 - 00-0011-0373 – National Folk-Style Dwelling

Site Photo



National Folk-Style Dwelling (SWCA 2019)

Action Alternatives

Indian Canyon	Wells Draw	Whitmore Park
✓		✓

Primary Location

On Surface	Above Ground
	✓

Location Relative to APE

Project Footprint	1500' Buffer
✓	

Type of Potential Effect

Physical	Setting
✓	

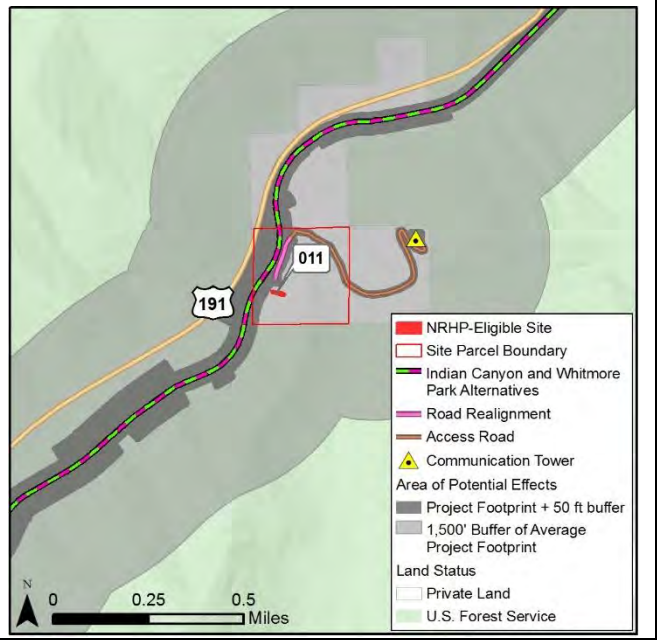
Summary

This property is a one-story, single-family, single-cell dwelling built in the National Folk style. The residence rests on a mortared stone foundation with walls clad in wood-drop siding. Corrugated metal covers the side-gabled roof. One contributing outbuilding stands on the parcel, a likely secondary residence. Two noncontributing outbuildings are also on site.

The property is significant under National Register Criterion A. Constructed in 1924, the property is associated with a later period of growth than most of the other eligible properties in the APE. During the 1920s, the Basin experienced an economic boom due to a rapidly industrializing local economy. The extraction of natural gas, oil, and Gilsonite brought new growth both within established towns and in the countryside. This National Folk-style house, built during this period with noncontributing buildings, maintains good historic integrity and is associated with a historic period in the Basin during which the local economy diversified.

Research did not reveal associations between the property and important persons suggestive of eligibility under National Register Criterion B. Research and field data did not provide evidence of architectural significance. The property, therefore, does not appear National Register Criterion C eligible. Research did not indicate that the property is likely to yield significant information; it is unlikely to be eligible under Criterion D.

Site Map



Resource ID 012 - 00-0009-9287 – Cabin

Site Photos



Cabin (SWCA 2019)



Outbuildings (SWCA 2019)

Action Alternatives		
Indian Canyon	Wells Draw	Whitmore Park
✓		✓

Primary Location	
On Surface	Above Ground
	✓

Location Relative to APE	
Project Footprint	1500’ Buffer
✓	

Type of Potential Effect	
Physical	Setting
✓	

Summary

The principal building on this agricultural property is a one-story, single-family, single-cell log cabin built in no distinct style. Saddle-notched, round logs make up its walls. Wood shingles cover the steeply pitched side-gabled roof. The original door and window openings remain. The windows and doors are absent. The parcel holds five contributing features located 0.1 mile to the east, including a barn constructed of square-notched, hewn logs. One noncontributing building stands 0.5 mile to the southwest.

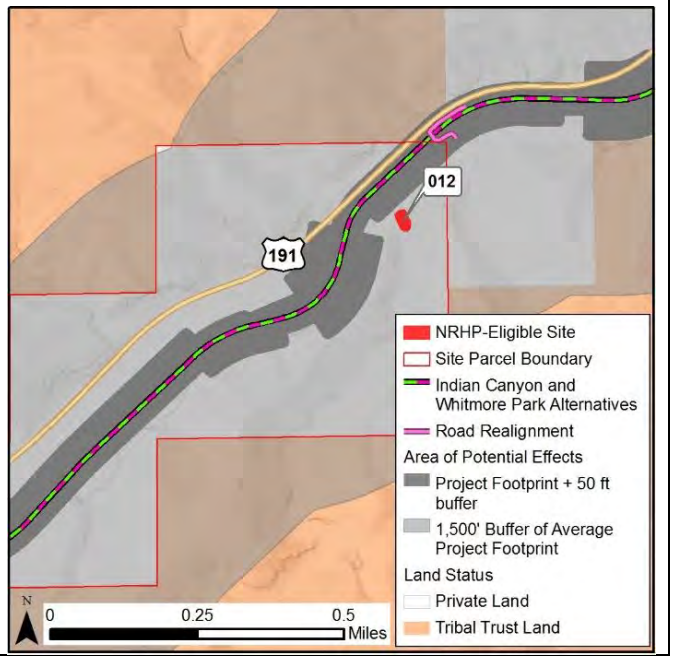
This property is significant under National Register Criteria A and C. Constructed circa 1911, the vernacular log cabin retains a good degree of historic integrity. The building imparts a strong association with a period of increasing white settlement in the Basin after the federal government opened the Uintah Reservation to homesteaders. This period, beginning in 1905, led to more permanent settlements, and a dramatic increase in infrastructure to support such growth. The outbuildings on site indicate a general trend in more intensive land use in the area.

The property does not appear significant under National Register Criterion B because research conducted to date did not establish a connection between the property and a significant historical person.

Under Criterion C, the property is significant as an example of the log cabin architecture used by settlers of the Basin during this period. Relying on native materials settlers could rapidly create a homestead. The property exhibits strong historic integrity. With intact character-defining features such as its saddle-notched log walls and a wood shingle roof, this residence is a distinctive example of early twentieth century log cabin architecture in the Uinta Basin. For these reasons, this property is significant under National Register Criterion C.

As a property type, cabins of this region are well understood and unlikely to yield significant new information. Thus, the property is unlikely to be significant under Criterion D.

Site Map



Resource 013 – 42UN8923/170720004 Homestead

Site Photo



Homestead (SWCA 2019)

Action Alternatives

Indian Canyon	Wells Draw	Whitmore Park
	✓	

Primary Location

On Surface	Above Ground
	✓

Location Relative to APE

Project Footprint	1500' Buffer
	✓

Type of Potential Effect

Physical	Setting
	✓

Summary

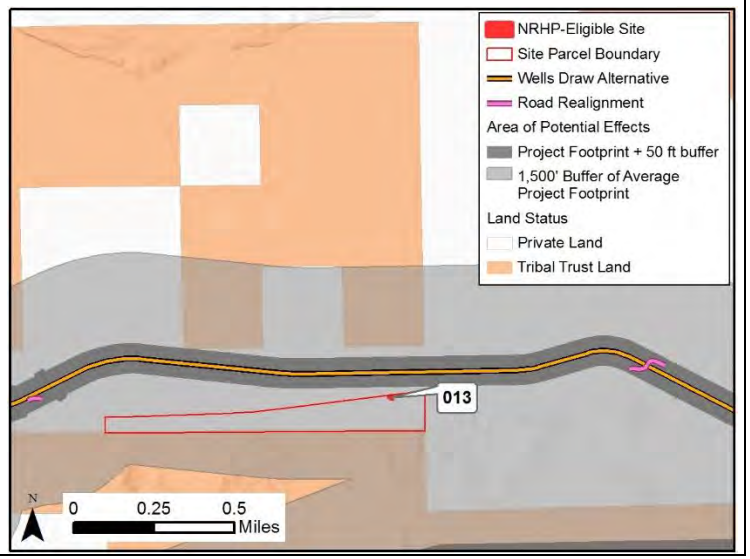
The building is a one-story, single-family, double-cell log cabin. The foundation is a wood sill. Square-notched round logs make up the exterior walls of the western cell, while the eastern is composed of half-square notched logs. The side-gabled roof has collapsed. An eastern crib appears to be an addition after initial construction. No outbuildings are on site.

The property is significant under National Register Criterion A. Constructed circa 1910, the log cabin retains sufficient historic integrity to impart its connection with the period of white settlement in the Basin after the federal government opened the Uintah Reservation. While the lack of outbuildings on site indicates that this property may have only functioned as a residence, it still maintains a connection with this period of settlement, defined increasingly by more permanent structures and infrastructure changes.

Because research did not reveal connections between it and important persons, the property does not appear significant under National Register Criterion B. Its design and engineering characteristics and lack of integrity are not suggestive of significance under National Register Criterion C.

Homesteads in this region are well-understood as a property type. This example, therefore, is unlikely to yield information consistent with Criterion D eligibility.

Site Map



Resource ID 014 - 150310001B – Cabin

Site Photo



Cabin (SWCA 2019)

Action Alternatives

Indian Canyon	Wells Draw	Whitmore Park
	✓	

Primary Location

On Surface	Above Ground
	✓

Location Relative to APE

Project Footprint	1500’ Buffer
✓	

Type of Potential Effect

Physical	Setting
✓	

Summary

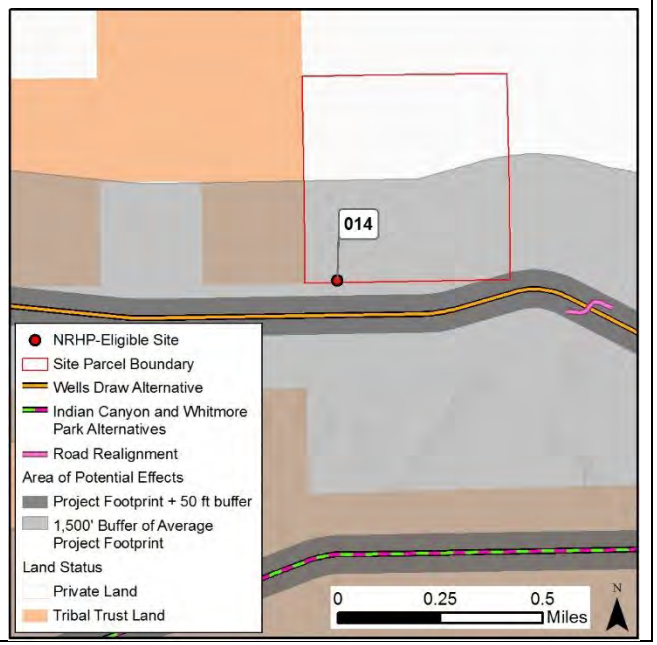
This property is a one-story, single-cell type, single-family log cabin. Saddle-notched, round logs make up the walls. Horizontal wood siding fills the gable ends. Wood shingles cover the side-gabled roof. The original doors and windows are missing, although the openings remain. No other alterations are apparent. No outbuildings appear on site.

This property is significant under National Register Criteria A and C. Constructed circa 1905, the single-cell log cabin residence maintains good integrity, imparting a connection to the period of early white settlement in the era after the federal government opened the Uintah Reservation to homesteaders. This period, beginning in 1905, led to more permanent settlements and increased infrastructure to support such growth. While this property lacks outbuildings indicating that it was an agricultural property, the type of structure and the period of its construction make it a good example of the more permanent residences established during this period.

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

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

Site Map



<table>
<tr><th colspan="4">Resource ID 015 – 42DC4128 – Rock Art and Artifact Scatter</th></tr>
<tr><th colspan="3">Site Photo</th><th>Summary</th></tr>
<tr><td colspan="3">Photograph and Site Map omitted to maintain confidentiality.</td><td rowspan="11">Site 42DC4128 is a newly recorded site consisting of prehistoric rock art and an artifact scatter located on a sandstone boulder south of Sand Pass. The deposition is alluvial and colluvial, with sediments at the base of the mesa appearing stable. Some evidence of modern visitation, including modern cans, and vandalism indicate that the site has possibly been altered somewhat.

The site holds one petroglyph and an artifact scatter. The image includes one anthropomorph, a wavy line, and an abstract figure. The anthropomorph has a trapezoid-shaped body and a bucket-shaped head, indicating Fremont association. The artifact scatter includes one projectile point, one sandstone mano, two quartzite core fragments, and ten fragments of fire-affected rock. The evidence suggests that the area is a Fremont site dating to the Formative period.

Site 42DC4128 is significant under National Register Criteria C and D. The rock image at this site represents a distinct, well-preserved, and significant artwork from its time period, making it eligible for the National Register under Criterion C. The anthropomorph's individual characteristics indicate a strong connection with Fremont culture. The panel maintains good integrity, making it a significant and rare example of an artwork produced in this time period and location. For these reasons, Site 42DC4128 is significant under National Register Criterion C.

Under Criterion D, this prehistoric site has the potential to yield information on prehistoric behavior of humans in the Uinta Basin. While lacking evidence of prolonged habitation, the site does show evidence of activity relating to subsistence and cultural production. The site maintains good overall integrity and could possibly provide more subsurface information, particularly regarding subsistence strategies and patterns. Therefore, 42DC4128 is eligible for the National Register under Criterion D.

Site 42DC4128 is not significant under Criterion A. There is no evidence indicating that the site is directly associated with important moments or trends in the prehistory of the United States. Site 42DC4128 is not significant under Criterion B. In-depth research on the Uinta Basin's historical figures only yielded information on those that impacted the post-contact period, making it virtually impossible to glean information on connections between this site and historic individuals.</td></tr>
<tr><td colspan="3">Action Alternatives</td></tr>
<tr><td>Indian Canyon</td><td>Wells Draw</td><td>Whitmore Park</td></tr>
<tr><td></td><td>✓</td><td></td></tr>
<tr><td colspan="3">Primary Location</td></tr>
<tr><td colspan="2">On Surface</td><td>Above Ground</td></tr>
<tr><td colspan="2">✓</td><td></td></tr>
<tr><td colspan="3">Location Relative to APE</td></tr>
<tr><td colspan="2">Project Footprint</td><td>1500' Buffer</td></tr>
<tr><td colspan="2">✓</td><td></td></tr>
<tr><td colspan="3">Type of Potential Effect</td></tr>
<tr><td colspan="2">Physical</td><td>Setting</td></tr>
<tr><td colspan="2">✓</td><td></td></tr>
</table>

Resource ID 016 - 00-0010-7965 – National Folk-Style Dwelling

Site Photos



National Folk-Style Dwelling (SWCA 2019)



Outbuildings (SWCA 2019)

Action Alternatives		
Indian Canyon	Wells Draw	Whitmore Park
✓		✓

Primary Location	
On Surface	Above Ground
	✓

Location Relative to APE	
Project Footprint	1500' Buffer
✓	

Type of Potential Effect	
Physical	Setting
✓	

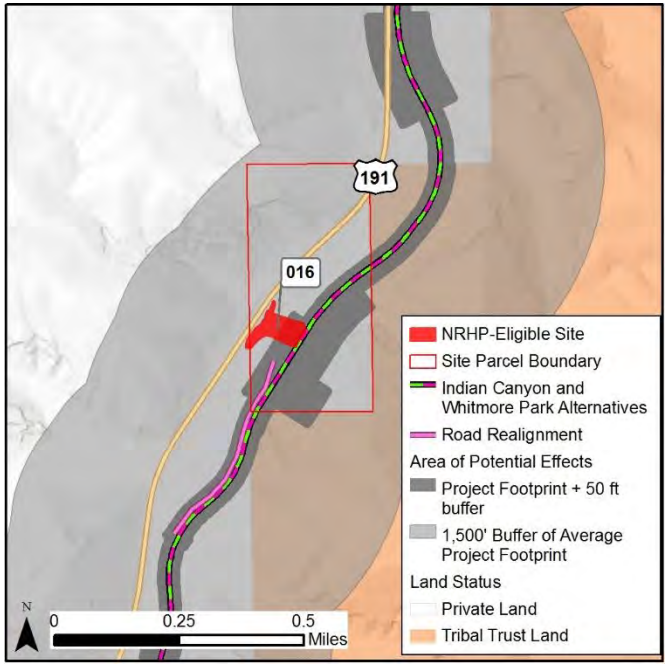
Summary

The principal building on this agricultural property is a one-and-one-half story, single-family dwelling built in the National Folk style. Saddle-notched, stacked logs compose the exterior walls. Corrugated metal covers the front-gabled roof. Possible alterations include a half-story addition in the rear yard, a front porch, and new windows and doors. A secondary residence exists on site, which may be a basement/hope house. Nine out of the ten outbuildings on site are contributing.

This property is significant under National Register Criterion A. Constructed circa 1905, the National Folk-style house retains sufficient integrity, imparting an association with a period of early homesteading after the federal government opened the Uintah Reservation to settlement. This event led to more permanent settlements and increased infrastructure to support growth.

Research conducted to date did not reveal associations between the property and significant persons. It does not, therefore, appear eligible under National Register Criterion B. As an unremarkable example of a commonplace residential style, this property's design and engineering features do not suggest significance related to Criterion C. This property type is well understood and research did not indicate that it has the potential to yield significant information or data, meaning it does not appear significant under Criterion D.

Site Map



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

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

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

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

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

Potential Uinta Basin Rural Historic District

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

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

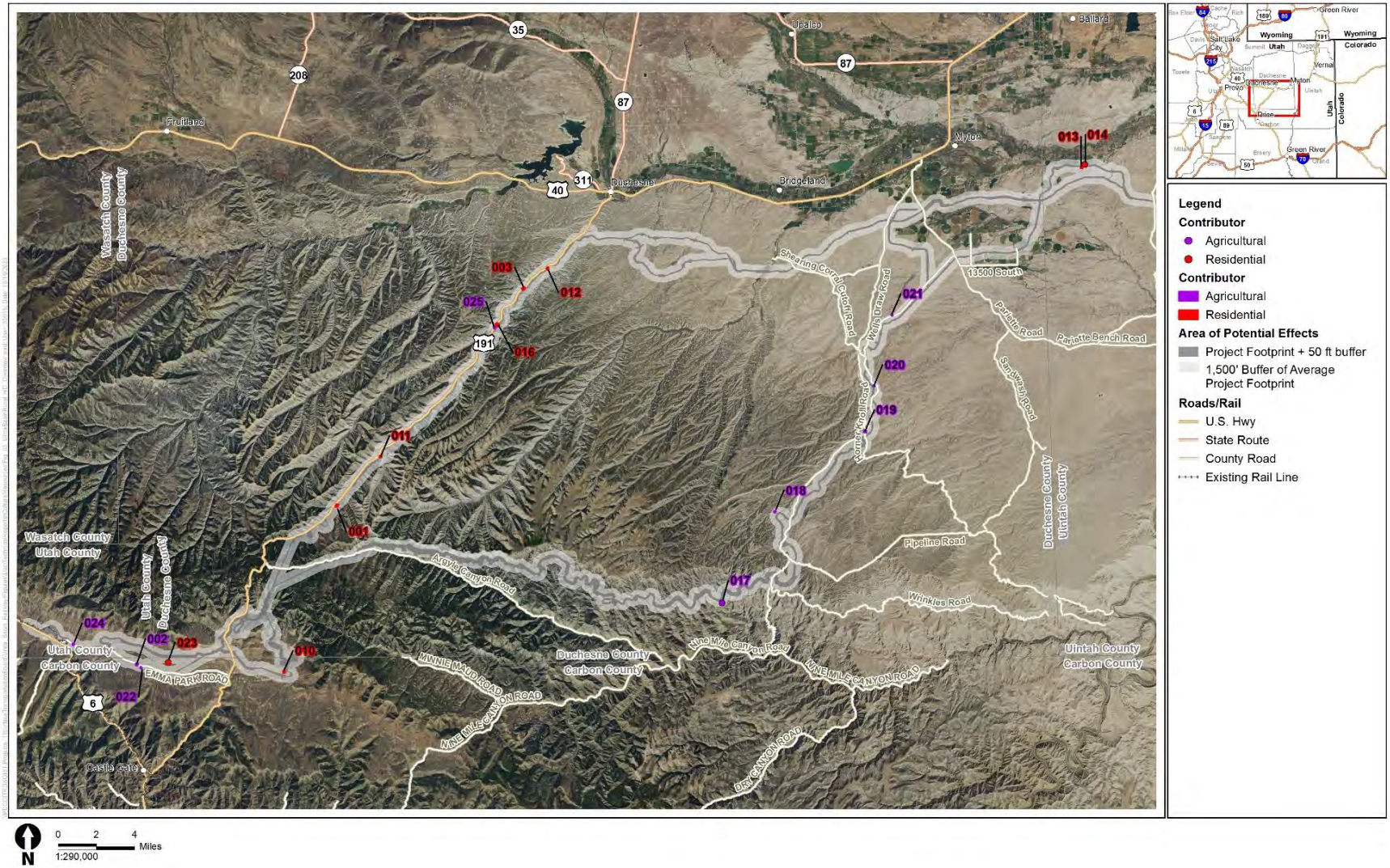
Potential Uinta Basin Rural Historic District Contributors		
Resource ID	**Resource Number**	**Description**
Resource ID 017	No Parcel No. 3 BLM	Cairn
Resource ID 018	No Parcel No. 4 BLM	Corral
Resource ID 019	No Parcel No. 8 BLM	Corral
Resource ID 020	No Parcel No. 7 BLM	Cairn
Resource ID 021	No Parcel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

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

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

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

Figure 3. Potential Uinta Basin Rural Historic District Overview



Resource ID 017- BLM No. 3 – Cairn

Site Photos





Cairn (SWCA 2019)

Action Alternatives

Indian Canyon	Wells Draw	Whitmore Park
	✓	

Primary Location

On Surface	Above Ground
	✓

Location Relative to APE

Project Footprint	1500' Buffer
	✓

Type of Potential Effect

Physical	Setting
	✓

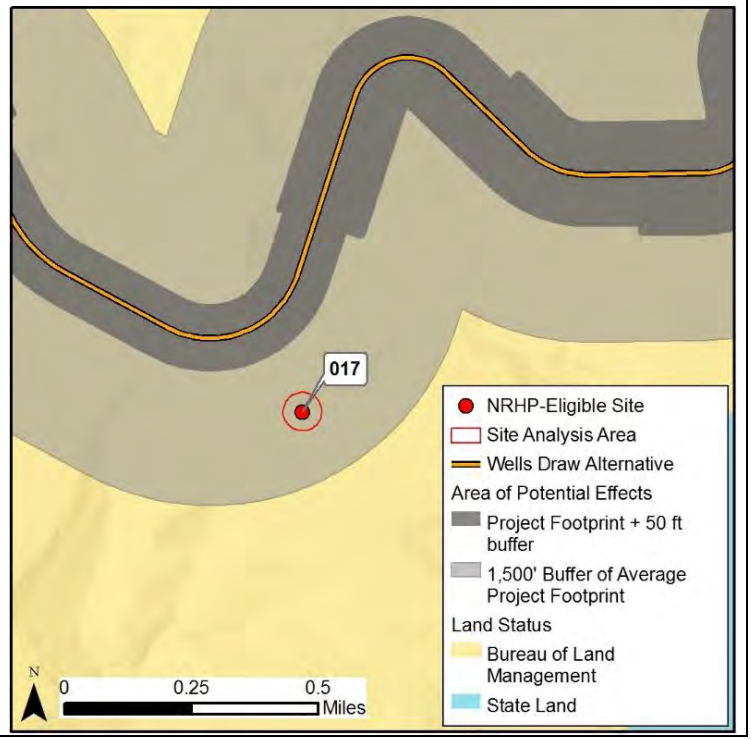
Summary

This agricultural feature is a cairn constructed of dry-laid, stacked stone. It has no visible alterations and has no nearby outbuildings.

OEA is treating this cairn as a contributor to the potential Uinta Basin Rural Historic District under Criterion A. Constructed circa 1910, the cairn has good historic integrity, imparting a connection to the role animal herding played in the Uinta Basin in the period following the federal government's decision to open the Uintah Reservation to white settlement. Ranchers used cairns as landmarks to navigate the wide-open terrain sheepherding demanded. The remote location of the cairn attests to how white settlers utilized this land east of Indian Canyon in the early twentieth century after the shift in reservation policy in 1905. The structure also predates political and economic changes that began in the interwar era and resulted in the slow decline of the sheepherding industry in the Basin, making it an important extant example of its type

Research did not yield associations between the cairn and important persons. It does not, therefore, appear eligible for listing under Criterion B. Related to its design and engineering, the property does not appear significant under National Register Criterion C. The property type is well documented and understood. Research did not indicate that it has the potential to yield significant information or data, suggesting that it is not significant under Criterion D.

Site Map



Resource ID 018 BLM No. 4 – Corral

Site Photo



Corral (SWCA 2019)

Action Alternatives

Indian Canyon	Wells Draw	Whitmore Park
	✓	

Primary Location

On Surface	Above Ground
	✓

Location Relative to APE

Project Footprint	1500' Buffer
	✓

Type of Potential Effect

Physical	Setting
	✓

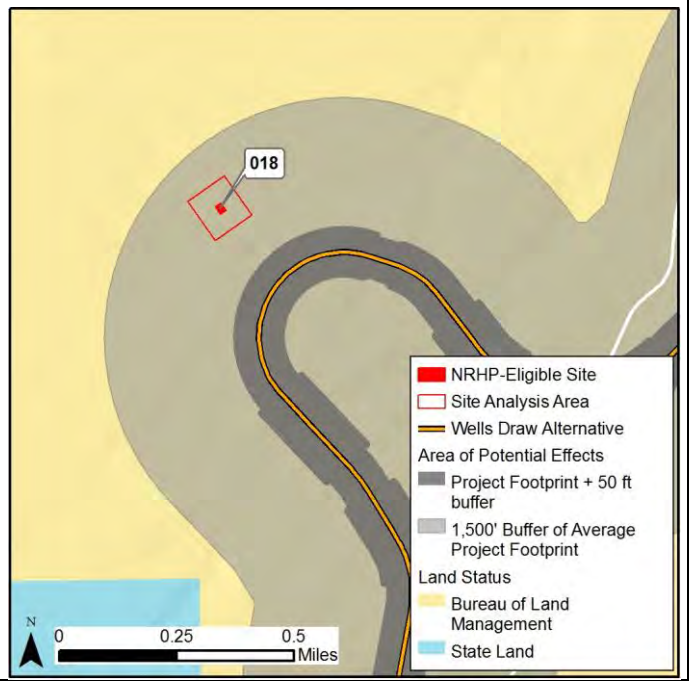
Summary

This small corral is constructed of unprocessed wood posts and rails. No alterations are apparent. No outbuildings are visible.

OEA is treating this corral as a contributor to the potential Uinta Basin Rural Historic District under Criterion A. Constructed circa 1910, this remote corral in the open landscape east of Indian Canyon has good historic integrity, imparting a connection to the role animal herding played in the period following the federal government's decision to open the Uintah Reservation to white settlement. Ranchers used corrals typically for shearing sheep. Although there are no outbuildings present, the structure's remote location aligns with the open space demanded by sheep herding, which requires frequent movement of livestock to new food sources.

A connection between the property and a significant person has not been established; it does not appear eligible under National Register Criterion B. The corral appears to be constructed in a typical style of the period and local context. It does not appear significant under National Register Criterion C. A well-understood property type, this corral appears unlikely to yield information consistent with eligibility under Criterion D.

Site Map



Resource ID 019 – BLM No. 8 – Corral

Site Photo



Corral (SWCA 2019)

Action Alternatives

Indian Canyon	Wells Draw	Whitmore Park
	✓	

Primary Location

On Surface	Above Ground
	✓

Location Relative to APE

Project Footprint	1500' Buffer
	✓

Type of Potential Effect

Physical	Setting
	✓

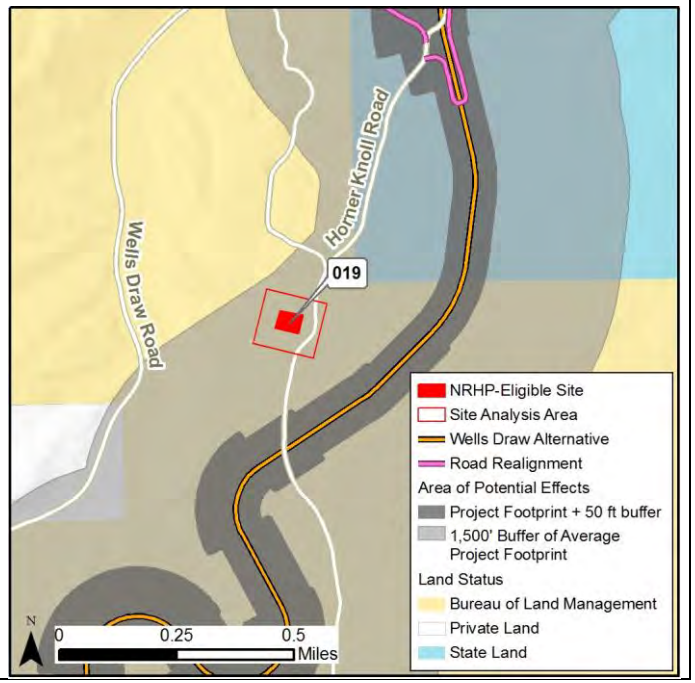
Summary

This property consists of a small corral constructed of vertical wood and metal posts spanned by barbed wire. Alterations include the replacement of posts with modern metal posts. No visible outbuildings are present.

OEA is treating this corral as a contributor to the potential Uinta Basin Rural Historic District under Criterion A. Constructed circa 1950, this remote corral in the open landscape east of Indian Canyon has good historic integrity, imparting a connection to the role animal herding played in the Uinta Basin throughout the twentieth century. Built in the post-war era, the structure demonstrates the continued significant role this industry played in the Uinta Basin despite being in substantial decline since the interwar era. Although there are no outbuildings present, the structure's remote location aligns with the open space demanded by sheep herding, which requires frequent movement of livestock to new food sources.

Research conducted to date on the Uinta Basin's historical figures did not yield connections to this property. Therefore, the property does not appear significant under National Register Criterion B. Corral construction appears typical of the period and local context. As a result, the property does not appear significant under National Register Criterion C. A well-understood property type, the corral appears unlikely to yield information consistent with eligibility under Criterion D.

Site Map



Resource ID 020 - BLM No. 7 – Cairn

Site Photo



Cairn (SWCA 2019)

Action Alternatives		
Indian Canyon	Wells Draw	Whitmore Park
	✓	

Primary Location	
On Surface	Above Ground
	✓

Location Relative to APE	
Project Footprint	1500’ Buffer
✓	

Type of Potential Effect	
Physical	Setting
✓	

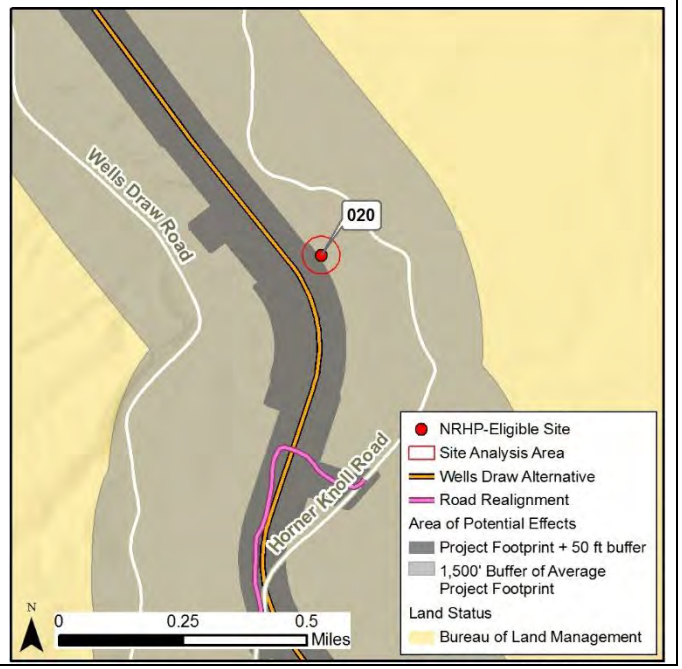
Summary

This cairn is constructed of dry-laid, stacked stone. It has no visible alterations, and no nearby outbuildings.

OEA is treating this cairn as a contributor to the potential Uinta Basin Rural Historic District under Criterion A. Constructed circa 1910, the cairn has good historic integrity. Used by ranchers to assist with navigation, cairns are associated with the role animal herding played in the Uinta Basin in the period following the federal government’s decision to open the Uintah Reservation to white settlement.

The property does not appear significant under National Register Criterion B because research has not established a link between it and an important historical person. Neither its design nor its engineering suggest that it meets the eligibility threshold for National Register Criterion C. Research did not indicate that it has the potential to yield significant information or data. Therefore, eligibility under Criterion D is unlikely.

Site Map



Resource ID 021 - BLM No. 6 – Cairn

Site Photo



Cairn (SWCA 2019)

Action Alternatives		
Indian Canyon	Wells Draw	Whitmore Park
	✓	

Primary Location	
On Surface	Above Ground
	✓

Location Relative to APE	
Project Footprint	1500’ Buffer
	✓

Type of Potential Effect	
Physical	Setting
	✓

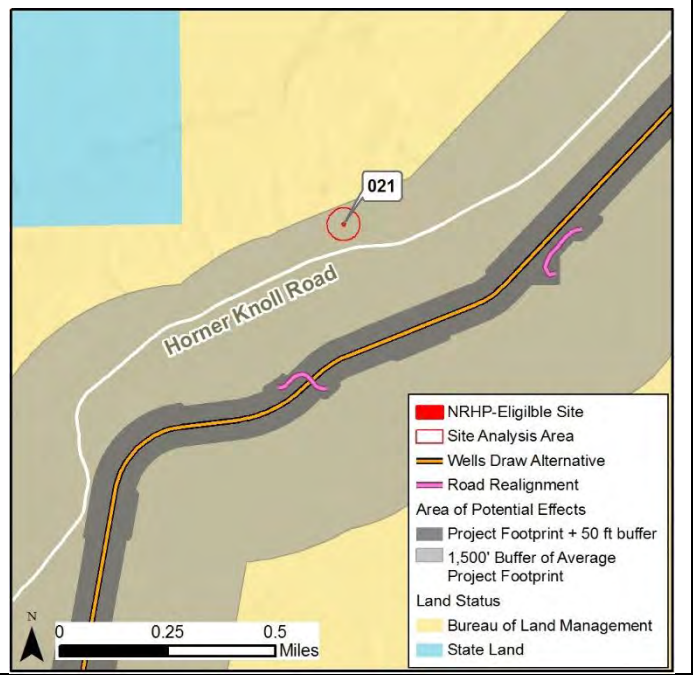
Summary

Constructed of dry-laid, stacked stone, this cairn does not exhibit visible alterations or nearby outbuildings.

OEA is treating it as a contributor to the potential Uinta Basin Rural Historic District under Criterion A. Typically used as a navigational aid, the cairn has good historic integrity dating to its estimated construction year of 1910. It is connected to the role animal herding played in the Uinta Basin in the intensive period of white settlement following 1905.

Because research has not established a connection between the cairn and an important person in the Basin’s history, the property does not appear significant under National Register Criterion B. Due to its typical design and engineering, the property does not appear significant under National Register Criterion C. Its information potential is low. Therefore, the cairn does not appear eligible under Criterion D.

Site Map



Resource ID 022 - 2A-0312-0001 – Corral

Site Photo



Corral (SWCA 2019)

Action Alternatives		
Indian Canyon	Wells Draw	Whitmore Park
✓	✓	

Primary Location	
On Surface	Above Ground
	✓

Location Relative to APE	
Project Footprint	1500’ Buffer
✓	

Type of Potential Effect	
Physical	Setting
✓	

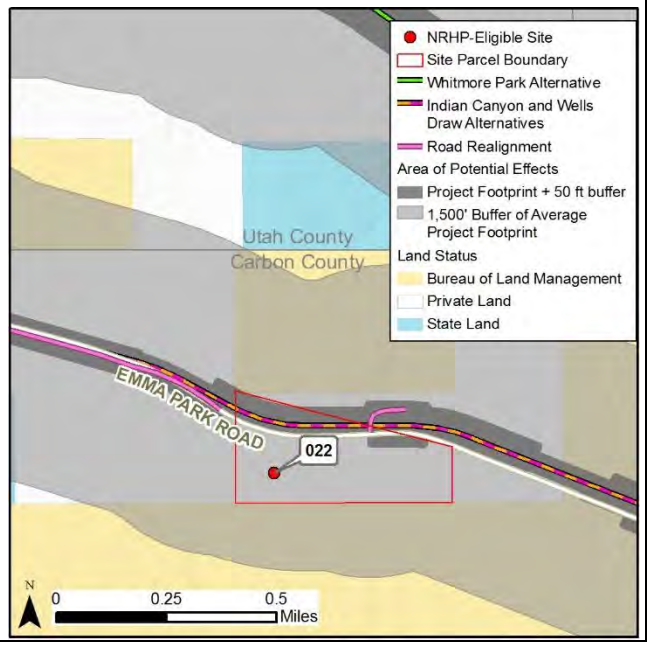
Summary

This small corral constructed of vertical wood posts and barbed wire displays alterations including the removal of fencing material. It is possible that this corral is related to the cabin located on the adjacent parcel at 2A-0344-0000.

OEA is treating this corral as a contributor to the potential Uinta Basin Rural Historic District under Criterion A. Constructed circa 1900, this corral near the former Emma Park Road and present-day US Highway 6 maintains good historic integrity. It is associated with the early era of white settlement of the Uinta Basin which predates the federal government’s decision to open the Uintah Reservation to settlers. This property is associated with white settlement patterns in the western project area. While the corral was constructed close to transportation infrastructure, it remained far from the United States military’s presence at Fort Duchesne, demonstrating how settlement expanded at the turn of the twentieth century.

No link between this property and an important historical figure has been established. Therefore, the property does not appear significant under National Register Criterion B based on research conducted to date. The corral’s design and engineering are typical of the period. Therefore, the property is not significant under National Register Criterion C. A well-understood property type, the corral appears unlikely to yield information consistent with eligibility under Criterion D.

Site Map



Resource ID 023 2A-0344-0000 – Cabin

Site Photo



Cabin (SWCA 2019)

Action Alternatives		
Indian Canyon	Wells Draw	Whitmore Park
		✓

Primary Location	
On Surface	Above Ground
	✓

Location Relative to APE	
Project Footprint	1500’ Buffer
	✓

Type of Potential Effect	
Physical	Setting
	✓

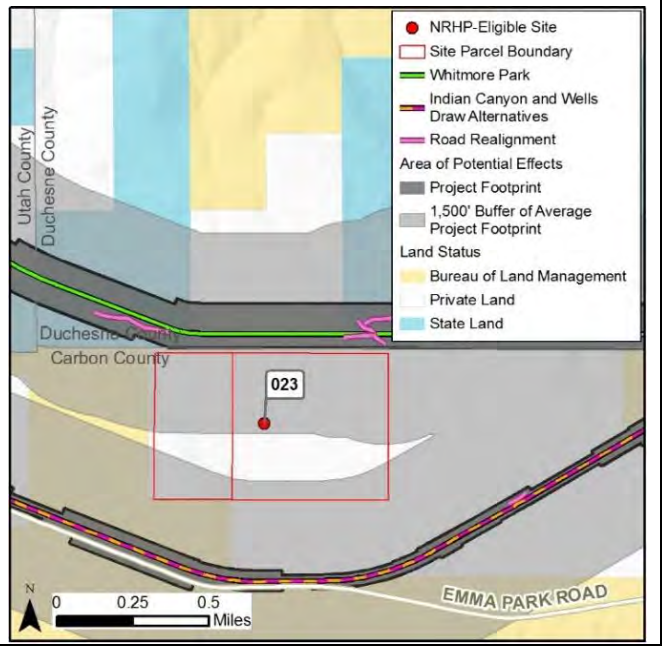
Summary

Recorded at a distance due to lack of access, this property is a one-story, single-family, single-cell log cabin. Stacked wood logs constitute its walls. Wood planks cover the front-gabled roof. No outbuildings are apparent.

OEA is treating this property as a contributor to the potential Uinta Basin Rural Historic District under National Register Criterion A. Constructed circa 1900, this property is associated with the early period of settlement before the federal government opened the Uintah Reservation to homesteaders.

Research did not reveal associations between the property and an important person in the Basin’s history. Therefore, the property is not significant under National Register Criterion B. The cabin does not appear to exhibit distinctive design or engineering features consistent with Criterion C eligibility. Research did not provide evidence that the property is likely to yield important information so it does not appear eligible under Criterion D.

Site Map



Resource ID 024 - 330840001 – Corral

Site Photo



Corral (SWCA 2019)

Action Alternatives		
Indian Canyon	Wells Draw	Whitmore Park
✓	✓	✓

Primary Location	
On Surface	Above Ground
	✓

Location Relative to APE	
Project Footprint	1500’ Buffer
✓	

Type of Potential Effect	
Physical	Setting
✓	

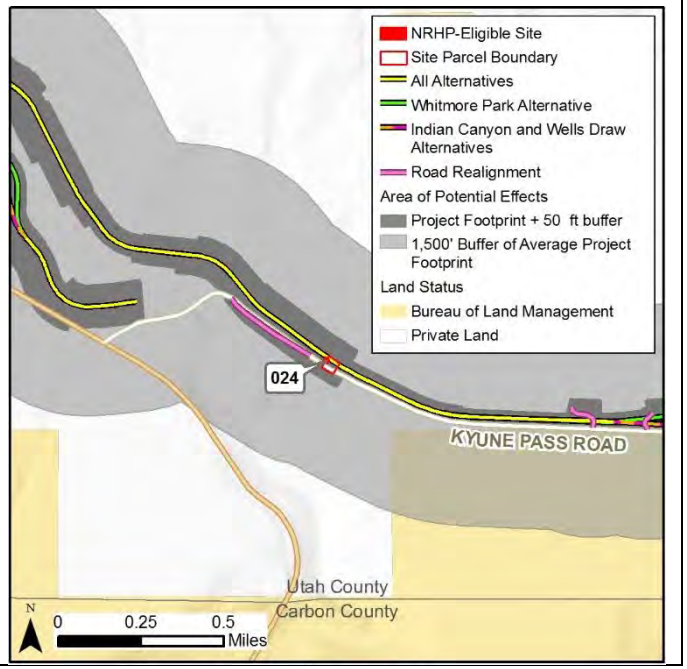
Summary

This small corral is constructed of railroad tie posts and board rails, located on open rangeland near Emma Park Road. Alterations include the addition of metal gates. There are no outbuildings present. This corral has no associated outbuildings and does not appear to be associated with a larger ranch or farm.

OEA is treating this corral as a contributor to the potential Uinta Basin Rural Historic District under Criterion A. Constructed circa 1950, the corral has good historic integrity. It conveys an association with animal herding in the Basin. Built in the post-war era, the structure demonstrates the continued significant role this industry played in the Uinta Basin despite being in substantial decline since the interwar era.

Research did not reveal associations between this property and important historical figures. It therefore does not appear eligible under Criterion B. The corral is constructed in a typical style of the period and thus does not appear eligible for its design or engineering under Criterion C. A well-understood property type, the corral appears unlikely to yield information consistent with eligibility under Criterion D.

Site Map



Resource ID 025 - 00-0010-7882 – Loafing Shed

Site Photo



Loafing Shed (SWCA 2019)

Action Alternatives

Indian Canyon	Wells Draw	Whitmore Park
✓		✓

Primary Location

On Surface	Above Ground
	✓

Location Relative to APE

Project Footprint	1500’ Buffer
✓	

Type of Potential Effect

Physical	Setting
✓	

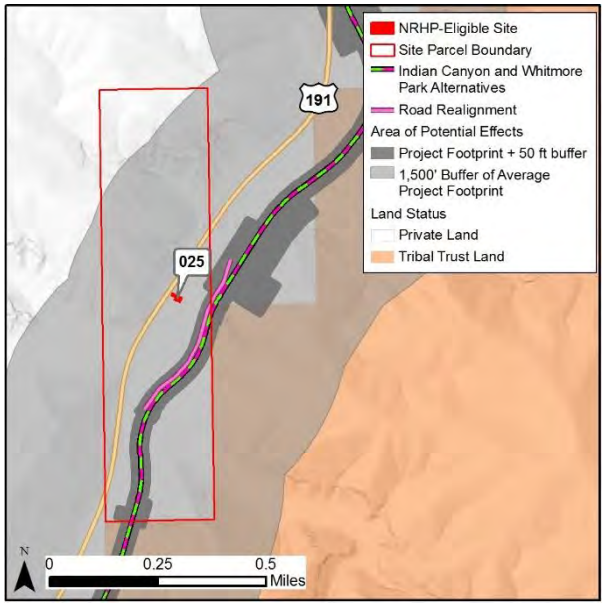
Summary

This property consists of a loafing shed and small corral. Vertical board walls and a corrugated metal roof make up the shed’s building materials. The corral is constructed of wood posts and fencing. Alterations include replacement plywood gates and stall doors. These agricultural structures appear to be isolated; they are not visibly associated with a larger ranch. The presence of a loafing shed and corral suggest that ranchers used this agricultural property for shearing sheep.

OEA is treating this shed and corral as contributors to the potential Uinta Basin Rural Historic District under Criterion A. Constructed circa 1952, this corral and loafing shed have good historic integrity and convey their association with animal herding in the Uinta Basin. Built in the post-war era, the structures demonstrate the continued significant role this industry played in the Uinta Basin despite being in substantial decline since the period between World War I and World War II.

Due to the lack of a demonstrable connection between this property and a historically important person revealed by research, the property does not appear significant under National Register Criterion B. Built of wood posts and fencing the corral is unremarkable for its design. Similarly, the loafing shed with board walls and a corrugated metal roof is commonplace in the region. Therefore, this property appears ineligible under Criterion C. As a commonplace and well documented property type, it is unlikely to yield significant information or data consistent with Criterion D eligibility.

Site Map



Potential Indian Canyon Road Linear Historic District

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

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

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

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

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

Figure 4. Potential Indian Canyon Road Linear Historic District



Resource ID 030 - 00-0009-9154 – Bridge

Site Photo



Bridge (SWCA 2019)

Action Alternatives

Indian Canyon	Wells Draw	Whitmore Park
✓		✓

Primary Location

On Surface	Above Ground
	✓

Location Relative to APE

Project Footprint	1500' Buffer
✓	

Type of Potential Effect

Physical	Setting
✓	

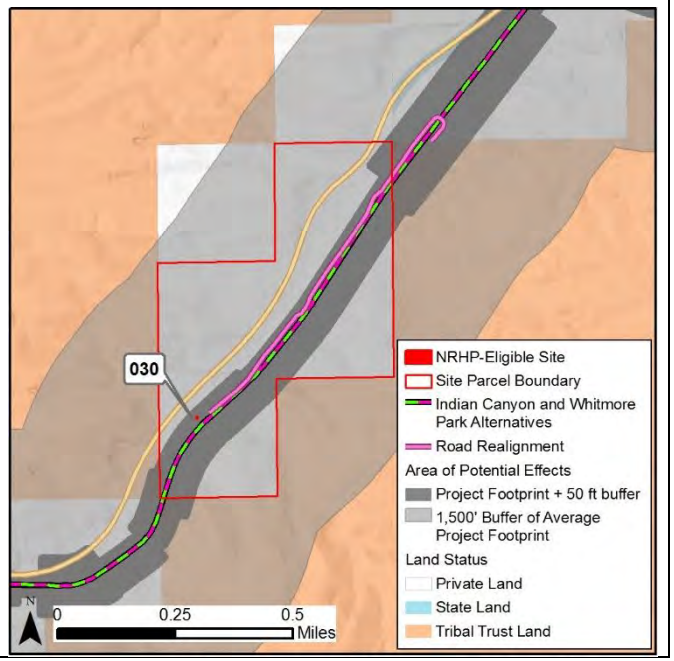
Summary

This timber stringer bridge has multiple layers of wood-board decking arranged in a perpendicular pattern. Portions of the wood decking are substantially deteriorated.

OEA is treating this bridge as eligible as a contributor to the potential Indian Canyon Road Linear Historic District under Criterion A for its association with early transportation infrastructure built to navigate this rugged terrain. Constructed circa 1910, the bridge maintains sufficient integrity to impart its connection with Indian Canyon Road's role as a crucial arterial in the Uinta Basin during the twentieth century. While the roadway has been altered and changed with modern features, this feature conveys an association with the infrastructural changes that began after the federal government opened the Uintah Reservation to white settlement. Structures like this timber bridge allowed for increased movement of goods and people throughout the region, particularly on this roadway. Because of its locational integrity along the historic alignment of Indian Canyon Road, OEA is treating this bridge as significant under National Register Criterion A.

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

Site Map



Potential Emma Park Road Linear Historic District

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

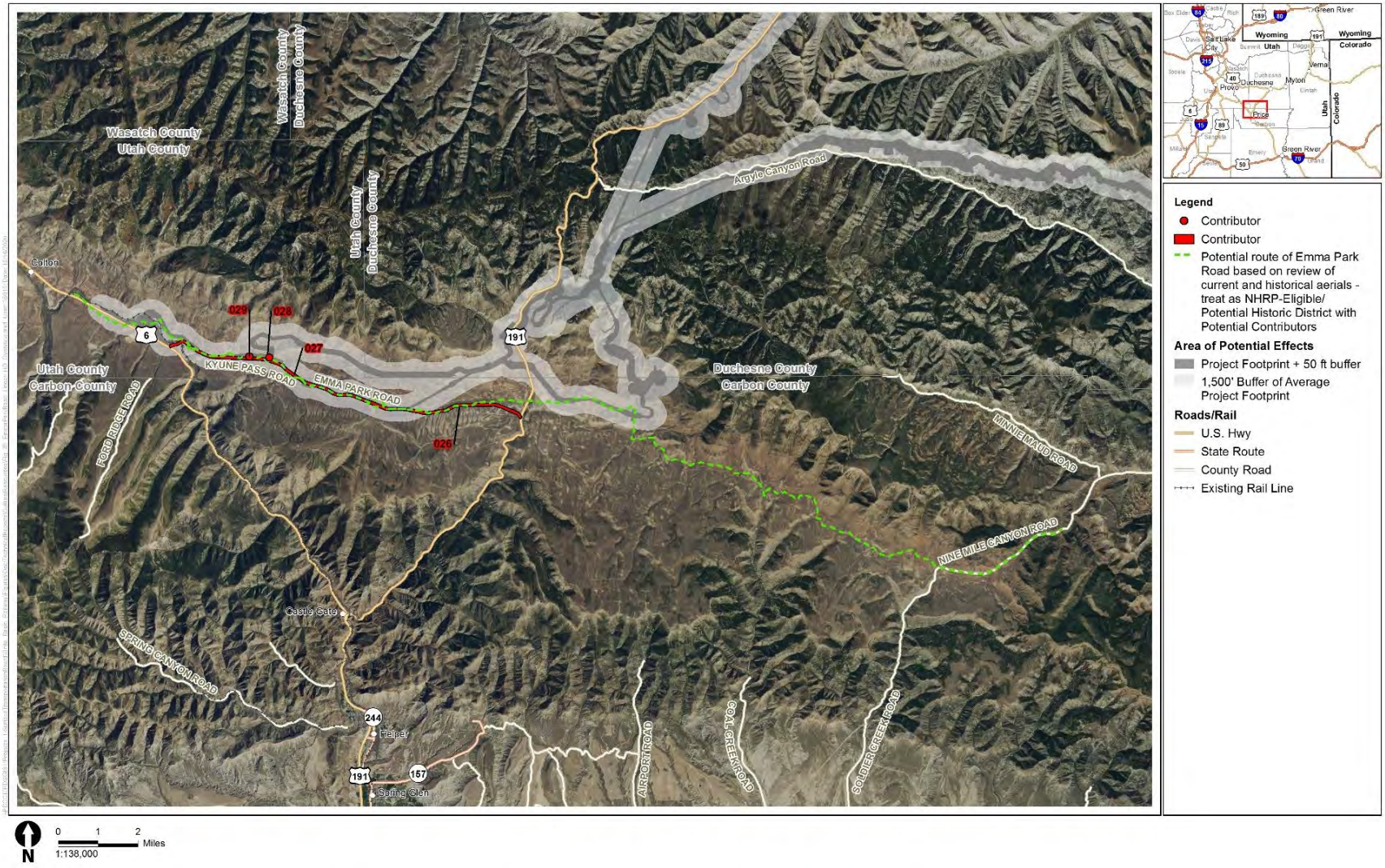
Four surveyed features in the APE contribute to the potential district (Figure 5 and Attachment VI). Two are segments of Emma Park Road and two are bridges. (Table 18) The potential district is assumed significant under National Register Criterion A for its embodiment of significant transportation infrastructure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

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

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

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

Figure 5. Potential Emma Park Road Linear Historic District



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

Site Photo



Emma Park Road (SWCA 2019)



Emma Park Road (SWCA 2019)

Action Alternatives		
Indian Canyon	Wells Draw	Whitmore Park
✓	✓	✓

Primary Location	
On Surface	Above Ground
	✓

Location Relative to APE	
Project Footprint	1500' Buffer
✓	

Type of Potential Effect	
Physical	Setting
✓	

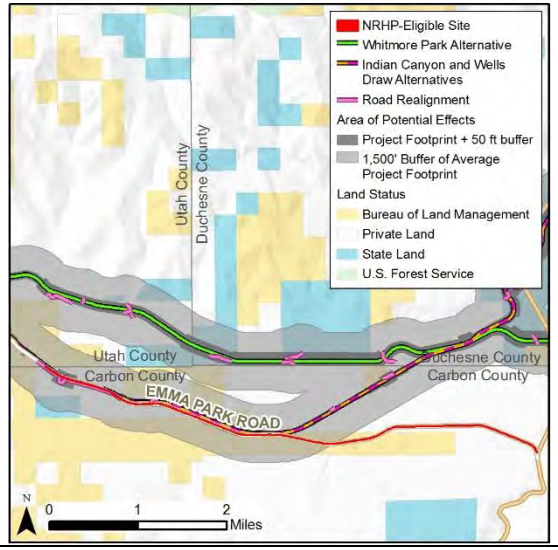
Summary

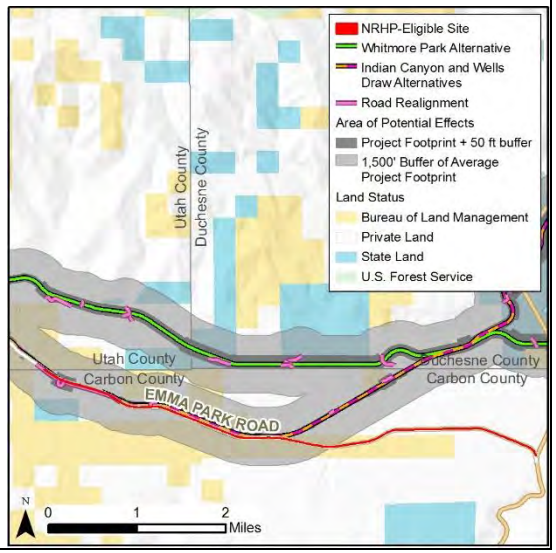
The sites associated with trinomials 42CB1871 and 42UT1085 are segments of a historic road that traverses the southern slope of Reservation Ridge. Site 42CB1871 consists of the eastern portion of the linear feature known as Emma Park Road and site 42UT1085 consists of the western portion of the feature known as Kyune Pass Road. Together, the sites are a 9.3-mile segment of road moving east from US 6 through Emma Park and ending at its intersection with US 191.

OEA is treating these segments as contributors to the potential Emma Park Road Linear Historic District under National Register Criterion A for their role in the area's early transportation infrastructure. Constructed in the 1880s, the road maintains fair integrity of alignment but was newly paved in 1969.

Emma Park Road does not appear to be eligible under National Register Criterion B because research did not link it with important historical figures. Nor did research reveal notable design or engineering features consistent with National Register eligibility under Criterion C. As a linear transportation feature, Emma Park Road is unlikely to yield information consistent with Criterion D.

Site Maps





Resource ID 028 - 330970002 – Bridge

Site Photo



Bridge (SWCA 2019)

Action Alternatives

Indian Canyon	Wells Draw	Whitmore Park
✓	✓	✓

Primary Location

On Surface	Above Ground
	✓

Location Relative to APE

Project Footprint	1500' Buffer
✓	

Type of Potential Effect

Demolition or Vibration	Auditory, Visual, Atmospheric
✓	

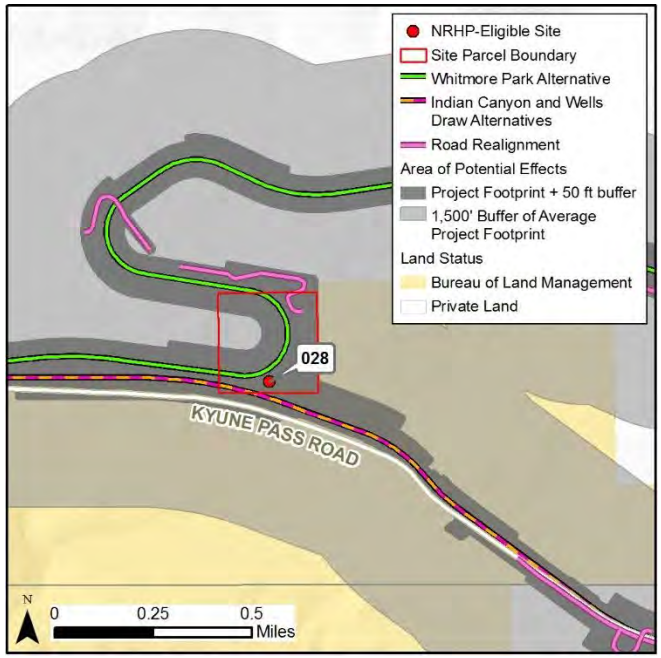
Summary

This transportation-related structure is timber stringer bridge. Coursed stones support the plank decking. The bridge has largely collapsed and the alignment of Emma Park Road in this area has changed. Alterations include replacement stringers and decking material. No associated buildings or structures are visible nearby.

OEA is treating this circa 1930 bridge as a contributor to the potential Emma Park Road Linear Historic District under Criterion A for its association with early transportation infrastructure. Although deteriorated, the bridge maintains sufficient integrity to impart its connection with Emma Park Road's role as a local access road during the early twentieth century. The bridge reflects the development of more intensive infrastructure development designed to serve the area's expanding population. Due to its location along the historic alignment of Emma Park Road, OEA is treating this property as significant under National Register Criterion A.

The bridge does not appear significant under National Register Criterion B because research has not conclusively established a link between it and important historical figures. The bridge does not appear significant under National Register Criterion C because neither its design nor engineering appear noteworthy. Bridges of this type are well-understood and, therefore, unlikely to yield information. Therefore, it appears ineligible under National Register Criterion D.

Site Map



Resource ID 029 - 330970001 – Bridge

Site Photo



Bridge (SWCA 2019)

Action Alternatives		
Indian Canyon	Wells Draw	Whitmore Park
✓	✓	✓

Primary Location	
On Surface	Above Ground
	✓

Location Relative to APE	
Project Footprint	1500’ Buffer
✓	

Type of Potential Effect	
Physical	Setting
✓	

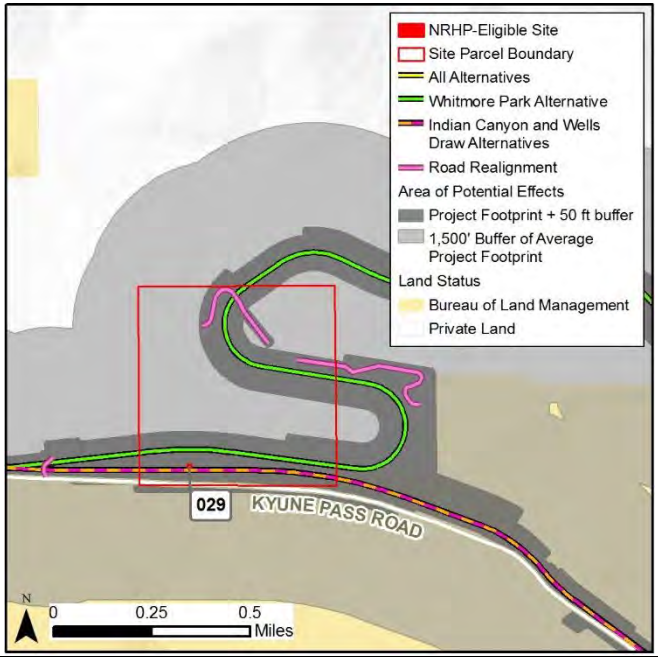
Summary

This timber stringer bridge is constructed of coursed stones with board formed concrete abutments. Its integrity is poor due to structural deterioration likely associated with realignment of the road.

OEA is treating this bridge as a contributor to the potential Emma Park Road Linear Historic District under Criterion A for its association with early transportation infrastructure. Although deteriorated, the circa 1930 bridge maintains sufficient integrity to impart its connection with Emma Park Road’s role as a local access road during the early twentieth century. The bridge also maintains good locational integrity along the historic alignment of Emma Park Road. For these reasons, OEA is treating this property as significant under National Register Criterion A.

Research did not provide evidence of a connection between the bridge and a significant person. It does not, therefore, appear eligible under National Register Criterion B. The bridge does not appear significant under National Register Criterion C for its design or engineering. As a property type, the bridge has little potential to yield information. It does not appear eligible under Criterion D.

Site Map



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

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

Table 19. Ineligible Properties

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

Resource ID 031 - 00-0011-3799 - Cabin

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



Cabin (SWCA 2019)

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

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

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

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

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

Resource ID 032 - 330700016 – Pull-off Area

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



Pull-off Area (SWCA 2019)

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

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

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

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

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

Resource ID 033 - 00-0028-1745 - Dwelling

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



Dwelling (SWCA 2019)

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

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

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

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

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

Resource ID 034 - No Parcel No. 1 (State Trust Lands) – Corral

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

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



Corral (SWCA 2019)

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

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

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

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

Resource ID 035 - No Parcel No. 2 (State Trust Lands) - Cabin



Cabin (SWCA 2019)

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

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

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

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

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

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

Resource ID 036 - 00-0031-5370 – Mobile Home



Mobile Home (SWCA 2019)

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

This mobile home was bult in the mid-1970s, well after the historically significant settlement trends in the early twentieth century. There are no outbuildings on the property which could connect the property to the Uinta Basin's agricultural past. Additionally, despite being constructed in the post-war era after the regional economy had pivoted from agriculture toward resource extraction, there is no evidence connecting this property to the mining or oil industries. This property has no associations with notable historical trends and is not significant under Criterion A.

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

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

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

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

Resource ID 037 - 00-0009-7539 – Minimal Traditional-Style Dwelling



Minimal Traditional-Style Dwelling (SWCA 2019)

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

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

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

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

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

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

Resource ID 038 - 00-0034-6840 – Oil Well



Oil Well (SWCA 2019)

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

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

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

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

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

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

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

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



National Folk-Style Dwelling (SWCA 2019)



Minimal Traditional-Style Dwelling (SWCA 2019)

National Folk-style dwelling. This building on the property is a one-story, single-family house built in the National Folk style, with walls clad in stucco with wood drop siding.

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

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

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

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

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

Likely constructed later than the property's principal building, this residence also has a construction period outside of the Uinta Basin's historically significant period of white settlement in the early

1900s. Moreover, there are no outbuildings onsite which could indicate a connection to the Uinta Basin's agricultural history or other important trends at the local or national level. For these reasons, this property is not significant under National Register Criterion A.

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

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

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

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

Resource ID 040 - 00-0034-1071 – Mobile Home

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



Mobile Home (SWCA 2019)

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

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

The materials and design of mobile homes are a product of mass production. The property does not possess significant architectural features and is not an outstanding example of this building type.

There is no evidence that the property is remarkable for its building approach or construction, or that the mobile home is the work of a master designer or builder. Overall, it is indistinguishable from the many mobile homes constructed like it throughout the country in the post-war era. For these reasons, the property is not significant under National Register Criterion C.

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

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

Resource ID 041 - 00-0009-4437 – Box Ranch-Style Dwelling

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



Box Ranch-Style Dwelling (SWCA 2019)

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

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

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

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

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

Resource ID 042 - 00-0009-4429 – Mobile Home

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



Mobile Home (SWCA 2019)

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

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

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

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

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

Resource ID 043 - 00-0028-0929 – Minimal Traditional-Style Dwelling



Minimal Traditional-Style Dwelling (SWCA 2019)

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

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

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

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

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

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

Resource ID 044 - 00-0035-1072 – Ranch-Style Dwelling

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



Ranch-Style Dwelling (SWCA 2019)

The dwelling was constructed in 1955, well after the Uinta Basin's early white settlement in the early 1900s, and it is not significantly connected to the region's early history. Moreover, as a Ranch-style dwelling, it is not a good architectural example of the area's settlement patterns, which are more typically associated with cabin dwellings and agricultural properties. No outbuildings on site connect this property to other important historical trends in the area, such as the Uinta Basin's history of farming or animal herding. There is also no connection between this property and mining or oil extraction, which were important industries in the area during the post-war period. Because it lacks connections to these important historical trends, this property is not significant under Criterion A.

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

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

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

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

Resource ID 045 - 42DC4131 – Artifact Scatter

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

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

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

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

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

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

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

Resource ID 046 - 42DC4133 - Artifact Scatter

Site 42DC4133 is a newly recorded historic artifact scatter. To maintain confidentiality, OEA is not including a photograph of this site. It consists of two distinct artifact concentrations of metal, glass, porcelain, building materials, and historic ceramics. The artifacts date from 1900 to the present, with a narrower period of use in the 1960s. It maintains fair integrity, but erosion makes it challenging to connect this site to a particular historical theme.

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

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

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

This type of scatter of historic artifacts is common in the Uinta Basin, with no clear connection to any significant historic theme. The site is largely a surface manifestation in an erosional context with little potential for subsurface cultural deposits, leaving it unable to answer research questions about the Uinta Basin's early settlement patterns. Moreover, the site is likely related to a single or double

dumping event, which disrupted its context, making it unlikely to provide additional information beyond this recordation. Thus, because the site is well documented and has little potential to yield any additional data, it is not significant under Criterion D.

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

Resource ID 047 - 42DC4134 – Artifact Scatter

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

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

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

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

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

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

Resource ID 048 - 42DC4135 - Artifact Scatter

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

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

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

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

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

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

Resource ID 049 - 42DC4137 – Artifact Scatter

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

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

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

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

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

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

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

Resource ID 050 - 42DC3543 - Homestead and Artifact Scatter

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

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

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

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

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

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

Resource ID 053 - 42CB1898 - Telephone Line and Artifact Scatter

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

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

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

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

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

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

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

Not Evaluated

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

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

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

Preliminary Effects Analysis

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

Construction

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

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

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

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

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

Operations

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

Analysis by Action Alternative

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

Table 21. Historic Property Effects Comparison between Action Alternatives

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

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

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

Conclusion

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

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

References

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

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

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

Attachment I

Section 106 Correspondence

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

April 10, 2019

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

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

Dear Mr. Don Hartley:

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

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

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

Project Background

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

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

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

- The Craig Route would be approximately 185 miles long and would connect an existing UP rail line near Axial, Colorado to two terminus points in the Uinta Basin near South Myton Bench and Leland Bench (Figure 3). The lines from those two terminus points would meet at a junction approximately four miles north of Leland Bench. From the junction, the Craig Route would proceed generally northward for approximately seven

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

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

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

Environmental Review Process

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

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

Request for Comments

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

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

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

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

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

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

Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

Enclosures:
Figure 1 - Uinta Basin Railway Proposed Routes
Figure 2 - Indian Canyon Route
Figure 3 - Craig Route
Figure 4 - Wells Draw Route

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

April 10, 2019

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

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

Dear Mr. Steve Turner:

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

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

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

Project Background

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

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

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

- The Craig Route would be approximately 185 miles long and would connect an existing UP rail line near Axial, Colorado to two terminus points in the Uinta Basin near South Myton Bench and Leland Bench (Figure 3). The lines from those two terminus points would meet at a junction approximately four miles north of Leland Bench. From the junction, the Craig Route would proceed generally northward for approximately seven

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

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

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

Environmental Review Process

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

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

Request for Comments

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

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

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

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

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

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

Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

Enclosures:
Figure 1 - Uinta Basin Railway Proposed Routes
Figure 2 - Indian Canyon Route
Figure 3 - Craig Route
Figure 4 - Wells Draw Route

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 14, 2019

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

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

Dear Ms. Chapoose:

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

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

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

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

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

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

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

We welcome your comments or suggestions regarding consulting parties.

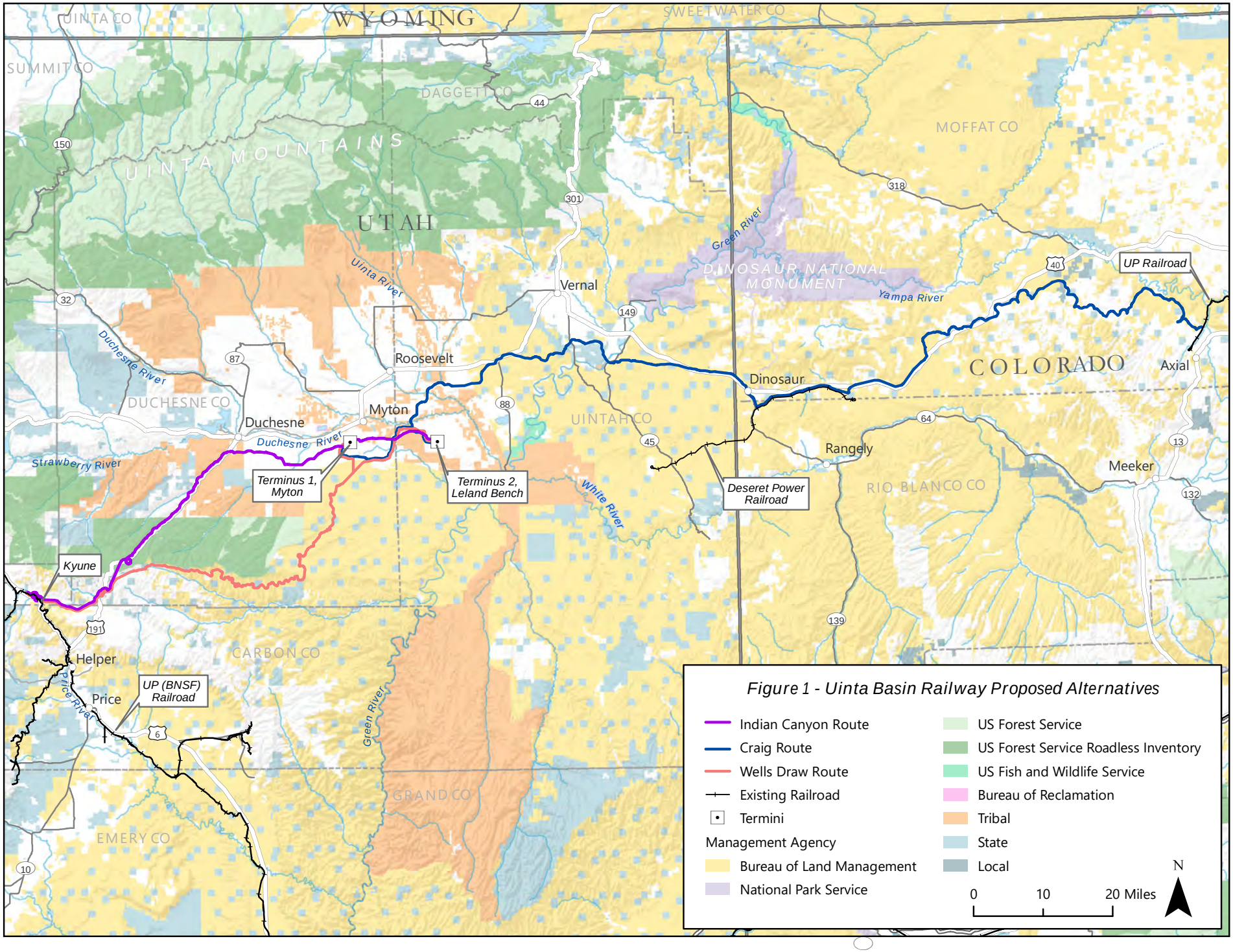
Additional information is available on the project website at www.UintaBasinRailwayEIS.com. At any time, if you would like to discuss the undertaking in more detail, please contact Joshua Wayland, PhD, OEA's Project Manager for the EIS at (202) 245-0330 or by email at Joshua.Wayland@stb.gov

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

Very truly yours,

Victoria Rutson
Director
Office of Environmental Analysis

Enclosures:
Figure 1 - Uinta Basin Railway Proposed Alternatives
Figure 2 - Indian Canyon Route
Figure 3 - Craig Route
Figure 4 - Wells Draw Route


WYOMING
UTAH
COLORADO
UINTA CO
SUMMIT CO
SWEETWATER CO
DAGGETT CO
MOFFAT CO
UINTA MOUNTAINS
DINOSAUR NATIONAL MONUMENT
DUCHESNE CO
UINTAH CO
RIO BLANCO CO
CARBON CO
GRAND CO
EMERY CO
Vernal
Roosevelt
Myton
Duchesne
Dinosaur
Rangely
Meeker
Axial
Kyune
Helper
Price
Green River
Yampa River
Uinta River
Duchesne River
Strawberry River
White River
Price River
Terminus 1, Myton
Terminus 2, Leland Bench
Deseret Power Railroad
UP Railroad
UP (BNSF) Railroad
Figure 1 - Uinta Basin Railway Proposed Alternatives
Indian Canyon Route
Craig Route
Wells Draw Route
Existing Railroad
Termini
Management Agency
Bureau of Land Management
National Park Service
US Forest Service
US Forest Service Roadless Inventory
US Fish and Wildlife Service
Bureau of Reclamation
Tribal
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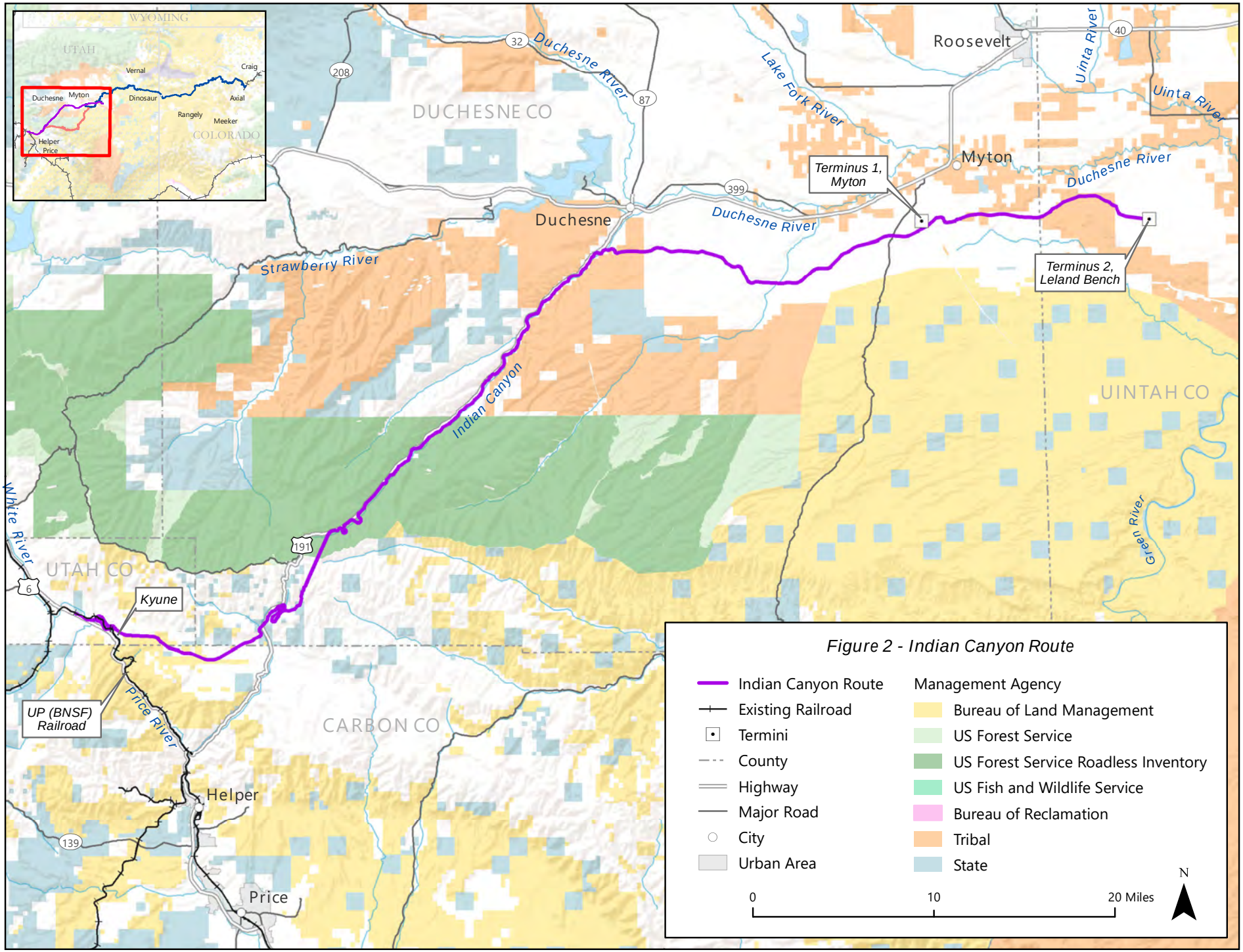
WYOMING
UTAH
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Axial
Rangely
Meeker
Helper
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DUCHESNE CO
Duchesne River
Lake Fork River
Roosevelt
Uinta River
Myton
Terminus 1, Myton
Duchesne
Strawberry River
Terminus 2, Leland Bench
Indian Canyon
UINTAH CO
White River
Green River
UTAH CO
Kyune
UP (BNSF) Railroad
Price River
CARBON CO
Helper
Price
Figure 2 - Indian Canyon Route
Indian Canyon Route
Existing Railroad
Termini
County
Highway
Major Road
City
Urban Area
Management Agency
Bureau of Land Management
US Forest Service
US Forest Service Roadless Inventory
US Fish and Wildlife Service
Bureau of Reclamation
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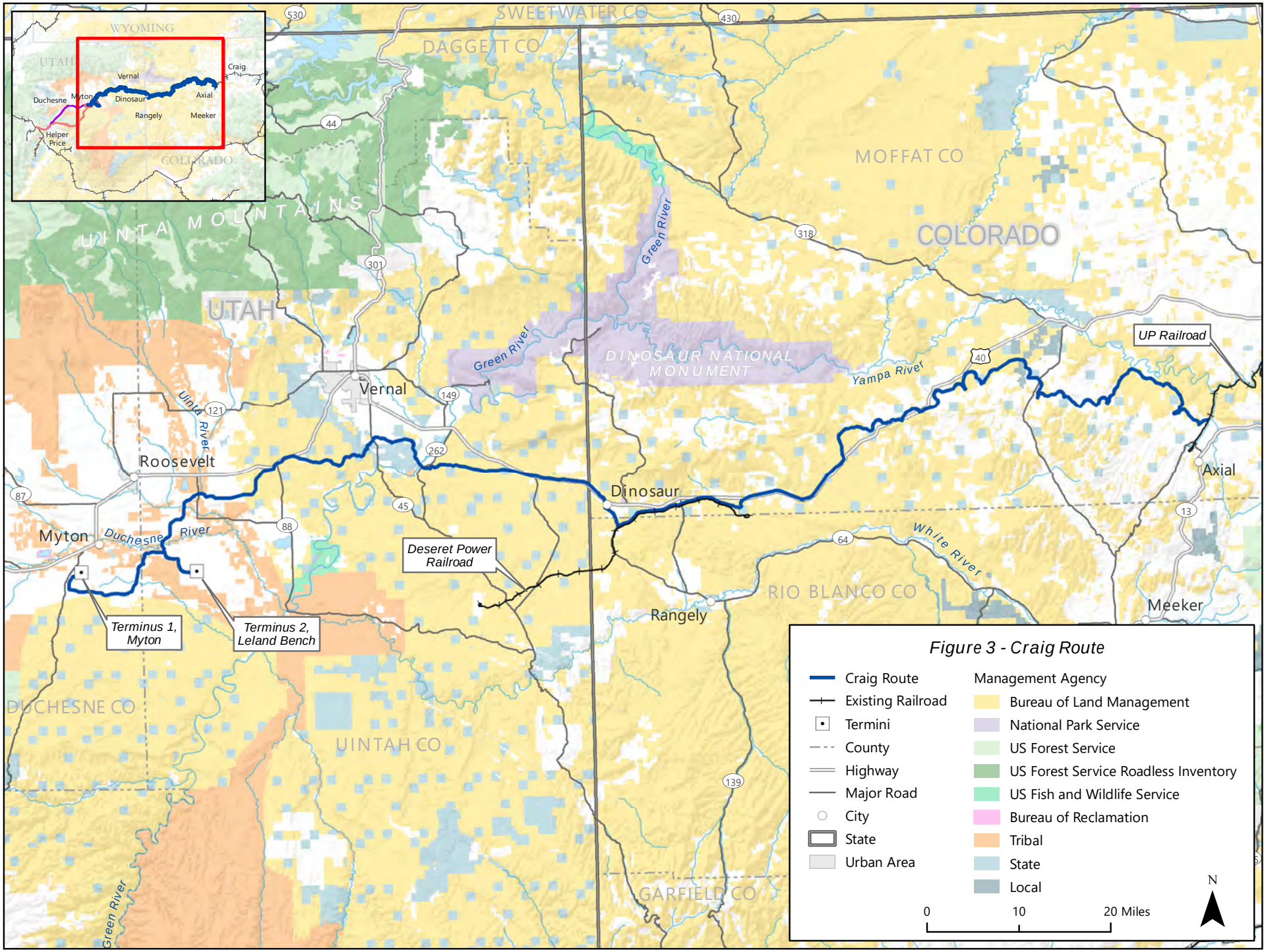
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Myton
Dinosaur
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Rangely
Meeker
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SWEETWATER CO
DAGGETT CO
MOFFAT CO
RIO BLANCO CO
DUCHESNE CO
UINTAH CO
GARFIELD CO
UINTA MOUNTAINS
DINOSAUR NATIONAL MONUMENT
Green River
Yampa River
White River
Uinta River
Duchesne River
UP Railroad
Deseret Power Railroad
Terminus 1, Myton
Terminus 2, Leland Bench
530
430
44
318
301
40
121
149
262
87
88
45
64
13
139
Figure 3 - Craig Route
Craig Route
Existing Railroad
Termini
County
Highway
Major Road
City
State
Urban Area
Management Agency
Bureau of Land Management
National Park Service
US Forest Service
US Forest Service Roadless Inventory
US Fish and Wildlife Service
Bureau of Reclamation
Tribal
State
Local
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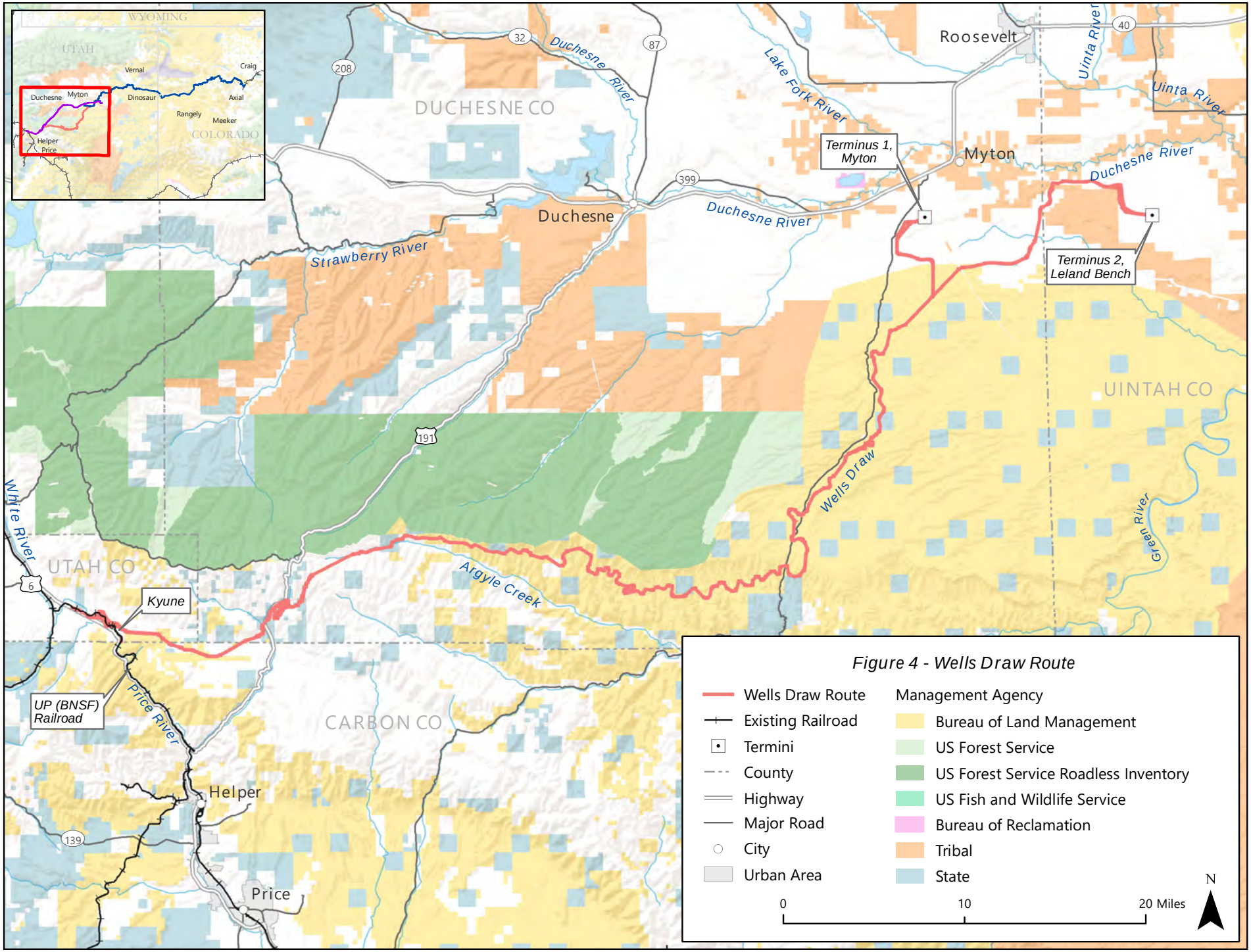
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Dinosaur
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Helper
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DUCHESNE CO
UINTAH CO
UTAH CO
CARBON CO
Roosevelt
Myton
Duchesne
Terminus 1, Myton
Terminus 2, Leland Bench
Duchesne River
Lake Fork River
Uinta River
Strawberry River
Wells Draw
Argyle Creek
White River
Green River
Price River
Kyune
UP (BNSF) Railroad
Helper
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Figure 4 - Wells Draw Route
Wells Draw Route
Existing Railroad
Termini
County
Highway
Major Road
City
Urban Area
Management Agency
Bureau of Land Management
US Forest Service
US Forest Service Roadless Inventory
US Fish and Wildlife Service
Bureau of Reclamation
Tribal
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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,

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

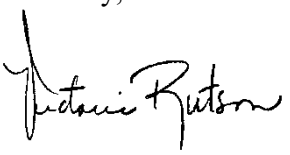
hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- 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,



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

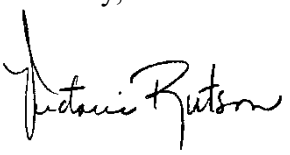
hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

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

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

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

Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

Attachments:
A: Maps of Potential Alternatives
B: NHPA Section 106 Consultation Options Form

ATTACHMENT A: ALTERNATIVES ANALYSIS MAPS

ATTACHMENT B: NHPA SECTION 106 CONSULTATION OPTIONS FORM

Fort Belknap Indian Community of the Fort Belknap Reservation of Montana

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

Project Name: Uinta Basin proposed rail line

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

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

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

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

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

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

Please print

Name: _____

Phone: _____

E-mail: _____

Signed: _____ Date: _____

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

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Betsy Chapoose
NAGPRA Representative
Ute Indian Trive 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

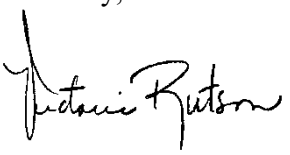
hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- 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

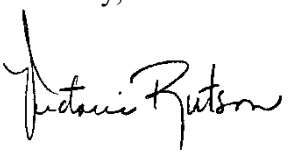
hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- 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,



Victoria Rutson
Director
Office of Environmental Analysis

Attachments:
A: Maps of Potential Alternatives
B: NHPA Section 106 Consultation Options Form

ATTACHMENT A: ALTERNATIVES ANALYSIS MAPS

ATTACHMENT B: NHPA SECTION 106 CONSULTATION OPTIONS FORM

Shoshone-Bannock Tribes of the Fort Hall Reservation, Idaho

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

Project Name: Uinta Basin proposed rail line

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

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

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

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

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

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

Please print

Name: _____

Phone: _____

E-mail: _____

Signed: _____ Date: _____

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

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

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

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

Dear Mr. Terry Knight:

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

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

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

This letter has two purposes:

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

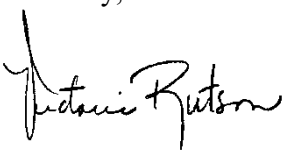
hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

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

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

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

Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

Attachments:
A: Maps of Potential Alternatives
B: NHPA Section 106 Consultation Options Form

ATTACHMENT A: ALTERNATIVES ANALYSIS MAPS

ATTACHMENT B: NHPA SECTION 106 CONSULTATION OPTIONS FORM

White Mesa / Ute Mountain Ute Tribe, Utah and Colorado

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

Project Name: Uinta Basin proposed rail line

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

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

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

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

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

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

Please print

Name: _____

Phone: _____

E-mail: _____

Signed: _____ Date: _____

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

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

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

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

Dear Mr. Stewart Koyiyumptewa:

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

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

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

This letter has two purposes:

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

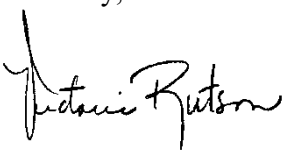
hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

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

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

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

Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

Attachments:
A: Maps of Potential Alternatives
B: NHPA Section 106 Consultation Options Form

ATTACHMENT A: ALTERNATIVES ANALYSIS MAPS

ATTACHMENT B: NHPA SECTION 106 CONSULTATION OPTIONS FORM

The Hopi Tribe of Arizona

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

Project Name: Uinta Basin proposed rail line

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

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

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

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

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

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

Please print

Name: _____

Phone: _____

E-mail: _____

Signed: _____ Date: _____

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

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

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

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

Dear Ms. Crystal Lightfoot:

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

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

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

This letter has two purposes:

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

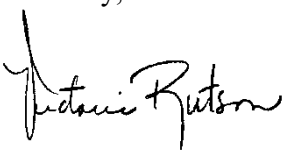
hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

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

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

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

Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

Attachments:
A: Maps of Potential Alternatives
B: NHPA Section 106 Consultation Options Form

ATTACHMENT A: ALTERNATIVES ANALYSIS MAPS

ATTACHMENT B: NHPA SECTION 106 CONSULTATION OPTIONS FORM

Apache Tribe of Oklahoma

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

Project Name: Uinta Basin proposed rail line

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

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

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

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

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

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

Please print

Name: _____

Phone: _____

E-mail: _____

Signed: _____ Date: _____

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

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

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

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

Dear Mr. Richard M. Begay:

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

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

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

This letter has two purposes:

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

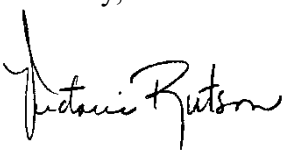
hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

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

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

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

Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

Attachments:
A: Maps of Potential Alternatives
B: NHPA Section 106 Consultation Options Form

ATTACHMENT A: ALTERNATIVES ANALYSIS MAPS

ATTACHMENT B: NHPA SECTION 106 CONSULTATION OPTIONS FORM

Navajo Nation, Arizona, New Mexico, and Utah

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

Project Name: Uinta Basin proposed rail line

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

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

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

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

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

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

Please print

Name: _____

Phone: _____

E-mail: _____

Signed: _____ Date: _____

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

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

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

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

Dear Ms. Doreen Martineau:

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

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

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

This letter has two purposes:

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

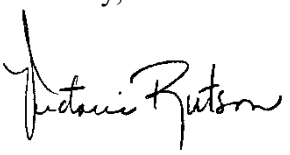
hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

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

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

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

Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

Attachments:
A: Maps of Potential Alternatives
B: NHPA Section 106 Consultation Options Form

ATTACHMENT A: ALTERNATIVES ANALYSIS MAPS

ATTACHMENT B: NHPA SECTION 106 CONSULTATION OPTIONS FORM

Paiute Indian Tribe of Utah

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

Project Name: Uinta Basin proposed rail line

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

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

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

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

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

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

Please print

Name: _____

Phone: _____

E-mail: _____

Signed: _____ Date: _____

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

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

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

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

Dear Mr. Rupert Steele:

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

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

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

This letter has two purposes:

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

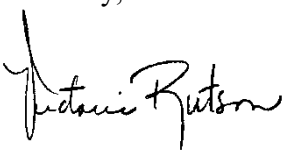
hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

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

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

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

Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

Attachments:
A: Maps of Potential Alternatives
B: NHPA Section 106 Consultation Options Form

ATTACHMENT A: ALTERNATIVES ANALYSIS MAPS

ATTACHMENT B: NHPA SECTION 106 CONSULTATION OPTIONS FORM

Confederated Tribes of the Goshute Reservation, Nevada and Utah

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

Project Name: Uinta Basin proposed rail line

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

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

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

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

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

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

Please print

Name: _____

Phone: _____

E-mail: _____

Signed: _____ Date: _____

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

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

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

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

Dear Ms. Patty Timbimboo-Madsen:

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

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

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

This letter has two purposes:

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

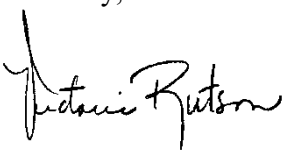
hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

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

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

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

Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

Attachments:
A: Maps of Potential Alternatives
B: NHPA Section 106 Consultation Options Form

ATTACHMENT A: ALTERNATIVES ANALYSIS MAPS

ATTACHMENT B: NHPA SECTION 106 CONSULTATION OPTIONS FORM

The Northwestern Band of the Shoshone Nation, Utah

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

Project Name: Uinta Basin proposed rail line

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

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

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

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

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

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

Please print

Name: _____

Phone: _____

E-mail: _____

Signed: _____ Date: _____

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

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

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

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

Dear Mr. Roger Bankert:

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

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

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

This letter has two purposes:

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

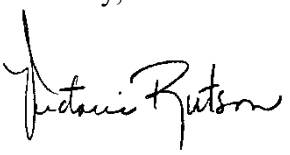
we do not hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

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

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

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

Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

Attachments:
A: Maps of Potential Alternatives
B: NHPA Section 106 Consultation Options Form

ATTACHMENT A: ALTERNATIVES ANALYSIS MAPS

ATTACHMENT B: NHPA SECTION 106 CONSULTATION OPTIONS FORM

BLM Vernal Field Office

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

Project Name: Uinta Basin proposed rail line

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

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

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

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

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

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

Please print

Name: _____

Phone: _____

E-mail: _____

Signed: _____ Date: _____

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

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

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

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

Dear Mr. Ray Beck:

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

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

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

This letter has two purposes:

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

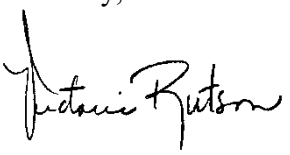
hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

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

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

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

Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

Attachments:
A: Maps of Potential Alternatives
B: NHPA Section 106 Consultation Options Form

ATTACHMENT A: ALTERNATIVES ANALYSIS MAPS

ATTACHMENT B: NHPA SECTION 106 CONSULTATION OPTIONS FORM

Moffat County

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

Project Name: Uinta Basin proposed rail line

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

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

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

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

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

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

Please print

Name: _____

Phone: _____

E-mail: _____

Signed: _____ Date: _____

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

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

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

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

Dear Ms. Emily C. Biondi:

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

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

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

This letter has two purposes:

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

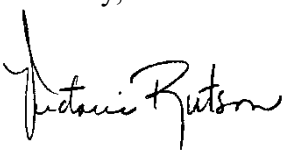
we do not hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

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

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

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

Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

Attachments:
A: Maps of Potential Alternatives
B: NHPA Section 106 Consultation Options Form

ATTACHMENT A: ALTERNATIVES ANALYSIS MAPS

ATTACHMENT B: NHPA SECTION 106 CONSULTATION OPTIONS FORM

Federal Highway Administration

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

Project Name: Uinta Basin proposed rail line

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

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

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

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

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

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

Please print

Name: _____

Phone: _____

E-mail: _____

Signed: _____ Date: _____

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

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

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

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

Dear Ms. Amy Cole:

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

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

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

This letter has two purposes:

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

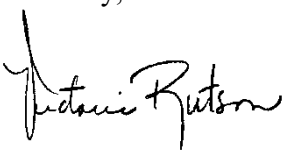
we do not hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

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

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

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

Sincerely,



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

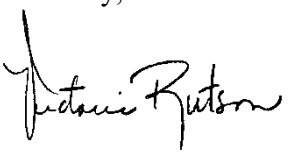
we do not hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- 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,



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

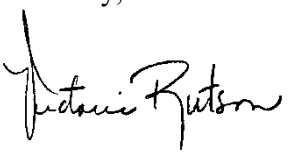
we do not hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- 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

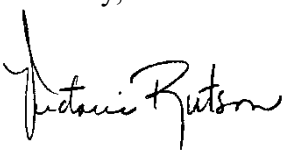
we do not hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- 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

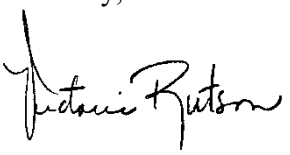
we do not hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

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

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

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

Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

Attachments:
A: Maps of Potential Alternatives
B: NHPA Section 106 Consultation Options Form

ATTACHMENT A: ALTERNATIVES ANALYSIS MAPS

ATTACHMENT B: NHPA SECTION 106 CONSULTATION OPTIONS FORM

U.S. Army Corps of Engineers, Sacramento District

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

Project Name: Uinta Basin proposed rail line

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

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

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

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

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

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

Please print

Name: _____

Phone: _____

E-mail: _____

Signed: _____ Date: _____

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

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Kristy Groves
District Ranger
U.S. Forest Service, Ashley National
Forest, Duchesne/Roosevelt Ranger District
85 West Main Street
Duchesne, UT 84021

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

Dear Ms. Kristy Groves:

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

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

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

This letter has two purposes:

- First, to learn whether your organization is interested in participating as a Consulting Party. We have enclosed a Consultation Options Form (Attachment B) that we hope

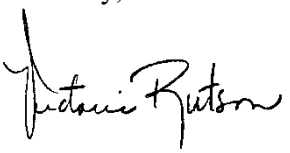
makes it easier for you to select the level of involvement that you are interested in. If we do not hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

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

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

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

Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

Attachments:
A: Maps of Potential Alternatives
B: NHPA Section 106 Consultation Options Form

ATTACHMENT A: ALTERNATIVES ANALYSIS MAPS

ATTACHMENT B: NHPA SECTION 106 CONSULTATION OPTIONS FORM

U.S. Forest Service, Ashley National
Forest, Duchesne/Roosevelt Ranger District

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

Project Name: Uinta Basin proposed rail line

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

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

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

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

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

Name of U.S. Forest Service, Ashley National
Forest, Duchesne/Roosevelt Ranger District designated contact for Section 106 Consultation for the Surface Transportation Board's decision on whether to allow the Coalition to construct and operate a new rail line in Utah:

Please print

Name: _____

Phone: _____

E-mail: _____

Signed: _____ Date: _____

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

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

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

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

Dear Mr. Don Hartley:

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

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

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

This letter has two purposes:

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

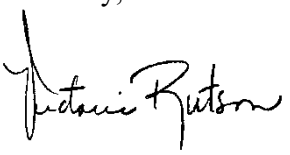
we do not hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

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

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

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

Sincerely,



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

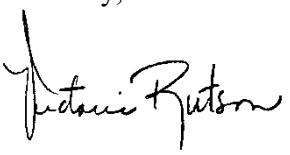
we do not hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- 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

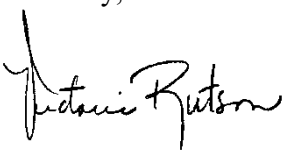
we do not hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- 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,



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

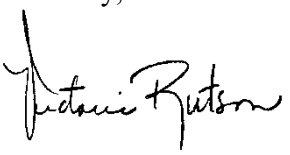
we do not hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- 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,



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

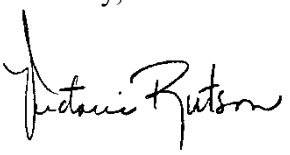
we do not hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- 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.

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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

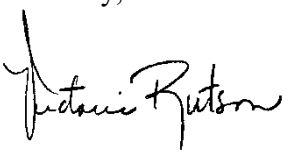
we do not hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- 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

Southern Utah Wilderness Alliance

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

Project Name: Uinta Basin proposed rail line

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

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

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

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

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

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

Please print

Name: _____

Phone: _____

E-mail: _____

Signed: _____ Date: _____

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

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

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

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

Dear Mr. William Lee:

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

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

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

This letter has two purposes:

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

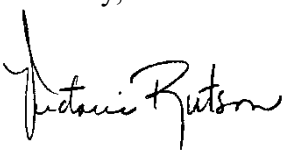
hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

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

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

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

Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

Attachments:
A: Maps of Potential Alternatives
B: NHPA Section 106 Consultation Options Form

ATTACHMENT A: ALTERNATIVES ANALYSIS MAPS

ATTACHMENT B: NHPA SECTION 106 CONSULTATION OPTIONS FORM

Utah County

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

Project Name: Uinta Basin proposed rail line

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

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

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

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

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

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

Please print

Name: _____

Phone: _____

E-mail: _____

Signed: _____ Date: _____

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

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Betsy Merritt
Deputy General Counsel
National Trust for Historic Preservation
2600 Virginia Avenue NW, Suite 1100
Washington, D.C. 20037

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

Dear Ms. Betsy Merritt:

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

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

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

This letter has two purposes:

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

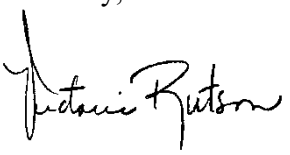
we do not hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

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

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

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

Sincerely,



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

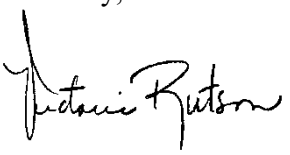
we do not hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- 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

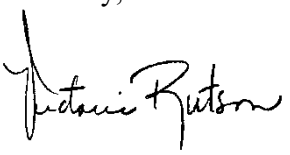
we do not hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- 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,



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

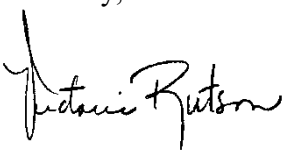
we do not hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- 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

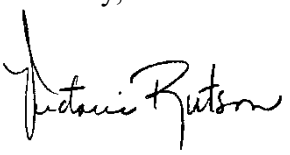
hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- 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,



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

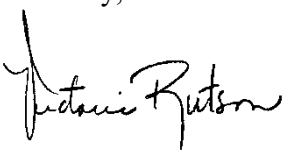
we do not hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- 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,



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
Commisioner
Duchesne County
734 North Center Street, P.O. Box 910
Duchesne, UT 84021

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

Dear Mr. Greg Todd:

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

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

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

This letter has two purposes:

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

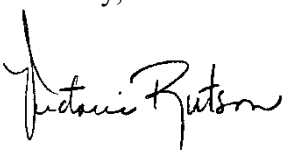
hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

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

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

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

Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

Attachments:
A: Maps of Potential Alternatives
B: NHPA Section 106 Consultation Options Form

ATTACHMENT A: ALTERNATIVES ANALYSIS MAPS

ATTACHMENT B: NHPA SECTION 106 CONSULTATION OPTIONS FORM

Duchesne County

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

Project Name: Uinta Basin proposed rail line

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

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

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

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

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

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

Please print

Name: _____

Phone: _____

E-mail: _____

Signed: _____ Date: _____

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

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

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

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

Dear Mr. Steve Turner:

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

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

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

This letter has two purposes:

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

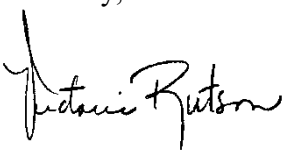
we do not hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

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

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

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

Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

Attachments:
A: Maps of Potential Alternatives
B: NHPA Section 106 Consultation Options Form

ATTACHMENT A: ALTERNATIVES ANALYSIS MAPS

ATTACHMENT B: NHPA SECTION 106 CONSULTATION OPTIONS FORM

Colorado State Historic Preservation Office

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

Project Name: Uinta Basin proposed rail line

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

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

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

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

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

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

Please print

Name: _____

Phone: _____

E-mail: _____

Signed: _____ Date: _____

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

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Dave Ure
Director
State Institutional Trust Lands Administration
675 East 500 South, Suite 500
Salt Lake City, UT 84102

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

Dear Mr. Dave Ure:

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

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

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

This letter has two purposes:

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

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

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

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

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

Sincerely,

Victoria Rutson
Director
Office of Environmental Analysis

Attachments:
A: Maps of Potential Alternatives
B: NHPA Section 106 Consultation Options Form

ATTACHMENT A: ALTERNATIVES ANALYSIS MAPS

ATTACHMENT B: NHPA SECTION 106 CONSULTATION OPTIONS FORM

State Institutional Trust Lands Administration

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

Project Name: Uinta Basin proposed rail line

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

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

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

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

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

Name of State Institutional Trust Lands Administration designated contact for Section 106 Consultation for the Surface Transportation Board's decision on whether to allow the Coalition to construct and operate a new rail line in Utah:

Please print

Name: _____

Phone: _____

E-mail: _____

Signed: _____ Date: _____

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

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

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

Dear :

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

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

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

This letter has two purposes:

- First, to learn whether your is interested in participating as a Consulting Party. We have enclosed a Consultation Options Form (Attachment B) that we hope makes it easier for you to select the level of involvement that you are interested in. If we do not hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.
- Second, to provide an opportunity for you to submit comments on either historic properties and/or potential effects on historic properties that may be located in the area and that should be afforded close attention in the environmental analysis.

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

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

Sincerely,



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

HISTORY Colorado

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,

Holly K. Norton

for Steve Turner, AIA
State Historic Preservation Officer

JUN 2 6 2019

HISTORY Colorado 140TH ANNIVERSARY 1879-2019

History Colorado, 1200 Broadway, Denver, CO 80203 HistoryColorado.org

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 Duschene, 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 B Smith

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.

X 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.

X 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: [signature] Date: 7-1-19

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

Preserving America's Heritage

Advisory Council on Historic Preservation
Electronic Section 106 Documentation Submittal System (*e*106) 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

Office: 202-245-0367
Cell: 215-370-3579

5. Purpose of notification. Indicate whether this documentation is to:

1) invite the ACHP to participate in a Section 106 consultation, and
2) propose to develop a project Programmatic Agreement (project PA) for complex or multiple undertakings in accordance with 36 C.F.R. 800.14(b)(3).

Please note: the Board has not yet reached the assessment of effects phase of the Section 106 compliance process.

II. Information on the Undertaking*

6. Describe the undertaking and nature of federal involvement (if multiple federal agencies are involved, specify involvement of each):

The Seven County Infrastructure Coalition (Coalition) requested Board authority to construct and operate an approximately 85-mile rail line between two terminus points in the Uinta Basin near Myton, Utah, and Leland Bench, Utah, and the interstate rail network. The Coalition is proposing to construct a route that would extend generally southwest from terminus points in the Uinta Basin to a connection with an existing rail line owned by Union Pacific Railroad Company (UP) near Kyune, Utah (the Whitmore Park Alternative). That route would generally parallel U.S. Route 191 through Indian Canyon and would be located within Utah, Carbon, Duchesne, and Uintah Counties in Utah. In addition to the Whitmore Park Alternative, the EIS will also consider two additional alternatives that OEA believes would be reasonable and feasible to construct and operate that would meet the purpose and need of the proposed project. Those alternatives are the Indian Canyon Alternative and the Wells Draw Alternative, both of which would have the same terminus points as the Whitmore Park Alternative but would follow different alignments.

7. Describe the Area of Potential Effects:

The Board is currently developing an APE.

8. Describe steps taken to identify historic properties:

The Coalition's consultant performed a cultural resources survey in the Project area. The Board is currently reviewing the information provided by the Coalition.

9. Describe the historic property (or properties) and any National Historic Landmarks within the APE (or attach documentation or provide specific link to this information):

At future dates, reports provided by the Coalition's consultant will be provided on the Board's website for this project (http://uintabasinrailwayeis.com/) and on the Board's electronic document repository. The Board will provide specific links to the report locations when the reports are available.

10. Describe the undertaking's effects on historic properties:

The Board has not yet reached the assessment of effects phase of the Section 106 compliance process.

11. Explain how this undertaking would adversely affect historic properties (include information on

any conditions or future actions known to date to avoid, minimize, or mitigate adverse effects):

The Board has not yet reached the assessment of effects phase of the Section 106 compliance process.

12. Provide copies or summaries of the views provided to date by any consulting parties, Indian tribes or Native Hawai'ian organizations, or the public, including any correspondence from the SHPO and/or THPO.

During scoping, commenters expressed concern regarding potential adverse impacts on historic sites and buildings, historic rock art, and petroglyphs. Scoping comments related to cultural and historic resources and tribal concerns are included in Appendix 1.

* see *Instructions for Completing the ACHP* e*106 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

XX Maps, photographs, drawings, and/or plans

___ Additional historic property information

XX Summary of consulting parties and consultation status

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.

		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	ANTHROPOLOGIAL 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

		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 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.
TransWest Express LLC	August 2nd, 2019	Cultural 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)]
Uinta Valley Shoshone Tribe of the Uinta & Ouray Reservation, Utah	August 2nd, 2019	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.
Nine Mile Canyon Coalition	August 3rd, 2019	Concerns for the Wells Draw Route Alternative 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.
Nine Mile Canyon Coalition	August 3rd, 2019	Concerns for the Wells Draw Route Alternative 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.
Public	August 5th, 2019	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.

Public	August 8th, 2019	First let me state that I am in aboslute 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	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.
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.

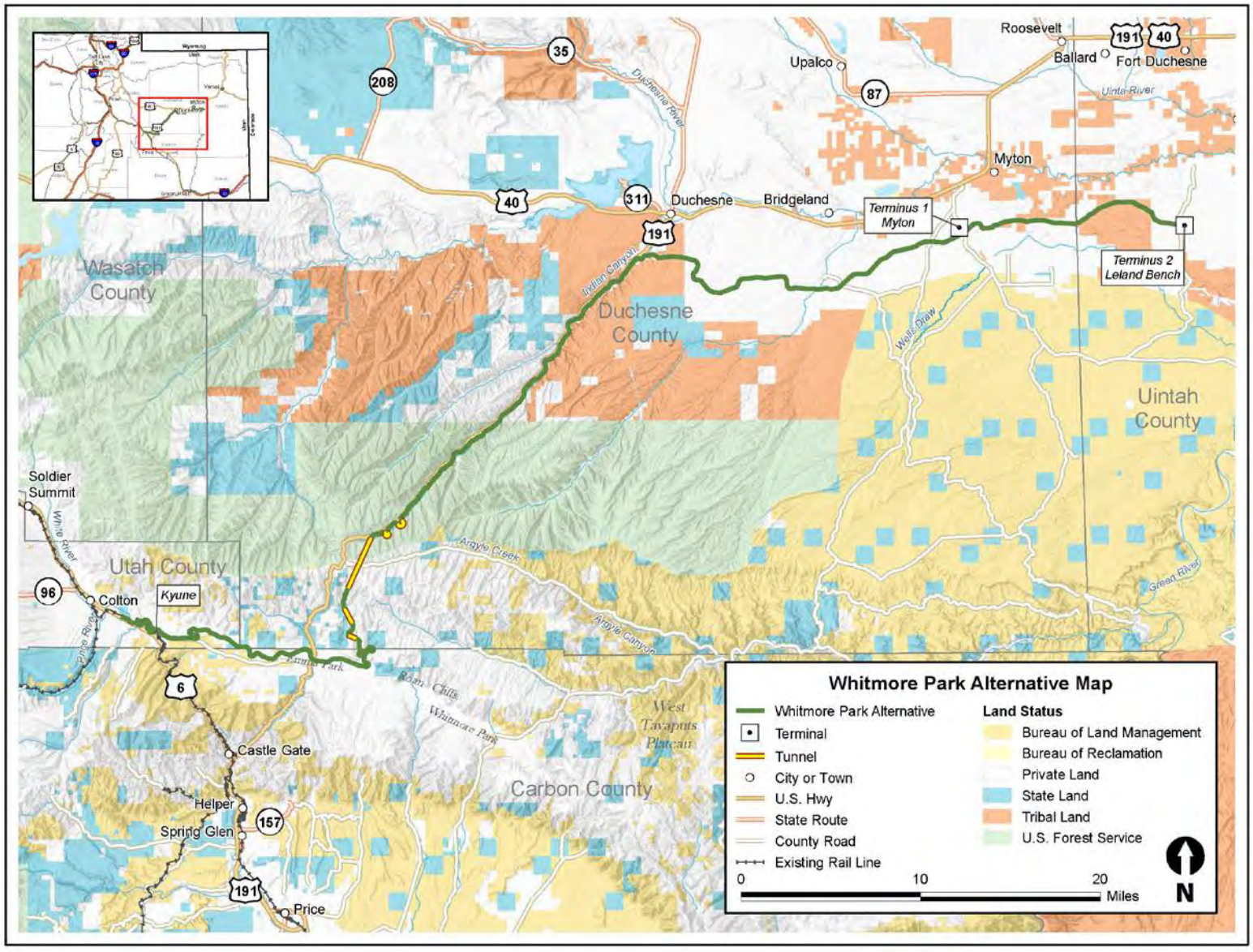
		The tribe requires access permits business licenses and utero fees for anyone working on their land not to mention tribal preference for native owned companies. Save everyone a headache and keep it off of tribal land. Remember their a sovereign nation with their own laws and rules that we have to follow 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

Preserving America's Heritage

Appendix 2. Uinta Basin Railway EIS Project Alternatives Maps

ADVISORY COUNCIL ON HISTORIC PRESERVATION

401 F Street NW, Suite 308 □ Washington, DC 20001-2637
Phone: 202-517-0200 □ Fax: 202-517-6381 □ achp@achp.gov □ www.achp.gov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Fort Duchesne
Upalco
Myton
Bridgeland
Duchesne
Terminus 1
Myton
Terminus 2
Leland Bench
Wasatch
County
Duchesne
County
Uintah
County
Utah County
Carbon County
Soldier
Summit
Colton
Kyune
Castle Gate
Helper
Spring Glen
Price
Indian Canyon
Wells Draw
Argyle Creek
Argyle Canyon
Roan Cliffs
Whitmore Park
West
Tavaputs
Plateau
Uinta River
Duchesne River
White River
Price River
Green River
35
208
40
311
191
87
96
6
157
Whitmore Park Alternative Map
Whitmore Park Alternative
Terminal
Tunnel
City or Town
U.S. Hwy
State Route
County Road
Existing Rail Line
Land Status
Bureau of Land Management
Bureau of Reclamation
Private Land
State Land
Tribal Land
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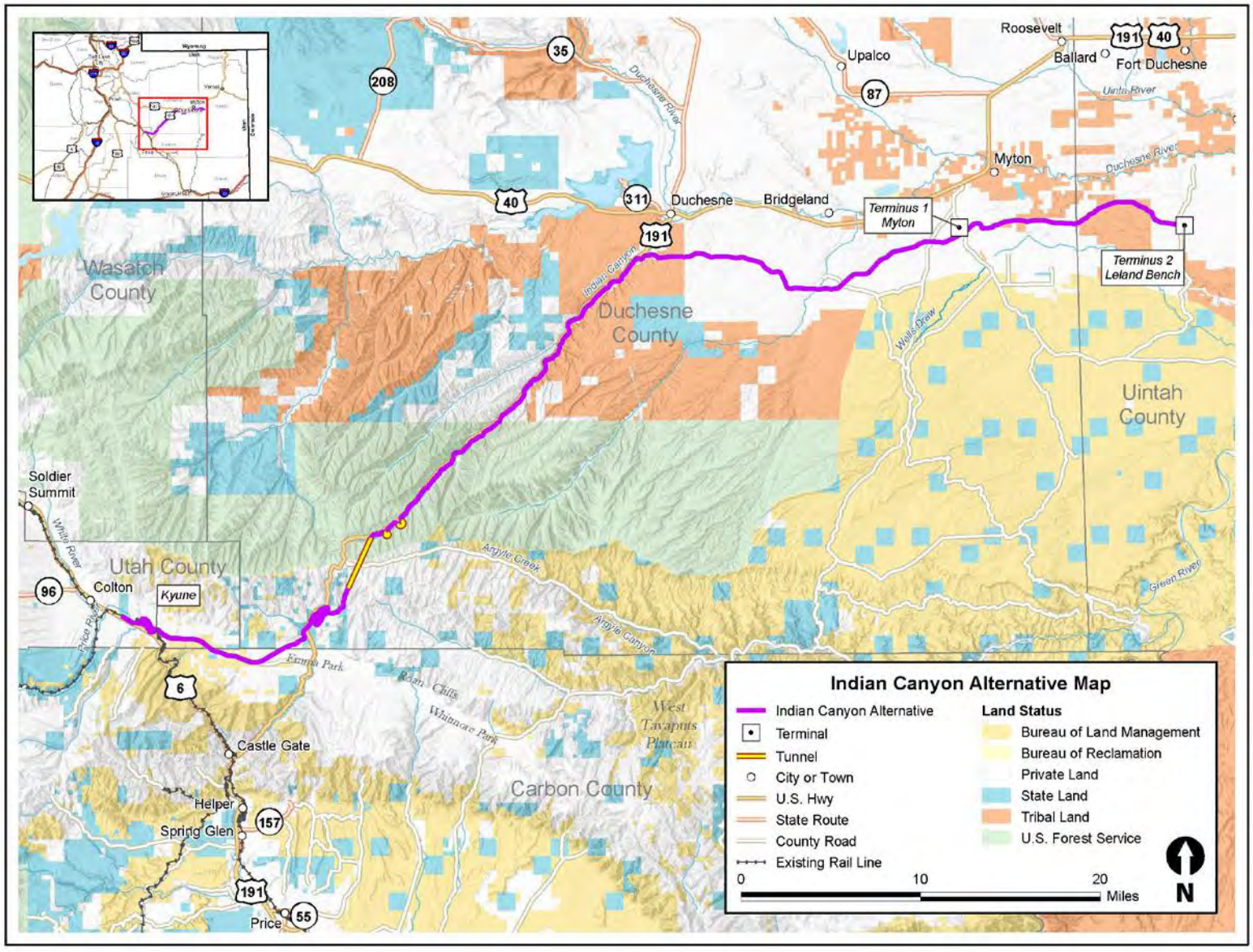
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Leland Bench
Wasatch
County
Duchesne
County
Uintah
County
Indian Canyon
Wells Draw
Soldier
Summit
White River
Utah County
Colton
Kyune
Argyle Creek
Argyle Canyon
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U.S. Hwy
State Route
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Existing Rail Line
Land Status
Bureau of Land Management
Bureau of Reclamation
Private Land
State Land
Tribal Land
U.S. Forest Service
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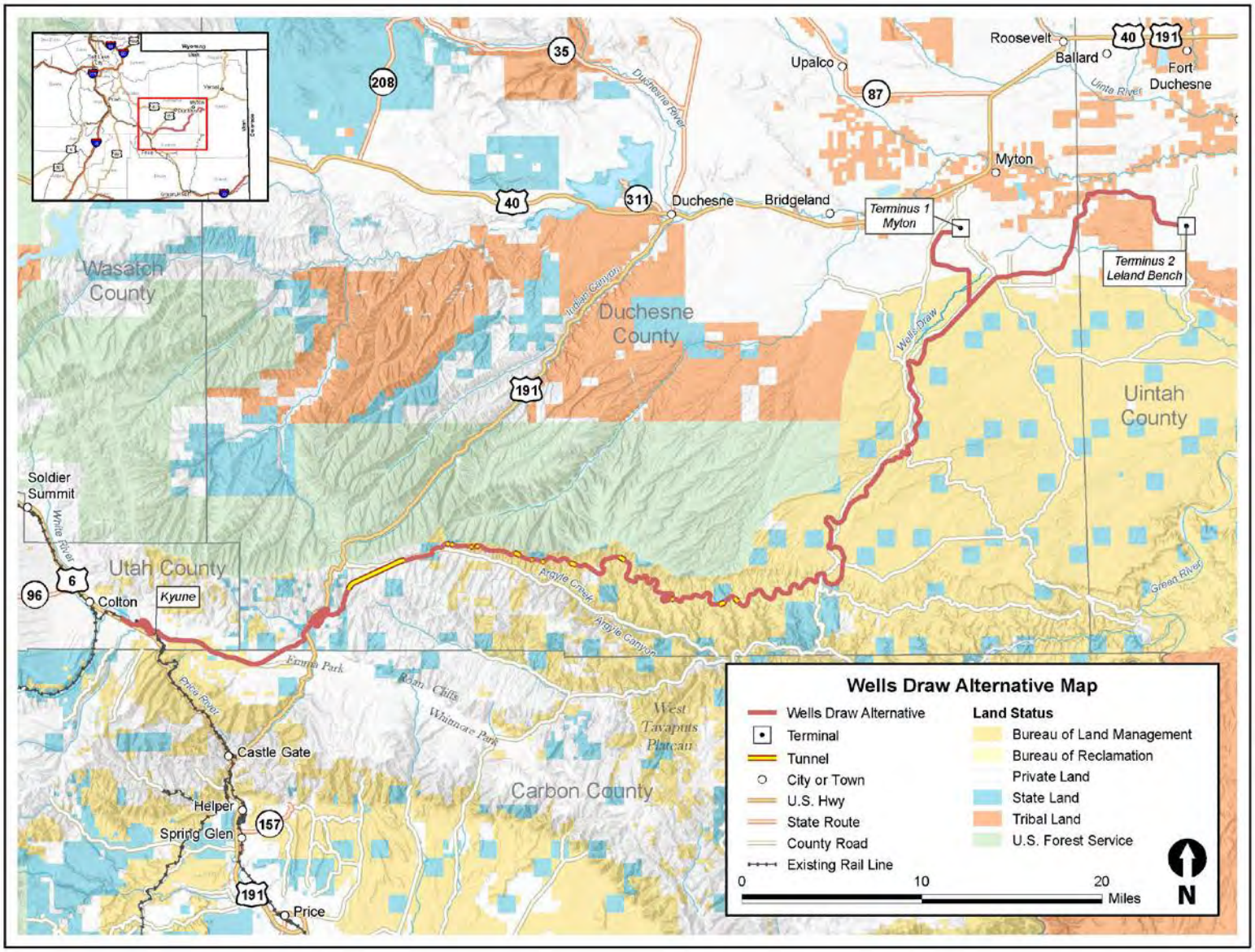
Wasatch County
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Bridgeland
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Wells Draw Alternative Map
Wells Draw Alternative
Terminal
Tunnel
City or Town
U.S. Hwy
State Route
County Road
Existing Rail Line
Land Status
Bureau of Land Management
Bureau of Reclamation
Private Land
State Land
Tribal Land
U.S. Forest Service
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Miles
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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.

		Invited to Consulting Party call in January 2020. Participated in Consulting Party call in January 2020.
Bureau of Indian Affairs, Western Region	Accepted Invitation	Invited to consult in June 2019. Accepted Consulting Party status in November 2019. Invited to Consulting Party call in January 2020.
Carbon County	Accepted Invitation	Invited to consult in June 2019. Accepted Consulting Party status in October 2019. Invited to Consulting Party call in January 2020. Participated in Consulting Party call in January 2020.
Colorado Office of Archaeology and Historic Preservation	Declined Invitation	Invited to consult in April 2019. Provided written comments and accepted Consulting Party status in June 2019. No further interest in Consulting Party status after the removal of Colorado routes.
Colorado Plateau Archaeological Alliance	Accepted Invitation	Invited to consult in June 2019. Accepted Consulting Party status in November 2019. Invited to Consulting Party call in January 2020. Participated in Consulting Party call in January 2020.

Colorado Preservation, Inc.	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.
Confederated Tribes of the Goshute Reservation, Nevada and Utah	Requested Information	Invited to consult in June 2019. Requested a copy of the Consulting Party invitation in November 2019. Invited to Consulting Party call in January 2020.
Duchesne County	Accepted Invitation	Invited to consult in June 2019. Accepted Consulting Party status in June 2019. Invited to Consulting Party call in January 2020.
Eastern Shoshone Tribe of the Wind River Reservation, Wyoming	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.
Federal Highway Administration	Declined Invitation	Invited to consult in June 2019. Declined Consulting Party status in October 2019.
Fort Belknap Indian Community of the Fort Belknap Reservation of Montana	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.
FRA Office of Program Delivery	Requested Information	Invited to consult in June 2019. Requested a copy of the Consulting Party invitation in October 2019. Invited to Consulting Party call in January 2020.
Moffat County	Declined Invitation	Invited to consult in June 2019. No further interest in Consulting Party status after the removal of Colorado routes.
National Park Service, Cultural Resources, Intermountain Region	Declined Invitation	Invited to consult in June 2019. No further interest in Consulting Party status after the removal of Colorado routes.
National Trust for Historic Preservation	Declined Invitation	Invited to consult in June 2019. Declined Consulting Party status in October 2019.
Navajo Nation, Arizona, New Mexico, and Utah	Declined Invitation	Invited to consult in June 2019. Declined Consulting Party status in December 2019.
Nine Mile Canyon Coalition	Accepted Invitation	Invited to consult in June 2019. Invited to Consulting Party call in January 2020. Accepted Consulting Party

		status in January 2020. Participated in Consulting Party call in January 2020.
Paiute Indian Tribe of Utah	Declined Invitation	Invited to consult in June 2019. Declined Consulting Party status in December 2019.
Preservation Utah	Requested Information	Invited to consult in June 2019. Requested a copy of the Consulting Party invitation in October 2019. Invited to Consulting Party call in January 2020.
Public Lands Policy Coordinating Office	Accepted Invitation	Invited to Consulting Party call in January 2020. Participated in Consulting Party call in January 2020.
Rio Blanco County	Declined Invitation	Invited to consult in June 2019. Invited to Consulting Party call in January 2020. No further interest in Consulting Party status after the removal of Colorado routes.
Seven County Infrastructure Coalition	Accepted Invitation	Invited to Consulting Party call in January 2020. Participated in Consulting Party call in January 2020.
Shoshone-Bannock Tribes of the Fort Hall Reservation, Idaho	Declined Invitation	Invited to consult in June 2019. Declined Consulting Party status in July 2019.
Skull Valley Band of the	Response Pending	Invited to consult in June

Goshute Indians		2019.
Southern Utah Wilderness Alliance	Response Pending	Invited to consult in June 2019. Invited to Consulting Party call in January 2020.
State Institutional Trust Lands Administration	Accepted Invitation	Invited to consult in June 2019. Accepted Consulting Party status in July 2019. Invited to Consulting Party call in January 2020. Participated in Consulting Party call in January 2020.
The Hopi Tribe of Arizona	Accepted Invitation	Invited to consult in June 2019. Accepted Consulting Party status in July 2019. Invited to Consulting Party call in January 2020.
The Northwestern Band of the Shoshone Nation, Utah	Requested Information	Invited to consult in June 2019. Requested a copy of the Consulting Party invitation in December 2019. Invited to Consulting Party call in January 2020.
U.S. Army Corps of Engineers, Sacramento District	Accepted Invitation	Invited to consult in June 2019. Accepted Consulting Party status in August 2019. Invited to Consulting Party call in January 2020.
U.S. Environmental Protection Agency	Accepted Invitation	Invited to Consulting Party call in January 2020.

U.S. Forest Service, Ashley National Forest, Duchesne/Roosevelt Ranger District	Accepted Invitation	Invited to consult in June 2019. Accepted Consulting Party status in June 2019. Invited to Consulting Party call in January 2020. Participated in Consulting Party call in January 2020.
Uintah County	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.
Utah County	Response Pending	Invited to consult in June 2019. Invited to Consulting Party call in January 2020.
Utah Division of State History	Accepted Invitation	Invited to consult in April 2019. OEA sent project updates in June 2019. Invited to Consulting Party call in January 2020. Participated in Consulting Party call in January 2020.
Ute Indian Tribe of the Uintah and Ouray Reservation	Accepted Invitation	Invited to consult in June 2019. Invited to Consulting Party call in January 2020. Participated in Consulting Party call in January 2020.

White Mesa/Ute Mountain Ute Tribe, Utah and Colorado	Requested Information	Invited to consult in June 2019. Requested a copy of the Consulting Party invitation in December 2019.

State of Utah

GARY R. HERBERT
Governor

SPENCER J. COX
Lieutenant Governor

Office of the Governor
PUBLIC LANDS POLICY COORDINATING OFFICE

KATHLEEN CLARKE
Director

April 16, 2020

Sent via email: *alan.tabachnick@stb.gov*

Alan Tabachnick
Historic Preservation Specialist
Office of Environmental Analysis
Surface Transportation Board
395 E Street SW
Washington, DC 20423

Subject: **Area of Potential Effects for the Proposed Uinta Basin Railway EIS**

Dear Mr. Tabachnick:

Thank you for the opportunity to comment on the Area of Potential Effects (APE) for the proposed Uinta Basin Railway project's EIS. The Public Lands Policy Coordinating Office (PLPCO) is grateful to be included as a consulting parting and appreciates the thoughtful, well-organized Section 106 consultation meetings that you are leading.

PLPCO understands that the APE means:

> *[T]he geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking.*[1]

[1] 36 C.F.R. § 800.16(d).

Currently a proposed APE for archaeological resources that corresponds to the construction easement exists, which is also referred to as the limits of disturbance (LOD); another much larger APE (1,740 ft. on each side of the centerline) for historic architecture also exists. The latter, likewise, comprises an overall APE. PLPCO respectfully requests clarification about why these APEs were defined by resource type (archaeological vs. historic architecture) and how identification efforts may vary between the two APEs.

From PLPCO's perspective, the smaller APE seems appropriate for historic properties, which would be directly affected by the undertaking, regardless of resource type, because it corresponds to the LOD. It is probably not feasible, technically or economically, to avoid historic properties found within this APE through engineering design. Consequently, adverse effects will need to be mitigated in some manner. The larger APE, specifically the portion outside of the LOD, is more suitable for identifying historic properties that may be indirectly affected by the undertaking (e.g., introduction of visual, atmospheric, or audible elements that diminish integrity). Historic properties within this APE could also include historic architecture and archaeological resources.

The Uinta Basin Railway project is currently considering three Action Alternatives that consist of lengthy corridors covering large land areas, some of which are private. This makes the project a good candidate for phased identification and evaluation efforts through a programmatic agreement (PA). At this juncture, the Surface Transportation Board (STB) should work to establish the *likely presence* of historic properties within the overall APE; [2] it need not identify all of them. PLPCO encourages STB to meet the level of effort requirement[3] by leveraging existing information through background research, consultation with tribes and other interested parties, and an appropriate level of field investigations. The recent reconnaissance-level surveys[4],[5] seem sufficient to satisfy the latter. More extensive and intensive field investigations may be appropriate once an Action Alternative is selected and it becomes necessary to know precisely what historic properties exist within that Alternative's APE.[6]

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[2] *Id* § 800.4(b)(2), emphasis added.
[3] *Id* § 800.4(b)(1).
[4] Fisher, Rachael, David Schmitt, and Amanda Carroll, 2020, *Selective Reconnaissance-Level Survey of Archaeological Resources Along Potential Route Alternative for the Uinta Basin Railway Project in Utah, Carbon, Duchesne, and Uintah Counties.* Prepared by SWCA Environmental Consultants, Salt Lake City. Available at http://www.uintabasinrailwayeis.com/documents/UBRY_Archaeology_U19ST0249_01032020.pdf.
[5] Hovanes, Kate and Megan Daniels, 2020, *Selective Reconnaissance-Level Survey of Historic Architectural Resources Along Propopent-Proposed Routes for the Uinta Basin Railway Project in Utah, Carbon, Duchesne, and Uintah Counties, Utah*. Prepared by SWCA Environmental Consultants, Salt Lake City. Available at http://www.uintabasinrailwayeis.com/documents/Historic_Architecture_Baseline_Report_Revised_021320.pdf.
[6] *see* Secretary of Interior's Guidelines for Identification, specifically the discussion on intensive survey, *Federal Register* 48(190):44722. Available at http://cdn.loc.gov/service/ll/fedreg/fr048/fr048190/fr048190.pdf.

If you have further questions, please contact Kristopher R. Carambelas, M.A., RPA, Archaeologist, at 801-231-2896 or kcarambelas@utah.gov.

Thank you for your careful consideration of this project and including PLPCO in the consultation process.

Sincerely,



Kathleen Clarke
Director

From:	Wolff, Mikenna
To:	"brandonweston@utah.gov"; "lizrobinson@utah.gov"; "robertclayton@utah.gov"
Cc:	"Tabachnick, Alan"; Rogers, Debra; Davis, Colleen
Subject:	Uinta Basin Railway - Invitation to Section 106 Consultation
Date:	Tuesday, April 21, 2020 4:03:00 PM
Attachments:	2020_0421_UBR_106consultationinvite_UDOT.pdf

Mr. Weston, Ms. Robinson, and Mr. Clayton,

Attached please find a letter of invitation from the Surface Transportation Board's Office of Environmental Analysis to Section 106 consultation on the proposed Uinta Basin Railway project. The Board is hosting a teleconference for consulting parties tomorrow, April 22nd at 1 pm Mountain Time / 3 pm Eastern Time. I will send you a calendar invitation in case you would like to participate in this teleconference.

Thank you,

MIKENNA WOLFF | Environmental Planner |
+1.303.792.7809 direct | mikenna.wolff@icf.com | icf.com
ICF | 14123 Denver West Parkway, Ste. 100 | Golden, CO 80401 USA |

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

April 21, 2020

SENT VIA E-MAIL

Brandon Weston, Environmental Services Director
brandonweston@utah.gov
Liz Robinson, Cultural Resources Program Manager
lizrobinson@utah.gov
Rob Clayton, Region 3 Director
robertclayton@utah.gov

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

Dear Mr. Weston, Ms. Robinson, and Mr. Clayton:

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

The Seven County Infrastructure Coalition (Coalition) plans to request Board authority to construct and operate a rail line between two terminus points in the Uinta Basin near Myton, Utah, and Leland Bench, Utah, and the interstate rail network. The Coalition's proposed rail line would extend generally southwest from terminus points near Myton and Leland Bench to a connection with an existing rail line owned by Union Pacific Railway Company (UP) near Kyune, Utah. More information about the proposed project is available on the project website at www.UintaBasinRailwayEIS.com.

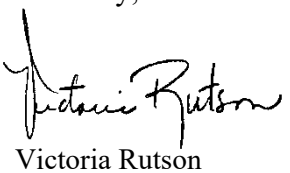
The Board's Office of Environmental Analysis is conducting an environmental and historic preservation review of the proposed rail line construction project in compliance with the National Environmental Policy Act and related laws and regulations, including Section 106, and its implementing regulations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

This letter has two purposes:

- First, to learn whether your agency is interested in participating as a Consulting Party. We have enclosed a Consultation Options Form (Attachment A) that we hope makes it easier for you to select the level of involvement that you are interested in. If we do not hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.
- Second, to provide an opportunity for you to submit comments on either historic properties and/or potential effects on historic properties that may be located in the area and that should be afforded close attention in the environmental analysis.

Attachment A is the Consultations Options Form discussed above. Alan Tabachnick of my staff will be leading the Section 106 consultation for the project. You may contact him at 202-245-0367 or at Alan.Tabachnick@stb.gov.

Sincerely,



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"
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.

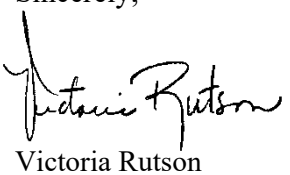
The Board's Office of Environmental Analysis is conducting an environmental and historic preservation review of the proposed rail line construction project in compliance with the National Environmental Policy Act and related laws and regulations, including Section 106, and its implementing regulations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



Victoria Rutson
Director
Office of Environmental Analysis

Attachments:
A: NHPA Section 106 Consultation Options Form

ATTACHMENT A: NHPA SECTION 106 CONSULTATION OPTIONS FORM

Utah Rock Art Research Association

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

Project Name: Uinta Basin proposed rail line

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

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

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

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

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

Name of Utah Rock Art Research Association designated contact for Section 106 Consultation for the Surface Transportation Board's decision on whether to allow the Coalition to construct and operate a new rail line in Utah:

Please print

Name: _____

Phone: _____

E-mail: _____

Signed: _____ Date: _____

Please email to: Alan Tabachnick
Alan.Tabachnick@stb.gov

From:	Wolff, Mikenna
To:	"upacvpgovaffairs@gmail.com"
Cc:	"Tabachnick, Alan"; Rogers, Debra; Davis, Colleen
Subject:	Uinta Basin Railway - Invitation to Section 106 Consultation
Date:	Thursday, July 2, 2020 4:17:00 PM
Attachments:	2020_0702_UBR_106consultationinvite_UPAC.pdf

Dr. Cannon,

Attached please find a letter of invitation from the Surface Transportation Board's Office of Environmental Analysis to Section 106 consultation on the proposed Uinta Basin Railway project. The Board hosts a teleconference for consulting parties on the fourth Wednesday of each month, the next meeting being on July 22nd at 1pm Mountain Time / 3 pm Eastern Time. I will send you a calendar invitation for these meetings. If you have any questions, please reach out to Alan Tabachnick at alan.tabachnick@stb.gov.

Thank you,

MIKENNA WOLFF | Environmental Planner |
+1.303.792.7809 direct | mikenna.wolff@icf.com | icf.com
ICF | 14123 Denver West Parkway, Ste. 100 | Golden, CO 80401 USA |

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

July 2, 2020

SENT VIA E-MAIL

Dr. Mike Cannon, Vice President of Government Affairs and Research
Utah Professional Archaeological Council
upacvpgovaffairs@gmail.com

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

Dear Dr. Cannon:

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

The Seven County Infrastructure Coalition (Coalition) has requested Board authority to construct and operate a rail line between two terminus points in the Uinta Basin near Myton, Utah, and Leland Bench, Utah, and the interstate rail network. The Coalition's proposed rail line would extend generally southwest from terminus points near Myton and Leland Bench to a connection with an existing rail line owned by Union Pacific Railway Company (UP) near Kyune, Utah. More information about the proposed project is available on the project website at www.UintaBasinRailwayEIS.com.

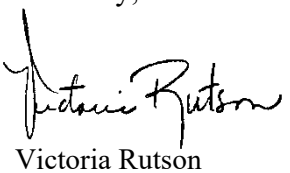
The Board's Office of Environmental Analysis is conducting an environmental and historic preservation review of the proposed rail line construction project in compliance with the National Environmental Policy Act and related laws and regulations, including Section 106, and its implementing regulations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

This letter has two purposes:

- First, to learn whether your organization is interested in participating as a Consulting Party. We have enclosed a Consultation Options Form (Attachment A) that we hope makes it easier for you to select the level of involvement that you are interested in. If we do not hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.
- Second, to provide an opportunity for you to submit comments on either historic properties and/or potential effects on historic properties that may be located in the area and that should be afforded close attention in the environmental analysis.

Attachment A is the Consultations Options Form discussed above. Alan Tabachnick of my staff will be leading the Section 106 consultation for the project. You may contact him at 202-245-0367 or at Alan.Tabachnick@stb.gov.

Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

Attachments:
A: NHPA Section 106 Consultation Options Form

ATTACHMENT A: NHPA SECTION 106 CONSULTATION OPTIONS FORM

Utah Professional Archaeological Council

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

Project Name: Uinta Basin proposed rail line

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

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

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

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

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

Name of Utah Professional Archaeological Council designated contact for Section 106 Consultation for the Surface Transportation Board's decision on whether to allow the Coalition to construct and operate a new rail line in Utah:
Please print

Name: _____

Phone: _____

E-mail: _____

Signed: _____ Date: _____

Please email to: Alan Tabachnick
Alan.Tabachnick@stb.gov

September 9, 2020

Mr. Alan Tabachnick
Historic Preservation Specialist
Office of Environmental Analysis
Surface Transportation Board
395 E Street SW
Washington, DC 20423

Ref: *Seven County Infrastructure Coalition—Construction & Operation Exemption*
Uinta Basin Railway Project
Surface Transportation Board Docket No. FD 36284
Carbon, Duchesne, Uintah, and Utah Counties, Utah
ACHP Project Number: 15089

Dear Mr. Tabachnick:

The Advisory Council on Historic Preservation (ACHP) has received your notification and supporting documentation regarding the adverse effects of the referenced undertaking on a property or properties listed or eligible for listing in the National Register of Historic Places. Based upon the information you provided, we have concluded that Appendix A, *Criteria for Council Involvement in Reviewing Individual Section 106 Cases*, of our regulations, "Protection of Historic Properties" (36 CFR Part 800), does not apply to this undertaking. Accordingly, we do not believe that our participation in the consultation to resolve adverse effects is needed. However, if we receive a request for participation from the State Historic Preservation Officer (SHPO), Tribal Historic Preservation Officer, affected Indian tribe, a consulting party, or other party, we may reconsider this decision. Additionally, should circumstances change, and you determine that our participation is needed to conclude the consultation process, please notify us.

Pursuant to 36 CFR §800.6(b)(1)(iv), you will need to file the final Programmatic Agreement (PA), developed in consultation with the Utah State Historic Preservation Officer (SHPO) and any other consulting parties, and related documentation with the ACHP at the conclusion of the consultation process. The filing of the PA and supporting documentation with the ACHP is required in order to complete the requirements of Section 106 of the National Historic Preservation Act.

Thank you for providing us with your notification of adverse effect. If you have any questions or require further assistance, please contact Dr. John Eddins at (202) 517-0211 or by email at jeddins@achp.gov.

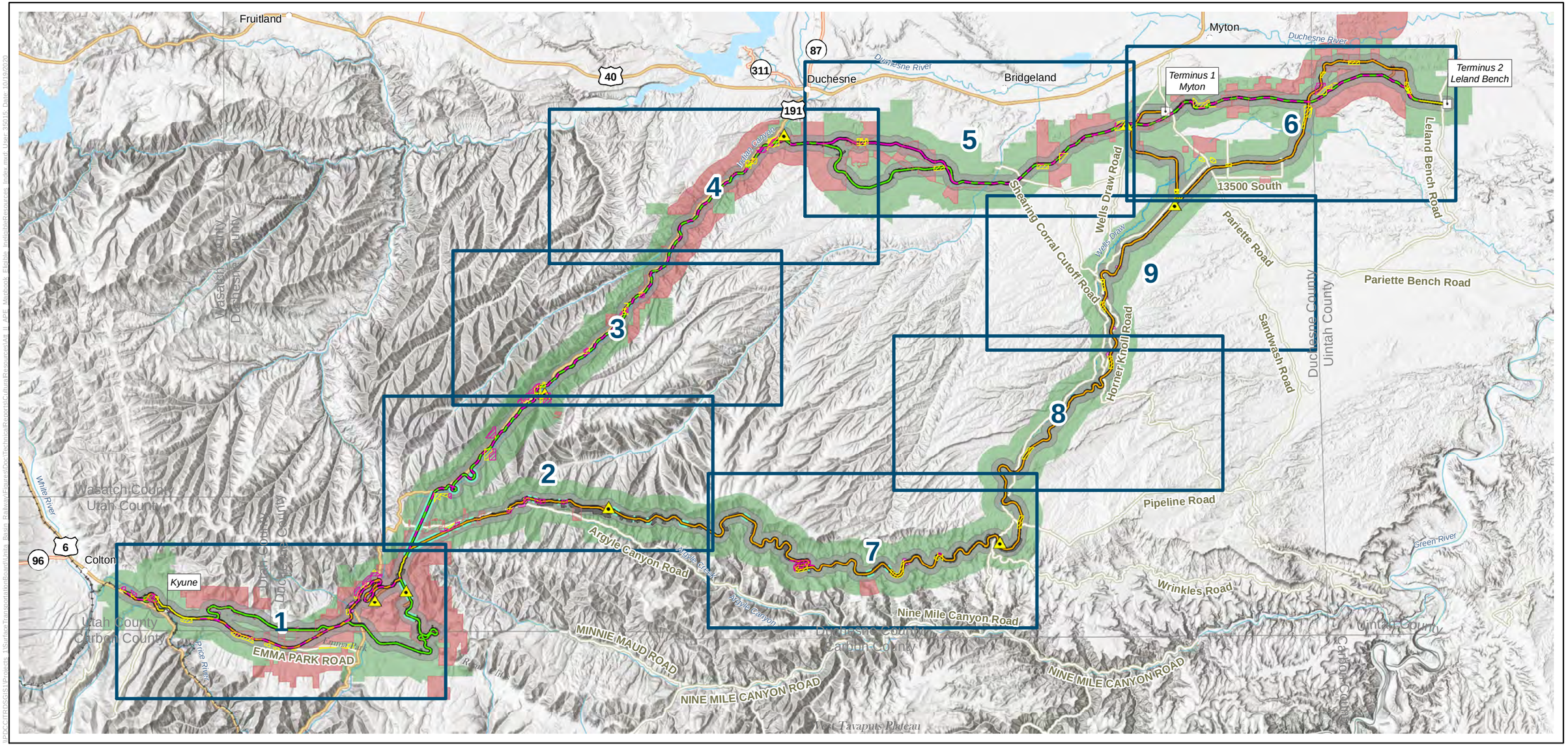
Sincerely,

LaShavio Johnson

LaShavio Johnson
Historic Preservation Technician
Office of Federal Agency Programs

Attachment II

Area of Potential Effects Mapbook



Alternatives
- All Alternatives
- Indian Canyon Alternative
- Wells Draw Alternative
- Whitmore Park Alternative
- Indian Canyon and Wells Draw
- Indian Canyon and Whitmore Park

Project Elements
- Communication Tower
- Terminal
- Road Realignment
- Access Road
- Tunnel

Existing Linear Features
- Interstate Hwy
- U.S. Hwy
- State Route
- County Road
- Existing Rail Line

Area of Potential Effects
- Project Footprint + 50 ft buffer
- 1,500' Buffer of Average Project Footprint

Archaeology Inventory
- Intensive-level Survey
- Reconnaissance-level Survey

Archetecture Survey Status
- Surveyed
- Not Surveyed

N

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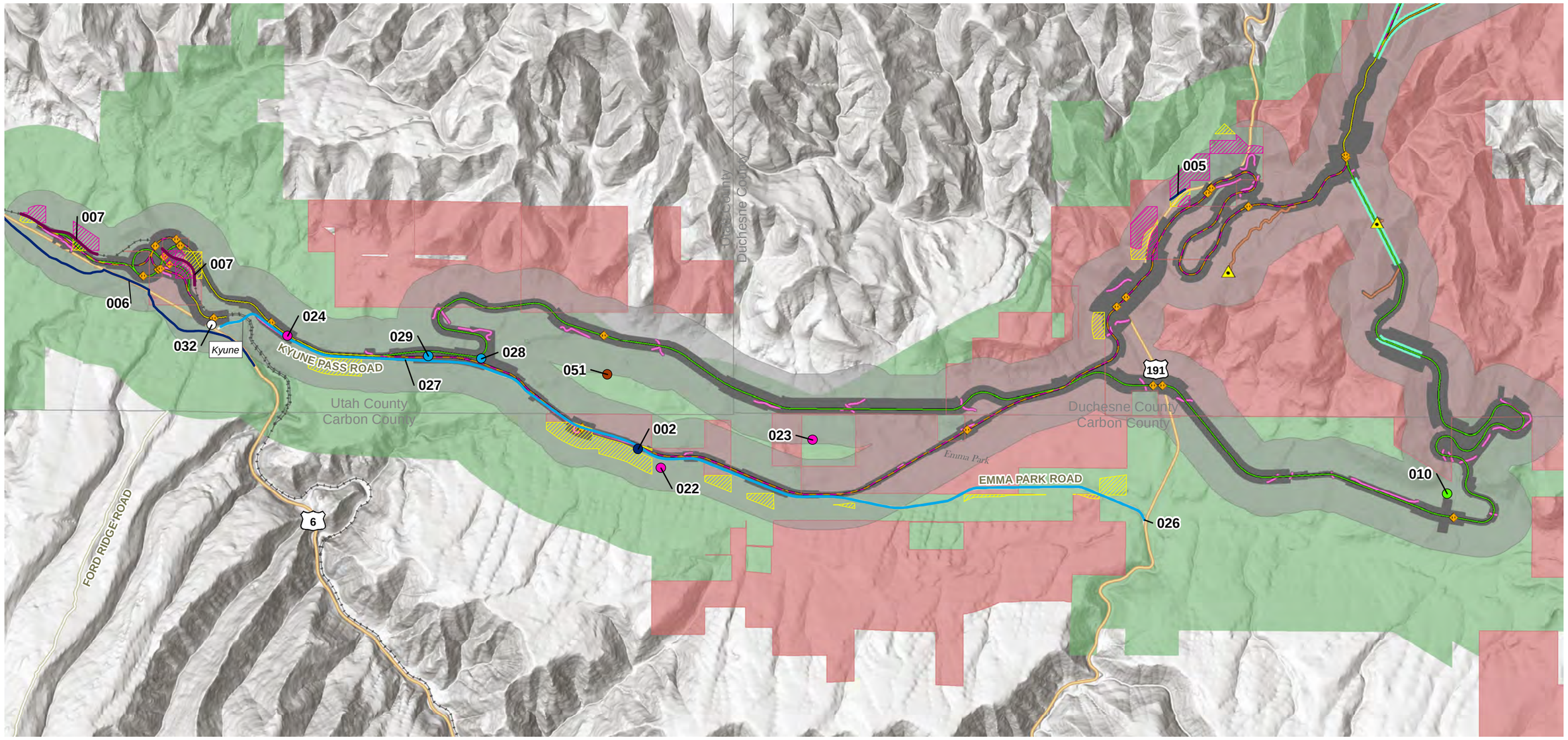
Date: 10/19/2020

Uinta Basin Railway - Cultural Resource Surveys, Area of Potential Effects, and Resources Map Index



- Previously Determined Eligible with SHPO Concurrence
- Newly Determined Eligible; Requesting SHPO Concurrence
- Eligible as Contributor to Potential Emma Park Road Linear Historic District
- Eligible as Contributor to Potential Uinta Basin Rural Historic District
- Ineligible; Requesting SHPO Concurrence
- Undetermined; Need Additional Analysis

- Previously Determined Eligible with SHPO Concurrence
- Previously Determined Eligible with SHPO Concurrence; New Segment
- Eligible as Contributor to Potential Emma Park Road Historic District

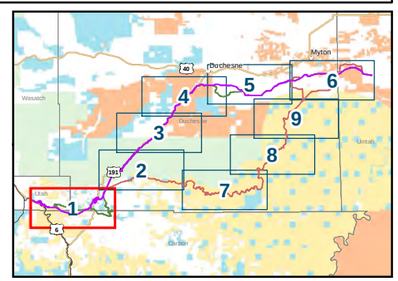
Alternatives
- All Alternatives
- Indian Canyon Alternative
- Wells Draw Alternative
- Whitmore Park Alternative
- Indian Canyon and Wells Draw
- Indian Canyon and Whitmore Park

Project Elements
- Communication Tower
- Terminal
- Bridge
- Road Relocation
- Access Road
- Tunnel

Area of Potential Effects
- Project Footprint + 50 ft buffer
- 1,500' Buffer of Average Project Footprint

Archaeological Survey Type
- Intensive-level Survey
- Reconnaissance-level Survey

Historic Architectural Survey Status
- Surveyed
- Not Surveyed



N

0 1 2 Miles

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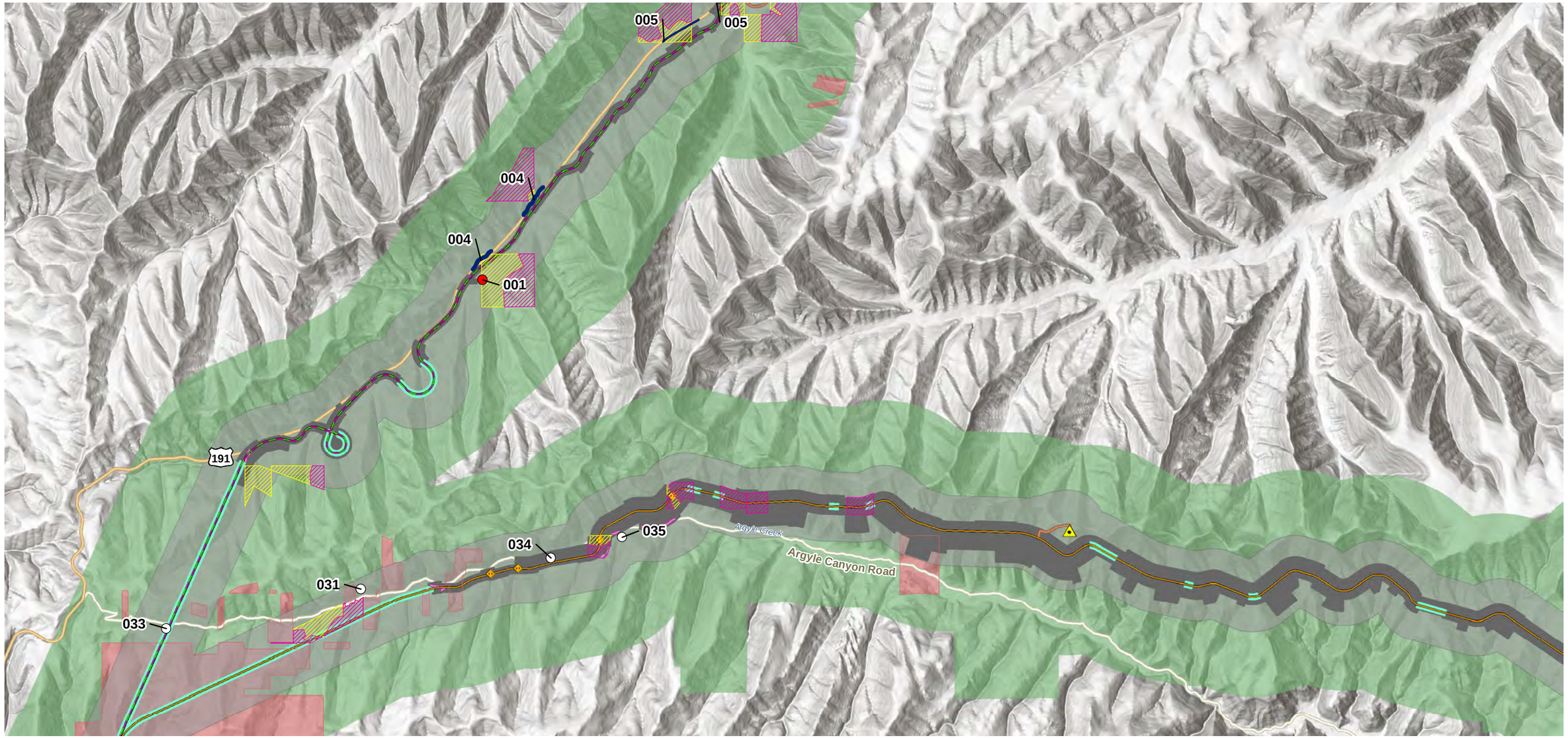
Date: 10/16/2020

Uinta Basin Railway - Cultural Resource Surveys, Area of Potential Effects, and Resources

Sheet 1 of 9



Listed in the National Register
Newly Determined Eligible; Requesting SHPO Concurrence
Ineligible; Requesting SHPO Concurrence
Previously Determined Eligible with SHPO Concurrence

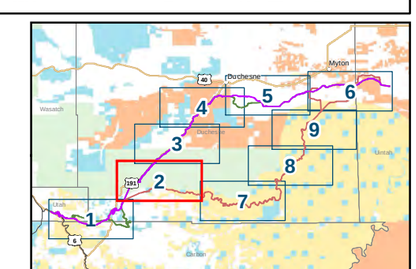
Alternatives
All Alternatives
Indian Canyon Alternative
Wells Draw Alternative
Whitmore Park Alternative
Indian Canyon and Wells Draw
Indian Canyon and Whitmore Park

Project Elements
Communication Tower
Terminal
Bridge
Road Relocation
Access Road
Tunnel

Area of Potential Effects
Project Footprint + 50 ft buffer
1,500' Buffer of Average Project Footprint

Archaeological Survey Type
Intensive-level Survey
Reconnaissance-level Survey

Historic Architectural Survey Status
Surveyed
Not Surveyed



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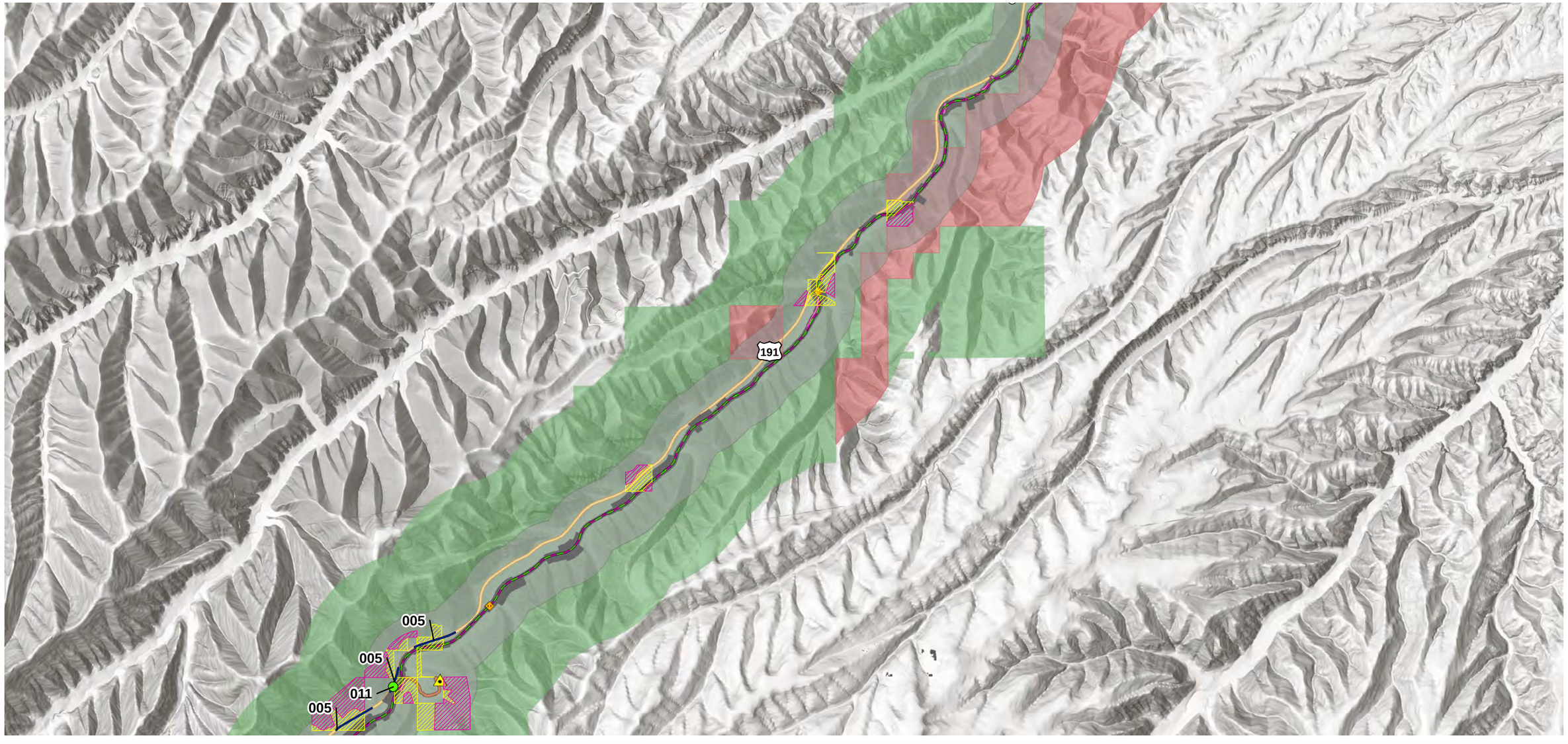
1:60,000
Date: 10/16/2020

Uinta Basin Railway - Cultural Resource Surveys, Area of Potential Effects, and Resources
Sheet 2 of 9



Newly Determined Eligible; Requesting SHPO Concurrence

Ineligible; Requesting SHPO Concurrence

Previously Determined Eligible with SHPO Concurrence

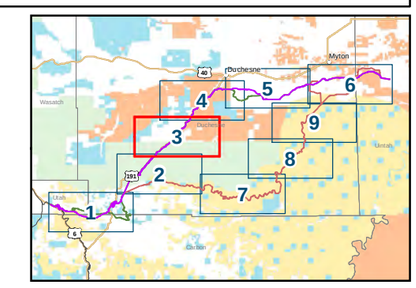
Alternatives
- All Alternatives
- Indian Canyon Alternative
- Wells Draw Alternative
- Whitmore Park Alternative
- Indian Canyon and Wells Draw
- Indian Canyon and Whitmore Park

Project Elements
- Communication Tower
- Terminal
- Bridge
- Road Relocation
- Access Road
- Tunnel

Area of Potential Effects
- Project Footprint + 50 ft buffer
- 1,500' Buffer of Average Project Footprint

Archaeological Survey Type
- Intensive-level Survey
- Reconnaissance-level Survey

Historic Architectural Survey Status
- Surveyed
- Not Surveyed



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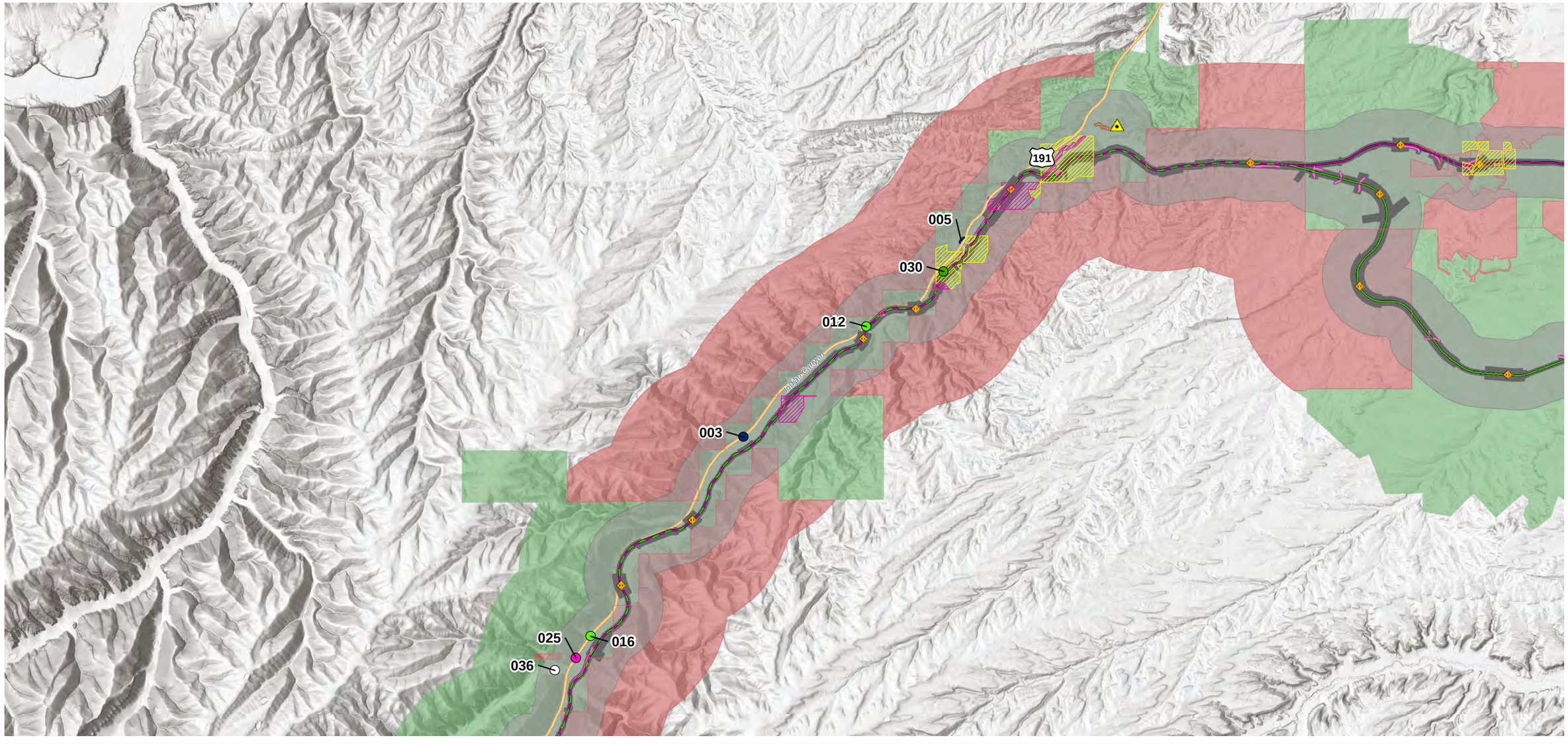
Date: 10/16/2020

Uinta Basin Railway - Cultural Resource Surveys, Area of Potential Effects, and Resources
Sheet 3 of 9



- Previously Determined Eligible with SHPO Concurrence
- Newly Determined Eligible; Requesting SHPO Concurrence
- Eligible as Contributor to Potential Indian Canyon Road Linear Historic District
- Eligible as Contributor to Potential Uinta Basin Rural Historic District
- Ineligible; Requesting SHPO Concurrence
- Previously Determined Eligible with SHPO Concurrence

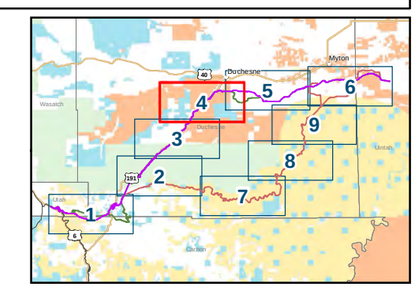
Alternatives
- All Alternatives
- Indian Canyon Alternative
- Wells Draw Alternative
- Whitmore Park Alternative
- Indian Canyon and Wells Draw
- Indian Canyon and Whitmore Park

Project Elements
- Communication Tower
- Terminal
- Bridge
- Road Relocation
- Access Road
- Tunnel

Area of Potential Effects
- Project Footprint + 50 ft buffer
- 1,500' Buffer of Average Project Footprint

Archaeological Survey Type
- Intensive-level Survey
- Reconnaissance-level Survey

Historic Architectural Survey Status
- Surveyed
- Not Surveyed



N

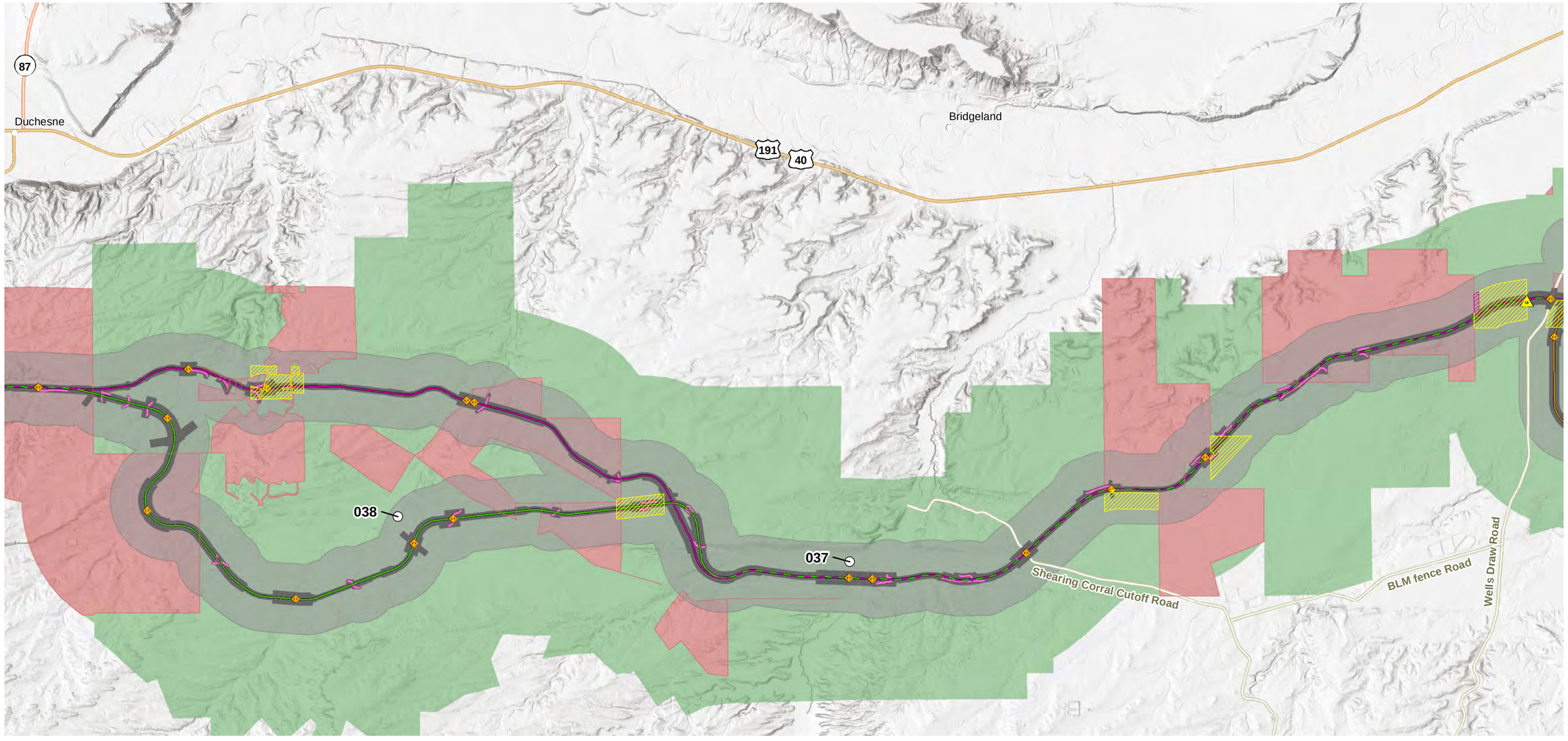
0 1 2 Miles

1:60,000

Date: 10/16/2020

Uinta Basin Railway - Cultural Resource Surveys, Area of Potential Effects, and Resources

Sheet 4 of 9



○ Ineligible; Requesting SHPO Concurrence

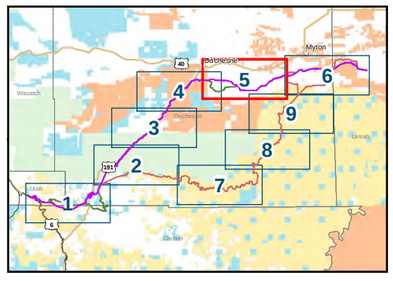
Alternatives
- All Alternatives
- Indian Canyon Alternative
- Wells Draw Alternative
- Whitmore Park Alternative
- Indian Canyon and Wells Draw
- Indian Canyon and Whitmore Park

Project Elements
- Communication Tower
- Terminal
- Bridge
- Road Relocation
- Access Road
- Tunnel

Area of Potential Effects
- Project Footprint + 50 ft buffer
- 1,500' Buffer of Average Project Footprint

Archaeological Survey Type
- Intensive-level Survey
- Reconnaissance-level Survey

Historic Architectural Survey Status
- Surveyed
- Not Surveyed



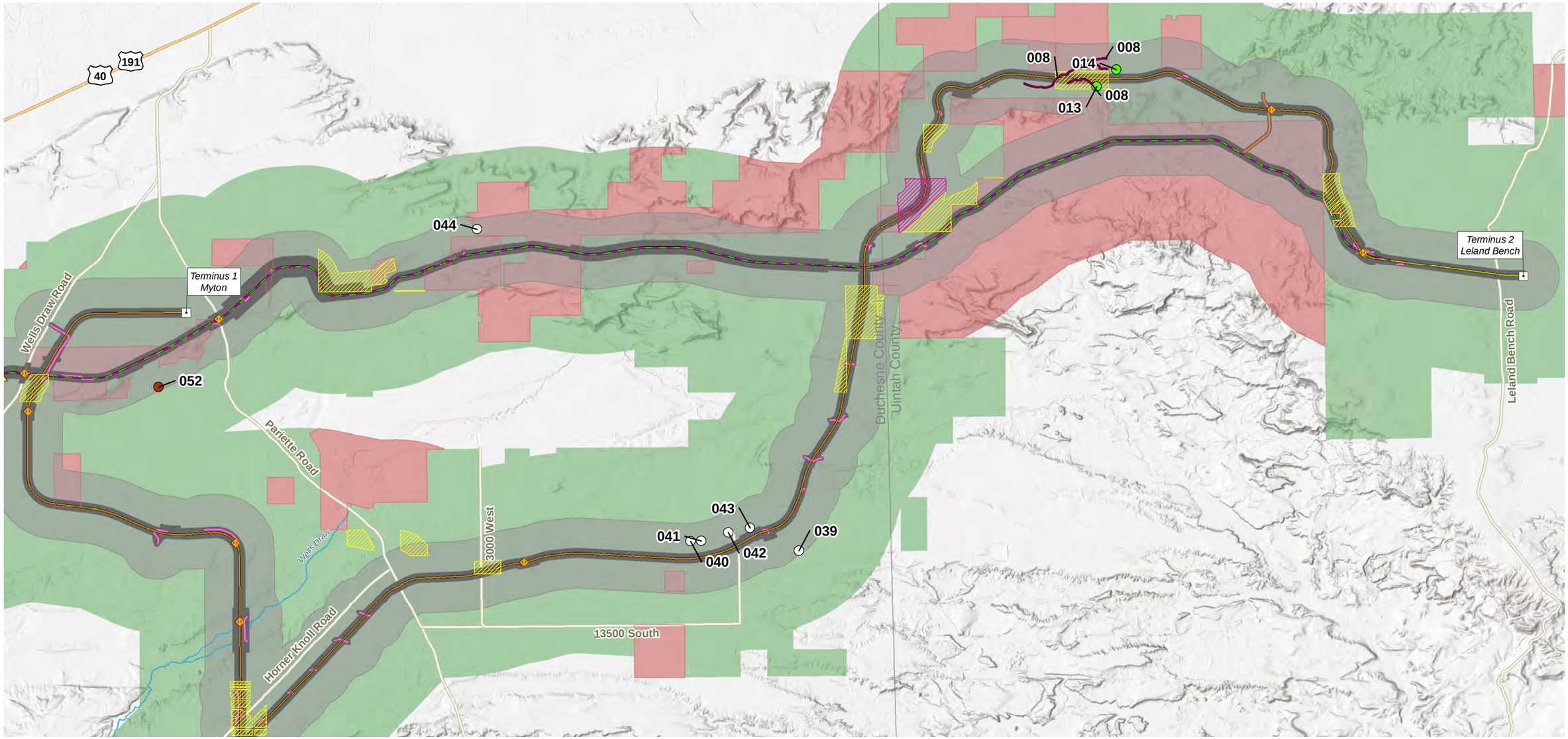
N

0 1 2 Miles

1:60,000

Date: 10/16/2020

Uinta Basin Railway - Cultural Resource Surveys, Area of Potential Effects, and Resources
Sheet 5 of 9



- Newly Determined Eligible; Requesting SHPO Concurrence
- Ineligible; Requesting SHPO Concurrence
- Undetermined; Need Additional Analysis
- Previously Determined Eligible with SHPO Concurrence; New Segment

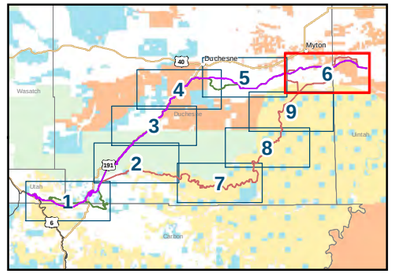
Alternatives
- All Alternatives
- Indian Canyon Alternative
- Wells Draw Alternative
- Whitmore Park Alternative
- Indian Canyon and Wells Draw
- Indian Canyon and Whitmore Park

Project Elements
- Communication Tower
- Terminal
- Bridge
- Road Relocation
- Access Road
- Tunnel

Area of Potential Effects
- Project Footprint + 50 ft buffer
- 1,500' Buffer of Average Project Footprint

Archaeological Survey Type
- Intensive-level Survey
- Reconnaissance-level Survey

Historic Architectural Survey Status
- Surveyed
- Not Surveyed



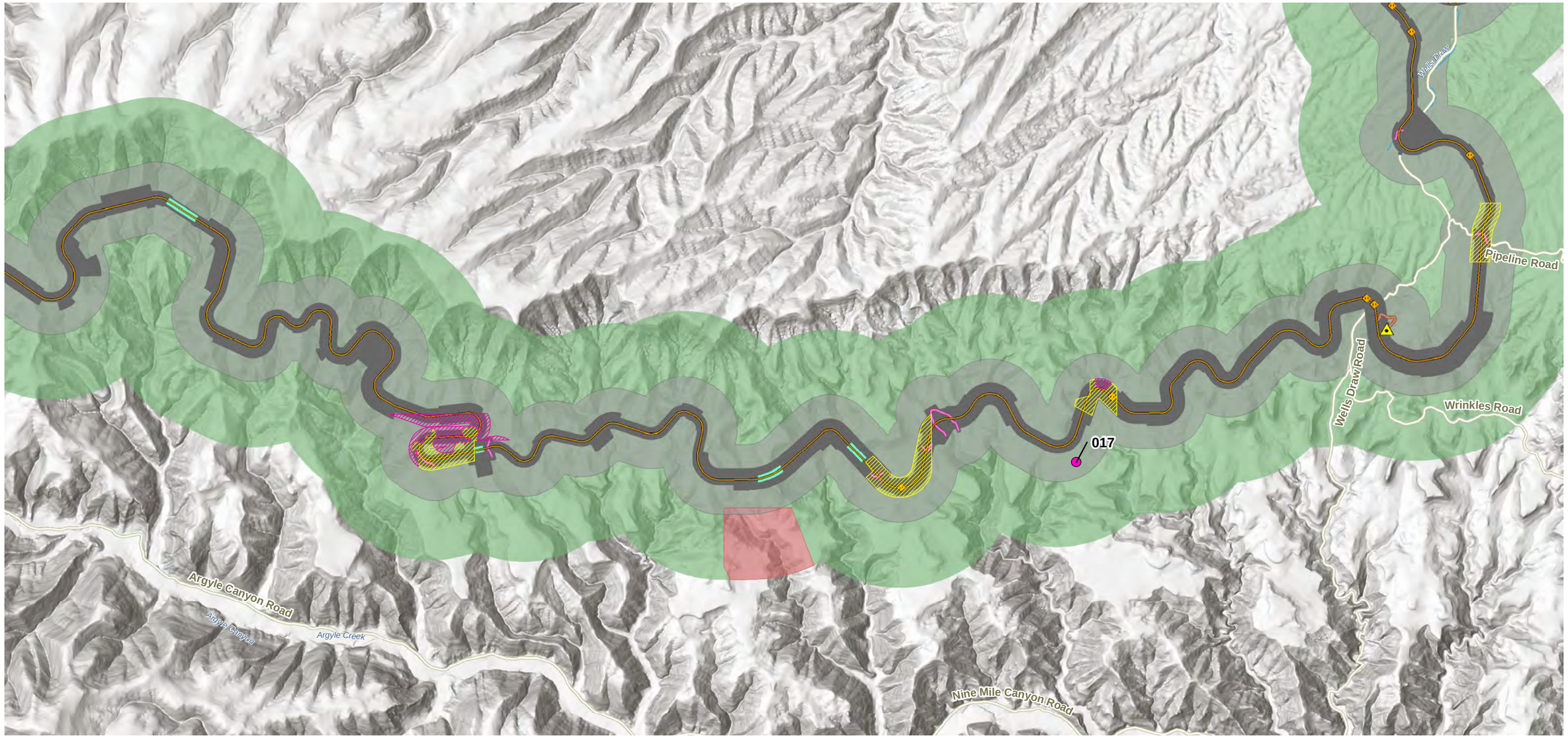
N

0 1 2 Miles

1:60,000

Date: 10/16/2020

Uinta Basin Railway - Cultural Resource Surveys, Area of Potential Effects, and Resources
Sheet 6 of 9



Eligible as Contributor to Potential Uinta Basin Rural Historic District

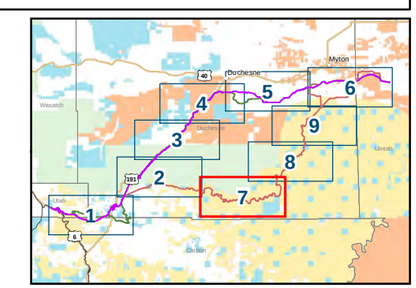
Alternatives
- All Alternatives
- Indian Canyon Alternative
- Wells Draw Alternative
- Whitmore Park Alternative
- Indian Canyon and Wells Draw
- Indian Canyon and Whitmore Park

Project Elements
- Communication Tower
- Terminal
- Bridge
- Road Relocation
- Access Road
- Tunnel

Area of Potential Effects
- Project Footprint + 50 ft buffer
- 1,500' Buffer of Average Project Footprint

Archaeological Survey Type
- Intensive-level Survey
- Reconnaissance-level Survey

Historic Architectural Survey Status
- Surveyed
- Not Surveyed



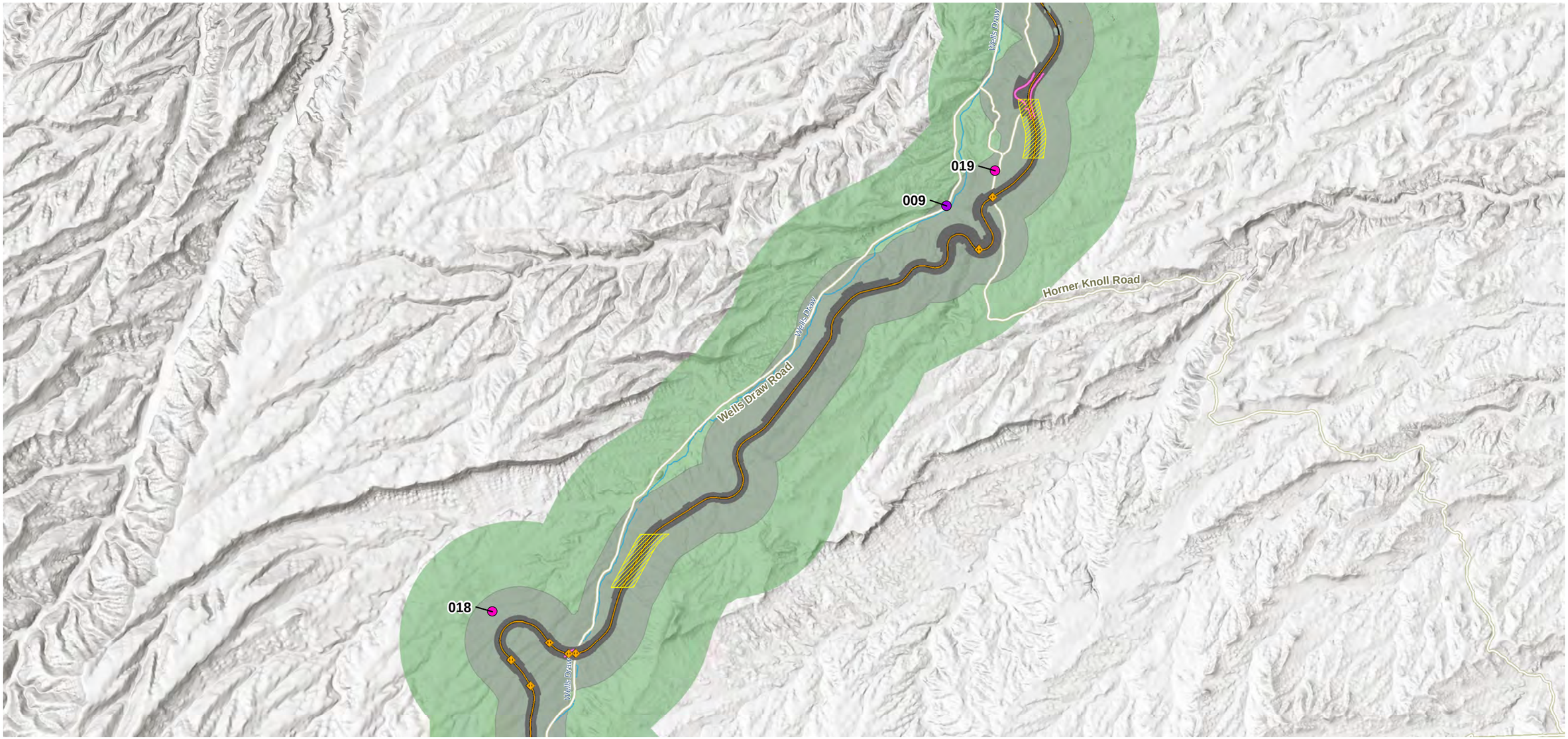
N

0 1 2 Miles

1:60,000

Date: 10/19/2020

Uinta Basin Railway - Cultural Resource Surveys, Area of Potential Effects, and Resources
Sheet 7 of 9



- Previously Documented; Newly Determined Eligible, Requesting Concurrence
- Eligible as Contributor to Potential Uinta Basin Rural Historic District

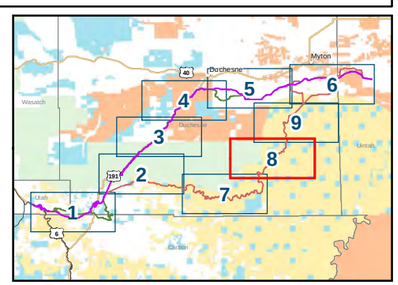
Alternatives
- All Alternatives
- Indian Canyon Alternative
- Wells Draw Alternative
- Whitmore Park Alternative
- Indian Canyon and Wells Draw
- Indian Canyon and Whitmore Park

Project Elements
- Communication Tower
- Terminal
- Bridge
- Road Relocation
- Access Road
- Tunnel

Area of Potential Effects
- Project Footprint + 50 ft buffer
- 1,500' Buffer of Average Project Footprint

Archaeological Survey Type
- Intensive-level Survey
- Reconnaissance-level Survey

Historic Architectural Survey Status
- Surveyed
- Not Surveyed



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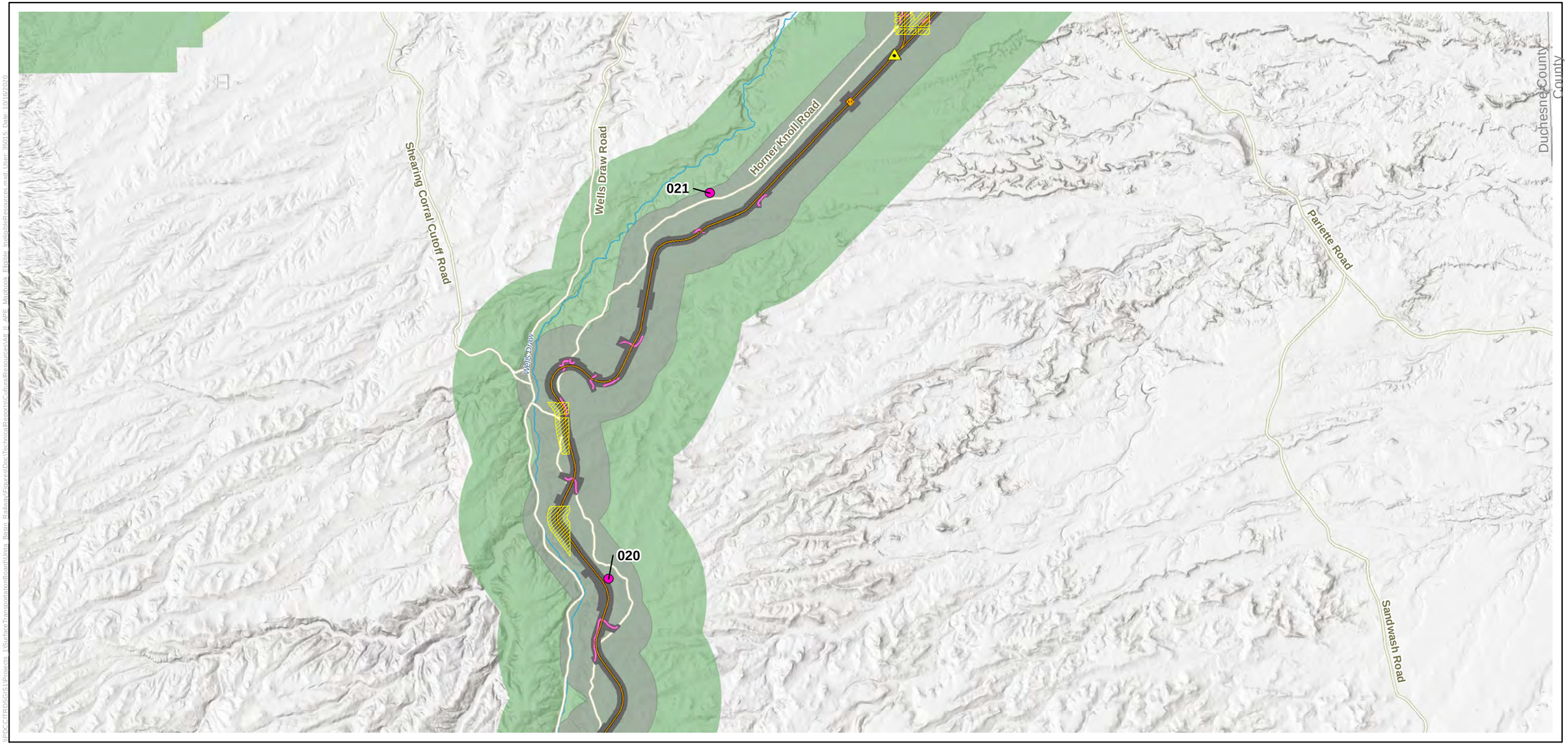
Uinta Basin Railway - Cultural Resource Surveys, Area of Potential Effects, and Resources
Sheet 8 of 9



Eligible as Contributor to Potential Uinta Basin Rural Historic District

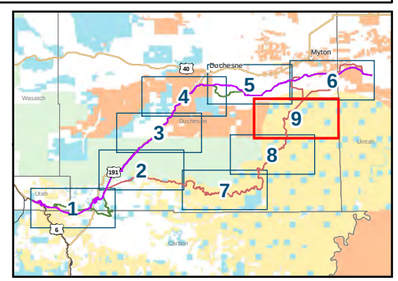
Alternatives
- All Alternatives
- Indian Canyon Alternative
- Wells Draw Alternative
- Whitmore Park Alternative
- Indian Canyon and Wells Draw
- Indian Canyon and Whitmore Park

Project Elements
- Communication Tower
- Terminal
- Bridge
- Road Relocation
- Access Road
- Tunnel

Area of Potential Effects
- Project Footprint + 50 ft buffer
- 1,500' Buffer of Average Project Footprint

Archaeological Survey Type
- Intensive-level Survey
- Reconnaissance-level Survey

Historic Architectural Survey Status
- Surveyed
- Not Surveyed



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Uinta Basin Railway - Cultural Resource Surveys, Area of Potential Effects, and Resources
Sheet 9 of 9

Attachment III

Ethnography

Introduction

This attachment provides an overview of the history and holistic environmental and cultural resource worldview held by the Ute Indian Tribe of the Uintah and Ouray Reservation, and through that examination, a better understanding of important natural, cultural, and spiritual elements that may be present in the project area. As detailed studies have not been undertaken related to Section 106 on Tribal trust lands within the Uintah and Ouray Reservation (at the request of the Ute Indian Tribe), and multiple proposed project alternatives cross these lands, it is critical to provide information so that project planners can understand how alternatives could affect resources important to the Ute, and also to lay out a framework for future, more detailed investigations, once a preferred alternative has been identified.

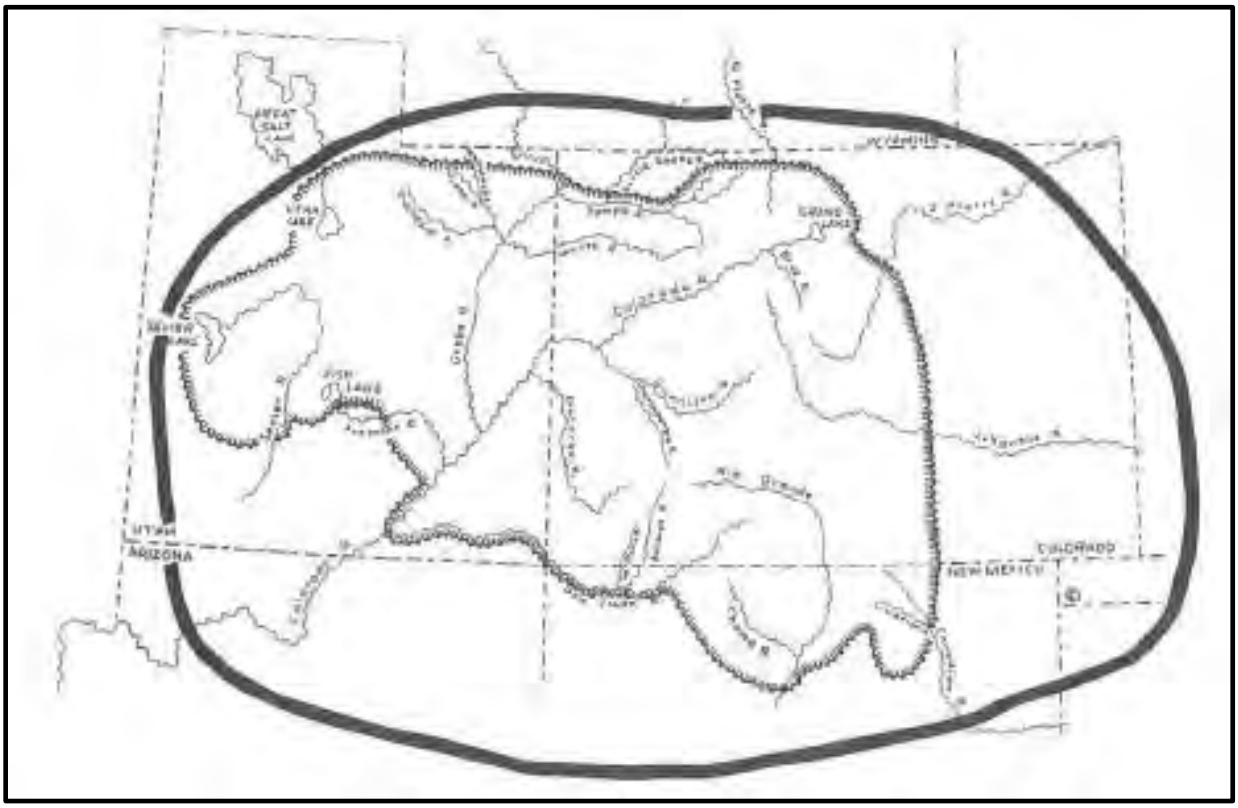
OEA has undertaken extensive consultation with the Ute Indian Tribe for the Project to obtain input from the tribe, specifically, cultural resources, archaeological sites, sacred sites, cultural landscapes, traditional cultural properties, and other resource types of interest and concern to the Ute Indian Tribe such as plants, animals, water resources, important viewsheds, spiritual locations. Through the extensive consultation efforts, and with the approval of the Ute, OEA determined that the preparation of this ethnographic overview would provide background and context in support of the Section 106 process.

To develop this section, OEA used recent source material that incorporates substantial information provided directly by the Ute Indian Tribe. This is critically important to provide the perspective and worldview of the Ute themselves, and not overlay external interpretations or valuations.

General Historical Overview

According to numerous sources, the Ute Indians formerly occupied the entire central and western portions of Colorado and all of eastern Utah, extending into the drainage of the San Juan River in New Mexico (Figure 1). From roughly 1650 to 1850 Ute groups were organized into large summer hunting bands, usually named after a geographical feature of the territory they occupied or for a subsistence resource that they exploited. Before the Indians obtained horses, gathering was a more important subsistence activity than hunting (VanStone 1997:1). With the acquisition of horses, communal hunting became much more efficient, allowing the Ute to "surround and kill large game animals and transport their carcasses to a central location" (Ibid). However, as development and settlement increased in the region, the freedom and flexibility became more restricted. The creation of the Ute reservations (Southern Ute Indian Reservation in southwest Colorado, the Ute Mountain Ute Indian Reservation in southwestern Colorado and northwestern New Mexico, and the Ute Indian Tribe of the Uintah and Ouray Reservation in northeastern Utah) in the 1860s forced the Utes into smaller limited areas. "The original Uintah Valley Reservation was established in 1861 for the Uintah band, which was displaced from its traditional lands, which extended from Utah Lake east through the Basin to the region of the Upper Green River. After 1864, most Ute living in central Utah were also forced onto this reservation" (VanStone 1997:2). Figure 1 provides a map of the extent of Ute Indian territory, prior to the creation of reservations, with surrounding area (in heavy black line) used in hunting, trading, and warfare.

Figure 1. Extent of Ute Indian Territory

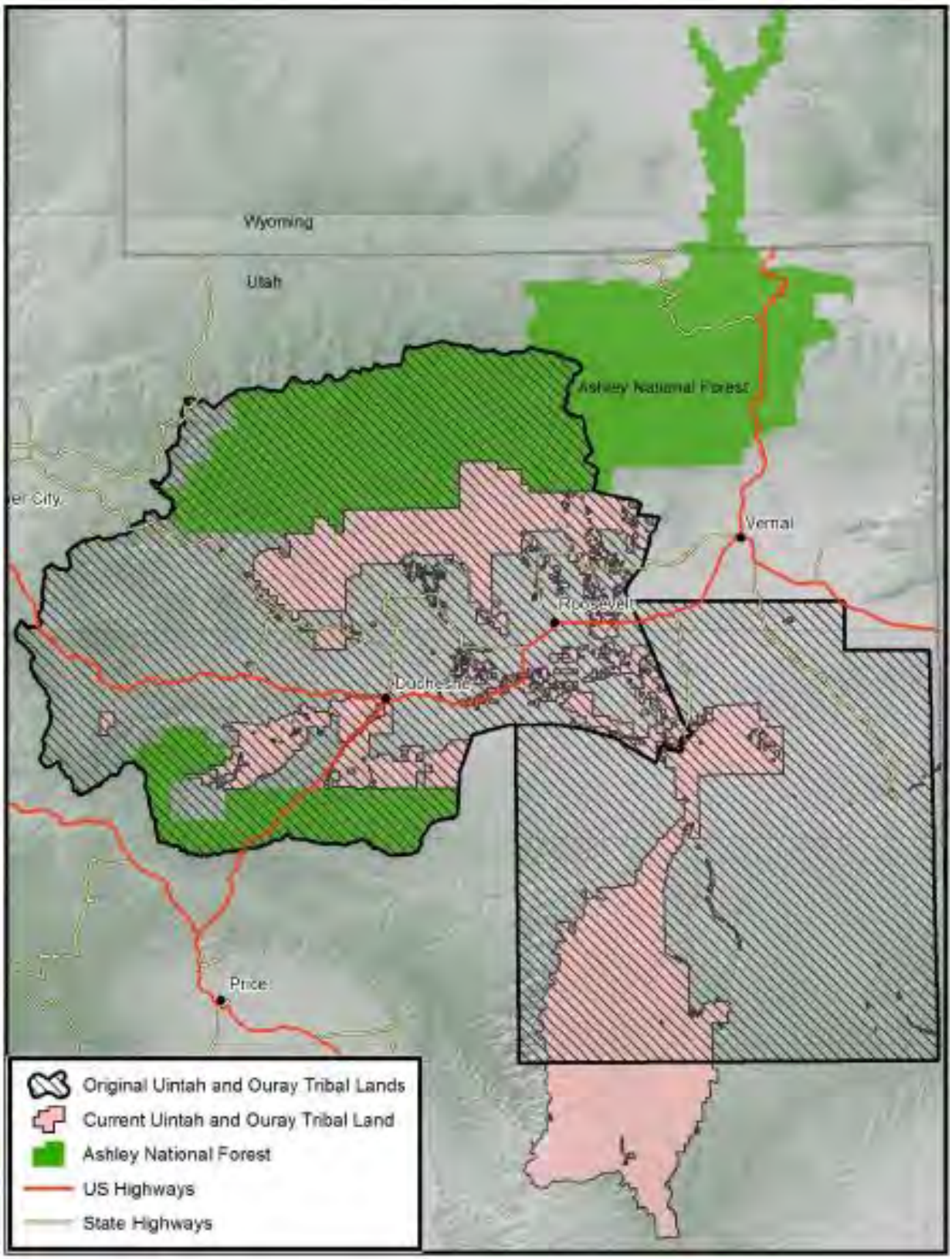


Source: Rust 2017; modified from Simmons 2000

In 1881, "the U.S. government forced the White River Utes from Colorado to the Uintah Reservation, and the following year they created the Ouray Reservation next to it, later consolidating them" (Utah Division of Indian Affairs 2020). By 1881, nearly all of the Ute were living on the present Uintah and Ouray Reservation (Duncan 2000:195) (Figure 2). Three bands of Utes make up the Northern Ute tribe: the Whiteriver, Uncompahgre, and the Uintah. All three bands are represented on the Tribal Business Committee.

As noted by Duncan, life on the reservations was difficult for the Utes. Many continued to hunt in Colorado as they had for generations, but their travels off the reservations created issues with the surrounding settlers. "Despite efforts by the [agency] personnel to turn the Utes into farmers, most were not interested. Efforts to turn them into cattle ranchers failed for the most part also. The three groups [Uintah, White River, and Uncompahgre Utes] all owned large herds of horses. These were the animals they treasured" (Duncan 2000:197).

Figure 2. Current Ute Tribal lands in the Uinta Basin



Source: Rust 2017

Spirituality

Many elements are interconnected into the Ute's worldview: people, animals, plants, water, sky, and the landscape. There is a spirit that flows throughout this network, not limited to just the human "spirit" as is commonly referenced. This symbiotic relationship is key to understanding how the Ute view their culture and their "cultural and natural resources." Clifford Duncan summarized the Ute spirituality, ceremonies, rituals, and how the landscape, geography, natural and cultural resources all factor in to helping to understand the Ute.

Traditionally, the Utes believe that each person is connected to the spirit of all living things. This connection makes humans responsible to the earth and all of its creations. Hundreds of years ago, tribes were basically separated not by tribal names but by the language they spoke. At times, neighboring tribes exchanged rituals and ceremonies. Thus, tribal traditions and cultures were products to some extent of local geography.(Duncan 2000:218)

Today, ceremonies and rituals continue to play an important role in the Utes' daily lives. Certain Utes still practice individual blessings in their home. Others collect herbs and edible plants from the mountains and river banks. Collecting herbs is done with prayers, and ritual offerings are left where the herb is collected. All is done in reverence because the mountains and rivers are considered sacred. Ceremonies practiced today help maintain the Ute culture and the people's connection to the natural and spirit world, a connection essential to their well-being. (Duncan 2000:221)

Knowledge of the spiritual nature of the Ute and their relationship with their environment is critically important in being able to examine the elements that contribute to their worldview, those natural and cultural resources that all coexist to support their traditional way of life. Only by understanding the complexity of these systems can one start to assess the presence or absence of elements in relation to proposed project activities, and then to evaluate potential effects to those important elements. A number of recent studies provide excellent documentation and context that can be applied to the Project as the Action Alternatives cross portions of Ute Tribal trust land.

Documents and Studies Providing Context

The *Ethnographic Overview of Colorado National Monument* (McBeth 2010:i) was a detailed study undertaken by the National Park Service and executed under a contract led by consultant Sally McBeth (University of Northern Colorado), a cultural anthropologist with over 30 years of experience in the region. This extremely thorough study included input from a wide variety of experts, but most importantly, contributions from the Ute. As McBeth noted, "The generosity of many Ute friends, whose willingness to share their stories, remembrances, and recollections with me cannot go unacknowledged. I treasure their rich and profound understandings of ancestral landscape shared with me over the past three years" (McBeth 2010:i).

One of the interesting results presented in McBeth's study was the limited amount of site-specific information in the literature. Although her efforts focused on the Colorado National Monument area, since she was focusing on the Northern Ute and their history and activities within this general region, she noted that she did not find any "site-specific statements or information in the archival, historical, or ethnographic literature that (she) examined… No early diaries and/or letters were discovered; published and unpublished memoirs, recollections, and correspondence of settlers, agents, and the like that (she) examined contained no specific references to the area…." (McBeth

2010:xii). The report does present a thorough examination of the Ute band structure and culture, and through her consultation with the Ute during this study, she obtained a good overview of the perspectives of the Northern Ute regarding the history and significance of the region (focusing on the Colorado National Monument, but also applicable to the larger Ute tribal areas in the Grand Valley and eastern Utah).

McBeth also provides an excellent overview of "Ute subsistence strategies (hunting and gathering) and includes twenty-first century Ute perspectives on subsistence, medicinal, and utilitarian plans based on three ethnobotany field trips" to the area in 2006, 2007, and 2008 (McBeth 2010:xiii). That section of the report provides important information on the usage of plants by the Ute and the significance within their culture. That information is also applicable to the current project area, where similar traditional lifeways are present, and similar resources incorporated into the daily and ritual activities of the Ute Tribe. The information helps to understand the cultural landscape within the APE, what elements are significant to the Ute Tribe, and how the project could potentially affect those resources.

Traditionally, according to McBeth, the "Utes practiced a flexible subsistence system sometimes called the seasonal round. Extended family groups (from 20–100 people) moved through known hunting and gathering grounds (several hundred square miles) on a seasonal basis, taking advantage of the plant and animal species available" (McBeth 2010:23). The seasonal round is a well-established cultural practice of the Ute, and other Native American Tribes, where groups move from zone to zone, depending upon the terrain, geographic constraints, and the seasons, to hunt and gather necessary animals and plants. The Utes utilized their environment in a thoughtful and respectful manner, and "moving across the landscape kept the Ute in touch with their land base both materially and spiritually" (McBeth 2010:24).

The seasonal round, and the historical material culture and natural resource usage of the Ute across the region, was presented by David Rich Lewis, former Utah State University professor, noting the following.

Men hunted deer, antelope, buffalo, rabbits, and other small mammals and birds with bows and arrows, spears, and nets. Women gathered seed grasses, pinon nuts, berries, roots, and greens in woven baskets, and processed and stored meat and vegetal materials for winter use. Ute took advantage of fish in Utah Lake and other fresh water sources, drying and storing them for trade and winter use. (Lewis 1994, in Utah History Encyclopedia 2020).

Many sources have noted that a wide variety of plants and animals were available in the Great Basin and surrounding region, and the Ute understood, and still understand, the need for, and values associated with, those plants and animals. The relationship of these important plants, animals, and geographic features will be very helpful when the project moves forward with detailed studies once a preferred alternative has been selected. These data are also very useful in understanding what resources are of note and importance to the Ute are present and could potentially be impacted by the Action Alternatives. Table 1 presents the plant and animal species traditionally used by the Ute, and if the species have been located in the APE.

Table 1. Plant and Animal Species Traditionally Used by the Ute

Plant/Animal Species	Common Name	Purpose	Zone Utilized[a]	Documented as Present in the APE[b]
--	Sedges	--	Lower Desert Scrub and River/Riparian Elevations (<4,000 feet)	Yes
--	Forbs (herbaceous flowering plants); Rubus parviflorus, for example.	--	--	Yes
--	Roots	Food; Bear root (medicinal)	--	--
--	Fish (Trout)	Eaten fresh, dried, or smoked for winter use	--	Yes
--	Fish (Sucker)	Eaten fresh, dried, or smoked for winter use	--	Yes
Ptychochelius Lucius	Fish (white salmon/pike minnow)	Eaten fresh, dried, or smoked for winter use	--	Yes
--	Geese	--	--	Yes
--	Ducks	---	--	Yes
--	Bird Eggs	--	--	Yes
--	Beaver	--	--	Yes
--	Muskrat	--	--	--
--	Badgers	--	--	Yes
--	Skunks	--	--	Yes
Odocoileus hemionus	Mule Deer	--	--	Yes
--	Rabbit	--	--	Yes
--	--	--	Between Riparian Zone and Pinon-juniper Zone (4,000–5,000 feet) (where there was adequate water)	
Salix spp.	Willows	--	--	Yes
Alnus Spp.	Alders	--	--	Yes
Populus spp.	Cottonwoods	--	--	Yes
Prunus spp/Padus spp.	Chokecherries	--	--	Yes
Amelanchier spp.	Serviceberries	--	--	Yes
--	Bison	--	--	--

Plant/Animal Species	Common Name	Purpose	Zone Utilized[a]	Documented as Present in the APE[b]
Antilocapra Americana	Pronghorn antelope	--	--	Yes
Odocoileus hemionus	Mule Deer	--	--	Yes
Centrocercus urophasianus	Sage grouse	--	--	Yes
Canis latrans	Coyotes	--	--	Yes
--	--	--	Mountain Slopes	
Pinus edulis	Pinon Pine/two-needle pinyon	Supplied firewood, pine nuts, lodge poles, and wood for a variety of utilitarian items	--	Yes
Juniperus Osteosperma, J. scopulorum, Sabina osteosperma	Juniper	Supplied firewood, lodge poles, and wood for a variety of utilitarian items.	--	Yes
Pinus ponderosa	Ponderosa Pine	Supplied firewood, lodge poles, and wood for a variety of utilitarian items.	--	Yes
Populus tremuloides	Aspen	Supplied firewood, lodge poles, and wood for a variety of utilitarian items.	--	Yes
Abies spp.	Fir	Supplied firewood, lodge poles, and wood for a variety of utilitarian items.	--	Yes
Pseudotsuga menziesIli	Douglas Fir	Supplied firewood, lodge poles, and wood for a variety of utilitarian items.	--	Yes
Picea spp.	Spruce	--	--	Yes
--	--	--	Pinon-Juniper Zone (5,000–7,000 feet)	
Chenapodium spp.	Goosefoot/Lamb's quarters or wild spinach	Edible Plant/Food	--	Yes
Opuntia spp	Prickly pear cactus	Edible Plant/Food	--	Yes

Plant/Animal Species	Common Name	Purpose	Zone Utilized[a]	Documented as Present in the APE[b]
Allium spp.	Wild Onion	Edible Plant/Food	--	Yes
Claytonia spp.	Fleshy taproots such as spring beauty (or Indian potato)	Edible Plant/Food	--	Not in report
Perideridia gairdneri	Yampah (wild carrot)	Edible Plant/Food	--	Not in report
Solanum jamesii	Indian potatoes	Edible Plant/Food	--	Not in report
Orogenia linearifolia	Indian potatoes	Edible Plant/Food	--	Not in report
--	--	--	Pine-Oak Zone (6,500–8,000 feet)	
--	Grass Seeds	Food	--	Yes
--	Berries	Food	--	Yes
--	Roots	Edible Plant/Food	--	--
Pinus ponderosa	Pondarosa Pine	Cambium layer underneath the bark was edible; bark from peeled trees used for healing, and tea made from inner layer (Taveapont 2004)	--	Yes
Quercus gambelii	Oak	Acorns edible	--	Yes
--	--	--	Fir-Aspen Zone (8,000–9,500 feet)	
Populus tremuloides	Aspen sap	Used to waterproof baskets	--	Yes
--	Gooseberries	Food	--	Yes
Ribes spp.	Currants	Food	--	Yes
Amelanchier spp.	Serviceberry	Food	--	Yes
Rubus idaeus (Rubus parviflorus)	Wild Raspberry	Food	--	Not in report; R.P. in report
Rosa woodsii	Wild rose (berries/rose hips)	Food	--	Yes
Rhus trilobata	Squawbush	--	--	Yes
Prunus virginiana ssp., melanocarpa syn. Padus virginiana	Chokecherry	--	--	Yes

Plant/Animal Species	Common Name	Purpose	Zone Utilized[a]	Documented as Present in the APE[b]
Mahonia repens	Oregon (or mountain holly) grape	--	--	Yes
Balsamorhiza spp.	Balsam Root	Food	--	Not in report
Lomatium dissectum	Biscuit Root	Food	--	Not in report
Calochortus spp.	Sego Lily or Mariposa	--	--	Yes
Leymus spp.	Wild rye	--	--	Yes
Amaranthus spp.	Amaranth/Pigweed	Food	--	Yes
Cleome spp.	Bee plant.	--	--	Not in report
Odocoileus hemionus	Mule Deer	--	--	Yes
--	Rabbit	--	--	Yes
--	Antelope	--	--	Yes
Ovis canadensis	Mountain/Bighorn Sheep	--	--	Yes
--	--	--	Sub-Alpine Spruce-Fir Zone (8,000–10,000 feet)	
Vaccinium spp.	Blueberry, Bilberry, or Huckleberry	--	--	Yes
Fragaria virginiana	Strawberry	--	--	Not in report
Ribes spp.	Currant	--	--	Yes
Erythronium grandiflorum	Glacier or avalanche lily	Food	--	--
--	Deer	--	--	Yes
Cervus canadensis	Elk	--	--	Yes
Felis concolor	Mountain Lion/Cougar	--	--	Yes
Ursus americanus	Black bear	--	--	Yes
Ovis canadensis	Mountain/Bighorn sheep	--	--	Yes
Vulpes macrotis	Fox	--	--	Yes
--	Martens	--	--	--
--	Squirrel	--	--	Yes

Notes:

[a] As defined in McBeth 2010.

[b] Seven County Infrastructure Coalition Final Biological Resources Baseline Environment Technical Memorandum (Coalition 2020c: Appendix E – List of Plant Species Observed).

Source: McBeth 2010

The seasonal round, as previously discussed, incorporates many aspects of Ute traditional and current cultural activities, and links plants, animals, ritual, and spiritual elements of their community. McBeth cites an interview with Ute Culture and Language Program Director Venita Taveapont (2007) to help explain the seasonal round and the usage of the environmental offerings:

In June we came up to pick the wild potatoes and carrots, and in the fall we came to pick berries, pine nuts, willows for the baskets, and to collect the pine sap at the same time for our baskets. We use the pine nuts in soup as well as other foods.

In the fall we collected the willow and then dried it throughout the winter in order to start weaving around December or January. The willow would be dried out through a good part of the winter; when we wanted to use them, we would soak them in the water, and use them for baskets. We gathered the pine tree sap at the same time that we picked the pine nuts so that when we waterproofed our baskets we could use the pine sap by melting it and pouring it inside the basket; the women put a little rock ball to spread the sap around inside the basket to make it water-proof. In addition to the red willow, we also used the squaw bush as a basket making material; it's called eesh in Ute; we didn't make any baskets out of grass (McBeth 2010:27).

Taveapont also presented information on what plants were gathered in the present day (2009):

> Plants that are still gathered today are the spring beauty, currants, garlic, onions, carrots, water cress, chokecherries, raspberries, buffaloberries, and strawberries. Squawbush and red willow for baskets and your cotton wood saplings for shade houses are still collected. Pine pitch for baskets and pine nuts, and of course bear root and other medicinal plants are still used.

The ethnobotany of the region and its links to the Northern Ute has also been well-documented in a collaborative study entitled *Planting a Seed: Ute Ethnobotany, A Collaborative Approach in Applied Anthropology* (Chapoose et. al. 2012). That study focused on how anthropologists and tribal members could collaborate on issues relating to traditional ecological knowledge (TEK) and cultural property rights (Chapoose et. al. 2012:1). Through collaborative work between anthropologists, archaeologists, and tribal members, the Ute Ethnobotany Project was planned to "document and transmit plant identification skills between living Ute generations (Chapoose et. al. 2012:2). This article laid out an approach and long range plans for a number of research projects to be undertaken, related to plant collecting and plant use. It also conveyed important themes that illustrate and support the Ute holistic worldview. Although focused on the significance of ethnobotanical research and the Ute, Chapoose wrote eloquently about how these studies could support larger themes critical to the Ute. She noted:

The main concern was the use of the ethnobotanical data as a management tool for the many requests that her office handles for input on managing archaeological sites on federal lands. Chapoose takes issue with the compartmentalized approach utilized by federal agencies. Native Americans view the world holistically; but a comprehensive approach is not currently employed by federal agencies when administering lands under their tenure. Their approach is to identify the archaeology as Native American and consult with tribes who were believed to have inhabited the area; this results in limited and partial data pertaining to both the boundaries of the archaeological site as well as the cultural landscape that the archaeological site is part of (Ibid).

The comprehensive approach to understanding the interrelationships between all of the natural resources, cultural resources, landscapes, and religious and sacred areas as emphasized in this article is an approach being applied to the Project. As noted, "Landscapes are a complex of interrelated and essential places of religious and cultural significance to the Ute. All the lands and elements of the environment within the landscape are related….. Through a Ute lens, the continuum between the natural and the cultural worlds is seamless" (Chapoose et al. 2012:7). Understanding this provides an excellent foundation and context for this project, and for future detailed studies to be undertaken within the APE.

One of the most recent assessments of areas of tribal importance in the general area was *Ashley National Forest Assessment Tribal Uses Report* (Rust 2017). This detailed report, prepared by the Ashley National Forest, presents information on Ute Tribe traditional use areas, including the Uinta Mountains and the Basin. The intent of this study was to "help us [USFS] look for new ways to make the lands and programs we manage relevant to the tribes now living adjacent to the Ashley National Forest and far away. Native American tribes have always shown an interest in maintaining their access to the Uinta Mountains for cultural and informational practices" (Rust 2017: 1). The preparation of this Assessment involved outreach to the Ute Tribe in 2016 with a meeting with the Ute Indian Cultural Rights and Protection Office in Fort Duchesne, Utah. In December 2016, a meeting was also held with the Tribal Business Committee to continue consultation. Additionally, the assessment notes that it incorporated information on areas of tribal importance from "previous consultation with Clifford Duncan and Betsy Chapoose of the Ute Tribe Cultural Rights and Protection Office" (Rust 2017:1).

Although the analysis included in the report was focused on lands within Ashley National Forest, it also included "adjacent lands traditionally used by the Ute and Eastern Shoshone Tribes" (Rust 2017:4). The document thus provides helpful information for the Project on locations of importance identified by the Ute Indian Tribe themselves.

As noted in the report, the original Uintah Valley Indian Reservation was substantially larger than it is today, but the Ute Indian Tribe maintains a strong cultural connection to, as well as legal interests in, these lands. These original reservation lands, frequently referred to as "Indian Country," are "an area of tribal importance to the Ute Tribe" (Rust 2017:16). Within this larger area, Rust noted the significance of ponderosa pine trees to the Ute, confirming many other sources when he wrote that: "Ute groups peeled ponderosa pine trees for food and other implements such as Ute cradle-boards and saddle parts. Culturally modified trees still exist in groves and as single trees in the planning area" (Rust 2017:17). These culturally important trees have also gained archaeological value as "markers of land use and seasonal migration." The report continues that wickiups (conical pole structures), medicine trees, and brush fences are all areas of tribal importance, and notes that the "Ute and Eastern Shoshone tribes consider prehistoric archaeological sites as significant ancestral sites that are 'footprints' of those who came before" (Rust 2017:17). The report from Ashley National Forest includes these broad statements of areas of importance to the Ute Indian Tribe (as well as the Eastern Shoshone), and these broad findings are applicable to the Project.

Additionally, the *Ashley National Forest Assessment Tribal Uses Report* provides detailed, specific, information on places of tribal importance (Table 2), based on extensive consultation with Clifford Duncan, Ute Tribal Elder with the Cultural Rights and Protection Office. Although Mr. Duncan passed away in 2014, his lasting and important tribal knowledge and experience and his willingness to share this heritage, was prominent in the Ashley report from 2017, and is also extremely helpful in preparing this ethnographic overview of the places, plants (Table 3) and other objects or concepts (Table 4) important to the Ute people. The detailed information provided by Mr. Duncan follows.

Table 2. Places Important to the Ute People

Location	Reason for Importance	Location Related to Project
Paint Mine-Moon Lake	Minerals for ceremonial use	Well north of Duchesne
Confluence of Rock Creek and Duchesne River	Former Ute Reservation Agency location; 1860s Ute horse racetrack	11+ miles north of the APE
Rock Creek area	Forested area used for hunting and gathering	11+ miles north of the APE
McAfee Basin	Areas for plant collection (sweet grass near Lower Stillwater)	24+ miles north of the APE
Mouth of Whiterocks Canyon	Former battle area	28+ miles north of the APE
Uinta Canyon	Major trail to higher elevations	25+ miles north of the APE
Willow Creek GS	Ute horse racetrack nearby	13+ miles northwest of the APE
Pine Springs site in southwest Wyoming	Lithic material source	
Red Cloud loop above Brownie Canyon	Lodgepole pine procurement area	30+ miles northeast of the APE
Near Elkhorn Ranger Station	Ceremonial area	29+ miles northeast of the APE

Notes:
Source: Duncan in Rust 2017

Table 3. Plants Important to the Ute People

Plant (*Scientific Name*)	Traditional Use
Aspen	Medicinal
Bear root (*Ligusticum porteri)*	Medicinal, ceremonial
Bitterroot	Medicinal
Camas (*Camassia quamash*)	Food
Cedar	Medicinal, ceremonial
Chokecherries	Ceremonial
Dandelion	Medicinal
Death camas	Unknown
Elder berry	Food
Gooseberries	Food
Gum weed (*Grindellia squarrosa)*	Medicinal
Horse mint (*Agastache urticifolia)*	Utilitarian, seasoning
Indian potatoes/spring beauty *(Claytonia lanceolata)*	Food
Mahogany	Ceremonial
Pinyon pine (*Pinus edulis*)	Utilitarian
Ponderosa pine	Food, seasoning
Red willow	Ceremonial, utilitarian
Sagebrush	Medicinal, ceremonial
Sand bar willow (*Salix exigua*)	Utilitarian
Sap	Utilitarian
Sweetgrass	Utilitarian
Sweet anise/western sweet cicely (*Osmorhiza occidentalis*)	Ceremonial, utilitarian
Tar weed (*Madia glomerate)*	Medicinal
Tobacco	Ceremonial, utilitarian
Wild garlic	Food, seasoning
Wild onions: tapertip onion *(Allum acuminatum);* shortstyle onion *(Allum brevistylum);* textile onion *(Allum textile)*	Food, seasoning
Wild peppermint	Ceremonial, utilitarian
Wild strawberries	Medicinal
Yampa (*Perideridia gairdneri)*	Food
Yarrow (*Achillea milleifolium)*	Medicinal
Yucca	Utilitarian

Notes:

Source: Duncan in Rust 2017

Table 4. Other Objects or Concepts Important to the Ute People

Object or Concept	Reason for Importance
Crystals	Healing
Feathers	Healing
Rock Shelters	Healing
Paint	Ceremonial use
Bison	Food source that has disappeared because of Euro-American occupation
Family	Before the 1930s, the Utes lived as families not as communities; each family had slightly different ways
Sundance	Important ceremony held each year
Sweat Lodges	Built of birch branches and heated with hot rocks. Lodges usually left to collapse naturally
Wild Horse Trap	Built along animal trails with wings starting wide and then narrowing into a corral
Ute burials	Considered sacred
Trails	Travel routes used by people and game (that is, Sheep Creek Canyon)
Site types of concern	Eagle hunting blinds, vision quest sites

Notes:
Source: Duncan in Rust 2017

Summary and Implications for the Project

All of the Action Alternatives for the Project cross Tribal trust lands within the Uintah and Ouray Reservation, an area containing important historical, cultural, natural, and spiritual resources that must be considered as part of the Section 106 process. The Ute people do not have a database of sensitive locations of archaeological sites, plant and animal species, cultural landscapes, traditional cultural properties, or sacred and/or spiritual places that can be plotted and defined like wetland systems, or greater sage-grouse habitat. There is institutional knowledge within the tribe, shared from generation to generation, and it will be critically important as this project moves forward to work closely with the Ute to incorporate this knowledge to ensure that the chosen alternative is designed as sensitively as possible.

This ethnographic overview presents overarching themes, illustrating the holistic worldview of the Ute, and how the elements on the ground (plants, animals, waterways, sacred areas, archaeological sites, landscape features, rock art) all combine to create an important synthetic picture of relationships, that all contribute to the heritage, and future, of the Ute people. Future collaboration with the Ute will be necessary as the project moves forward, to ensure that these resource types are accounted for in the planning for the project, and detailed studies undertaken to document, as appropriate, these resources. And if there are effects on these resources, avoidance, minimization, and mitigation efforts must be developed in consultation with the Ute. The Programmatic Agreement being developed for the Project provides a framework and roadmap for concluding the Section 106 process and ensuring that the Ute are involved in future cultural resource efforts within the exterior reservation boundary.

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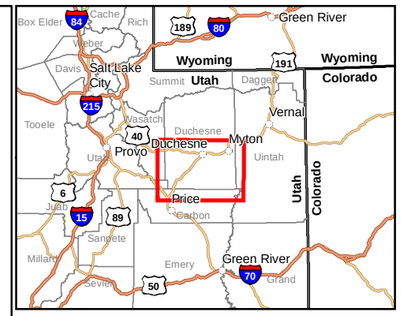
Attachment IV

Potential Uinta Basin Rural Historic District





Legend

- Map Sheet

Area of Potential Effects

- Project Footprint + 50 ft buffer
- 1,500' Buffer of Average Project Footprint

Roads/Rail

- U.S. Hwy
- State Route
- County Road
- Existing Rail Line

N

0 1 2 Miles

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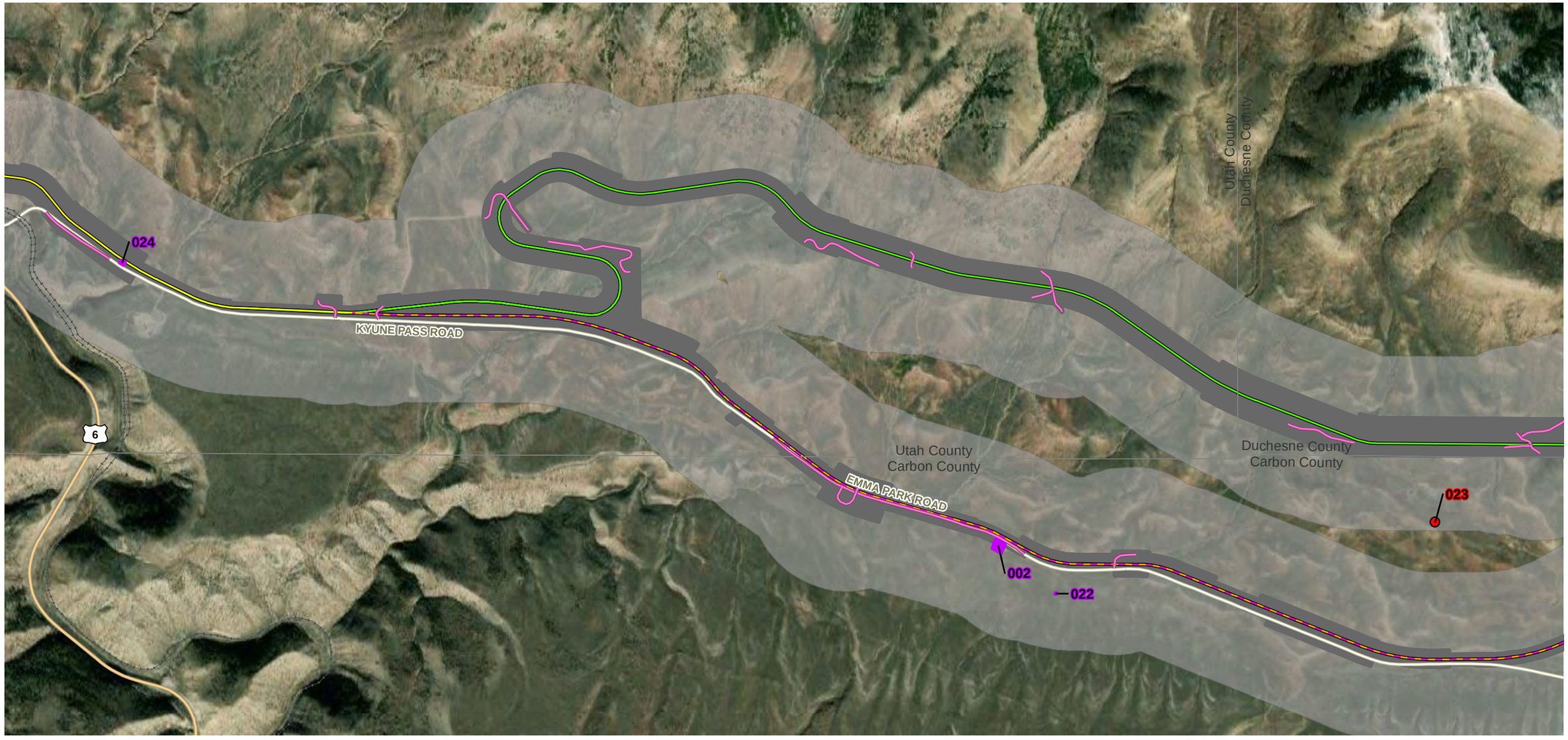
Potential Uinta Basin Rural Historic District
Map Index



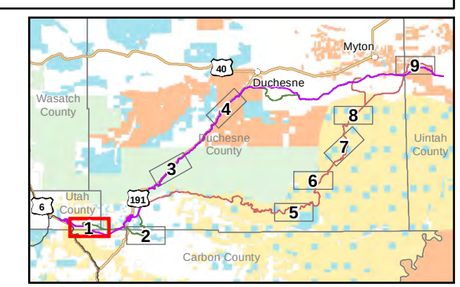
Contributor
- Agricultural

Contributor
- Residential

Alternatives and Project Elements
- All Alternatives
- Whitmore Park Alternative
- Indian Canyon and Wells Draw Alternatives
- Road Realignment

Area of Potential Effects
- Project Footprint + 50 ft buffer
- 1,500' Buffer of Average Project Footprint

- U.S. Hwy
- County Road
- Existing Rail Line



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Date: 10/16/2020

Uinta Basin Railway - Potential Uinta Basin Rural Historic District
Sheet 1 of 9



Contributor

Residential

Alternatives and Project Elements

Whitmore Park Alternative

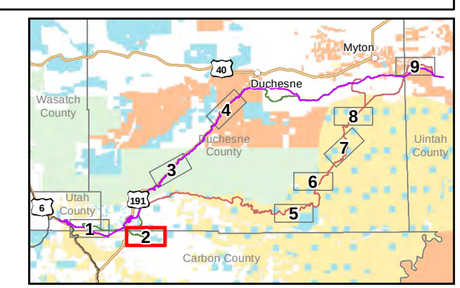
Road Realignment

Area of Potential Effects

Project Footprint + 50 ft buffer

1,500' Buffer of Average Project Footprint

U.S. Hwy



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Date: 10/16/2020

Uinta Basin Railway - Potential Uinta Basin Rural Historic District

Sheet 2 of 9



Contributor

Residential

Alternatives and Project Elements

Indian Canyon and Whitmore Park Alternatives

Tunnel

Access Road

Road Realignment

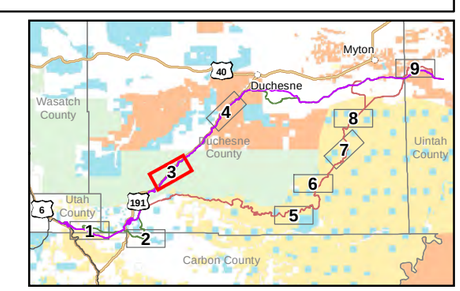
Communication Tower

Area of Potential Effects

Project Footprint + 50 ft buffer

1,500' Buffer of Average Project Footprint

U.S. Hwy



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Date: 10/16/2020

Uinta Basin Railway - Potential Uinta Basin Rural Historic District
Sheet 3 of 9

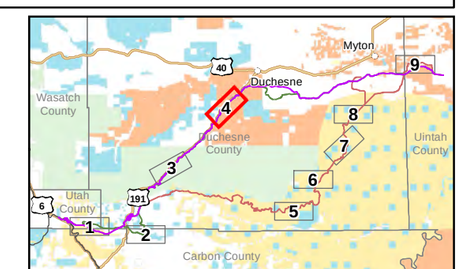


Contributor
- Agricultural
- Residential

Alternatives and Project Elements
- Indian Canyon and Whitmore Park Alternatives
- Road Realignment

Area of Potential Effects
- Project Footprint + 50 ft buffer
- 1,500' Buffer of Average Project Footprint

- U.S. Hwy



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Date: 10/16/2020

Uinta Basin Railway - Potential Uinta Basin Rural Historic District
Sheet 4 of 9



Contributor

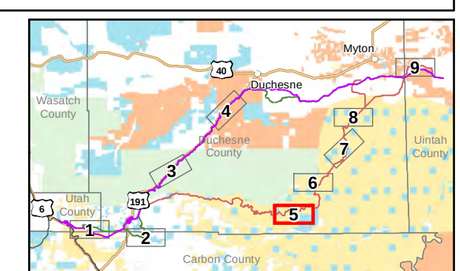
- Agricultural

Alternatives and Project Elements

- Wells Draw Alternative
- Road Realignment

Area of Potential Effects

- Project Footprint + 50 ft buffer
- 1,500' Buffer of Average Project Footprint
- County Road



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Date: 10/16/2020

Uinta Basin Railway - Potential Uinta Basin Rural Historic District
Sheet 5 of 9



Contributor

Agricultural

Alternatives and Project Elements

Wells Draw Alternative

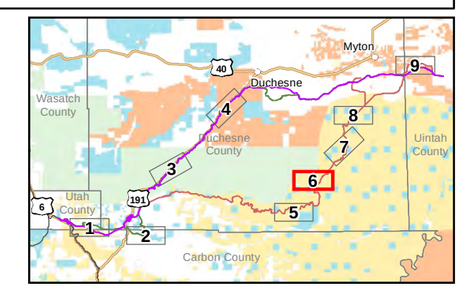
Road Realignment

Area of Potential Effects

Project Footprint + 50 ft buffer

1,500' Buffer of Average Project Footprint

County Road



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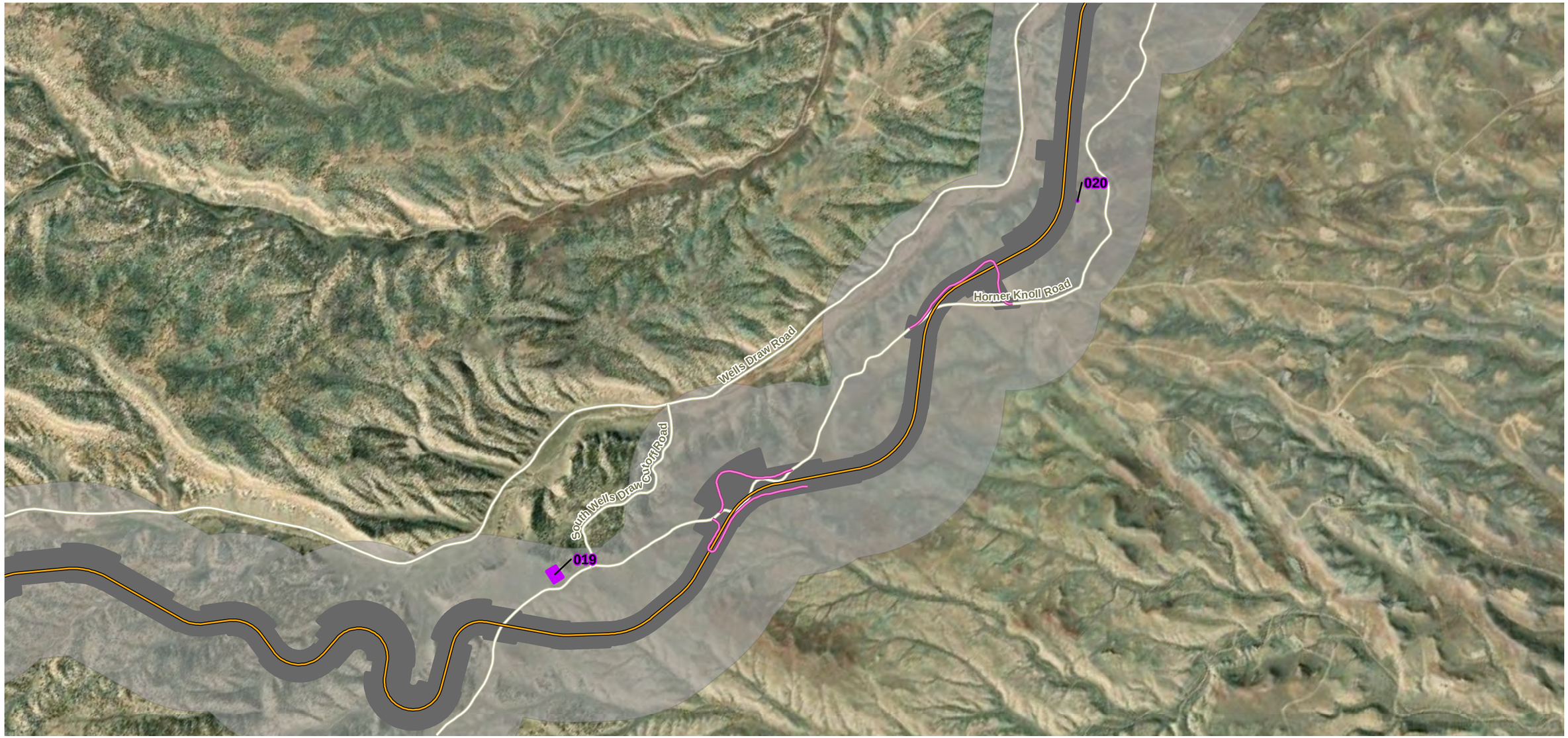
Date: 10/16/2020

Uinta Basin Railway - Potential Uinta Basin Rural Historic District

Sheet 6 of 9



Contributor

Agricultural

Alternatives and Project Elements

Wells Draw Alternative

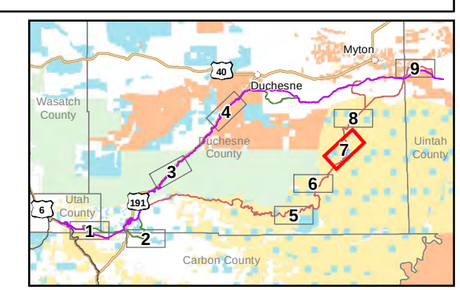
Road Realignment

Area of Potential Effects

Project Footprint + 50 ft buffer

1,500' Buffer of Average Project Footprint

County Road



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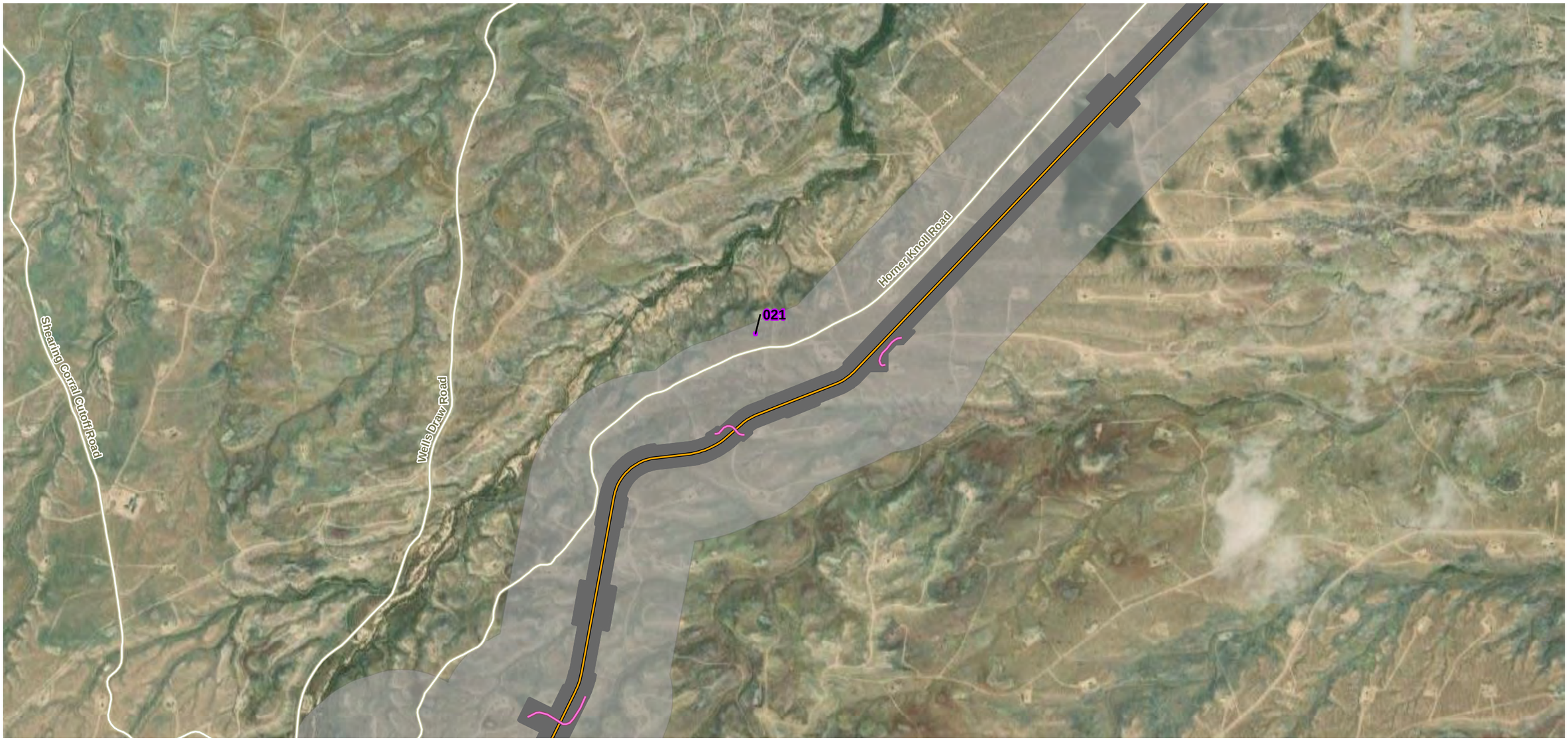
Date: 10/16/2020

Uinta Basin Railway - Potential Uinta Basin Rural Historic District

Sheet 7 of 9



Contributor

Agricultural

Alternatives and Project Elements

Wells Draw Alternative

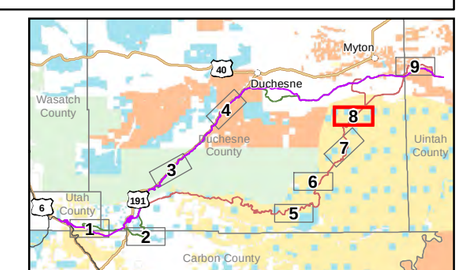
Road Realignment

Area of Potential Effects

Project Footprint + 50 ft buffer

1,500' Buffer of Average Project Footprint

County Road



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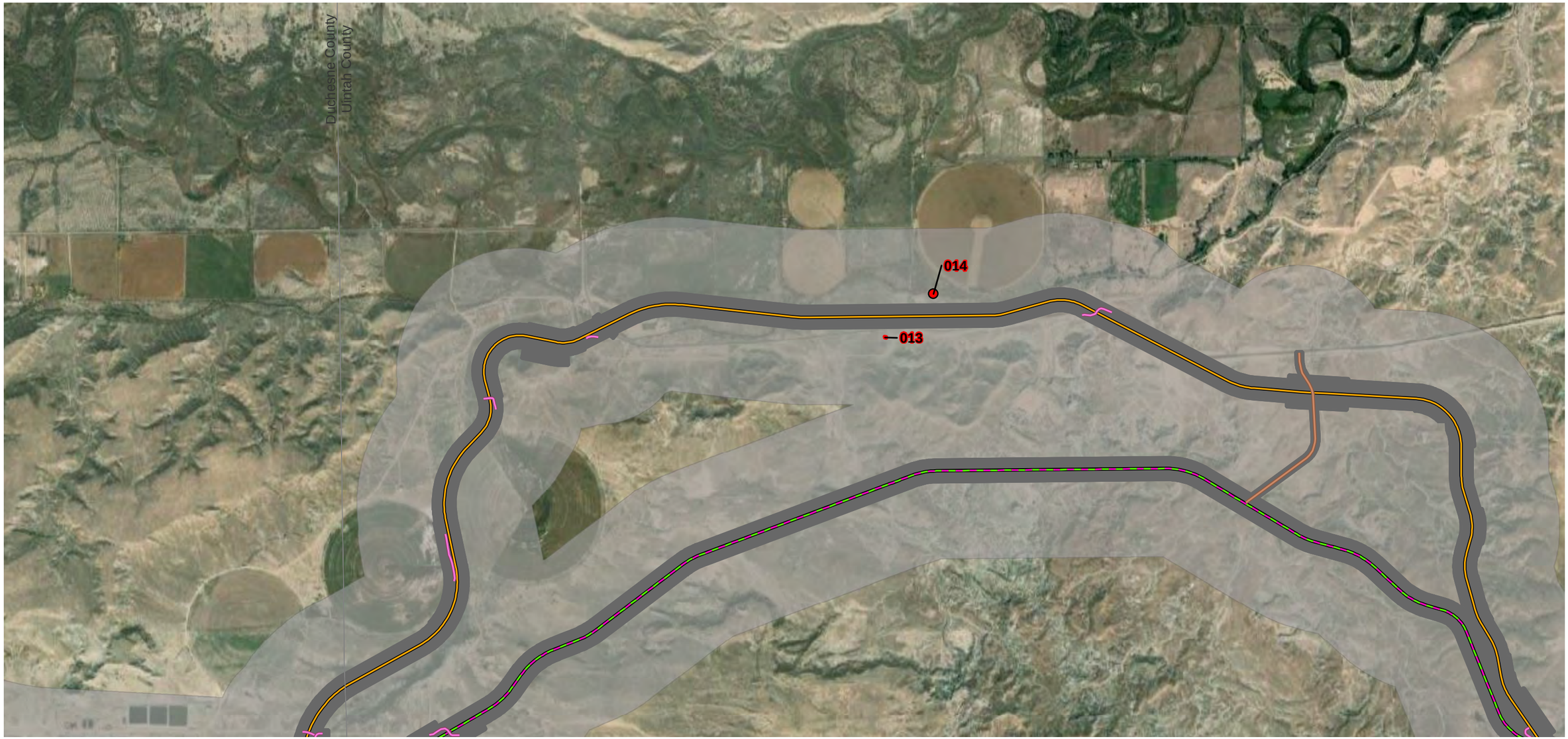
Date: 10/16/2020

Uinta Basin Railway - Potential Uinta Basin Rural Historic District

Sheet 8 of 9

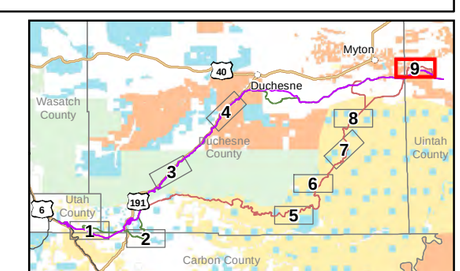


Contributor
Residential

Contributor
Residential

Alternatives and Project Elements
Wells Draw Alternative
Indian Canyon and Whitmore Park Alternatives
Access Road
Road Realignment

Area of Potential Effects
Project Footprint + 50 ft buffer
1,500' Buffer of Average Project Footprint



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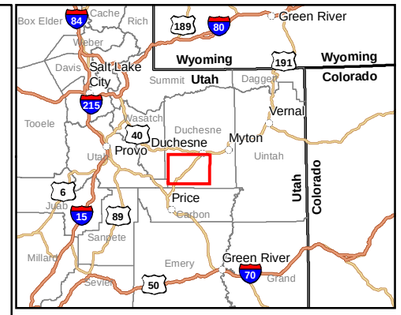
Date: 10/16/2020

Uinta Basin Railway - Potential Uinta Basin Rural Historic District
Sheet 9 of 9

Attachment V

Potential Indian Canyon Road Linear Historic District





Legend

Map Sheet

Area of Potential Effects

Project Footprint + 50 ft buffer

1,500' Buffer of Average Project Footprint

Roads/Rail

U.S. Hwy

County Road

N

0 1 2 Miles

1:140,000

Potential Indian Canyon Road Linear Historic District
Map Index



Contributor

Potential route of Indian Canyon Road based on review of current and historical aerials - treat as NHRP-Eligible/ Potential Historic District with Potential Contributors

Alternatives and Project Elements

Indian Canyon and Whitmore Park Alternatives

Tunnel

Road Realignment

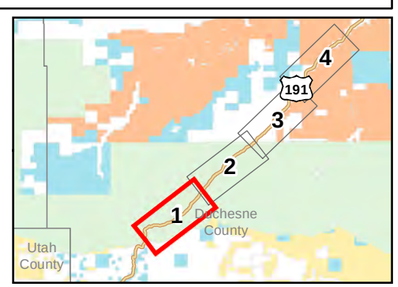
U.S. Hwy

County Road

Area of Potential Effects

Project Footprint + 50 ft buffer

1,500' Buffer of Average Project Footprint



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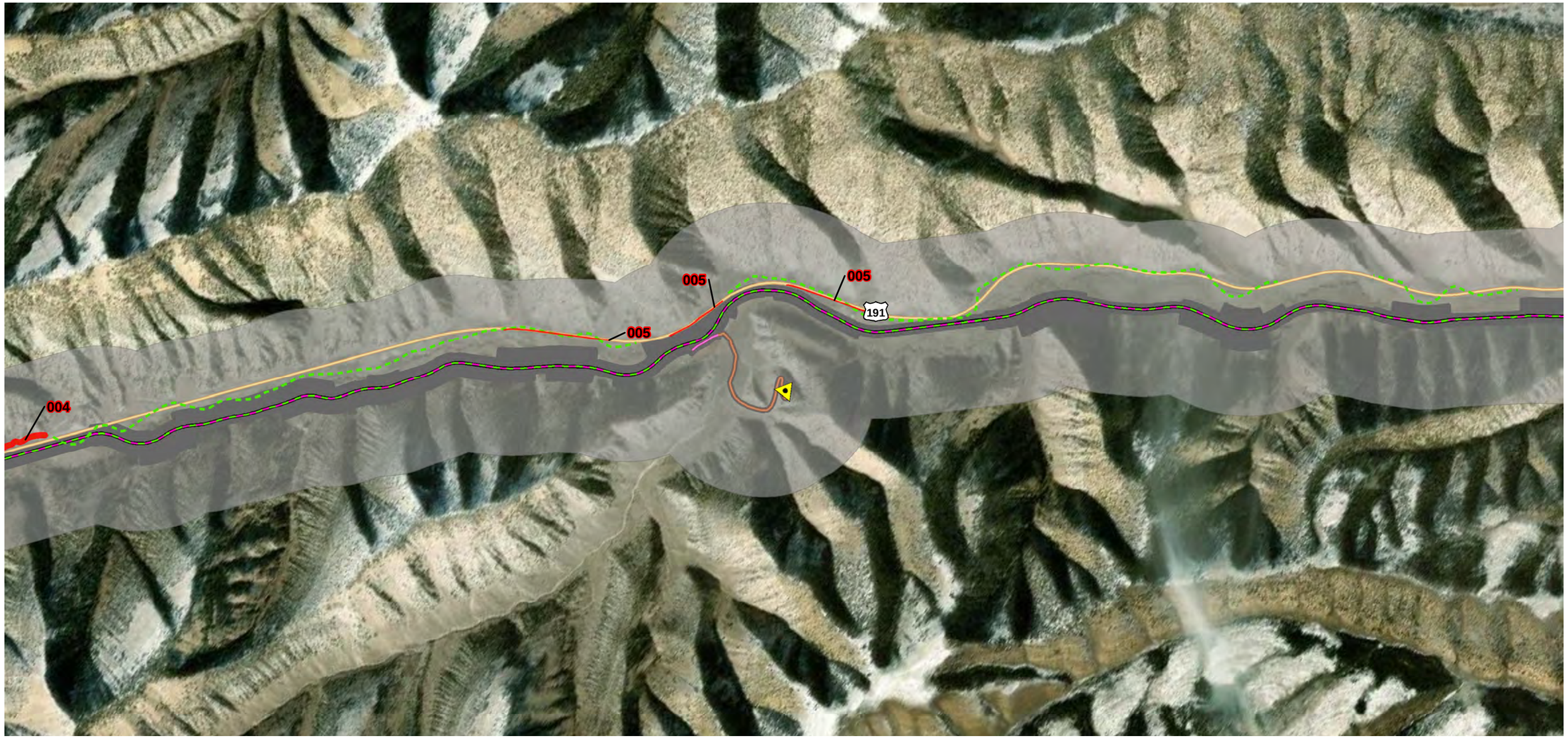
Date: 10/19/2020

Uinta Basin Railway - Potential Indian Canyon Road Linear Historic District

Sheet 1 of 4



Contributor

Potential route of Indian Canyon Road based on review of current and historical aerials - treat as NHRP-Eligible/ Potential Historic District with Potential Contributors

Alternatives and Project Elements

Indian Canyon and Whitmore Park Alternatives

Road Realignment

Access Road

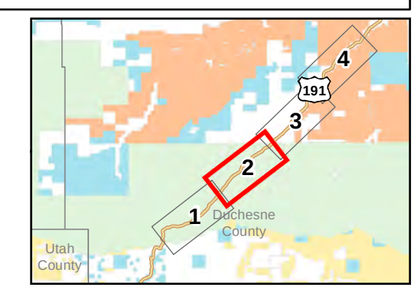
Communication Tower

U.S. Hwy

Area of Potential Effects

Project Footprint + 50 ft buffer

1,500' Buffer of Average Project Footprint



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Uinta Basin Railway - Potential Indian Canyon Road Linear Historic District
Sheet 2 of 4



Potential route of Indian Canyon Road based on review of current and historical aerials - treat as NHRP-Eligible/ Potential Historic District with Potential Contributors

Alternatives and Project Elements

Indian Canyon and Whitmore Park Alternatives

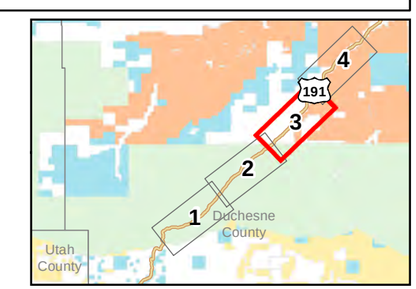
Road Realignment

U.S. Hwy

Area of Potential Effects

Project Footprint + 50 ft buffer

1,500' Buffer of Average Project Footprint



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Date: 10/19/2020

Uinta Basin Railway - Potential Indian Canyon Road Linear Historic District
Sheet 3 of 4



Contributor

Potential route of Indian Canyon Road based on review of current and historical aerials - treat as NHRP-Eligible/ Potential Historic District with Potential Contributors

Alternatives and Project Elements

Indian Canyon and Whitmore Park Alternatives

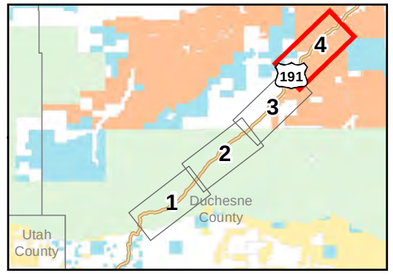
Road Realignment

U.S. Hwy

Area of Potential Effects

Project Footprint + 50 ft buffer

1,500' Buffer of Average Project Footprint



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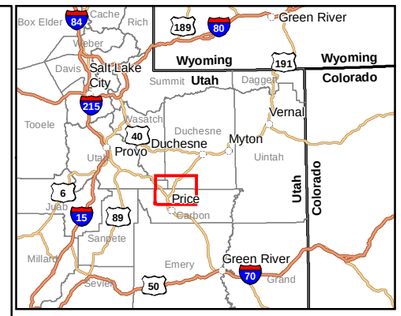
Date: 10/19/2020

Uinta Basin Railway - Potential Indian Canyon Road Linear Historic District
Sheet 4 of 4

Attachment VI

Potential Emma Park Road Linear Historic District





Legend

- Map Sheet

Area of Potential Effects

- Project Footprint
- 1,500' Buffer of Average Project Footprint

Roads/Rail

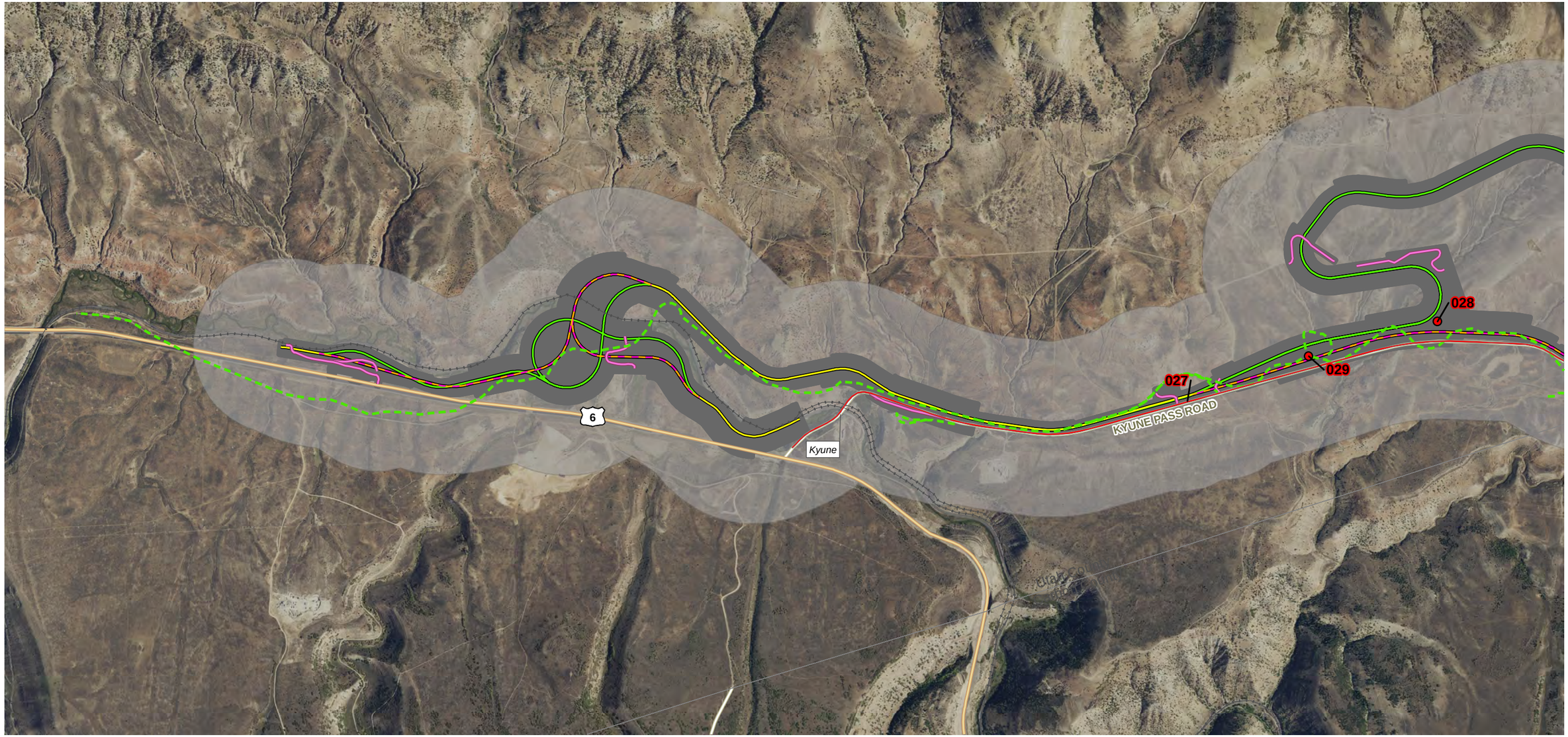
- U.S. Hwy
- State Route
- County Road
- Existing Rail Line

N

0 1 2 Miles

1:138,000

Potential Emma Park Road Linear Historic District
Map Index



Contributor

Contributor

Potential route of Emma Park Road based on review of current and historical aerials - treat as NHRP-Eligible/ Potential Historic District with Potential Contributors

Alternatives

All Alternatives

Whitmore Park Alternative

Indian Canyon and Wells Draw Alternatives

Road Realignment

Area of Potential Effects

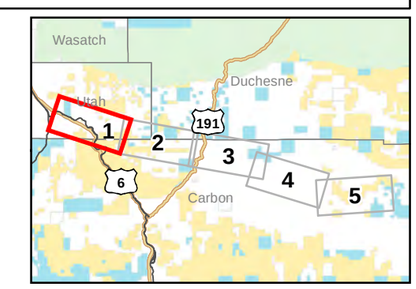
Project Footprint + 50 ft buffer

1,500' Buffer of Average Project Footprint

U.S. Hwy

County Road

Existing Rail Line



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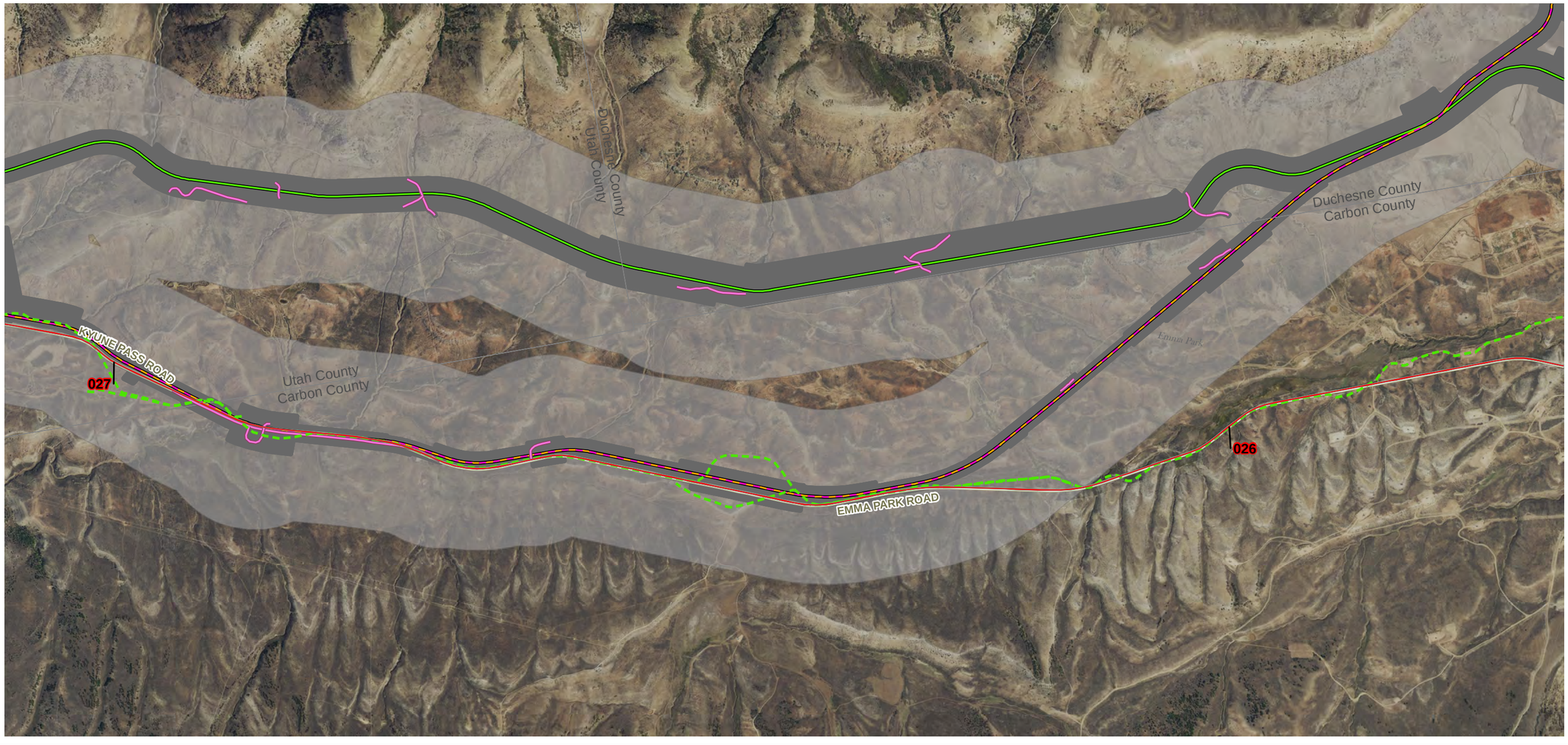
Date: 10/19/2020

Uinta Basin Railway - Potential Emma Park Road Linear Historic District
Sheet 1 of 5



Contributor

Potential route of Emma Park Road based on review of current and historical aerials - treat as NHRP-Eligible/ Potential Historic District with Potential Contributors

Alternatives

Whitmore Park Alternative

Indian Canyon and Wells Draw Alternatives

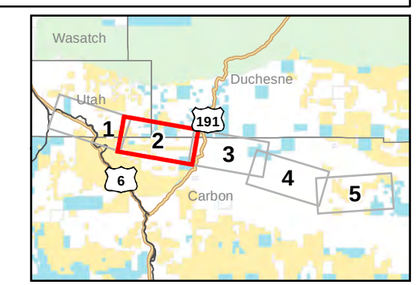
Road Realignment

Area of Potential Effects

Project Footprint + 50 ft buffer

1,500' Buffer of Average Project Footprint

County Road



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Date: 10/19/2020

Uinta Basin Railway - Potential Emma Park Road Linear Historic District
Sheet 2 of 5



Contributor

Potential route of Emma Park Road based on review of current and historical aerials - treat as NHRP-Eligible/ Potential Historic District with Potential Contributors

Alternatives

Whitmore Park Alternative

Indian Canyon and Wells Draw Alternatives

Road Realignment

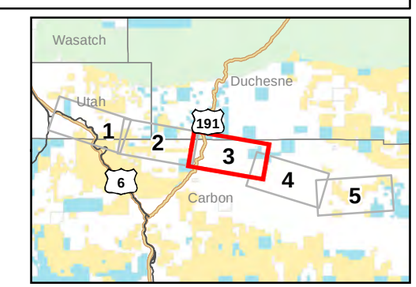
Area of Potential Effects

Project Footprint + 50 ft buffer

1,500' Buffer of Average Project Footprint

U.S. Hwy

County Road



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Date: 10/19/2020

Uinta Basin Railway - Potential Emma Park Road Linear Historic District
Sheet 3 of 5

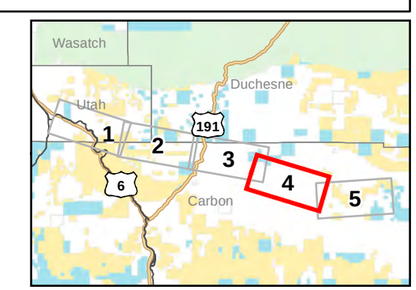


Potential route of Emma Park Road based on review of current and historical aerials - treat as NHRP-Eligible/ Potential Historic District with Potential Contributors

Area of Potential Effects

Project Footprint + 50 ft buffer

1,500' Buffer of Average Project Footprint



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Date: 10/19/2020

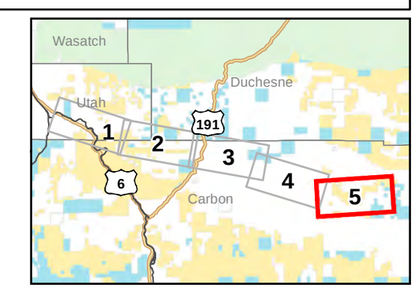
Uinta Basin Railway - Potential Emma Park Road Linear Historic District
Sheet 4 of 5



Potential route of Emma Park Road based on review of current and historical aerials - treat as NHRP-Eligible/ Potential Historic District with Potential Contributors

Area of Potential Effects

- Project Footprint + 50 ft buffer
- 1,500' Buffer of Average Project Footprint
- County Road



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Date: 10/19/2020

Uinta Basin Railway - Potential Emma Park Road Linear Historic District
Sheet 5 of 5

Appendix O

Draft Programmatic Agreement

PROGRAMMATIC AGREEMENT

AMONG

**THE SURFACE TRANSPORTATION BOARD,
UTAH STATE HISTORIC PRESERVATION OFFICER,
UTE INDIAN TRIBE OF THE UINTAH AND OURAY RESERVATION, BUREAU OF INDIAN AFFAIRS, BUREAU OF LAND MANAGEMENT, SEVEN COUNTY INFRASTRUCTURE COALITION, STATE OF UTAH SCHOOL AND INSTITUTIONAL TRUST LAND ADMINISTRATION, U.S. ARMY CORPS OF ENGINEERS, U.S. FOREST SERVICE ASHLEY NATIONAL FOREST, AND UTAH PUBLIC LANDS POLICY COORDINATING OFFICE**

REGARDING

SEVEN COUNTY INFRASTRUCTURE COALITION CONSTRUCTION AND OPERATION OF THE PROPOSED UINTA BASIN RAILWAY PROJECT IN CARBON, DUCHESNE, UINTAH, AND UTAH COUNTIES, UTAH

October 2020

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Appendix A Land Status by Action Alternative

Appendix B List of Invited Consulting Parties

Appendix C Area of Potential Effects

Appendix D Historic Properties and Potential Historic Properties

Appendix E Roles and Responsibilities

Appendix F Notice of Status Change

Appendix G Reports

WHEREAS, the Surface Transportation Board (Board) administers the Interstate Commerce Commission (ICC), as amended by the ICC Termination Act and other laws, and is responsible for granting authority to construct and operate new rail lines; and

WHEREAS, the Seven County Infrastructure Coalition (Coalition), an independent political subdivision of the state of Utah comprising the member counties of Carbon, Daggett, Duchesne, Emery, San Juan, Sevier, and Uintah counties, filed a petition for exemption with the Board on May 29, 2020, pursuant to 49 United States Code (U.S.C.) § 10502, in Docket No. FD 36284. The petition, requests Board authority to construct and operate a operate a new line of railroad in Carbon, Duchesne, Uintah, and Utah Counties, Utah. The proposed rail line would extend approximately 85 miles from terminus points in the Uinta Basin near Myton, Utah and Leland Bench, Utah, to an existing Union Pacific rail line near Kyune, Utah (Project); and

WHEREAS, the Board is the lead federal agency responsible for complying with the National Environmental Policy Act (NEPA) (42 U.S.C. § 4321 *et seq.*), the National Historic Preservation Act of 1966 as amended (NHPA) and other applicable environmental laws, with respect to the Project; and

WHEREAS, the Board's Office of Environmental Analysis (OEA) is responsible for carrying out its responsibilities under NEPA and NHPA; and

WHEREAS, OEA is preparing an Environmental Impact Statement (EIS), in accordance with the requirements of NEPA to address the potential impacts of the Project on the environment, including on cultural resources; and

WHEREAS, OEA identified three Action Alternatives for study in the EIS: the Indian Canyon Alternative, Wells Draw Alternative, and Whitmore Park Alternative, that traverse multiple federal, tribal, state and local jurisdictions as specified in Appendix A*, Land Status by Action Alternative;* and

WHEREAS, the Project would require that the Coalition own, control, or obtain permission to use the land needed to construct and operate the Project; and

WHEREAS, the U.S. Army Corps of Engineers, (Corps), Bureau of Indian Affairs (BIA), Bureau of Land Management (BLM), and U.S. Forest Service (Forest Service) are cooperating agencies with respect to NEPA compliance (Federal Cooperating Agencies); and

WHEREAS, the Public Land Policy Coordinating Office (PLPCO) is a cooperating agency representing Utah State agencies, including State of Utah School and Institutional Trust Lands Administration (SITLA), with respect to NEPA compliance (State Cooperating Agency); and

WHEREAS, Utah Department of Transportation (UDOT) is the state transportation agency to which the Federal Highway Administration delegates NEPA authority with expertise and jurisdiction relevant to the Project; and

WHEREAS, in addition to compliance with this Programmatic Agreement (PA), construction and operation of any of the Action Alternatives would require permits and approvals from federal, tribal, and state agencies; and

WHEREAS, construction and operation of the Indian Canyon Alternative would require permits or easements from the Ute Indian Tribe, BLM, Forest Service, UDOT and SITLA; and

WHEREAS, construction and operation of the Wells Draw Alternative would require easements from BLM, UDOT, and SITLA and may require permits and approvals from the Ute Indian Tribe; and

WHEREAS, construction and operation of the Whitmore Park Alternative would require permits or easements from the Ute Indian Tribe, Forest Service, UDOT, and SITLA; and

WHEREAS, the Board, as the lead federal agency, pursuant to 36 Code of Federal Regulations (C.F.R.) § 800.2(a), determined that a decision by the Board granting authority for the Project triggers the requirements of the NHPA (54 U.S.C. § 300301 *et seq.*), specifically Section 106 of the NHPA (Section 106) (54 U.S.C. § 306108) and its implementing regulations (36 C.F.R. Part 800); and

WHEREAS, OEA determined that granting authority to construct and operate a rail line is an Undertaking in accordance with the definition provided at 36 C.F.R. § 800.16(y); and

WHEREAS, OEA determined that the Project may affect properties included in the National Register of Historic Places (NRHP) or eligible for inclusion in the NRHP (historic properties); and

WHEREAS, the Corps intends to consider the Coalition's application for a Corps permit under Section 404 (33 U.S.C. § 1344) of the Clean Water Act (33 U.S.C. §§ 1251—1387); and

WHEREAS, BIA intends to consider the Coalition's request for a right-of-way allowing the Coalition to cross Tribal trust lands within the Uintah and Ouray Indian Reservation, if needed, to construct the Project; and

WHEREAS, BLM intends to consider the Coalition's request for a right-of-way allowing the Coalition to cross lands administered by BLM, if needed, to construct the Project; and

WHEREAS, the Forest Service intends to consider the Coalition's request for approval for permitting the rail line right-of-way across Ashley National Forest lands, if needed, to construct the Project; and

WHEREAS, the Corps, BIA, BLM, and the Forest Service each determined that the actions they intend to take related to the Project constitute a Section 106 Undertaking as defined at 36 C.F.R. § 800.16(y); and

WHEREAS, the Corps, BIA, BLM, and the Forest Service intend to adopt the Board's Section 106 compliance effort to satisfy their responsibilities under Section 106; and

WHEREAS, UDOT intends to consider the Coalition's request for authority to construct the rail right-of-way across land it administers; and

WHEREAS, SITLA intends to consider the Coalition's request for Utah State permits and easements in order for the rail right of way to cross SITLA lands; and

WHEREAS, PLPCO, SITLA, and UDOT determined that their actions trigger responsibilities under Utah State Code 9-8-404 and SITLA, and UDOT may adopt the conclusions made under this PA to fulfill their obligations under Utah State Code 9-8-404; and

WHEREAS, OEA invited public input regarding the potential presence of cultural resources and the likelihood of impacts through a June 19, 2019 Notice of Intent to Prepare an EIS and during July 2019 public scoping meetings; and

WHEREAS, OEA invited the Advisory Council on Historic Preservation (ACHP) to participate in consultation pursuant to 36 C.F.R. § 800.2(b), and ACHP declined to enter consultation, in accordance with 36 C.F.R. § 800.2(b)(1). ACHP remains available to all Section 106 participants to advise, assist, and guide the process, and to resolve disagreements in accordance with 36 C.F.R. § 800.2(b)(2); and

WHEREAS, pursuant to 36 C.F.R. § 800.2(c)(1)(i), OEA initiated consultation with the Utah State Historic Preservation Officer (SHPO); and

WHEREAS, construction and operation of any of the Action Alternatives could affect cultural resources within the Ute Indian Tribe's Uintah and Ouray Reservation, OEA recognizes the tribe as having Section 106 consultation status pursuant to 36 C.F.R. § 800.2(c)(2)(i)(B); and

WHEREAS, *Tribal lands,* as defined in NHPA Section 106 regulations, means "all lands within the exterior boundaries of any Indian reservation and all dependent Indian communities" (36 C.F.R. § 800.16(x)). This definition of tribal lands applies throughout this PA; and

WHEREAS, OEA recognizes the Ute Indian Tribe's ancestral ties to the project area and the tribe's unique ability to identify properties with religious and cultural significance to the tribe; and

WHEREAS, OEA recognizes the role of the Ute Indian Tribe, through the Ute Indian Tribe Business Committee and the Ute Indian Tribe Cultural Rights and Protection Department, to participate fully in the identification, mitigation, and monitoring of culturally sensitive resources associated with the Project, in accordance with this PA; and

WHEREAS, OEA initiated consultation with the Ute Indian Tribe and the tribe accepted Consulting Party status; and

WHEREAS, because additional tribes may attach religious and cultural significance to historic properties affected by the Project, OEA initiated consultation with the tribes listed in Appendix B, *List of Invited Consulting Parties*, to consult pursuant to 36 C.F.R. § 800.2(c)(2)(ii); and

WHEREAS, the Hopi Tribe of Arizona agreed to be a consulting party; and

WHEREAS, the remaining invited tribes declined or did not respond to OEA's consultation initiation (Appendix B, *List of Invited Consulting Parties*); and

WHEREAS, OEA consulted with the Cooperating Agencies; and

WHEREAS, OEA initiated consultation with representatives of local governments, as described in Appendix B, *List of Invited Consulting Parties*, pursuant to 36 C.F.R. § 800.2(C)(3); and

WHEREAS, PLPCO, SITLA, UDOT, Carbon County, Duchesne County**,** and Uintah County accepted OEA's consultation invitation; and

WHEREAS, OEA consulted with the Coalition, pursuant to 36 C.F.R. § 800.2(c)(4); and

WHEREAS, OEA initiated consultation with organizations that may have an interest in historic properties potentially affected by the Project, as specified in Appendix B, *List of Invited Consulting Parties,* pursuant to 36 C.F.R. § 800.2(c)(5); and

WHEREAS, the Nine Mile Canyon Coalition, Colorado Plateau Archaeological Alliance, and Utah Rock Art Research Association agreed to consult; and

WHEREAS, the parties that agreed to consult are referred to collectively herein as Consulting Parties**;** and

WHEREAS, OEA has actively consulted with the Consulting Parties, including holding monthly teleconferences for all Consulting Parties, convening topic-specific group teleconferences, and

conducting consultation with individual Consulting Parties during in-person meetings and teleconferences; and

WHEREAS, OEA, on behalf of the Board, has conducted government-to-government consultation with the Ute Indian Tribe, including participating in in-person meetings with members of the Ute Indian Tribe Business Committee; and

WHEREAS, OEA delineated an Area of Potential Effects (APE), described in Appendix C, *Area of Potential Effects*, and the APE definition is appropriate for and applicable to the design and engineering requirements of a freight rail line in the Uinta Basin area; and

WHEREAS, the APE, as shown on the maps provided in Appendix C, *Area of Potential Effects*, is based on the project engineering in OEA's possession as of February 12, 2020, and accounts for potential physical, auditory, vibration, and atmospheric effects; and

WHEREAS, the Project has the potential to change the setting of historic properties within the APE; and

WHEREAS, the APE may require future revision to fully account for visual effects related to the setting of historic properties present within the APE, following final design of the Project; and

WHEREAS, the Action Alternatives consist of corridors encompassing large land areas where access to land is restricted or impractical, and OEA is unable to identify and evaluate all historic properties within the APE prior to the Board's authorizing decision; and

WHEREAS, OEA has opted to use a program alternative, described at 36 C.F.R. § 800.14(b)(1)(ii), to satisfy its obligations under Section 106, and OEA selected the Phased Identification Process described at 36 C.F.R. § 800.4(b)(2) as appropriate for its Section 106 compliance; and

WHEREAS, the Phased Identification Process allows OEA to develop an agreement document setting forth its method for satisfying its Section 106 obligations, including completing the identification and evaluation of historic properties, assessing effects on historic properties, and developing methods for avoiding, minimizing, or mitigating any adverse effects on historic properties; and

WHEREAS, the Phased Identification Process stipulates that OEA establish the "likely presence" of historic properties prior to granting any authority for the Project; and

WHEREAS, the Coalition, conducted field investigations in selected portions of the APE and memorialized the results in technical reports titled *Selective Reconnaissance-Level Survey of Archaeological Resources Along Proposed Routes for the Uinta Basin Railway Project in Carbon, Duchesne, Uinta, and Utah Counties, Utah* (2020), and *Selective Reconnaissance-Level Survey of Historic Architectural Resources along Proposed Routes for the Uinta Basin Railway Project in Utah, Carbon, Duchesne, and Uinta Counties, Utah* (2020) (collectively, the Coalition Technical Reports); and

WHEREAS, based on information presented in the Coalition Technical Reports, background research, and consultation**,** OEA determined that properties included in the NRHP and eligible for inclusion in the NRHP are present in the APE. These properties are listed in Appendix D, *Historic Properties and Potential Historic Properties*, Category 1; and

WHEREAS, OEA also determined that other specific properties present in the APE are *potentially* eligible for inclusion in the NRHP and that additional field investigation, research, and analysis

would be needed to establish whether these properties meet the criteria for NRHP listing. These properties are listed in Appendix D, *Historic Properties, Potential Historic Properties, and Property Types*, Category 2; and

WHEREAS, OEA further determined that certain property types, including, but not limited to, rural historic districts and Traditional Cultural Properties, including tribal Traditional Cultural Properties, may be present in the APE; and

WHEREAS, OEA preliminarily found that the Project would result in adverse effects on historic properties, as defined at 36 C.F.R. § 800.5(d)(2) and memorialized its preliminary identification and evaluation effort and assessment of effects in a technical memorandum (Technical Memorandum); and

WHEREAS, OEA provided its Technical Memorandum to the Consulting Parties invited their comments, and SHPO concurred with the preliminary determinations of eligibility and assessment of effects presented in OEA's Technical Memorandum**;** and

WHEREAS, OEA's Technical Memorandum established the likely presence of historic properties pursuant to 36 C.F.R. Section 800.4 (b)(2); and

WHEREAS, OEA invited the Consulting Parties to participate in development of this PA; and

WHEREAS, OEA also invited tribes that did not respond to OEA's initial invitation to participate in Section 106 consultation to participate in the development of this PA; and

WHEREAS, the Board, SHPO, and the Ute Indian Tribe are Signatories to this PA; and

WHEREAS, Invited Signatories have specific responsibilities under this PA; and

WHEREAS, BLM, BIA, the Forest Service, the Corps, SITLA, and PLPCO are Invited Signatories to this PA; and

WHEREAS, the Coalition would need to obtain permits from BLM, the Forest Service, PLPCO, and the Ute Indian Tribe to conduct field investigations related to the identification and evaluation of historic properties, effects assessment, and adverse effects resolution under this PA on land managed by those parties; and

WHEREAS, the Coalition has specific responsibilities under this PA and is an Invited Signatory; and

WHEREAS, depending on which Action Alternative (if any) the Board authorizes, the Signatories and Invited Signatories to this PA may be amended; and

WHEREAS, specific roles and responsibilities of Signatories and Invited Signatories are detailed in Appendix E, *Roles and Responsibilities*; and

WHEREAS, OEA invited all Consulting Parties without specific responsibilities under this PA to serve as Concurring Parties; and

WHEREAS, OEA is recommending that the Board impose a condition requiring the Coalition comply with the terms of this PA in any decision authorizing the Project; and

WHEREAS, only the Board-authorized Action Alternative (if any) is subject to the stipulations in this PA; and

WHEREAS, the Consulting Parties have considered requirements of NHPA, the American Indian Religious Freedom Act, 42 U.S.C. 1996 *et. Seq.* (AIRFA), the Native American Graves Protection and Repatriation Act, 25 U.S.C. 3001 *et. Seq.* (NAGPRA), Executive Order 13007 – Indian Sacred Sites, Executive Order 13175 – Consultation and Coordination with Indian Tribal Governments, the Archaeological Resources Protection Act of 1979 (ARPA) in the course of consultation; and

WHEREAS, the Concurring Parties have agreed to participate in the consultation process as outlined in this PA; OEA understands that participation by Concurring Parties does not necessarily imply an endorsement of the Project in part or as a whole. Indian tribes and other parties consulting under Section 106 may decline to sign this document. The decision not to sign shall not preclude their continued consultation pursuant to 36 C.F.R. Part 800 or future participation as Consulting Parties.

NOW, THEREFORE, the Signatories[1] agree that the Project shall be implemented in accordance with the following stipulations to take into account the effect of the Project on historic properties and to satisfy all NHPA Section 106 responsibilities of the federal agencies for all aspects of the Project.

STIPULATIONS

I. OEA Oversight of the Coalition for the Project

A. OEA has responsibility for ensuring that the terms of this PA are carried out.

II. Change of Status

A. If OEA determines that a change to the status of any Signatory under this PA is appropriate based on the Board's decision authorizing a final Action Alternative, then

1. OEA shall notify the Signatories of the appropriate status change by completing the Notice of Status Change form found in Appendix F, *Notice of Status Change*, and providing it to the Signatories within 30 calendar days of the Board's decision.

2. Signatories shall sign the Notice of Status Change and return it to OEA within 14 calendar days of receipt. Signature in counterpart will be acceptable.

3. The status change shall be effective once all Signatories acknowledge and agree to the change by signing the Notice of Status Change form and providing it to OEA, who shall then sign the document.

4. OEA shall append the Notice of Status Change to this PA.

III. Ongoing Consultation with the Ute Indian Tribe

A. OEA shall continue to consult with the Ute Indian Tribe regarding historic properties of religious and cultural significance to the tribe, in accordance with NHPA, NAGPRA, Executive Order 13007 (Indian Sacred Sites; 61 Federal Register 26771—2), and their implementing regulations.

[1] In all the Stipulations, the term "Signatory" includes both Signatories and Invited Signatories that sign the agreement.

B. OEA shall consult with the Ute Indian Tribe regularly throughout the process of carrying out the PA's stipulations. Specific points of consultation are described in the PA under the following Stipulations:

1. Ute Indian Tribe Confidentiality Requirements (Stipulations VIII.A.2.a).
2. Potential Expansion of the APE (Stipulation VI.B.8).
3. Development of Research and Survey Plan (Stipulation VI.C.8).
4. Report requirements related to properties of cultural and religious significance to the tribe (Stipulation VIII.D.1).
5. Permission to enter tribal lands for field survey (Stipulation VI.C.6).
6. Sharing of relevant data from any field survey the tribe undertakes within the APE (Stipulation VI.C.7).
7. Tribal participation in field surveys (Stipulation VI.C.8.p).
8. Tribal input on evaluations of properties with religious and cultural significance to the tribe (Stipulation VI.E.2.d) and assessment of effects on such properties (Stipulation VII.A).
9. Formal comment on OEA's technical reports identifying and evaluating historic properties and assessing effects on those historic properties (Stipulation VIII.D.1).
10. Concurrence related to technical reports identifying and evaluating properties of cultural and religious significance to the tribe and assessing effects on those properties (Stipulation VIII.D.6).
11. Development and formal comment on the Historic Properties Treatment Plan (Stipulations IX.A and IX.E.4).
12. Concurrence related to Historic Properties Treatment Plan (Stipulation IX.E.7).
13. Potential modifications to the Programmatic Agreement (Stipulation XIII.F).
14. Development and delivery of sensitivity training (Stipulation X.A).
15. Review of training materials (Stipulation X.E).
16. Participation in training conducted by Coalition (Stipulation X.F.3).
17. Distribution of information related to historic properties of religious and cultural significance (Stipulations IV.A.3 and Stipulation VIII.A.9).

A. The Ute Indian Tribe's participation in consultation and involvement in field investigation shall be memorialized in a Tribal Participation Plan acceptable to the OEA and the Ute Indian Tribe. The Tribal Participation Plan's content shall include, but not be limited to the topics listed in Stipulation III.B, parameters for in-person meetings and teleconferences, and the Coalition's financial responsibility regarding tribal participation in consultation. (See Appendix G, *Reports*, for a full list of reports produced in fulfillment of this PA.)

B. Within 30 days of execution of the PA, the Coalition shall submit a draft plan to OEA for review. OEA shall determine, in consultation with the Ute Indian Tribe, whether any revisions to the

draft plan are appropriate. OEA shall direct the Coalition to make revisions to the draft plan. OEA shall notify the Coalition that the plan has been accepted.

IV. Ongoing Consultation

A. General Provisions

1. OEA anticipates engaging the Consulting Parties as described in this PA and consistent with 36 C.F.R. § 800.4(d) and 36 C.F.R. § 800.5(c).

2. OEA shall continue to consult with appropriate Indian tribes regarding historic properties of religious and cultural significance, in accordance with the NHPA, NAGPRA, Executive Order 13007, and their implementing regulations.

3. With the exception of reports relating to historic properties of religious and cultural significance to the Ute Indian Tribe, OEA shall provide copies of any reports or studies developed pursuant to this PA to those tribes that have expressed a desire for information as it is gathered for the Project.

4. As appropriate, OEA may consult with the Consulting Parties on other topics necessary to meet its Section 106 obligations.

5. Upon request, OEA shall grant Consulting Party status to any party that previously declined or did not respond to OEA's original consultation invitation.

6. As circumstances warrant and at its discretion, OEA shall invite additional parties to consult.

7. OEA shall consider requests to participate in consultation from additional parties, and grant such requests, where appropriate, in accordance with 36 C.F.R. § 800.2.

V. Protection of Confidential Information

To the extent consistent with NHPA Section 304 (54 U.S.C. § 307103) all Consulting Parties shall treat the data collected under this PA as confidential and shall not release it to any person, organization, or agency not a party to this PA. If necessary, OEA may require data-sharing agreements with Consulting Parties to this PA who are interested in obtaining specific confidential information. Confidentiality concerns for properties that have traditional religious and cultural significance to tribes shall be respected, and information related to those properties shall remain confidential to the fullest extent permitted by law.

VI. Identification and Evaluation

A. General Provisions

1. Coalition staff, carrying out the Coalition's responsibilities under this PA, including any cultural resources consultants or contractors working on behalf of the Coalition, shall meet the Secretary of the Interior's Professional Qualification Standards (36 C.F.R. Part 61) for the discipline appropriate to the work undertaken.

2. The principal investigator or co-principal investigator shall possess a PLPCO-issued Principal Investigator Permit to Conduct Archaeological Surveys to direct archaeological surveys on SITLA lands and access the Utah Division of State History's geographic information system (GIS) program and database.

3. Under OEA's direction, the Coalition shall conduct a Class III intensive level pedestrian cultural resource survey encompassing only the APE associated with the Action Alternative (if any) authorized by the Board.

4. The Coalition shall design its surveys and prepare reports in accordance with SHPO requirements detailed in guidance documents titled Archaeological Compliance Guidance, and Intensive Level Survey Standard Operating Procedures, available at https://history.utah.gov/shpo/shpo-compliance/.

5. For survey work carried out on land under the jurisdiction of the Forest Service, the Coalition shall design its surveys and prepare reports in accordance with the following requirements: the Forest Service Manual for Heritage Resources (FSM 2360), Forest Service Handbook for Heritage Resources (FSH 2309.12), and USDA Forest Service Guidelines for Consultants for Identifying, Recording, & Evaluating Archaeological Resources in Utah.

6. For survey work carried out on land under the jurisdiction of BLM, SITLA, UDOT, or the Ute Indian Tribe, the Coalition shall additionally design its surveys and prepare reports in accordance with the requirements of the relevant agency or tribe.

7. In any communication with federal agencies, state agencies, or federally recognized Indian tribes, the Coalition shall acknowledge that the Board retains authority and responsibility for formal Section 106 consultation under the terms of this PA, as the lead federal agency, and for government-to-government consultation with federally recognized tribes.

B. Expanding the APE Based on Potential for Visual and Hydrological Effects

Not less than 90 days before the commencement of field investigations,

1. The Coalition shall provide the most up-to-date project footprint to OEA.

2. The Coalition shall apply the APE definition provided in Appendix C, *Area of Potential Effects*, to any change to the project footprint.

3. To account for potential effects associated with changes to the visual setting or viewshed of a historic property, the Coalition shall conduct a GIS-based viewshed analysis, or other method approved by OEA, to determine the visibility of the Project between the outer limit of the APE and 0.5 mile from either side of the centerline.

    a. Based on topography and the presence of vegetation, the Coalition shall identify those parts of the 0.5-mile buffer area from which the Project would be visible.

    b. The Coalition shall provide detailed results of the viewshed analysis to OEA for its review.

4. To account for potential effects on historic properties associated with changes to water movement caused by construction and operation of the Project, the Coalition shall develop a method approved by OEA for analyzing this potential effect.

    a. The Coalition shall identify areas where changes to water movement have the potential to affect historic properties.

    b. The Coalition shall provide detailed results of the hydrology analysis to OEA for its review.

5. Within 30 calendar days of receiving the visual and hydrological analyses, OEA shall determine whether any revisions to the analyses are necessary. The Coalition shall revise the analyses based on OEA's direction within 7 calendar days.

6 Within 7 calendar days of receiving acceptable visual and hydrological analyses, OEA shall share the results of those analyses with SHPO and federal, state, and tribal agencies that manage lands crossed by any Action Alternative that have been authorized by the Board (Land-Managing Agencies). Within 30 calendar days, SHPO and Land-Managing Agencies shall provide their comments, if any. OEA shall consider SHPO and Land-Managing Agency comments. Within 7 calendar days of receiving their comments, OEA shall direct the Coalition to make revisions based on those comments, as appropriate. The Coalition shall revise the analyses based on OEA's direction within 7 calendar days.

6. OEA shall share the results of the visual and hydrological analyses with the Consulting Parties. Within 30 calendar days, Consulting Parties shall provide their comments, if any. Within 7 calendar days of receiving Consulting Party comments, OEA shall direct the Coalition to make revisions, as appropriate. The Coalition shall revise the analyses based on OEA's direction within 7 calendar days.

7. Based on the results of the analyses and consultation, OEA may revise the APE. OEA shall share its decision regarding the APE with SHPO and Land-Managing Agencies. SHPO and Land-Managing Agencies shall provide their comments regarding the APE within 30 calendar days. OEA may revise the APE based on their comments.

8. Within 30 calendar days of receiving SHPO and Land-Managing Agency comments, OEA shall share its decision regarding the APE with Consulting Parties. Within 30 calendar days of receiving their comments, OEA shall decide whether to revise the APE.

9. OEA shall share its final decision regarding the APE with Signatories and Consulting Parties.

10. If there are disagreements between OEA and any of the Consulting Parties regarding the results of the visual and hydrological analyses and/or whether to make any changes to the APE, OEA shall consult with the Consulting Parties, as appropriate, to resolve the disagreement. Disputes that cannot be resolved informally shall be addressed pursuant to Stipulation XIV.

11. APE expansion pursuant to this stipulation shall not require a PA amendment.

C. Survey Preparation Activities

Prior to the commencement of field investigations, the following shall be completed:

1. The Coalition and OEA shall coordinate to finalize the APE in accordance with Stipulation VI.B.

2. The Coalition shall identify which sections of the APE it previously surveyed according to Class III standards and which sections require Class III field survey in order to carry out the stipulations in this PA.

3. The Coalition shall recommend additional background research, as appropriate, including but not limited to, supplemental literature review and file searches, if necessary to support the Class III field survey.

4. The Coalition shall seek permission to access property in the APE, in accordance with the requirements of the land owner or manager.

5. The Coalition shall obtain permission from BLM, the Forest Service, UDOT, and SITLA, as appropriate, to access land under those agencies' management for the purposes of conducting field investigations.

6. The Coalition and OEA shall coordinate communications with the Ute Indian Tribe regarding requirements for field surveys on Tribal trust lands, including communications regarding access. The Coalition shall obtain permission from the Ute Indian Tribe to enter Tribal trust lands for the purposes of conducting field investigations.

7. If the Ute Indian Tribe decides to conduct its own field investigations within the Uintah and Ouray Reservation, the Ute Indian Tribe shall provide OEA with significance conclusions and effects recommendations for historic properties identified within the reservation.

8. The Coalition shall prepare a Research and Survey Plan and submit it to OEA for review and approval. OEA shall provide comments within 30 calendar days. The Coalition shall revise this plan in accordance with OEA's comments. This plan will meet the requirements of 36 CFR 800.4(b) and will follow the *Secretary's Standards and Guidelines for Identification.* This plan shall include, but not be limited to, the following:

    a. GIS files and map books detailing areas previously surveyed to Class III standards, and the areas planned for survey.

    b. Any need for additional literature review.

    c. Research methods, including details regarding anticipated research sources.

    d. Additional research sources available to support historic property evaluations, such as aerial photography, General Land Office maps, other early maps, local histories, ethnographic information, previous studies, and GIS data.

    e. Preliminary descriptions of historical contexts for the historic property types that the Coalition anticipates encountering during field investigations, building on the research that has been conducted to date, as reported in the Coalition's Technical Reports and OEA Technical Memorandum.

    f. Survey methods for identifying archaeological resources.

    g. Methods for identifying burial sites during field survey and for immediately notifying OEA and the Ute Indian Tribe of such discoveries.

    h. Survey methods for above-ground resources.

    i. Approach to analyzing properties listed in Appendix D, *Historic Properties and Potential Historic Properties,* Category 1: National Register-listed and determined as eligible properties included in the OEA Technical Memorandum that require additional documentation in accordance with Stipulation VIII.A.5.

    j. Approach to analyzing the properties listed in Appendix D, *Historic Properties and Potential Historic Properties,* Category 2: Properties OEA identified as potentially eligible in the OEA Technical Memorandum as needing additional study to determine eligibility.

k. Approach to identifying and analyzing rural historic districts, rural historic landscapes, and Traditional Cultural Properties.

l. Approach to coordinating with the Ute Indian Tribe to develop methods for identifying Traditional Cultural Properties and other resources that hold religious or cultural significance to the tribe.

m. Composition of field survey crews.

n. Identification of necessary access permits and associated requirements for conducting surveys on Tribal trust lands in the Uintah and Ouray Reservation.

o. Coordination with OEA, related to OEA monitoring of field investigations.

p. Coordination with OEA and the Ute Indian Tribe regarding tribal monitoring of field investigations.

q. Methods for recording potential historic properties in the field.

r. Methods for collecting field data sufficient to permit eligibility recommendations and assess effects on historic properties.

s. Other information OEA determines is necessary to comply with the Section 106 requirements.

9. OEA shall share the Research and Survey Plan with SHPO and the Land-Managing Agencies for their review and comment. Within 30 calendar days, SHPO and Land-Managing Agencies shall provide their comments. OEA shall consider SHPO and Land-Managing Agency comments. Within 7 calendar days of receiving their comments, OEA shall direct the Coalition to make revisions based on SHPO and Land-Managing Agency comments, as appropriate. The Coalition shall revise the plan based on OEA's direction within 7 calendar days.

10. OEA shall share the Research and Survey Plan with the Consulting Parties for their review and comment. Within 30 calendar days, Consulting Parties shall provide their comments. OEA shall consider Consulting Party comments. Within 7 calendar days of receiving their comments, OEA shall direct the Coalition to make revisions based on Consulting Party comments, as appropriate. The Coalition shall revise the plan based on OEA's direction within 7 calendar days.

11. If there are disagreements between OEA and any of the Consulting Parties regarding the Research and Survey Plan, OEA shall meet with the Signatories and Consulting Parties, as appropriate, to resolve the disagreement. Disputes that cannot be addressed informally shall be addressed pursuant to Stipulation XIV.

D. Field Surveys

1. The Coalition shall carry out the steps outlined in the final Research and Survey Plan.

2. The Coalition shall provide monthly reports to OEA on the status of field investigations, and shall coordinate with OEA to verify that surveys are being carried out in accordance with the terms of the final Research and Survey Plan. (See Appendix G, *Reports*, for a full list of reports to be produced in fulfillment of this PA).

3. The Coalition and OEA shall consult regularly with the Ute Indian Tribe regarding the status of field investigations, as specified in the Tribal Participation Plan (Stipulation III.C). As appropriate, this consultation may take the form of monthly conference calls, in-person meetings, or other approaches that are acceptable to the tribe.
4. The Coalition shall make appropriate adjustments to survey approaches during field investigations, in accordance with direction from OEA.
5. The Coalition shall provide weekly reports to OEA detailing field investigation progress.
6. OEA shall notify the Consulting Parties of field investigation completion within 2 calendar days of receiving notice of completion from the Coalition.

E. National Register Evaluation

1. The Coalition shall conduct a National Register evaluation of all properties identified during field investigations. National Register evaluation categories are defined as follows:

   The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and

   a. That are associated with events that have made a significant contribution to the broad patterns of our history; or
   b. That are associated with the lives of significant persons in or past; or
   c. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
   d. That have yielded or may be likely to yield, information important in history or prehistory.

2. For each evaluation, the Coalition shall perform the following tasks:

   a. Perform research as specified in the Research and Survey Plan (Stipulation VI.C.8) and develop context(s), as needed, to evaluate potential historic properties recorded in the APE.
   b. Perform site-specific research as specified in the Research and Survey Plan (Stipulation VI.C.8), as needed to evaluate NRHP-eligibility for each potential historic property recorded in the APE.
   c. Apply National Register-eligibility criteria (36 C.F.R. Part 60) to potential historic properties recorded in the field.
   d. At OEA's direction, the Coalition shall coordinate with the Ute Indian Tribe to obtain tribal input on the evaluation of properties. As appropriate and consistent with confidentiality provisions provided at 36 C.F.R. § 800.11(c), OEA shall communicate information regarding historic properties of religious and cultural significance to the Coalition for the purpose of carrying out Stipulations VI and VII.

e. For properties recommended as National Register-eligible (historic properties), identify the age/period or year built, relevant historic contexts, applicable eligibility criteria, level and period of significance, historic property boundaries, character-defining features, alterations, and integrity. Discussion of character-defining features shall include aspects of setting, if applicable.

f. For properties recommended as NRHP-ineligible (ineligible properties), identify year built or age/period, relevant historic contexts, and alterations. The Coalition shall perform research and develop the property's historical background sufficient to establish ineligibility.

g. For large or linear properties whose boundaries may extend beyond the APE, note the likely property boundary based on research and professional judgment, but evaluate only the portion within the APE, except as provided by SHPO guidance (*Archaeological Compliance Guidance* 2020). If the boundary of a historic property extends onto tribal lands, the Coalition shall support OEA's consultation with the Ute Indian Tribe regarding the tribe's input regarding the property and its potential boundary.

3. If the Coalition is unable to provide a preliminary eligibility recommendation based on field investigation and research:

   a. The Coalition shall prepare a presentation summarizing the existing field data, context, available research, and other pertinent information for each property in this category.

   b. The Coalition shall schedule a teleconference with OEA to review the presentation. Within 30 days of the Coalition's presentation, OEA's actions may include, but need not be limited to, the following:

      i. Determine eligibility or ineligibility based on the information presented.

      ii. Direct the Coalition to perform additional research.

      iii. Consult with the Ute Indian Tribe to obtain tribal input on eligibility determinations for properties of cultural or religious significance to the tribe.

      iv. Consult with appropriate Land-Managing Agencies.

      v. Determine eligibility or ineligibility based on the additional information gathered in Items ii, iii, or iv, above.

      vi. Direct the Coalition to assume eligibility.

4. The Coalition shall document the results of all recommendations of eligibility or ineligibility in accordance with Stipulation VIII.

VII. Assessment of Effects

A. In coordination with the Coalition, OEA shall regularly consult with the Ute Indian Tribe to obtain tribal input on the assessment of effects, as specified in the Tribal Participation Plan (Stipulation III.C).

B. The Coalition shall apply the criteria of adverse effect (36 C.F.R. § 800.5(a)(1)) to all historic properties identified in the APE.

C. The Coalition shall clearly describe its effects recommendation regarding each historic property in the APE.

D. The Coalition shall document the results of all effects recommendations in accordance with Stipulation VIII.A.

VIII. Documentation and Reporting

A. Technical Report Production

1. The Coalition shall create separate reports documenting archaeological and historic architectural resources (Technical Reports) to document field investigations *outside* of Tribal trust lands within the Uintah and Ouray Reservation. (See Appendix G, *Reports*, for a full list of reports to be produced in fulfillment of this PA.)

2. The Coalition shall create standalone Technical Reports for any field investigations conducted by the Coalition on tribal lands within the Uintah and Ouray Reservation. (See Appendix G, *Reports*, for a full list of reports to be produced in fulfillment of this PA.)

    a. Within 30 calendar days of field investigation completion, the Ute Indian Tribe shall communicate confidentiality requirements and preferences regarding report format and content to OEA.

3. The Coalition shall include the following information within or attached to the Technical Reports: boundary of the APE, previously recorded resources, literature search results, field investigation results, interpretive historical contexts, and property evaluation summaries, including the details specified in Stipulation VI.E.2, inventory forms, maps, and effects assessments.

4. The Coalition shall document archaeological resources recorded during field investigations on Utah Archaeology Site Forms (UASF).

5. The Coalition shall document all historic architectural resources, including the resources previously recorded in the Coalition Technical Reports, on the Historic Site Form (HSF) from the *Intensive Level Survey Standard Operating Procedures* (SHPO 2015) to the same level of detail as the information provided on archaeological resources.

6. The Coalition shall attach completed UASF and HSFs to the appropriate Technical Report, as an appendix.

7. The Coalition shall list historic properties in the Technical Reports and summarize the information provided in the UASF or HSF for each property.

    a. The summary shall include sufficient detail to communicate significance and justify the recommendations regarding eligibility, including, but not limited to, resource description, site history, alterations, and integrity.

    b. For resources recommended as NRHP eligible, the Coalition shall identify the period of significance and character-defining features and assess integrity.

8. In the Technical Reports, the Coalition shall include recommendations regarding effects on each historic property.

9. The Coalition shall omit confidential information from the Technical Reports. The Coalition shall include any necessary confidential information on UASF that can be detached from the Technical Reports to permit public posting of the Technical Reports. OEA shall provide confidential information, related to the Technical Reports produced in accordance with Stipulation VIII.A.1, to Signatories. The Ute Indian Tribe shall determine appropriate distribution of confidential information related to historic properties of religious and cultural significance to the tribe.

B. OEA Technical Reports Review

1. The Coalition shall submit Technical Reports to OEA for review and comment within 90 calendar days of field investigation completion.

2. OEA shall provide comments to the Coalition within 30 calendar days of receipt of the Technical Reports.

3. The Coalition shall revise the Technical Reports in accordance with OEA's comments and submit revised reports to OEA within 30 days.

C. SHPO and Land-Managing Agency Technical Report Review

1. OEA will provide the Technical Reports to SHPO and Land-Managing Agencies.

2. SHPO and Land-Managing Agencies shall provide comments to OEA within 30 days of receipt of the Technical Reports.

3. If needed, OEA and the Coalition shall revise the Technical Reports and address any Land-Managing Agency or SHPO concerns on eligibility and effects.

4. Upon receipt of the revisions the Technical Reports shall be submitted to the Consulting Parties.

D. Consulting Party Technical Report Review

1. Within 7 calendar days of receipt of acceptable Technical Reports, OEA shall submit the Technical Reports to the other Consulting Parties for review and comment. OEA shall include inventory forms in accordance with confidentiality provisions.

2. The Consulting Parties shall provide comments within 30 calendar days.

3. Within 7 calendar days of the close of the comment period, OEA shall consider comments received from the Consulting Parties and engage in consultation to resolve any disagreements.

4. Disputes between OEA and any Consulting Party regarding determinations of eligibility or effects assessments shall be adjudicated in accordance with the general provisions set forth in 36 C.F.R. § 800.4, 36 C.F.R. § 800.5, and Stipulation XIV.

5. Once OEA makes its final determinations of eligibility and effects assessments, it shall direct the Coalition to make appropriate revisions to the Technical Reports, and the Coalition shall revise the Technical Reports in accordance with OEA's direction.

6. OEA shall provide the accepted revised Technical Reports to the Consulting Parties within 7 calendar days and shall request concurrence from the SHPO and Ute Indian Tribe and agreement from the Land-Managing Agencies.

7. SHPO and the Ute Indian Tribe shall respond to OEA's concurrence request within 30 calendar days. Land-Managing Agencies shall respond to OEA's agreement request within 30 calendar days.

IX. Resolution of Adverse Effects

A. OEA shall consult with the Consulting Parties to develop and memorialize adverse effect resolutions in a Historic Properties Treatment Plan (HPTP). (See Appendix G, *Reports*, for a full list of reports to be produced in fulfillment of this PA.)

B. Within 30 calendar days of receiving OEA's approval of the Technical Reports, specifically on a finding of adverse effect, the Coalition shall develop an HPTP and submit it to OEA.

C. The HPTP shall include, but not be limited to, the following:

1. A list of known historic properties adversely affected by the Project. This list shall include, but not be limited to, the following:

    a. Unique identifier (resource name or number).

    b. Locational information.

    c. Photographs.

    d. Description, including character-defining features.

2. Description of measures to avoid or minimize identified adverse effects on known historic properties. Such measures could include, but are not limited to, the following:

    a. Modifications to the Project.

    b. Description of treatment measures that conform to the Secretary of the Interior's Standards for the Treatment of Historic Properties (https://www.nps.gov/tps/standards.htm).

3. Mitigation measures to resolve adverse effects on known historic properties when avoidance or minimization is not practicable. The proposed mitigation plan may include, but would not be limited to, the following:

    a. Data recovery for historic properties outside of Tribal trust lands (including curation).

    b. Documentation in accordance with Historic American Buildings Survey, Historic American Engineering Record, or Historic American Landscape Survey standards.

    c. Print publication (e.g., brochure, book).

    d. Digital media publication (e.g., website, podcast, video).

    e. Identification of parties tasked with carrying out each measure.

    f. Schedule for complete resolution of adverse effect.

g. Method for verifying compliance with the resolution of adverse effects.

4. Methods for addressing post-review discoveries of historic properties. Methods shall include, but need not be limited to, the following:

   a. Development of a Monitoring and Discovery Plan addressing the following:

      i. Construction personnel training.

      ii. Construction monitoring.

      iii. Stop-work provisions.

      iv. Identification and evaluation procedures.

      v. Effects-assessment procedures.

      vi. Adverse effect resolutions.

      vii. Notification and consultation procedures and timelines.

5. Procedures for the discovery of human remains and compliance with NAGPRA, including a Plan of Action and procedures for curation and repatriation.

D. SHPO and Land-Managing Agency Review shall consist of the following actions:

1. OEA shall provide the HPTP to SHPO and Land-Managing Agencies.

2. SHPO and Land-Managing Agencies shall provide comments to OEA within 30 days of receipt of the HPTP.

3. If needed, OEA and the Coalition shall revise the HPTP and address any Land-Managing Agency or SHPO concerns on the HPTP.

4. Upon receipt of the revisions, the HPTP shall be submitted to Consulting Parties.

E. Consulting Party Review shall consist of the following actions:

1. OEA shall review the HPTP and provide comments to the Coalition within 30 calendar days of receipt.

2. The Coalition shall revise the HPTP in accordance with OEA comments.

3. Within 7 calendar days of receiving an acceptable HPTP, OEA shall distribute the HPTP to the Consulting Parties for review and comment.

4. The Consulting Parties shall provide their comments within 30 calendar days.

5. Within 7 calendar days of the end of the comment period, OEA shall consider comments received from the Consulting Parties and direct the Coalition to make revisions to the HPTP, as appropriate.

6. The Coalition shall revise the HPTP in accordance with OEA direction within 30 calendar days.

7. Within 7 calendar days of deeming the HPTP acceptable, OEA shall submit the final HPTP to all Consulting Parties and request concurrence from SHPO and the Ute Indian Tribe, and agreement from the Land-Managing Agencies.

8. SHPO and the Ute Indian Tribe shall respond to OEA's concurrence request within 30 calendar days. Land-Managing Agencies shall respond to OEA's agreement request within 30 calendar days.

X. Construction Personnel Training

As provided in Stipulation X.B.1.a, the Coalition, in coordination with the Ute Indian Tribe, shall develop and deliver training and materials designed to familiarize construction personnel with the identification and appropriate treatment of historic properties they are likely to encounter during the performance of their work. (See Appendix G, *Reports*, for a full list of reports to be produced in fulfillment of this PA.)

A. Cultural Sensitivity Training

1. OEA shall facilitate coordination between the Coalition and the Ute Indian Tribe regarding providing cultural sensitivity training to all personnel on the Project site, including but not limited to, construction workers, contractors, inspectors, and monitors.

    a. The Ute Indian Tribe shall determine the content of the cultural sensitivity training. The Coalition shall draft the training materials based on direction from the Ute Indian Tribe.

    b. The Ute Indian Tribe shall be given the opportunity to provide or approve personnel to deliver in-person cultural sensitivity training to personnel at the construction site.

    c. The Coalition shall ensure that all on-site personnel participate in cultural sensitivity training provided or approved by Ute Indian Tribe.

    d. The Coalition shall provide ongoing training to ensure that personnel who begin work after construction starts will receive training.

B. Development of Curriculum and Job Aids

1. The Coalition shall develop job aids and training materials.

    a. The Coalition shall develop curricula and job aids designed to assist construction workers in identifying the locations of known historic properties, appropriately treating known historic properties, recognizing potential but yet-to-be-identified historic properties and treating unanticipated discoveries, and maintaining confidentiality.

    b. These materials shall include, but not be limited to, the following:

        i. Geospatial data layer identifying the specific locations of known historic properties, available via a cellular telephone application. For archaeological historic properties, the data layer would not identify the specific locations or boundaries of archaeological sites but would include a polygon labelled "Environmentally Sensitive Area" that includes a buffer around the site.

        ii. Specific instructions for the treatment of specific historic properties in the attributes of the data provided in the geospatial data layer.

iii. Visual examples of property types that construction personnel may encounter.

iv. Information regarding laws and regulations concerning the treatment of historic properties and cultural resources, including penalties for violation.

C. OEA Job Aids and Training Materials Review

1. The Coalition shall provide the curricula and job aids to OEA for review not less than 120 calendar days prior to beginning Project-related construction.

2. OEA shall provide comments to the Coalition within 30 calendar days of receiving the curricula and job aids.

3. The Coalition shall revise the curricula and job aids in accordance with OEA's comments and submit the revised materials to OEA within 30 calendar days.

D. SHPO and Land-Managing Agency Review

1. OEA will provide the curricula and job aids to SHPO and Land-Managing Agencies.

2. SHPO and Land-Managing Agencies shall provide comments to OEA within 30 days of receipt of the curricula and job aids.

3. If needed, OEA and the Coalition shall revise the curricula and job aids and address any SHPO or Land-Managing Agency concerns on the HPTP.

4. Upon receipt of the revisions the curricula and job aids shall be submitted to the Consulting Parties.

E. Consulting Party Review

1. Within 7 calendar days of receiving acceptable curricula and job aids from the Coalition, OEA shall submit the material to the Consulting Parties.

2. The Consulting Parties shall provide comments on the curricula and job aid material within 30 calendar days of receipt.

3. Within 7 calendar days, OEA shall direct the Coalition to revise the curricula and job aid material in response to Consulting Party comments, as appropriate.

F. Training Delivery

1. The Coalition shall deliver the revised curricula during trainings attended by all personnel involved in construction activities prior to their first day of fieldwork on the Project.

2. The Coalition shall provide ongoing training to ensure that personnel who begin work after construction starts receive training.

3. The Coalition shall invite representatives of the Ute Indian Tribe to participate in and observe its trainings.

G. Training Verification

The Coalition shall maintain records verifying that it has carried out the above-described personnel training for all on-site workers. The Coalition shall include these details in the Programmatic Agreement Annual Report (Stipulation XIII).

XI. Post-Review Discoveries

A. As provided in Stipulation IX.C.4, the Coalition shall include in the HPTP provisions for unanticipated discoveries of potential historic properties during construction.

B. If potential historic properties or known historic properties are inadvertently impacted, the Coalition, in coordination with OEA, shall implement the discovery plan portion of the HPTP.

XII. Discovery of Human Remains

If human remains are discovered, the Coalition shall follow the provisions of applicable state and local laws and NAGPRA (25 U.S.C. § 3001), pursuant to a Plan of Action that will be included in the HPTP. All work within 200 feet of the discovery shall cease, and the Coalition shall protect the discovery, as directed by the Plan of Action. Procedures for the discovery of human remains shall be developed in consultation with the Consulting Parties. The procedures shall also address curation and repatriation.

A. Private Land

1. If human remains or suspected human remains are encountered at any time during construction or operation of the Project (see Utah Code Annotated 76-9-704 for the "Abuse or desecration of a human body") OEA shall contact local law enforcement, who should in turn contact the Utah Division of State History to assist in identification, recovery, and analysis of the human remains if they are determined to be Ancient Human Remains pursuant to Utah Code Annotated 9-8-309.

2. As appropriate, based on the cultural association of the remains, OEA shall consult with Native American Tribes who have ancestral connections to the region, or with any other groups or individuals who may have a historical association with the remains.

3. In consultation with SHPO, OEA shall ensure that, if necessary, the Coalition shall engage a qualified archaeologist to survey the site to do additional fieldwork on the environs of the post-review discovery, anticipated to be within 72 hours of the initial notification, or as soon as practicable.

4. Based on that verbal or written assessment and through consultation, and in consultation with Native American Tribes, OEA and SHPO shall agree upon the appropriate treatment of the discovery prior to resumption of construction activities in the area of discovery.

XIII. Programmatic Agreement Annual Report and Review

A. The Coalition shall prepare a Programmatic Agreement Annual Report (PAAR) of activities conducted in fulfillment of this PA. (See Appendix G, *Reports*, for a full list of reports to be produced in fulfillment of this PA).

B. The PAAR shall include, but not be limited to, an updated schedule, project status, training, tasks completed, monitoring, mitigation, discoveries, and outstanding tasks to be completed under this PA or the HPTP.

C. The Coalition shall provide the PAAR for each year's activity for OEA's review and comment by January 31 of the following year, for the duration of this PA.

D. Within 30 calendar days of receipt, OEA shall provide comments to the Coalition. Within 7 calendar days, the Coalition shall revise the PAAR in accordance with any OEA comments.

E. OEA shall distribute the PAAR to the Consulting Parties.

F. OEA shall consult with the Consulting Parties regarding any recommended modifications or amendments to this PA that should be made based on the PAAR.

XIV. Dispute Resolution

Should any Signatory to this PA object at any time, to any actions proposed or the manner in which the terms of this PA are implemented, OEA shall consult with such party to resolve the objection. If OEA determines that such objection cannot be resolved, OEA shall do the following:

A. Forward all documentation relevant to the dispute, including OEA's proposed resolution, to ACHP. ACHP shall provide OEA with advice on the resolution of the objection within 30 calendar days of receiving adequate documentation. Prior to reaching a final decision on the dispute, OEA shall prepare a written response that takes into account any advice received from ACHP and any timely comments regarding the dispute from the ACHP and Signatories and provide them with a copy of the written response. OEA shall then proceed according to its final decision.

B. If ACHP does not provide its advice regarding the dispute within the 30 calendar-day time period, OEA may make a final decision on the dispute and proceed accordingly. Prior to reaching such a final decision, OEA shall prepare a written response that takes into account any timely comments regarding the dispute from the Consulting Parties and provide the Consulting Parties and ACHP with a copy of the written response.

C. OEA's responsibility to carry out all other actions subject to the terms of this PA that are not the subject of the dispute remain unchanged.

XV. Amendment

This PA may be amended when such an amendment is agreed to in writing, by all Signatories. The amendment shall be effective on the date a copy signed by all of the Signatories is filed with ACHP. Signature in counterpart will be acceptable.

XVI. Termination

A. If any Signatory determines that the terms of this PA shall not or cannot be carried out, that party shall immediately consult with the other Signatories to attempt to develop an amendment per Stipulation XV. If within 30 calendar days (or another time period agreed to by all Signatories) an amendment cannot be reached, any Signatory may terminate this PA upon written notification to the other Signatories.

B. In the event of a termination, before work can continue on the Project, the Signatories must either execute another PA pursuant to 36 C.F.R. § 800.6 or request or take into account and respond to the comments of the ACHP under 36 C.F.R. § 800.7.

C. OEA shall notify the Signatories as to the course of action it will pursue.

XVII. Duration of this Programmatic Agreement

A. This PA shall expire 10 years from the date of the Board's decision-granting authority unless terminated earlier pursuant to Stipulation XVI or subsection D below.

B. If construction is expected to extend beyond this timeframe, the Coalition shall notify OEA 6 months prior to this PA's expiration that more time is needed for Project completion. OEA shall consult to develop an amendment to this PA with Signatories in accordance with Stipulation XV.

C. The Coalition shall notify OEA when construction ends and operations begin.

D. If OEA determines that all terms of this PA have been fulfilled in a satisfactory manner, it shall notify the Consulting Parties in writing of this determination. The Consulting Parties will have 30 days to disagree or object. If no Consulting Parties object, this PA shall terminate 30 days after the OEA so notifies the Consulting Parties. If the Consulting Parties disagree that the terms of this PA have been fulfilled, they will provide specific information on those stipulations that have not been fulfilled.

XVIII. General Provisions

A. This Agreement may be executed in two or more counterparts, each of which shall be deemed an original but all of which together shall constitute one and the same instrument. OEA shall distribute copies of all signed pages to the Consulting Parties once this PA is executed in full.

B. All notices, requests, and other communications required or permitted hereunder between OEA and the Consulting Parties shall be in writing and delivered via email.

EXECUTION of this PA by OEA, SHPO, and the Ute Indian Tribe and implementation of its terms evidence that OEA has taken into account the effects of this undertaking on historic properties.

PROGRAMMATIC AGREEMENT

AMONG

THE SURFACE TRANSPORTATION BOARD, UTAH STATE HISTORIC PRESERVATION OFFICER, UTE INDIAN TRIBE OF THE UINTAH AND OURAY RESERVATION, BUREAU OF INDIAN AFFAIRS, BUREAU OF LAND MANAGEMENT, SEVEN COUNTY INFRASTRUCTURE COALITION, STATE OF UTAH SCHOOL AND INSTITUTIONAL TRUST LAND ADMINISTRATION, U.S. ARMY CORPS OF ENGINEERS, U.S. FOREST SERVICE ASHLEY NATIONAL FOREST, AND UTAH PUBLIC LANDS POLICY COORDINATING OFFICE

REGARDING

SEVEN COUNTY INFRASTRUCTURE COALITION CONSTRUCTION AND OPERATION OF THE PROPOSED UINTA BASIN RAILWAY PROJECT IN CARBON, DUCHESNE, UINTAH, AND UTAH COUNTIES, UTAH

SIGNATORY

Surface Transportation Board

By:_____
Victoria Rutson, Director, Office of Environmental Analysis

Date: _____

PROGRAMMATIC AGREEMENT

AMONG

THE SURFACE TRANSPORTATION BOARD, UTAH STATE HISTORIC PRESERVATION OFFICER, UTE INDIAN TRIBE OF THE UINTAH AND OURAY RESERVATION, BUREAU OF INDIAN AFFAIRS, BUREAU OF LAND MANAGEMENT, SEVEN COUNTY INFRASTRUCTURE COALITION, STATE OF UTAH SCHOOL AND INSTITUTIONAL TRUST LAND ADMINISTRATION, U.S. ARMY CORPS OF ENGINEERS, U.S. FOREST SERVICE ASHLEY NATIONAL FOREST, AND UTAH PUBLIC LANDS POLICY COORDINATING OFFICE

REGARDING

SEVEN COUNTY INFRASTRUCTURE COALITION CONSTRUCTION AND OPERATION OF THE PROPOSED UINTA BASIN RAILWAY PROJECT IN CARBON, DUCHESNE, UINTAH, AND UTAH COUNTIES, UTAH

SIGNATORY

Ute Indian Tribe of the Uintah and Ouray Reservation

_____

Betsy Chapoose, Ute Indian Tribe Cultural Rights and Protection Department

Date: _____

_____

Luke Duncan, Chairman, Ute Indian Tribe Business Committee

Date: _____

PROGRAMMATIC AGREEMENT

AMONG

THE SURFACE TRANSPORTATION BOARD, UTAH STATE HISTORIC PRESERVATION OFFICER, UTE INDIAN TRIBE OF THE UINTAH AND OURAY RESERVATION, BUREAU OF INDIAN AFFAIRS, BUREAU OF LAND MANAGEMENT, SEVEN COUNTY INFRASTRUCTURE COALITION, STATE OF UTAH SCHOOL AND INSTITUTIONAL TRUST LAND ADMINISTRATION, U.S. ARMY CORPS OF ENGINEERS, U.S. FOREST SERVICE ASHLEY NATIONAL FOREST, AND UTAH PUBLIC LANDS POLICY COORDINATING OFFICE

REGARDING

SEVEN COUNTY INFRASTRUCTURE COALITION CONSTRUCTION AND OPERATION OF THE PROPOSED UINTA BASIN RAILWAY PROJECT IN CARBON, DUCHESNE, UINTAH, AND UTAH COUNTIES, UTAH

SIGNATORY

Utah State Historic Preservation Officer

By:_____
Chris Merritt, State Historic Preservation Officer

Date: _____

INVITED SIGNATORIES

Bureau of Indian Affairs

Bureau of Land Management

Seven County Infrastructure Coalition

State of Utah, School and Institutional Trust Lands Administration

U.S. Army Corps of Engineers, Sacramento District

U.S. Forest Service – Ashley National Forest

Utah Public Lands Policy Coordinating Office

Utah Department of Transportation

PROGRAMMATIC AGREEMENT

AMONG

THE SURFACE TRANSPORTATION BOARD, UTAH STATE HISTORIC PRESERVATION OFFICER, UTE INDIAN TRIBE OF THE UINTAH AND OURAY RESERVATION, BUREAU OF INDIAN AFFAIRS, BUREAU OF LAND MANAGEMENT, SEVEN COUNTY INFRASTRUCTURE COALITION, STATE OF UTAH SCHOOL AND INSTITUTIONAL TRUST LAND ADMINISTRATION, U.S. ARMY CORPS OF ENGINEERS, U.S. FOREST SERVICE ASHLEY NATIONAL FOREST, AND UTAH PUBLIC LANDS POLICY COORDINATING OFFICE

REGARDING

SEVEN COUNTY INFRASTRUCTURE COALITION CONSTRUCTION AND OPERATION OF THE PROPOSED UINTA BASIN RAILWAY PROJECT IN CARBON, DUCHESNE, UINTAH, AND UTAH COUNTIES, UTAH

INVITED SIGNATORY

United States Forest Service

_____

Susan Eickhoff, Forest Supervisor, Ashley National Forest

Date: _____

PROGRAMMATIC AGREEMENT

AMONG

THE SURFACE TRANSPORTATION BOARD, UTAH STATE HISTORIC PRESERVATION OFFICER, UTE INDIAN TRIBE OF THE UINTAH AND OURAY RESERVATION, BUREAU OF INDIAN AFFAIRS, BUREAU OF LAND MANAGEMENT, SEVEN COUNTY INFRASTRUCTURE COALITION, STATE OF UTAH SCHOOL AND INSTITUTIONAL TRUST LAND ADMINISTRATION, U.S. ARMY CORPS OF ENGINEERS, U.S. FOREST SERVICE ASHLEY NATIONAL FOREST, AND UTAH PUBLIC LANDS POLICY COORDINATING OFFICE

REGARDING

SEVEN COUNTY INFRASTRUCTURE COALITION CONSTRUCTION AND OPERATION OF THE PROPOSED UINTA BASIN RAILWAY PROJECT IN CARBON, DUCHESNE, UINTAH, AND UTAH COUNTIES, UTAH

INVITED SIGNATORY

Bureau of Indian Affairs

_____

Bryan Bowker, Regional Director, Western Regional Office

Date: _____

PROGRAMMATIC AGREEMENT

AMONG

THE SURFACE TRANSPORTATION BOARD, UTAH STATE HISTORIC PRESERVATION OFFICER, UTE INDIAN TRIBE OF THE UINTAH AND OURAY RESERVATION, BUREAU OF INDIAN AFFAIRS, BUREAU OF LAND MANAGEMENT, SEVEN COUNTY INFRASTRUCTURE COALITION, STATE OF UTAH SCHOOL AND INSTITUTIONAL TRUST LAND ADMINISTRATION, U.S. ARMY CORPS OF ENGINEERS, U.S. FOREST SERVICE ASHLEY NATIONAL FOREST, AND UTAH PUBLIC LANDS POLICY COORDINATING OFFICE

REGARDING

SEVEN COUNTY INFRASTRUCTURE COALITION CONSTRUCTION AND OPERATION OF THE PROPOSED UINTA BASIN RAILWAY PROJECT IN CARBON, DUCHESNE, UINTAH, AND UTAH COUNTIES, UTAH

INVITED SIGNATORY

Bureau of Land Management

_____

Anita Bilbao, Acting State Director

Date: _____

PROGRAMMATIC AGREEMENT

AMONG

THE SURFACE TRANSPORTATION BOARD, UTAH STATE HISTORIC PRESERVATION OFFICER, UTE INDIAN TRIBE OF THE UINTAH AND OURAY RESERVATION, BUREAU OF INDIAN AFFAIRS, BUREAU OF LAND MANAGEMENT, SEVEN COUNTY INFRASTRUCTURE COALITION, STATE OF UTAH SCHOOL AND INSTITUTIONAL TRUST LAND ADMINISTRATION, U.S. ARMY CORPS OF ENGINEERS, U.S. FOREST SERVICE ASHLEY NATIONAL FOREST, AND UTAH PUBLIC LANDS POLICY COORDINATING OFFICE

REGARDING

SEVEN COUNTY INFRASTRUCTURE COALITION CONSTRUCTION AND OPERATION OF THE PROPOSED UINTA BASIN RAILWAY PROJECT IN CARBON, DUCHESNE, UINTAH, AND UTAH COUNTIES, UTAH

INVITED SIGNATORY

U.S. Army Corps of Engineers, Sacramento District

_____

Jason Gipson, Nevada-Utah Section, Regulatory Division

Date: _____

PROGRAMMATIC AGREEMENT

AMONG

THE SURFACE TRANSPORTATION BOARD, UTAH STATE HISTORIC PRESERVATION OFFICER, UTE INDIAN TRIBE OF THE UINTAH AND OURAY RESERVATION, BUREAU OF INDIAN AFFAIRS, BUREAU OF LAND MANAGEMENT, SEVEN COUNTY INFRASTRUCTURE COALITION, STATE OF UTAH SCHOOL AND INSTITUTIONAL TRUST LAND ADMINISTRATION, U.S. ARMY CORPS OF ENGINEERS, U.S. FOREST SERVICE ASHLEY NATIONAL FOREST, AND UTAH PUBLIC LANDS POLICY COORDINATING OFFICE

REGARDING

SEVEN COUNTY INFRASTRUCTURE COALITION CONSTRUCTION AND OPERATION OF THE PROPOSED UINTA BASIN RAILWAY PROJECT IN CARBON, DUCHESNE, UINTAH, AND UTAH COUNTIES, UTAH

INVITED SIGNATORY

State of Utah, School and Institutional Trust Lands Administration

_____

David Ure, Director

Date: _____

PROGRAMMATIC AGREEMENT

AMONG

THE SURFACE TRANSPORTATION BOARD, UTAH STATE HISTORIC PRESERVATION OFFICER, UTE INDIAN TRIBE OF THE UINTAH AND OURAY RESERVATION, BUREAU OF INDIAN AFFAIRS, BUREAU OF LAND MANAGEMENT, SEVEN COUNTY INFRASTRUCTURE COALITION, STATE OF UTAH SCHOOL AND INSTITUTIONAL TRUST LAND ADMINISTRATION, U.S. ARMY CORPS OF ENGINEERS, U.S. FOREST SERVICE ASHLEY NATIONAL FOREST, AND UTAH PUBLIC LANDS POLICY COORDINATING OFFICE

REGARDING

SEVEN COUNTY INFRASTRUCTURE COALITION CONSTRUCTION AND OPERATION OF THE PROPOSED UINTA BASIN RAILWAY PROJECT IN CARBON, DUCHESNE, UINTAH, AND UTAH COUNTIES, UTAH

INVITED SIGNATORY

Utah Public Lands Policy Coordinating Office

_____

Kathleen Clarke, Director

Date: _____

PROGRAMMATIC AGREEMENT

AMONG

THE SURFACE TRANSPORTATION BOARD, UTAH STATE HISTORIC PRESERVATION OFFICER, UTE INDIAN TRIBE OF THE UINTAH AND OURAY RESERVATION, BUREAU OF INDIAN AFFAIRS, BUREAU OF LAND MANAGEMENT, SEVEN COUNTY INFRASTRUCTURE COALITION, STATE OF UTAH SCHOOL AND INSTITUTIONAL TRUST LAND ADMINISTRATION, U.S. ARMY CORPS OF ENGINEERS, U.S. FOREST SERVICE ASHLEY NATIONAL FOREST, AND UTAH PUBLIC LANDS POLICY COORDINATING OFFICE

REGARDING

SEVEN COUNTY INFRASTRUCTURE COALITION CONSTRUCTION AND OPERATION OF THE PROPOSED UINTA BASIN RAILWAY PROJECT IN CARBON, DUCHESNE, UINTAH, AND UTAH COUNTIES, UTAH

INVITED SIGNATORY

Seven County Infrastructure Coalition

By: _____
Signature

_____
Printed

Title: _____

Date: _____

PROGRAMMATIC AGREEMENT

AMONG

THE SURFACE TRANSPORTATION BOARD, UTAH STATE HISTORIC PRESERVATION OFFICER, UTE INDIAN TRIBE OF THE UINTAH AND OURAY RESERVATION, BUREAU OF INDIAN AFFAIRS, BUREAU OF LAND MANAGEMENT, SEVEN COUNTY INFRASTRUCTURE COALITION, STATE OF UTAH SCHOOL AND INSTITUTIONAL TRUST LAND ADMINISTRATION, U.S. ARMY CORPS OF ENGINEERS, U.S. FOREST SERVICE ASHLEY NATIONAL FOREST, AND UTAH PUBLIC LANDS POLICY COORDINATING OFFICE

REGARDING

SEVEN COUNTY INFRASTRUCTURE COALITION CONSTRUCTION AND OPERATION OF THE PROPOSED UINTA BASIN RAILWAY PROJECT IN CARBON, DUCHESNE, UINTAH, AND UTAH COUNTIES, UTAH

INVITED SIGNATORY

Utah Department of Transportation

By: _____
Signature

_____
Printed

Title: _____

Date: _____

PROGRAMMATIC AGREEMENT

AMONG

THE SURFACE TRANSPORTATION BOARD, UTAH STATE HISTORIC PRESERVATION OFFICER, UTE INDIAN TRIBE OF THE UINTAH AND OURAY RESERVATION, BUREAU OF INDIAN AFFAIRS, BUREAU OF LAND MANAGEMENT, SEVEN COUNTY INFRASTRUCTURE COALITION, STATE OF UTAH SCHOOL AND INSTITUTIONAL TRUST LAND ADMINISTRATION, U.S. ARMY CORPS OF ENGINEERS, U.S. FOREST SERVICE ASHLEY NATIONAL FOREST, AND UTAH PUBLIC LANDS POLICY COORDINATING OFFICE

REGARDING

SEVEN COUNTY INFRASTRUCTURE COALITION CONSTRUCTION AND OPERATION OF THE PROPOSED UINTA BASIN RAILWAY PROJECT IN CARBON, DUCHESNE, UINTAH, AND UTAH COUNTIES, UTAH

CONCURRING PARTIES (INVITED)

Carbon County, Utah

Colorado Plateau Archaeological Alliance

Duchesne County, Utah

Hopi Tribe of Arizona

Nine Mile Canyon Coalition

Uintah County, Utah

U.S. Environmental Protection Agency

Utah Rock Art Research Association

By:_____

Signature

_____

Printed

Title: _____

Date: _____

Appendix A

Land Status by Action Alternative

This appendix includes tables, by Action Alternative, showing Land Status for the project footprint[1] and Area of Potential Effects.

Table A-1. Indian Canyon Alternative

	Land Status (Acres)						
	BLM	**Private**	**SITLA**	**Tribal**	**UDOT**	**Forest Service**	**Total**
Project Footprint							
Rail Line Footprint	46.3	847.3	158.5	121.2	0.3	166.9	1,340.5
Temporary Footprint	72.8	1,613.9	285.4	257.3	4.3	234.1	2,467.8
Project Footprint (Total)	119.1	2,461.1	443.9	378.5	4.5	401.1	3,808.2
Area of Potential Effects							
Below ground portion (includes project footprint plus 50-foot buffer)	152.3	3,214.1	501.7	489.2	8.2	645.3	5,010.8
Above-ground portion (1,500-foot buffer beyond below-ground portion)	1,262.8	18,014.8	999.4	4,235.1	35.3	4,453.9	29,001.3
Total APE	1,415.2	21,228.9	1,501.1	4,724.2	43.5	5,099.2	34,012.1

Notes:

BLM = Bureau of Land Management; SITLA = School and Institutional Trust Lands Administration; UDOT = Utah Department of Transportation; Forest Service = U.S. Forest Service

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

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

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

Table A-2. Wells Draw Alternative

	Land Status (acres)						
	BLM	**Private**	**SITLA**	**Tribal**	**UDOT**	**Forest Service**	**Total**
Project Footprint							
Rail Line Footprint	1,571.1	662.2	326.7	--	0.0	--	2,560.1
Temporary Footprint	3,246.2	1,293.2	554.4	--	1.5	--	5,095.2
Project Footprint (Total)	4,817.3	1,955.4	881.1	--	1.5	--	7,655.3
Area of Potential Effects							
Below ground portion (includes project footprint plus 50-foot buffer)	5,725.6	2,562.5	1,004.8	1.0	3.5	0.1	9,297.6
Above-ground portion (1,500-foot buffer beyond below-ground portion)	17,607.8	12,638.3	2,238.2	703.5	11.4	222.9	33,422.1
Total APE	23,333.4	15,200.8	3,243.1	704.5	14.9	223.0	42,719.7

Notes:
BLM = Bureau of Land Management; SITLA = School and Institutional Trust Lands Administration; UDOT = Utah Department of Transportation; Forest Service = U.S. Forest Service

Table A-3. Whitmore Park Alternative

	Land Status (acres)						
	BLM	**Private**	**SITLA**	**Tribal**	**UDOT**	**Forest Service**	**Total**
Project Footprint							
Rail Line Footprint	--	1,042.4	102.5	118.4	0.2	167.1	1,430.6
Temporary Footprint	--	2,312.4	283.0	254.9	3.6	233.8	3,087.7
Project Footprint (Total)	--	3,354.8	385.5	373.3	3.8	400.9	4,518.3
Area of Potential Effects							
Below ground portion (includes project footprint plus 50-foot buffer)	10.4	4,226.3	443.3	482.7	6.7	645.3	5,814.7
Above-ground portion (1,500-foot buffer beyond below-ground portion)	612.7	20,400.4	1,248.2	4,244.3	36.8	4,453.9	30,996.4
Total APE	623.1	24,626.7	1,691.6	4,727.0	43.5	5,099.2	36,811.0

Notes:
BLM = Bureau of Land Management; SITLA = School and Institutional Trust Lands Administration; UDOT = Utah Department of Transportation; Forest Service = U.S. Forest Service

Appendix B

List of Invited Consulting Parties

Section 106 Consulting Parties

Table B-1 lists each agency, tribe, or entity invited to be a Consulting Party in the Section 106 process. OEA initiated consultation with 37 potential consulting parties. Of those 37 parties, 21 have accepted Consulting Party status, and five have declined. At the time of development of this draft Programmatic Agreement, 11 parties have not yet responded to the Section 106 consultation initiation. Additionally, OEA initiated consultation with five parties with interests in Colorado; those five parties expressed that they had no interest in continued Section 106 consultation when the Craig Route was removed from consideration as an alternative for analysis in the EIS and are not included in Table B-1.

Table B-1. Invited Consulting Parties

Name	Accepted	Declined
Advisory Council on Historic Properties	X	--
Apache Tribe of Oklahoma	NR	NR
BLM Price Field Office	X	--
BLM Vernal Field Office	X	--
Bureau of Indian Affairs, Uintah and Ouray Agency	X	--
Bureau of Indian Affairs, Western Region	X	--
Carbon County	X	--
Colorado Plateau Archaeological Alliance	X	--
Confederated Tribes of the Goshute Reservation, Nevada and Utah	NR	NR
Duchesne County	X	--
Eastern Shoshone Tribe of the Wind River Reservation, Wyoming	NR	NR
Federal Highway Administration	--	X
Fort Belknap Indian Community of the Fort Belknap Reservation of Montana	NR	NR
FRA Office of Program Delivery	NR	NR
National Trust for Historic Preservation	--	X
Navajo Nation, Arizona, New Mexico, and Utah	--	X
Nine Mile Canyon Coalition	X	--
Paiute Indian Tribe of Utah	--	X
Preservation Utah	NR	NR
Public Lands Policy Coordinating Office	X	--
Seven County Infrastructure Coalition	X	--
Shoshone-Bannock Tribes of the Fort Hall Reservation, Idaho	--	X
Skull Valley Band of the Goshute Indians	NR	NR
Southern Utah Wilderness Alliance	NR	NR
State Institutional Trust Lands Administration	X	--

Name	Accepted	Declined
The Hopi Tribe of Arizona	X	--
The Northwestern Band of the Shoshone Nation, Utah	NR	NR
U.S. Army Corps of Engineers, Sacramento District	X	--
U.S. Environmental Protection Agency	X	--
U.S. Forest Service, Ashley National Forest, Duchesne/Roosevelt Ranger District	X	--
Uintah County	X	--
Utah County	NR	NR
Utah Department of Transportation	X	--
Utah Division of State History	X	--
Utah Rock Art Research Association	X	--
Ute Indian Tribe of the Uintah and Ouray Reservation	X	--
White Mesa / Ute Mountain Ute Tribe, Utah and Colorado	NR	NR

Notes:

Colorado parties that expressed no further interest in consultation after the removal of the Craig route include the Colorado Department of Transportation, Colorado Office of Archaeology and Historic Preservation, Colorado Preservation Inc., Moffat County, and Rio Blanco County.

NR = No response

Appendix C

Area of Potential Effects

Area of Potential Effects Definition

The Surface Transportation Board (Board)'s Office of Environmental Analysis (OEA) defined the draft Area of Potential Effects (APE) to accommodate potential physical changes to historic properties from construction and operation of the proposed rail line as well as those resulting from changes to existing conditions related to noise, vibration, visual, hydrology (water movement), and air quality (fugitive dust). OEA's delineation of the APE incorporates the guidance provided by the Advisory Council on Historic Preservation (ACHP) in June 2019 clarifying the definitions of direct and indirect effects. More information on this guidance is available at https://www.achp.gov/news/court-rules-definitions-informs-agencies-determining-effects.

In the past, a direct effect was often considered to relate to the potential for physical effects. The new guidance provides that the term *direct* refers to the causality of potential effect, not just its physicality. A direct effect, therefore, encompasses physical, visual, auditory or other effects as long as those effects occur in the same time and place as the undertaking and are caused by the undertaking.

Formerly, an indirect effect was thought to refer to effects other than physical effects, such as visual or auditory effects. Under the new guidance, *indirect* should be used to characterize effects that occur later in time or further away.

For this reason, and in keeping with the most current ACHP guidance, OEA defined the APE based on the location of resources (below- or above-ground) rather than the potential for direct or indirect effects as many agencies have done in the past. The term *below-ground* is inclusive of archaeological resources located on the surface of the ground and subsurface.

Definitions of Terms

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

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

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

The *project footprint* is the total combined area of the rail line footprint and temporary footprint, both of which would be disturbed during construction. All temporary and permanent construction

and operational activities for the proposed rail line would be within the overall project footprint. As described above, the project footprint is irregular in size and shape. On average, the project footprint extends 240 feet on each side of the centerline.

Anticipated Construction and Operation Activities

OEA's delineation of the APE considered anticipated activities associated with construction and operation of the proposed rail line, potential for adverse effects, and potentially affected property types as described in Tables C-1 and C-2.

Table C-1. Typical Rail Construction Activities and Potential for Adverse Effect

Section 106 Criteria for Adverse Effect	Construction Activity	Potentially Affected Resource Types
Physical destruction of or damage to all or part of the property	• Clearing rail line footprint for staging and construction grading, cuts, excavating earth and rock on previously undisturbed land • Excavating footings for structures including communications towers, bridges, and tunnels	All types that are in the path of construction or staging
Alteration of a property that is not consistent with the Secretary's Standards for the Treatment of Historic Properties (36 C.F.R. Part 68) and applicable guidelines	• Railbed construction and staging • Access roads	All types that can be altered by compression or spreading of fill including but not limited to districts and linear features that need to be re-routed (e.g., roads, trails)
	Re-routing of irrigation or drainage	All types in the path of re-routing, e.g. water related features
Removal of the property from its historic location	• Clearing the rail line footprint for construction • Existing road relocation	All historic properties in the path of construction or staging that can be moved/relocated
Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance	Existing road relocation	Properties whose setting contributes to its significance
Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features	• Pile driving or heavy construction equipment that generates temporary noise or vibration • Fugitive dust	All types sensitive to temporary visual, noise, vibration, or atmospheric elements
Transfer, lease or sale out of Federal ownership or control.	Property acquisition, lease, or easement	All types on federal lands, e.g., BLM and Forest Service

Table C-2. Typical Operational Activities and Potential for Adverse Effect

Section 106 Criteria for Adverse Effect	Operational Activity	Potentially Affected Resource Types
Physical destruction of or damage to all or part of the property	Changes in water flow from culverts, and other drainage structures may lead to erosion or flooding	All property types that could be damaged by erosion or flooding
Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features	• Atmospheric elements- (engine emissions, dust) • Long-term railroad noise	All property types sensitive to visual, noise, vibration, or atmospheric elements
Neglect of a property which causes its deterioration	• Change in land use that results in abandonment • Access limitation that results in abandonment	Ranches, buildings or structures if their continued use becomes no longer practical

Study Areas for Relevant Impact Categories

OEA identified impact categories relevant to the potential adverse effects identified in Tables C-1 and C-2. To determine an adequate APE based on the anticipated construction and operational activities and potential for adverse effects posed by those activities, OEA consulted subject matter experts in those impact categories to review the study area for each impact area. Table C-3 describes the study areas for each relevant impact category.

Table C-3. Study Areas

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

Area of Potential Effects

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

For *below-ground resources*, OEA defined the APE to include the project footprint described above plus an additional 50-foot buffer. In some areas, it is not possible to add the additional 50-foot buffer to the construction easement due to topographical constraints such as cliffs. Due to the irregular size and shape of the construction easement, it is not possible to provide a uniform width for the below-ground APE. Because the project footprint is equal to the combined area of the rail line and temporary footprints, and because the below-ground APE adds a 50-foot buffer beyond the project footprint, the below ground portion of the APE incorporates a buffer of 75 feet beyond the anticipated area of ground disturbance. OEA anticipates that physical impacts on historic properties are likely within this portion of the APE.

For *above-ground* resources, OEA also defined the APE to include the average width of the project footprint (240 feet), plus an additional 1,500-foot buffer on each side of centerline to conservatively accommodate any of the potential impacts described in Table C-1 and Table C-2. This 1,500-foot buffer takes into consideration the study areas for relevant impact categories described in Table C-3. The above-ground APE, therefore, extends 1,740 feet on each side of the centerline for a total width of 3,480 feet. Although OEA does not anticipate physical changes on historic properties within this portion of the APE, changes to their settings are possible.

Area of Potential Effects Map Book

The APE map book is posted on the Project Website at http://www.uintabasinrailwayeis.com/. The map book can be accessed through the National Historic Preservation Act tab.

Appendix D

Historic Properties and Potential Historic Properties

Historic Properties and Potential Historic Properties

Table D-1. Category 1 Historic Properties

Listed in the National Register	
42465/42DC348	Indian Canyon Ranger Station
Determined National Register Eligible with SHPO concurrence	
2A-0313-0000	Corral
00-0009-9329 (24191)	Cabin
42DC328	Indian Canyon Road segment
42DC3802	Indian Canyon Road segment
42UT1124	U.S. Highway 6
42UT1370	Denver and Rio Grande Railroad segment
42UN2787	Myton Canal
28063	Smith's Well
2A-0425-0000	Cabin
00-0001-0373	National Folk-style dwelling
00-0009-9287	Cabin
170720004/42UN8923	Cabin
150310001B	Cabin
42DC4128	Rock are and artifact scatter
00-0010-7965	National Folk-style dwelling

Table D-2. Category 2 Potential Historic Properties Requiring Additional Analysis

Potential Uinta Basin Rural Historic District Contributors	
No Parcel No. 3 BLM	Cairn
No Parcel No. 4 BLM	Corral
No Parcel No. 8 BLM	Corral
No Parcel No. 7 BLM	Cairn
No Parcel No. 6 BLM	Cairn
2A-0312-0001	Corral
2A-0344-0000	Cabin
330840001	Corral
00-0010-7882	Loafing shed
Potential Emma Park Road Linear Historic District Contributors	
42CB1871	Emma Park Road segment
42UT1085	Emma Park Road segment
330970002	Bridge
330970001	Bridge
Potential Indian Canyon Linear Historic District Contributor	
00-0009-9154	Bridge

Appendix E

Roles and Responsibilities

Indian Canyon Alternative

Table E-1. Roles and Responsibilities under the Indian Canyon Alternative

Agency	Programmatic Agreement Responsibility	Construction/Operation Responsibility
U.S. Army Corps of Engineers	No specific responsibilities under the PA.	If the Board were to authorize any alternative, Coalition would need to obtain a Corps permit under Section 404 of the Clean Water Act.
Bureau of Indian Affairs	If the Board were to authorize this alternative, the Coalition would have to seek approval from the Ute Indian Tribe to access Tribal trust land to conduct field investigation related to identification and evaluation of historic properties, effects assessment, and adverse effects resolution under the PA.	If the Board were to authorize this alternative, the Coalition would have to seek a consent resolution from the Ute Indian Tribe and a grant of easement for rights-of-way grant or leases from BIA in order to proceed with construction on Tribal trust land.
Bureau of Land Management	If the Board were to authorize this alternative, the Coalition would have to obtain BLM permits in order to access BLM land to conduct field investigation related to identification and evaluation of historic properties, effects assessment, and adverse effects resolution under the PA.	If the Board were to authorize this alternative, the Coalition would have to obtain a right-of-way from BLM to cross public lands under BLM's management, pursuant to 43 C.F.R. Part 2800.
U.S. Forest Service	If the Board were to authorize this alternative, the Coalition would have to seek a Forest Service permit to conduct field investigation on Forest Service land related to identification and evaluation of historic properties, effects assessment, and adverse effects resolution under the PA.	If the Board were to authorize this alternative, in order for the Coalition to proceed with construction and operation, the Coalition would have to seek a Forest Service permit for the rail line right-of-way, which could include amending the Ashley Forest Plan in the areas of visual quality and scenery management, pursuant to the requirements of the 2012 Planning Rule (36 C.F.R. Part 219). Because this alternative would cross through roadless areas in the Ashley National Forest, review and approval by the Regional Forester would have to be completed to ensure consistency with the 2001

Agency	Programmatic Agreement Responsibility	Construction/Operation Responsibility
		Roadless Area Conservation Rule (36 C.F.R., Part 294, Subparts A and B).
Ute Indian Tribe of the Uintah and Ouray Reservation	If the Board were to authorize this alternative, the Ute Indian Tribe would be required to issue permits on land under their management to allow field investigation related to identification and evaluation of historic properties, effects assessment, and adverse effects resolution under this PA.	If the Board were to authorize this alternative, the Coalition would be responsible for obtaining the necessary rights to construct and operate a new rail line on tribal trust lands.
State Institutional Trust Lands Administration	If the Board were to authorize any alternative, the Coalition would need to obtain State permits from PLPCO to conduct field investigation on State land related to identification and evaluation of historic properties, effects assessment, and adverse effects resolution under the PA. The Coalition would need to coordinate with SITLA regarding field investigation on SITLA land.	If the Board were to authorize this alternative, the Coalition would need to obtain State permits and easements from SITLA in order to cross SITLA lands.
Public Lands Policy Coordinating Office	If the Board were to authorize any alternative, the Coalition would need to obtain State permits from PLPCO to conduct field investigation on State land related to identification and evaluation of historic properties, effects assessment, and adverse effects resolution under the PA. The Coalition would need to coordinate with SITLA regarding field investigation on SITLA land.	None
Utah Department of Transportation	None	If the Board were to authorize any alternative, the Coalition would need to obtain permission from UDOT for authority to construction the rail right-of-way across land it administers.

Notes:

PA = Programmatic Agreement; Corps = U.S. Army Corps of Engineers; BIA = U.S. Bureau of Indian Affairs; C.F.R. = Code of Federal Regulations; SITLA = State Institutional Trust Lands Administration; PLPCO = Public Lands Policy Coordinating Office; UDOT = Utah Department of Transportation

Wells Draw Alternative

Table E-2. Roles and Responsibilities under the Wells Draw Alternative

Agency	Programmatic Agreement Responsibility	Construction/Operation Responsibility
U.S. Army Corps of Engineers	No specific responsibilities under the PA.	If the Board were to authorize any alternative, Coalition would need to obtain a Corps permit under Section 404 of the Clean Water Act.
Bureau of Indian Affairs	None	None
Bureau of Land Management	If the Board were to authorizethis alternative, the Coalition would have to obtain BLM permits in order to access BLM land to conduct field investigation related to identification and evaluation of historic properties, effects assessment, and adverse effects resolution under the PA.	If the Board were to authorize this alternative, the Coalition would have to obtain a right-of-way from BLM to cross public lands under BLM's management, pursuant to 43 C.F.R. Part 2800. This would require amending the Vernal Resource Management Plan in the areas of Visual Resource Management Class II, Right-of-Way Avoidance Areas (identified as areas of No Surface Occupancy), and Closed to OHV Areas (Lears Canyon ACEC) pursuant to the requirements of 43 C.F.R. Part 1600. Because this Alternative would cross through Lears Canyon ACEC, impacts to the relevant and important values (relict vegetation) will have to be assessed and a plan amendment may be necessary to allow those impacts.
U.S. Forest Service	None	None
Ute Indian Tribe of the Uintah and Ouray Reservation	None	None
State Institutional Trust Lands Administration	If the Board were to authorize any alternative, the Coalition would need to obtain State permits to conduct field investigation on State land related to identification and evaluation of historic properties, effects assessment, and adverse effects resolution under the PA. The Coalition would need to coordinate with SITLA regarding field investigation on SITLA land.	If the Board were to authorize this alternative, the Coalition would need to obtain State permits and easements from SITLA in order to cross SITLA lands.

Agency	Programmatic Agreement Responsibility	Construction/Operation Responsibility
Public Lands Policy Coordinating Office	If the Board were to authorize any alternative, the Coalition would need to obtain State permits to conduct field investigation on State land related to identification and evaluation of historic properties, effects assessment, and adverse effects resolution under the PA. The Coalition would need to coordinate with SITLA regarding field investigation on SITLA land.	None
Utah Department of Transportation	None	If the Board were to authorize any alternative, the Coalition would need to obtain permission from UDOT for authority to construction the rail right-of-way across land it administers.

Notes:
PA = Programmatic Agreement; Corps = U.S. Army Corps of Engineers; BLM = U.S. Bureau of Land Management; C.F.R. = Code of Federal Regulations; ACEC = Area of Critical Environmental Concern; SITLA = State Institutional Trust Lands Administration; PLPCO = Public Lands Policy Coordinating Office; UDOT = Utah Department of Transportation

Whitmore Park Alternative

Table E-3. Roles and Responsibilities under the Whitmore Park Alternative

Agency	Programmatic Agreement Responsibility	Construction/Operation Responsibility
U.S. Army Corps of Engineers	No specific responsibilities under the PA.	If the Board were to authorize any alternative, Coalition would need to obtain a Corps permit under Section 404 of the Clean Water Act.
Bureau of Indian Affairs	If the Board were to authorize this alternative, the Coalition would have to seek approval from the Ute Indian Tribe to access Tribal trust land to conduct field investigation related to identification and evaluation of historic properties, effects assessment, and adverse effects resolution under the PA.	If the Board were to authorize this alternative, the Coalition would have to seek a consent resolution from the Ute Indian Tribe and a grant of easement for rights-of-way grant or leases from BIA in order to proceed with construction on Tribal trust land.
Bureau of Land Management	None	None

Agency	Programmatic Agreement Responsibility	Construction/Operation Responsibility
U.S. Forest Service	If the Board were to authorize this alternative, the Coalition would have to seek a Forest Service permit to conduct field investigation on Forest Service land related to identification and evaluation of historic properties, effects assessment, and adverse effects resolution under the PA.	If the Board were to authorize this alternative, the Coalition would have to seek a Forest Service permit for the rail line right-of-way, which could include amending the Ashley Forest Plan in the areas of visual quality and scenery management, pursuant to the requirements of the 2012 Planning Rule (36 C.F.R. Part 219). Because this alternative would cross through roadless areas in the Ashley National Forest, review and approval by the Regional Forester would have to be completed to ensure consistency with the 2001 Roadless Area Conservation Rule (36 C.F.R., Part 294, Subparts A and B).
Ute Indian Tribe of the Uintah and Ouray Reservation	If the Board were to authorize this alternative, the Ute Indian Tribe would be required to issue permits on land under their management to allow field investigation related to identification and evaluation of historic properties, effects assessment, and adverse effects resolution under this PA.	If the Board were to authorize this alternative, the Coalition would be responsible for obtaining the necessary rights to construct and operate a new rail line on tribal trust lands.
State Institutional Trust Lands Administration	If the Board were to authorize any alternative, the Coalition would need to obtain State permits to conduct field investigation on State land related to identification and evaluation of historic properties, effects assessment, and adverse effects resolution under the PA. The Coalition would need to coordinate with SITLA regarding field investigation on SITLA land.	If the Board were to authorize this alternative, the Coalition would need to obtain State permits and easements from SITLA in order to cross SITLA lands.
Public Lands Policy Coordinating Office	If the Board were to authorize any alternative, the Coalition would need to obtain State permits to conduct field investigation on State land related to identification and evaluation of historic properties, effects assessment,	None

Agency	Programmatic Agreement Responsibility	Construction/Operation Responsibility
	and adverse effects resolution under the PA. The Coalition would need to coordinate with SITLA regarding field investigation on SITLA land.	
Utah Department of Transportation	None	If the Board were to authorize any alternative, the Coalition would need to obtain permission from UDOT for authority to construction the rail right-of-way across land it administers.

Notes:

PA = Programmatic Agreement; Corps = U.S. Army Corps of Engineers; BIA = U.S. Bureau of Indian Affairs; C.F.R. = Code of Federal Regulations; ACEC = Area of Critical Environmental Concern; SITLA = State Institutional Trust Lands Administration; PLPCO = Public Lands Policy Coordinating Office; UDOT = Utah Department of Transportation

Appendix F

Notice of Status Change

Notice of Status Change

Re: Programmatic Agreement among the Surface Transportation Board (Board), Utah State Historic Preservation Office, the Advisory Council on Historic Preservation, and the Ute Indian Tribe of the Uintah and Ouray Reservation regarding Seven County Infrastructure Coalition Construction and Operation of the Proposed Uinta Basin Railway Project in Carbon, Duchesne, Uintah, and Utah Counties, Utah (PA).

To: Signatories, Invited Signatories (listed below)

Cc: Concurring Parties, Consulting Parties (listed below)

[Name of party] currently serves as [name of role] with respect to the above-referenced PA.

Because the Board authorized construction and operation of the [name of alternative] Alternative, land under the management or control of [name of party] will not be crossed by the Uinta Basin Railway project.

[Name of party], therefore, no longer functions inits former role as [name of role] under this PA.

[Name of party] now functions as a [name of role] under this PA.

As to all parties, the Board requests your acknowledgement of this change.

As to Signatories and Invited Signatories, the Board requests your agreement with this change.

Respectfully,

Surface Transportation Board, Office of Environmental Analysis, by [Authorized Individual]

Acknowledged and agreed:

[Agency/Organization], by [Authorized Individual]

Appendix G
Reports

Required Reports

Table G-1. List of Reports

Title	Stipulation	Author	Reviewing Parties and Responsibilities
Notice of Status Change	II	OEA	• Signatories and Invited Signatories to approve.
Visual and Hydrological Analyses	t.b.d.	Coalition	• OEA to review and approve. • OEA to distribute to SHPO and Land-Managing Agencies. • Land-Managing Agencies to review, comment, and approve. • OEA to distribute to Consulting Parties. • Consulting Parties to review and comment.
Tribal Participation Plan	III.B	Coalition	• OEA and Ute Indian Tribe to review and approve.
Research and Survey Plan	VI.C.8	Coalition	• OEA to review and approve. • OEA to distribute to SHPO and Land-Managing Agencies. • Land-Managing Agencies to review, comment, and approve. • OEA to distribute to Consulting Parties. • Consulting Parties to review and comment.
Monthly Reports	VI.D.2	Coalition	• OEA to review.
Archaeological Technical Report (non-tribal land)	VIII. A.1	Coalition	• OEA to review and approve. • OEA to distribute to SHPO and Land-Managing Agencies. • Land-Managing Agencies to review, comment, and approve. • OEA to distribute to Consulting Parties. • Consulting Parties to review and comment. • SHPO to review, comment, and concur.
Historic Architectural Technical Report (non-tribal land)	VIII.A.1	Coalition	• OEA to review and approve. • OEA to distribute to SHPO and Land-Managing Agencies. • Land-Managing Agencies to review and approve.

Title	Stipulation	Author	Reviewing Parties and Responsibilities
			• OEA to distribute to Consulting Parties. • SHPO to review, comment, and concur.
Technical Reports for Tribal Lands of the Ute Indian Tribe of the Uintah and Ouray Reservation	VIII.A.2	Coalition	• Ute Indian Tribe to revise, comment, and approve. • OEA to review and approve. • OEA to distribute to Consulting Parties. • Consulting Parties (including SHPO) to review (as permitted by and in accordance with Ute Indian Tribe confidentiality provisions). • Ute Indian Tribe to concur.
Historic Properties Treatment Plan	IX.A	Coalition	• OEA to review and approve. • OEA to distribute to Ute Indian Tribe, SHPO and Land-Managing Agencies. • Ute Indian Tribe and Land-Managing Agencies to review, comment, and approve. • OEA to distribute to Consulting Parties. • SHPO and Ute Indian Tribe to concur.
Construction Personnel Curriculum and Job Aids	X.B	Coalition	• OEA to review and approve. • OEA to distribute to Ute Indian Tribe and • Land-Managing Agencies. • Ute Indian Tribe and Land-Managing Agencies to review, comment, and approve. • OEA to distribute to Consulting Parties. • Consulting Parties to review and provide comments.
Programmatic Agreement Annual Reports	XII	Coalition	• OEA to review, approve, and distribute to Consulting Parties.

Notes:
OEA = Office of Environmental Analysis; SHPO = State Historic Preservation Officer

Appendix P

Visual Resources Terms, Analysis Methods, and Rating System

Introduction

This appendix provides background information on visual resources terminology and concepts, analysis methods, and the ratings and evaluations of rendered key observation points (RKOPs).

Visual Resources Terms

Visual resources analyses involve analyzing a study area that comprises *viewsheds, o*r what people can see in the landscape, which encompass the entire area in which views would be affected by a proposed rail line. The study area and its viewsheds are defined by the physical constraints of the environment and the physiological limits of human sight. *Physical constraint*s of the environment include landform, land cover, and atmospheric conditions. Landform is a major factor in determining the study area because it can limit views or provide an elevated perspective for viewers. Similarly, land cover such as trees and buildings can limit views, while low-growing vegetation and the absence of structures can allow for unobscured views. Atmospheric conditions such as smoke, dust, fog, or precipitation can temporarily reduce visibility or be a more regular component of the visual landscape.

The *physiological limits* of human sight are affected by location, proximity, and light. Location refers to the topographic position of the viewer, such as being level with, above, or below what is being observed. Proximity is categorized into three distance zones: foreground (up to 0.5 mile from the viewer), middleground (0.5 mile to 3 miles from the viewer), and background (beyond 3 miles). A feature in the landscape is more dominant and has a greater importance the closer the feature is to the viewer, whereas importance is reduced the farther away the feature is. In the background, the scale and color of existing landscape elements and project features blend so that only broad forms, large-scale patterns, and muted colors are evident. Light also plays a large role in affecting views. For example, during the daytime, views are more readily available than at night, when darkness conceals details and color in the landscape in the absence of bright moonlight or artificial light sources. Furthermore, light level and direction change throughout the day, affecting color and individual forms. The environment's physical constraints and limits of human sight combine to establish viewsheds that range from restrictive to expansive, and study areas that range from smaller and more confined to larger and wider-reaching (FHWA 2015; Litton 1968).

The visual resources analysis also considers impacts on scenic vistas and scenic byways. *Scenic vistas* generally encompass a wide area with long-range views to surrounding elements in the landscape. Such vistas are often available to viewers due to open, flat agricultural lands with few obstructions and from elevated vantages with views over the landscape. In addition, vistas have a directional range. That is to say, some areas have scenic vistas with a 360° view in all directions, while others may be limited in one direction in a manner that reduces the line-of-sight angle and amount of vista that is visible, resulting in a narrower vista view. *Scenic byways* are designations awarded to roads across the country that exhibit one or more of six core intrinsic qualities—scenic, natural, historic, recreational, archaeological, or cultural—that contribute toward a unique travel experience. There are four scenic byways in the study area for the proposed rail line: Dinosaur Diamond Prehistoric Highway, Indian Canyon Scenic Byway, Nine Mile Canyon Scenic Backway, and Reservation Ridge Scenic Backway, as shown in Section 3.12, *Visual Resources*, Figure 3.12-1, of the EIS.

Key Observation Points

To identify the potential impacts of each Action Alternative on the visual environment, OEA selected key observation points (KOPs) where landscape features could be visually affected. These KOPs were determined to be most representative of the various existing visual landscapes located within and characteristic of the study area that could be affected by the Action Alternatives. These KOPs were selected to help readers generalize and understand the existing viewscape of the study area where the Action Alternatives could change views available to sensitive receptors and seen from sensitive viewing areas. OEA's process for identifying and refining the list of KOPs for analysis follows:

- OEA used Google Earth, Google Maps, Google Street View, U.S. Geological Survey Topographic Maps, and the Forest Service Interactive Travel Map to gain a broad-scale understanding of affected lands and land uses and associated federal and state recreational resources, in addition to any protected federal and state scenic resources (e.g., scenic byways, trails).
- To prepare for fieldwork, OEA conducted a preliminary geographic information system (GIS)-based viewshed analysis to identify areas of the Action Alternatives that can be seen from sensitive viewing points, such as recreation areas and travel corridors.
- Prior to conducting fieldwork, OEA requested comments on the fieldwork methods, including the proposed list of sensitive visual features to be surveyed, from cooperating agencies, including the Forest Service's Ashley National Forest and the Bureau of Land Management's (BLM) Utah State Office, Vernal Field Office, and Price Field Office. OEA did not receive comments from those agencies prior to fieldwork; therefore, OEA did not further refine the GIS-based viewshed analysis in response to agency comments.
- To identify the potential impacts of each Action Alternative on the visual environment, OEA selected 157 potential KOPs where landscape features could be visually affected. OEA evaluated these KOPs to determine if they were representative of the various existing visual landscapes located within and characteristic of the study area that could be affected by the proposed rail line. OEA reduced these 157 potential KOPs to 21 candidate KOPs to help readers generalize and understand the existing viewscape of the study area where the Action Alternatives could change views available to sensitive receptors and seen from sensitive viewing areas.
- OEA established the 21 candidate KOPs using the viewshed analysis and sensitive viewing points that would have views of the Action Alternatives. OEA took photographs in the field that documented prominent visual features (i.e., landforms, vegetation, rivers) associated with each candidate KOP and that may be affected by the Action Alternative, and recorded global positioning system (GPS) coordinates of the photos. OEA then evaluated candidate KOPs against available design plans, factoring agency concerns and sensitive visual receptors, to determine which of the candidate KOPs OEA should select for rendering.

OEA conducted fieldwork from October 1–3, 2019 to assess the existing visual character of the study area and to photograph the 21 candidate KOPs for the visual simulations (provided as Attachment I to this appendix). OEA conducted the fieldwork by visiting popular travel corridors and recreation areas from which outstanding visual resources can be seen. OEA conducted the fieldwork from public vantage points only.

Rendered Key Observation Points

Selection of Rendered Key Observation Points

OEA selected 15 locations to present before and after conceptual renderings of the proposed rail line from each RKOP. OEA chose these locations to obtain a representative cross-section of the various visual conditions that currently exist in the study area and in what manner they could be affected by the proposed rail line. OEA chose the locations in a manner to objectively represent all of the Action Alternatives while illustrating how various viewer groups would be affected by the proposed rail line.

OEA used the following process to select the RKOP locations.

- OEA evaluated public scoping comments from the Forest Service and BLM to determine the presence or absence of sensitive visual resources. There were no public scoping comments pertaining to visual resources from the Ute Indian Tribe.
- OEA conducted further coordination with the Forest Service, BLM, and Ute Indian Tribe to determine and prioritize sensitive visual resources that could be affected by the Action Alternatives. The Ashley National Forest, BLM, and Ute Indian Tribe did not provide comments in response to the requests for information and did not identify additional sensitive visual resources to be surveyed.
- Each Action Alternative has a minimum of six renderings to represent visual effects resulting from that particular alternative, to ensure that OEA captured visual conditions and potential impacts resulting from each Action Alternative.
- OEA selected locations along the Action Alternatives to capture vantages from Tribal Trust Lands, Ashley National Forest, the Dinosaur Diamond Prehistoric Highway (a National Scenic Byway), Utah's Indian Canyon Scenic Byway and Nine Mile Canyon Scenic Backway, and vantages from public viewing locations. Public viewing locations are from public roadways.
- OEA also chose locations that would represent both foreground and middleground views of the proposed rail line. OEA did not select any background views because the conceptual renderings would not show perceptible details at such distances.
- OEA selected the Tribal Trust Land and public rendering locations so that each rendering reflected a combination of the following three elements:
    - Variation in landforms to account for the natural deviation that occurs throughout the study area and to represent the various landforms that could be affected by the proposed rail line. For example, locations that would show how the proposed rail line would affect both flat lands and areas of topographical relief were more desirable than showing only flat lands. This allows for the conceptual rendering to be used to illustrate impacts on both landform types, instead of impacts on only one landform type and, subsequently, vegetation occurring on those landforms.
    - Views that may be considered and that are more open and show a larger portion of the proposed rail line represent "worst-case" scenarios that would be seen by affected viewer groups.

- The range of visual impacts that could result from the proposed rail line, including locations to show how cut and fill, roadway realignments, rail crossings over roadways, and building removal would change the existing visual environment.

- OEA chose locations without referencing land ownership data to ensure OEA selected all locations without preference toward any particular landowner.

The rendering locations and rendered features represent visual effects across the Action Alternatives, illustrate a representative sample of potential visual changes, and serve to help readers assess how visual effects would translate to other site-specific locations that were not rendered. Table P-1 provides additional information on why OEA selected a particular location to be an RKOP.

Table P-1. Rendering Location Selection Reasoning

Location	Action Alternative(s)	Selection Reasoning
RKOP 27	Wells Draw	This depicts the view from an interpretive overlook located just east of Nine Mile Canyon Scenic Backway. This rendering provides an elevated vantage point that shows how middleground views from the interpretive overlook and Nine Mile Canyon Scenic Backway would be altered.
RKOP 33	Wells Draw	This depicts the view from Nine Mile Canyon Scenic Backway. This rendering provides a vantage point that shows how foreground views from Nine Mile Canyon Scenic Backway would be altered. It also shows where a bridge would be built and areas of cut and fill that occur as the proposed rail line would traverse the top of the ridgeline.
RKOP 37	Wells Draw	This depicts views from Nine Mile Canyon Scenic Backway, which is well traveled, and illustrates how foreground views of the proposed rail line crossing the roadway would likely appear. This view encompasses a wide viewshed, which occurs elsewhere in the study area. It also shows where a grade-separated crossing would be built to cross the road and areas of mostly cut that would occur as the proposed rail line traversed the landscape.
RKOP 44	Wells Draw	This depicts the view from an overlook area located just east of Nine Mile Canyon Scenic Backway. This rendering provides an elevated vantage point that shows how the foreground of this scenic vista view would be altered. It also illustrates the proposed rail line crossing flatter land. It also shows areas of cut and fill that would occur as the proposed rail line traversed the landscape.
RKOP 73	Wells Draw	This depicts extensive cut and fill, and associated vegetation removal from where the proposed rail line would run parallel to Argyle Canyon Road. Residents would need to be relocated to accommodate the proposed rail line.
RKOP 83	Indian Canyon Whitmore Park	This depicts the view from Road 11160 South, off of Dinosaur Diamond Prehistoric Highway/Indian Canyon Scenic Byway (US 191). This rendering shows how foreground views toward Tribal Trust Land would be altered. It also illustrates the proposed rail line crossing the base of hillsides and shows areas of cut and fill that would occur as the proposed rail line traversed the landscape.
RKOP 90	Indian Canyon Whitmore Park	This depicts the view from US 191 within Ashley National Forest. This rendering provides a roadside vantage point that shows how the foreground of this scenic view would be altered by the proposed rail line traveling along the base of the hills. It also illustrates how the proposed rail line would cut through the base of a hill and a bridge crossing over a drainage.

Location	Action Alternative(s)	Selection Reasoning
RKOP 110A	Indian Canyon Wells Draw	This depicts a view from the intersection of Emma Park Road with US 6, at the terminus for the proposed rail line for the Indian Canyon Alternative and Wells Draw Alternative. This illustrates how the proposed rail line would connect to the existing rail line, a bridge across the existing rail line, and areas of cut and fill. Two renderings are needed from this location to show the Action Alternatives because the Whitmore Park Alternative would cross the existing rail line approximately 625 feet southeast of the crossing for the Indian Canyon Alternative and Wells Draw Alternative, and the alignments differ slightly.
RKOP 110B	Whitmore Park	This depicts a view from the intersection of Emma Park Road with US 6, at the terminus for the proposed rail line for the Whitmore Park Alternative. This illustrates how the proposed rail line would connect to the existing rail line, a bridge across the existing rail line, and areas of cut and fill. Two renderings are needed from this location to show the Action Alternatives, because the Whitmore Park Alternative would cross the existing rail line approximately 625 feet southeast of the crossing for the Indian Canyon Alternative and Wells Draw Alternative, and the alignments differ slightly.
RKOP 120	Whitmore Park	This depicts the view from an area with scattered rangelands, located off of US 191. This rendering shows how the foreground of this scenic vista view would be altered by the proposed rail line crossing the roadway and switching back and forth up the hillsides.
RKOP 125	Indian Canyon, Wells Draw	This depicts the view from US 191. This rendering provides a roadside vantage point from within Ashley National Forest that shows how the foreground of this view would be altered by the proposed rail line switching back and forth across the hillside. It also shows an at-grade road crossing and road realignment.
RKOP 126	Indian Canyon, Whitmore Park	This depicts the view from US 191. This provides a roadside vantage point from within the Ashley National Forest that shows how the foreground of this view would be altered by the proposed rail line tunneling through and exiting from/entering the hill. It also shows an at-grade road crossing and road realignment.
RKOP 139	Indian Canyon, Whitmore Park	This depicts the view from US 191. This rendering provides a roadside vantage point that shows how the foreground of this scenic view would be altered by the proposed rail line traveling along the base of the hills. It also illustrates how the proposed rail line would affect this rural residence/ranch and shows areas of cut and fill that would occur as the proposed rail line traversed the landscape.
RKOP 146	Indian Canyon	This depicts the view from a residential area located off of US 40. This rendering shows how the foreground views would be altered for residents in the area south of Coulton Road. It also illustrates the proposed rail line crossing flatter land between the two areas of development.
RKOP 156	Whitmore Park	This depicts the view from a residential area located off of US 40. This rendering provides an elevated vantage point that shows how the foreground of this scenic vista view would be altered for residents in the area. The rendering also illustrates the proposed rail line crossing flatter land.

Assumptions

After selecting the RKOP locations, OEA developed renderings through an objective analytical and computer modeling process. The renderings are accurate within the constraints of the available site and alternative data. OEA overlaid plan views of the alignment centerlines with station markings on

a digital terrain model in Google Earth; added elevation markers or simple shape models to identify rail elevations indicated in alignment profile drawings; and superimposed screenshots from RKOP positions in Google Earth onto photographs in Photoshop to guide the positioning of project features in the conceptual renderings. OEA then used design data—including engineering drawings, elevations and cross sections, site and topographical contour plans, concept figures, and reference pictures—as a basis for preparing conceptual renderings.

In developing the conceptual renderings, OEA used the following assumptions.

- Limits of cut and fill would be approximate as shown for cut-and-fill footprints in the GIS files.
- All existing vegetation would be removed throughout the cut-and-fill areas. The color and brightness of the ground in cut-and-fill areas would be similar to that found in other existing road cuts or naturally eroding slopes near each location. Cut-and-fill areas are rendered in the simulations as sparsely vegetated, with limited cover of grasses and widely scattered small shrubs (the likely state of most cut and fill slopes several years after construction).
- Paved public roadway crossings, if not grade-separated, would be equipped with active warning devices (bells, flashers, and gates). Gravel and unsurfaced public roadway crossings and all private roadway crossings, if not grade-separated, would be equipped with passive warning devices (stop signs and crossbucks).
- Communications towers, where visible, would be of a be a triangular lattice tower design, approximately 120 feet tall.

The before and after conceptual renderings provide clear images of the location, scale, and visual appearance of alternative features based on design information available at the time of rendering. Although the project elements will continue to undergo design refinement through final design stages, and site-specific design changes would affect visual resources and those specific sites, these refinements are not expected to result in substantial differences in individual features that would affect the outcome of the visual resources analysis and findings presented in this EIS.

Evaluation Ratings

Evaluation ratings help determine the level of impact for expected changes to the existing visual character and quality. OEA developed a rating system independently of, but using the methods and protocol contained in, the Federal Highway Administration (FHWA) *Guidelines for the Visual Impact Assessment of Highway Projects* (FHWA 2015). OEA used this rating system to evaluate non-BLM-administered lands. Once the conceptual renderings were created, OEA performed the visual impact assessment rating process, which determines the existing and proposed visual character and quality of the study area. For BLM-administered lands, OEA assessed scenic quality using BLM Visual Resource Management (VRM) guidance.

The visual resources analysis uses a descriptive means for rating and assessing impacts that is based on a numeric rating system. Numeric values are initially assigned to these descriptors that then determine the descriptive ratings. The numeric values range from 1 to 7 and correlate to descriptive ratings that range from Very Low to Very High. Subsequent sections in this appendix describe the numeric values and associated descriptive ratings in more detail.

Visual Resource Ratings—Non-BLM-Administered Lands

For the rendering analysis on non-BLM-administered lands, including National Forest and other public lands and scenic byways, three OEA reviewers evaluated the visual quality using the *Natural Harmony, Cultural Order, and Project Corridor Coherence Ratings* (Figure P-1 and Table P-2). OEA also evaluated daytime and nighttime light and glare ratings using the *Daytime and Nighttime Light and Glare Level Ratings* (Figure P-3, Table P-3, and Table P-4). The OEA reviewers rated numerically visual quality and daytime and nighttime light and glare on a comparative basis with similar features within the viewshed, and then tabulated a total score (Table P-6 through Table P-8, Table P-10 through Table P-13). The OEA reviewers averaged their scores to determine the score used in the analysis (Table P-5 and Table P-9).

Natural Harmony, Cultural Order, and Project Corridor Coherence Ratings

Aesthetic and visual resources are the visible components of the natural, cultural, and project corridor environments in the study area. Aesthetic and visual resources are assessed by evaluating the visual character and visual quality of the resources that comprise the project corridor environment before and after construction of a proposed rail line and how these changes affect the surrounding natural and cultural environments.

- *Visual character* includes attributes such as form, line, color, and texture and is used to describe, not evaluate, the visual environment; that is, these attributes are neither considered good nor bad.
- *Visual quality* is used to describe what viewers like and dislike about the visual resources that compose a particular scene and are expressed in terms of *natural harmony*, *cultural order*, and *project corridor coherence*.

Natural harmony, cultural order, and project corridor coherence are independent elements that contribute to the overall visual quality. The overall visual quality is evaluated to determine if the composition meets or does not meet visual preferences and expectations. As previously described, to determine the overall visual quality, natural harmony, cultural order, and project corridor coherence are first assigned a numeric value that translates to a descriptive rating as shown in Figure P-1.

Figure P-1. Natural Harmony, Cultural Order, and Project Corridor Coherence Ratings

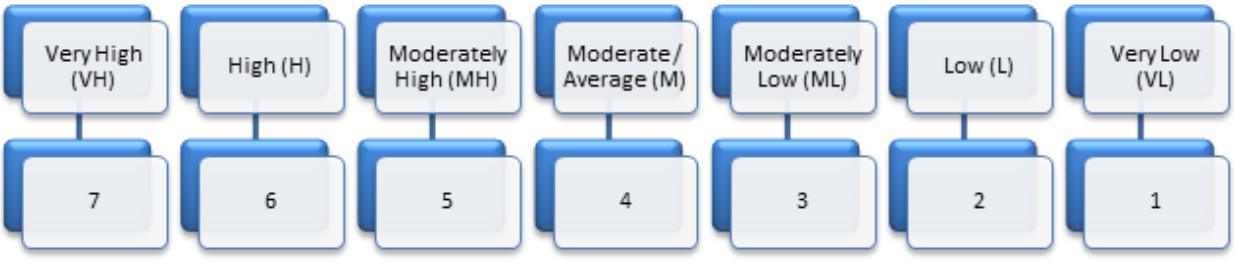


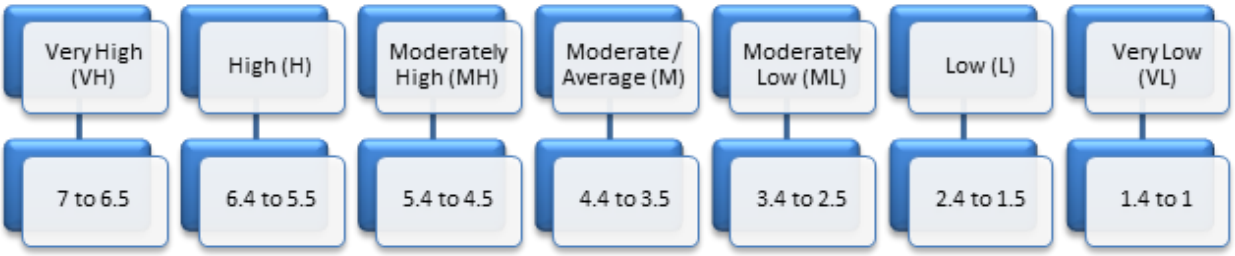
Table P-2 provides guidance on how to rate the natural harmony, cultural order, and project corridor coherence. The overall visual quality is then calculated for existing and proposed

conditions by averaging the natural harmony, cultural order, and project corridor coherence ratings as follows.

$$\text{Visual Quality} = \frac{\text{Natural Harmony Rating} + \text{Cultural Order Rating} + \text{Project Corridor Coherence Rating}}{3}$$

The overall visual quality is then assigned a descriptive rating, called a *Visual Quality Rating*, based on the numeric values as shown in Figure P-2.

Figure P-2. Visual Quality Ratings



A Very High rating corresponds to more pristine natural evironments that are untouched by humans or cultural and project corridor environments that are extremly well designed. As such, higher visual ratings represent landscape compositions that are vivid and that may evoke feelings of awe and wonderment. A Very Low rating corresponds to highly disjunct landscapes that have been haphazardly altered by humans. As such, lower visual quality ratings correspond to landscape compositions that may evoke negative emotional responses in viewers. In general, the more a composition meets visual preferences and expectations, the more positive the viewer response. In general, the more positive the viewer response is, the more memorable, or vivid, the composition becomes. For example, a more positive viewer response occurs when a development is not perceived as an intrusion, but is seen as an integrated element belonging to a harmonious and orderly landscape. Conversely, a negative viewer response would occur when a development is perceived as an intrusion, creating a disjunct or discordant addition to the landscape.

Table P-2. Natural Harmony, Cultural Order, and Project Corridor Coherence Ratings Guidance

Visual Resource	Rating Factors for Determining Visual Quality						
	Very High (7)	**High (6)**	**Moderately High (5)**	**Moderate (4)**	**Moderately Low (3)**	**Low (2)**	**Very Low (1)**
Natural Harmony	Landscape is pristine and untouched by human influences. Natural state is exemplary at a global level. Natural state may be very harmonious but may also be visually distinct in that the natural landscape inspires awe.	Landscape is largely untouched by natural and human influences. Natural state is exemplary to region and vicinity. Perceived as very harmonious.	Landscape has few visible modifications but they do not greatly detract from available views. Natural state is of higher quality than natural environments that are more common to region and vicinity. Perceived as harmonious.	Natural landscape has visible natural and human modifications. Natural state is common to region and vicinity. Perceived as fairly harmonious with some slight distractions.	Landscape has notable visible modifications that detract from available views. Natural state is of lesser quality than natural environments that are more common to region and vicinity. Perceived as disharmonious.	Very disrupted natural landscape. Natural state may be perceived as an eyesore. Perceived as very discordant.	Natural landscape is in disarray and severely degraded.
Cultural Order	Cultural landscape is exceptional and can be perceived as having exceptional design cohesion recognized at a global level. Land uses may blend seamlessly but may also be visually distinct in that the cultural landscape inspires awe.	Cultural landscape is exemplary and can be perceived as having exemplary design cohesion compared to region and vicinity. Land uses blend seamlessly. Perceived as very orderly.	Cultural landscape is typical of the region and vicinity. Land uses blend well. Can be perceived as having superior design cohesion to ordinary or familiar cultural environment.	Cultural landscape contains orderly and familiar design elements typical of the region and vicinity. Land uses may be slightly disjointed. Can be perceived as an ordinary or familiar cultural environment.	Cultural landscape contains some unifying elements but generally lacks design cohesion. Perceived as containing highly disjointed land uses.	Cultural landscape lacks design cohesion and sense of place. May be perceived as blight.	Cultural landscape is in disarray and severely degraded.
Project Corridor Coherence	Project corridor blends with natural and cultural landscape to the degree that it cannot be noticed or can be perceived as providing an exceptional contribution to surrounding visual environments.	Project corridor is a part of the natural and cultural landscape and can be perceived as a beneficial, contributing visual element to surrounding environments.	Project corridor responds well to the natural and cultural landscape and can be perceived as being very compatible with surrounding environments.	Project corridor responds to the natural and cultural landscape in an adequate manner. Would require minor to moderate improvements for better compatibility with surrounding environments. Perceived as being common to the setting with some slight distractions.	Project corridor does not respond to the natural or cultural landscape and can be perceived as disjunctive. Would require moderate to substantial redesign to rectify compatibility with surrounding environments. Perceived as incoherent.	Project corridor substantially degrades the natural or cultural landscape. Would require substantial to major redesign or relocation to rectify compatibility with surrounding environments. Perceived as very incoherent.	Project corridor is in disarray and severely degrades the natural or cultural landscape. Would require major redesign or relocation to rectify compatibility with surrounding environments.
Visual Quality[a]	Used when Existing Project Corridor is Developed and for Proposed Project Conditions: $\frac{\text{Natural Harmony Rating + Cultural Order Rating + Project Corridor Coherence Rating}}{3}$			OR	Used when Existing Project Corridor is Not Developed: $\frac{\text{Natural Harmony Rating + Cultural Order Rating}}{2}$		

Notes:

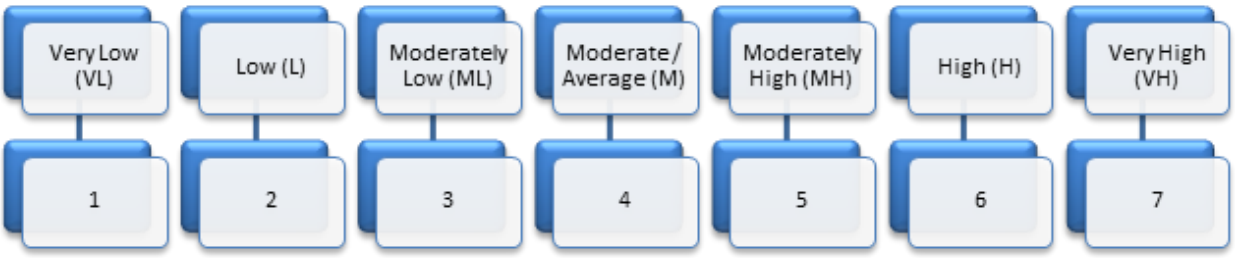
[a] The combined evaluation of visual quality and memorability of natural harmony, cultural order, and project coherence. Translate the numeric calculation to the descriptive rating.

Light and Glare Ratings

Light is a function of natural and artificial illumination that is present during the day and night within the natural, cultural, and project corridor environments. Sources of natural light include the sun, moon, stars, fire, and lightening, and sources of artificial light can include streetlights, vehicle headlights, landscape lighting, external security lighting, internal building lighting, and stadium/playing field lighting. Levels of light are influenced by the time of day, atmospheric conditions, the presence or absence of both natural and artificial lighting, and natural and built features that may filter or screen light. The visual landscape can range from being very brightly lit to being very dimly lit to being dark and not lit at all. In addition, lighting is influenced by the color temperature of the light source that can give the appearance of warmer, more orangey lighting or brighter, more blueish or whitish lighting. The height and angle of lighting and presence or absence of shielding affects whether or not lighting spills beyond a specific boundary, creating light trespass, or radiates upward into the night sky, creating ambient light glow, which brightens the night sky.

Within the study area, light and glare levels are assessed by evaluating existing and resultant light and glare levels associated with a project site and the surrounding project vicinity. This helps to determine the changes in light and glare levels, specifically, at a project site. This also helps to determine if, for example, vegetation removal or light fixture installation at a project site would result in an increase in light and glare levels on adjacent properties in the project vicinity. Or, perhaps, if built structures or landscaping would introduce shade or filter project lighting and result in a decrease in light and glare levels on adjacent properties in the project vicinity. Rating light and glare levels in this manner helps to frame the impact discussion and aids in determining how the overall light and glare levels are changed within the study area and the source and location of such changes. The levels of daytime and nighttime light and glare are rated as shown in Figure P-3.

Figure P-3. Daytime and Nighttime Light and Glare Level Ratings



Again, while the visual resource rating is a measurement of *quality*, the light and glare ratings are a measurement of *intensity* to assess degree of change and are not intended to imply judgment of good versus bad.

Table P-3 provides a general guide to assessing and rating *daytime* light and glare levels. Table P-4 provides a general guide to assessing and rating *nighttime* light and glare levels. As shown in these tables, study area light and glare levels are evaluated using the same parameters. Table P-4 focuses primarily on artificial lighting levels.

Table P-3. Daytime Light and Glare Levels

Location	Very Low (1)	Low (2)	Moderately Low (3)	Moderate (4)	Moderately High (5)	High (6)	Very High (7)
Project Vicinity and Project Site[a]	**Natural Environment:** Very densely vegetated and/or heavy shading or shadowing that may result from vegetation, landforms, or natural materials that create an enclosed effect. May be typically overcast, dull, or rainy weather conditions. May be perceived as dark and muted. Details may be hard to see due to heavy shade and shadowing combined with low lighting levels and darker colored natural features. Smaller sized water bodies may be present. **Cultural Environment:** Landscape has barely perceptible or no cultural elements that contribute to daytime light and glare. This may be typical of natural areas that have very limited human influence. **Project Corridor Environment:** Project transportation corridor is not present or are very narrow with little to no built elements or vertical surfaces that result in reflective glare. Vegetation along the corridor helps reduce glare. Regular traffic levels tend to be very low, such as along a single track rural or forest roadways.	**Natural Environment:** Densely vegetated and moderate to heavy shading or shadowing that may result from vegetation, landforms, or natural materials that create a canopy effect. Understories and ground planes may be dappled with sunlight in sunny conditions or understories can be seen as greyish, foggy, or muted in overcast and rainy conditions. Details may be slightly hard to see due to heavy shade and shadowing combined with low lighting levels and darker colored natural features. Smaller sized water bodies may be present. **Cultural Environment:** Landscape has very few cultural elements that contribute to daytime light and glare. This may be typical of natural areas or very low density forested or rural areas. **Project Corridor Environment:** Project transportation corridor is fairly narrow with few built elements and vertical surfaces that result in reflective glare. Vegetation along the corridor helps reduce glare. Regular traffic levels tend to be low, such as along a two-lane rural roadway.	**Natural Environment:** Moderate to dense vegetative cover with typically bright, sunny weather conditions so that vegetation's shade and shadowing helps filter sunlight, offsetting the effects of light and glare. Smaller to medium sized water bodies may be present. Or, little vegetation in a typically overcast, dull, or rainy environment where lack of sunshine offsets effects of little vegetative cover. Smaller to large sized water bodies may be present. **Cultural Environment:** Landscape has few cultural elements that contribute to daytime light and glare. This may be typical of areas with low density development, such as in rural areas. **Project Corridor Environment:** Project transportation corridor is narrow with some built elements and vertical surfaces that result in reflective glare. Vegetation along the corridor helps reduce glare. Traffic levels tend to range from low to moderately high depending on the time of day, such as along state routes and local suburban roadways.	**Natural Environment:** Moderate mix of vegetation and open spaces that provides a balance between light and glare in a range from dull to bright environments. Smaller to medium sized water bodies may be present. **Cultural Environment:** Landscape is moderately developed with cultural elements that contribute to daytime light and glare. This may be typical of areas with higher density rural development or lower to medium density suburban development. **Project Corridor Environment:** Project transportation corridor is slightly wide, where paved horizontal and vertical surfaces are common. Surface coloring contributes to glare. Vegetation along the corridor helps reduce glare. Traffic levels tend to range from moderate to high depending on the time of day, such as along local roadways that are developed or highways areas.	**Natural Environment:** More open mix of vegetation and open spaces that does not quite offset or balance the effects of light and glare in a range from dull to bright environments. Medium to larger sized water bodies may be present. **Cultural Environment:** Landscape is quite developed with suburban or urban development that contribute to daytime light and glare. This may be typical of highly suburbanized areas; lower density urban areas; or business, commercial, and industrial areas that have a higher ratio of impervious paving and build structures. **Project Corridor Environment:** Project transportation corridor is wide, where paved horizontal and vertical surfaces are prominent. Surface coloring contributes to glare. Vegetation along the corridor is sparse or absent. Regular traffic levels tend to be high, such as along highways and interstates traveling through highly populated areas.	**Natural Environment:** Little vegetative or landform cover with typically bright, sunny weather conditions and large bodies of water or lightly colored expanses of natural surfaces (e.g. snow cover, desert sands) other naturally reflective surfaces tend to be present. May be perceived as glaringly bright and cause visual discomfort. Details may be hard to see without protective eyewear. **Cultural Environment:** Landscape tends to be highly developed with urban uses with many reflective surfaces such as high rise buildings with many windows. **Project Corridor Environment:** Project transportation corridor is quite wide and consists of a great deal of paved horizontal and vertical surfaces. Surface coloring is neutral and helps to slightly reduce glare. Vegetation along the corridor is likely absent. Regular traffic levels tend to be high to very high, such as along highways and interstates traveling through urbanized areas.	**Natural Environment:** No vegetative or landform cover with typically bright, sunny weather conditions and large bodies of water or lightly colored expanses of natural surfaces (e.g. snow cover, desert sands) other naturally reflective surfaces tend to be present. May be perceived as glaringly bright and cause visual discomfort. Details may be hard to see without protective eyewear. **Cultural Environment:** Landscape tends to be very highly developed urban environments with a substantial amount of reflective surfaces such as many, glass-faced high rise buildings. In such instances, levels of daytime light and glare may be highly dependent on time of day (i.e., sun angle) and viewer position in the landscape (i.e., ground level views in a city may be shaded where views from different building levels are not). **Project Corridor Environment:** Project transportation corridor is very wide and paved horizontal and vertical surfaces are the most dominant features. Surface coloring is lighter and contributes to glare. Vegetation along the corridor is generally absent. Regular traffic levels tend to be very high, such as along interstates traveling through highly urbanized areas.
Light and Glare (L&G) Level Increase	Proposed Project Vicinity L&G Levels – Existing Project Vicinity L&G Levels = Change in L&G Levels[b]			AND	Proposed Project Site L&G Levels – Existing Project Site L&G Levels = Change in L&G Levels[b]		

Notes:

[a] Project site and project vicinity light and glare levels are evaluated using the same parameters.

[b] A positive number means an increase in L&G levels. A negative number means a decrease in L&G levels. Translate the numeric calculation to the descriptive Light and Glare Rating.

Table P-4. Nighttime Light and Glare Levels

Visual Resource	Very Low (1)	Low (2)	Moderately Low (3)	Moderate (4)	Moderately High (5)	High (6)	Very High (7)
Project Vicinity and Project Site	**Natural Environment:** High cloud cover or haze caused by natural conditions or atmospheric pollution. Tends to have extensive overhead cover present. Conditions allow for very low levels of nighttime lighting from the stars and moon. Colors and details cannot be seen at night. **Cultural Environment:** Landscape has barely perceptible or no cultural elements that contribute to nighttime light and glare because of very limited human influence. No traditional interior or exterior lighting, including Blue-Rich White Light (BRWL[a]) LED lighting, is present. Colors and details cannot be seen at night. **Project Corridor Environment:** No project transportation corridor lighting (typically overhead lighting). Colors and details cannot be seen without artificial lighting from vehicle headlights.	**Natural Environment:** Moderate cloud cover or haze caused by natural conditions or atmospheric pollution. Tends to have overhead cover present. Conditions allow for low levels of nighttime lighting from the stars and moon. Colors and details are very hard to see at night. **Cultural Environment:** Landscape has very few cultural elements that contribute to nighttime light and glare. This may be typical of natural areas or very low density forested or rural areas. Very low levels of interior and exterior lighting is present. BRWL LED lighting is not present. Colors and details are very hard to see at night. **Project Corridor Environment:** Very limited project transportation corridor lighting, such as individual light standards at major intersections. Colors and details cannot be seen along most of the corridor without artificial lighting from vehicle headlights.	**Natural Environment:** Slight cloud cover and haze, natural or otherwise, occurs on a regular basis. Moderate to little overhead cover. Conditions allow for some nighttime lighting from the stars and moon. Colors and details begin to become more visible at night. **Cultural Environment:** Very low levels of exterior lighting in developed areas or landscape has low density development, such as in rural areas, with limited amounts of interior and exterior nighttime lighting from buildings, vehicles, streets, etc. that provide low levels of lighting to the area and reflects off of the built environment to a small degree. BRWL LED lighting is likely not present. Colors and details begin to become more visible at night. **Project Corridor Environment:** Project transportation corridor lighting is more regular, yet still sparse. Colors and details are more regularly visible. Colors and details are more visible with artificial lighting from vehicle headlights.	**Natural Environment**: Cloud cover and haze, natural or otherwise, varies. Moderate to little overhead cover. Conditions allow for moderate levels of nighttime lighting from the stars and moon. Colors and details can be seen night to varying degrees of clarity based on level of detail and brightness of colors. **Cultural Environment:** Moderate amounts of interior and exterior nighttime lighting, such as in higher density rural development or lower to medium density development suburban areas, from buildings vehicles, streets, etc. that provide fairly well-lit conditions that reflects off of the built environment to a small degree. Traditional outdoor lighting may be intermixed independent sources of BRWL LED lighting that causes small patches of "daytime" lighting conditions at night. Visual discomfort in close proximity to pockets of highly lit areas. Colors and details can be seen night to varying degrees of clarity based on level of detail and brightness of colors. **Project Corridor Environment:** Project transportation corridor lighting is regular and illuminates much of the corridor at lower levels. Colors and details are enhanced with the addition of artificial lighting from vehicle headlights. BRWL LED lighting may be present at some locations.	**Natural Environment**: Cloud cover and haze, natural or otherwise, is rare. Sparse overhead cover. Conditions allow for nighttime lighting from the stars and moon. Colors and details are fairly visible at night. **Cultural Environment:** Substantial amount interior and exterior nighttime lighting, such as in suburban or urban development, from buildings, vehicles, streets, etc. to brighten the area and reflects off of the built environment. BRWL LED lighting begins to outweigh traditional outdoor lighting and causes small islands "daytime" lighting conditions at night. Nighttime lighting may cause visual discomfort across portions of the area. Lighting may lack proper shielding. Colors and details are fairly visible at night. **Project Corridor Environment:** Project transportation corridor lighting is regular, but brighter than traditional street lighting and illuminates much of the corridor. There may be lower lit portions of the corridor where artificial lighting from vehicle headlights are needed to better see colors and details. BRWL LED lighting is likely present.	**Natural Environment**: Typically, no cloud cover or haze caused by natural conditions or atmospheric pollution. Sparse overhead cover. Tends to have large water bodies or extensive snow cover present. Conditions allow for high levels of nighttime lighting from the stars and moon. Colors and details are easy to see at night. **Cultural Environment:** Landscape tends to be highly developed with urban uses with a substantial amount interior and exterior nighttime lighting from buildings, vehicles, streets, billboard, stadiums, etc. to illuminate the area and reflect off of the built environment. BRWL LED lighting is highly used and causes larger islands of "daytime" lighting conditions at night. Nighttime lighting causes visual discomfort across much of the area. Lighting may lack proper shielding. Colors and details are very easy to see at night. **Project Corridor Environment:** Project transportation corridor very well-lit, illuminating a great deal of the corridor. There may be lower lit portions of the corridor where artificial lighting from vehicle headlights are needed to better see colors and details. BRWL LED lighting is likely present.	**Natural Environment**: Typically, no cloud cover or haze caused by natural conditions or atmospheric pollution. No overhead cover. Tends to have large water bodies or extensive snow cover present. Conditions allow for high levels of nighttime lighting from the stars and moon. Colors and details are very easy to see at night. **Cultural Environment:** Landscape tends to be very highly developed urban environments with a great deal of interior and exterior nighttime lighting from buildings, vehicles, streets, billboard, stadiums, etc. to illuminate the area and reflect off of the built environment. BRWL LED lighting is prominent and causes expanses of "daytime" lighting conditions at night. Nighttime lighting causes visual discomfort across a large area. Lighting may lack proper shielding. Colors and details are very similar to daytime conditions. **Project Corridor Environment:** Project transportation corridor lighting is prominent and illuminates the majority of the corridor. Corridor lighting is so prominent that artificial lighting from vehicle headlights would not even be needed during nighttime driving conditions. BRWL LED lighting is likely prominent.
Light and Glare (L&G) Level Increase	Proposed Project Vicinity L&G Levels – Existing Project Vicinity L&G Levels = Change in L&G Levels[b]			AND	Proposed Project Site L&G Levels – Existing Project Site L&G Levels = Change in L&G Levels[b]		

Notes:

[a] For more information regarding BRWL effects, refer to International Dark-Sky Association 2010a, 2010b, and 2015.

[b] A positive number means an increase in L&G levels. A negative number means a decrease in L&G levels. Translate the numeric calculation to the descriptive L&G Rating.

Visual Resource Ratings—BLM-Administered Lands

For the rendering analysis on BLM-administered lands, a scenic quality evaluation was prepared in lieu of a visual quality evaluation to meet the assessment protocols for analyzing visual impacts on BLM-administered lands. The scenic quality evaluation was prepared using an adaptation of the BLM's VRM visual resource inventory method (BLM 1986) and BLM VRM Form 8400-5 *Scenic Quality Rating Summary* because it allows the various landscape elements that make up scenic quality to be quantified and rated, with the least amount of ambiguity or subjectivity. BLM's VRM visual resource inventory assigns lands an A, B, or C rating based on the apparent scenic quality, determined by using seven key factors (landscape features): landform, vegetation, water, color, adjacent scenery, scarcity, and cultural modifications. Three OEA reviewers evaluated these landscape features, rated them numerically on a comparative basis with similar features within the viewshed, and tabulated a total score of scenic quality (Table P-11).

The three reviewers scores were averaged to determine the score used in the analysis. Visual quality rating scores are as follows.

- 19 or more points: **A** rating indicates a high visual quality.
- 12 to 18 points: **B** rating indicates a moderate visual quality.
- 11 points or less: **C** rating indicates a low visual quality.

The landscape was evaluated for its existing and rendered conditions. A reduction in the existing conditions to a lower scenic quality rating constitutes an adverse effect. The scenic quality ratings for RKOPs on BLM-administered lands are also representative of changes that are likely to occur at other locations in the study area across the Action Alternatives. OEA used the scenic quality ratings assessment process to inform whether the proposed rail line would conform to the BLM VRM Class Objectives (Classes I, II, III, or IV). BLM's VRM Class Objectives, listed as follows, indicate how BLM-administered lands should be managed to protect visual resources.

- The Class I objective is to preserve the existing character of the landscape. The level of change to the characteristic landscape should be very low.
- The Class II objective is to retain the existing character of the landscape. The level of change to the characteristic landscape should be low.
- The Class III objective is to partially retain the existing character of the landscape. The level of change to the characteristic landscape should be moderate.
- The Class IV objective is to provide for management activities, which require major modification of the existing character of the landscape. The level of change to the characteristic landscape can be high.

Conceptual Rendering Rating Forms

OEA prepared rating forms showing the existing and proposed conditions for each conceptual rendering for both non-BLM-administered lands and BLM-administered lands.

Rating Forms for Non-BLM-Administered Lands

For the RKOPs on non-BLM-administered lands, including Ashley National Forest and other public lands, and scenic byways, OEA prepared a visual quality evaluation by following FHWA methods. These methods include establishing natural harmony, cultural order, and project corridor coherence ratings to determine the overall visual quality rating. As part of the rendering analysis, OEA also evaluated daytime and nighttime light and glare ratings. The rating forms for non-BLM-administered lands are provided below.

Table P-5. Summary of Visual Quality Ratings

Form 1: Conceptual Rendering Visual Quality Ratings
Substantially degrade the existing visual character or quality of the project site and its surroundings, including scenic vistas

RKOP	Existing	Existing Natural Harmony	Existing Cultural Order	Existing Project Corridor Coherence	Existing Visual Quality	VQ Rating	Rendered	Proposed Natural Harmony	Proposed Cultural Order	Proposed Project Corridor Coherence	Proposed Visual Quality	VQ Rating
RKOP 73		4	4	4.3	4.1	MH		3	3.3	3.3	3.2	ML
RKOP 83		4.7	4.7	5.3	4.9	MH		4	4.3	4.7	4.3	M
RKOP 90		4.7	4	5.3	4.7	MH		4	3.7	3.7	3.8	M
RKOP 110-A		4.3	4	5.3	4.5	MH		3	3.3	3	3.1	ML
RKOP 110-B		4.3	4	5.3	4.5	MH		3.3	3.3	2.7	3.1	ML
RKOP 120		5	5	5.3	5.1	MH		2.7	3	2.7	2.8	ML
RKOP 125		5.7	5	5.7	5.5	H		1.3	1.7	1.3	1.4	VL
RKOP 126		5.7	5.3	5.7	5.6	H		3	3	3	3.0	ML
RKOP 139		5.3	5.7	5.7	5.6	H		4.3	4.3	4.3	4.3	M
RKOP 146		4	3.7	4.7	4.1	M		4	4	4.7	4.2	M
RKOP 156		6	5.3	6.3	5.9	H		5.3	4.3	5	4.9	MH

Table P-6. Existing and Rendered Natural Harmony Ratings

RKOP	Affected Action Alternative	View	OEA Visual Analyst 1	OEA Visual Analyst 2	OEA Visual Analyst 3	Averaged Total
RKOP 73	Wells Draw	Existing	4	4	4	4.0
		Rendered	3	3	3	3.0
RKOP 83	Indian Canyon, Whitmore Park	Existing	4	5	5	4.7
		Rendered	4	5	3	4.0
RKOP 90	Indian Canyon, Whitmore Park	Existing	5	4	5	4.7
		Rendered	3	3	4	3.3
RKOP 110-A		Existing	5	5	3	4.3

RKOP	Affected Action Alternative	View	OEA Visual Analyst 1	OEA Visual Analyst 2	OEA Visual Analyst 3	Averaged Total
	Indian Canyon, Wells Draw	Rendered	3	3	3	3.0
RKOP 110-B	Whitmore Park	Existing	5	5	3	4.3
		Rendered	3	4	3	3.3
RKOP 120	Whitmore Park	Existing	5	5	5	5.0
		Rendered	2	2	4	2.7
RKOP 125	Indian Canyon, Wells Draw	Existing	6	5	6	5.7
		Rendered	1	1	2	1.3
RKOP 126	Indian Canyon, Whitmore Park	Existing	5	6	6	5.7
		Rendered	3	3	3	3.0
RKOP 139	Indian Canyon, Whitmore Park	Existing	6	5	5	5.3
		Rendered	4	5	4	4.3
RKOP 146	Indian Canyon	Existing	4	4	4	4.0
		Rendered	4	4	4	4.0
RKOP 156	Whitmore Park	Existing	6	6	6	6.0
		Rendered	5	5	6	5.3

Table P-7. Existing and Rendered Cultural Order Ratings

RKOP	Affected Action Alternative	View	OEA Visual Analyst 1	OEA Visual Analyst 2	OEA Visual Analyst 3	Averaged Total
RKOP 73	Wells Draw	Existing	4	4	4	4.0
		Rendered	3	4	3	3.3
RKOP 83	Indian Canyon, Whitmore Park	Existing	5	5	4	4.7
		Rendered	5	5	3	4.3
RKOP 90	Indian Canyon, Whitmore Park	Existing	4	4	4	4.0
		Rendered	4	4	3	3.7
RKOP 110-A	Indian Canyon, Wells Draw	Existing	4	4	4	4.0
		Rendered	3	3	4	3.3
RKOP 110-B	Whitmore Park	Existing	4	4	4	4.0
		Rendered	3	3	4	3.3
RKOP 120	Whitmore Park	Existing	5	5	5	5.0
		Rendered	3	2	4	3.0
RKOP 125	Indian Canyon, Wells Draw	Existing	5	5	5	5.0
		Rendered	1	2	2	1.7
RKOP 126	Indian Canyon, Whitmore Park	Existing	6	5	5	5.3
		Rendered	2	3	4	3.0
RKOP 139	Indian Canyon, Whitmore Park	Existing	6	6	5	5.7
		Rendered	4	5	4	4.3
RKOP 146	Indian Canyon	Existing	4	3	4	3.7
		Rendered	4	4	4	4.0
RKOP 156	Whitmore Park	Existing	6	4	6	5.3
		Rendered	4	4	5	4.3

Table P-8. Existing and Rendered Project Corridor Coherence Ratings

RKOP	Action Alternative Affected	View	OEA Visual Analyst 1	OEA Visual Analyst 2	OEA Visual Analyst 3	Averaged Total
RKOP 73	Wells Draw	Existing	4	5	4	4.3
		Rendered	3	4	3	3.3
RKOP 83	Indian Canyon, Whitmore Park	Existing	5	6	5	5.3
		Rendered	4	6	4	4.7
RKOP 90	Indian Canyon, Whitmore Park	Existing	5	6	5	5.3
		Rendered	3	4	4	3.7
RKOP 110-A	Indian Canyon, Wells Draw	Existing	6	6	4	5.3
		Rendered	3	2	4	3.0
RKOP 110-B	Whitmore Park	Existing	6	6	4	5.3
		Rendered	3	2	3	2.7
RKOP 120	Whitmore Park	Existing	5	6	5	5.3
		Rendered	2	2	4	2.7
RKOP 125	Indian Canyon, Wells Draw	Existing	6	6	5	5.7
		Rendered	1	1	2	1.3
RKOP 126	Indian Canyon, Whitmore Park	Existing	6	6	5	5.7
		Rendered	2	4	3	3.0
RKOP 139	Indian Canyon, Whitmore Park	Existing	6	6	5	5.7
		Rendered	4	5	4	4.3
RKOP 146	Indian Canyon	Existing	4	5	5	4.7
		Rendered	4	5	5	4.7
RKOP 156	Whitmore Park	Existing	6	7	6	6.3
		Rendered	5	5	5	5.0

Table P-9. Summary of Daytime and Nighttime Light and Glare Ratings

Form 3a: Daytime – Light and Glare (L&G) Ratings

Create a new source of substantial light or glare that would adversely affect day or nighttime views in the study area

RKOP	Project Vicinity	Proposed Project Vicinity L&G Levels	Existing Project Vicinity L&G Levels	L&G Level Increase	Existing/ Proposed L&G Rating	Project Corridor	Proposed Project Site L&G Levels	Existing Project Site L&G Levels	L&G Level Increase	Existing/ Proposed L&G Rating
RKOP 73		4.4	4	0.4	M/M		4.4	4	0.4	M/M
RKOP 83		5.4	5	0.4	MH/MH		5.4	5	0.4	MH/MH
RKOP 90		5.4	5	0.4	MH/MH		5.4	5	0.4	MH/MH
RKOP 110-A		5.4	5	0.4	MH/MH		5.4	5	0.4	MH/MH
RKOP 110-B		5.4	5	0.4	MH/MH		5.4	5	0.4	MH/MH
RKOP 120		5.7	5	0.7	MH/MH		5.7	5	0.7	MH/MH

Form 3a: Daytime – Light and Glare (L&G) Ratings *Create a new source of substantial light or glare that would adversely affect day or nighttime views in the study area*										
RKOP 125		5.5	3.3	2.2	MH/ML		5.5	3.3	2.2	MH/ML
RKOP 126		5.7	3.5	2.2	MH/ML		5.7	3.5	2.2	MH/ML
RKOP 139		5.3	5	0.3	MH/MH		5.3	5	0.3	MH/MH
RKOP 146		5.8	5.3	0.5	MH/MH		5.8	5.3	0.5	MH/MH
RKOP 156		4.8	4.8	0	M/M		4.8	4.8	0	M/M
Form 3b: Nighttime – Light and Glare (L&G) Ratings										
RKOP	**Project Vicinity**	**Proposed Project Vicinity L&G Levels**	**Existing Project Vicinity L&G Levels**	**L&G Level Increase**	**Existing/Proposed L&G Rating**	**Project Corridor**	**Proposed Project Site L&G Levels**	**Existing Project Site L&G Levels**	**L&G Level Increase**	**Existing/ Proposed L&G Rating**
RKOP 73		5	5	0	MH/MH		5	5	0	MH/MH
RKOP 83		5	5	0	MH/MH		5	5	0	MH/MH
RKOP 90		5.1	5	0.1	MH/MH		5.1	5	0.1	MH/MH
RKOP 110-A		5	5	0	MH/MH		5	5	0	MH/MH
RKOP 110-B		5	5	0	MH/MH		5	5	0	MH/MH
RKOP 120		5.5	5.3	0.2	MH/MH		5.5	5.3	0.2	MH/MH
RKOP 125		5.7	5	0.7	MH/MH		5.7	5	0.7	MH/MH
RKOP 126		5.5	5	0.5	MH/MH		5.5	5	0.5	MH/MH
RKOP 139		5.5	5.5	0	MH/MH		5.5	5.5	0	MH/MH
RKOP 146		6	6	0	H/H		6	6	0	H/H
RKOP 156		5.7	5.7	0	MH/MH		5.7	5.7	0	MH/MH

Table P-10. Daytime—Project Vicinity Light and Glare Ratings

RKOP	Action Alternative Affected	View	OEA Visual Analyst 1	OEA Visual Analyst 2	OEA Visual Analyst 3	Averaged Total
RKOP 73	Wells Draw	Proposed	4.5	4.25	4.5	4.4
		Existing	4	4	4	4.0
RKOP 83	Indian Canyon, Whitmore Park	Proposed	5.5	5.25	5.5	5.4
		Existing	5	5	5	5.0
RKOP 90	Indian Canyon, Whitmore Park	Proposed	5	5.25	5.5	5.3
		Existing	5	5	5	5.0
RKOP 110-A	Indian Canyon, Wells Draw	Proposed	5.5	5.25	5.5	5.4
		Existing	5	5	5	5.0
RKOP 110-B	Whitmore Park	Proposed	5.5	5.25	5.5	5.4
		Existing	5	5	5	5.0
RKOP 120	Whitmore Park	Proposed	5.5	6	5.5	5.7
		Existing	5	5	5	5.0

RKOP	Action Alternative Affected	View	OEA Visual Analyst 1	OEA Visual Analyst 2	OEA Visual Analyst 3	Averaged Total
RKOP 125	Indian Canyon, Wells Draw	Proposed	5.5	5	6	5.5
		Existing	3.5	3	3.5	3.3
RKOP 126	Indian Canyon, Whitmore Park	Proposed	6	5	6	5.7
		Existing	4	3	3.5	3.5
RKOP 139	Indian Canyon, Whitmore Park	Proposed	5.5	5	5.5	5.3
		Existing	5	5	5	5.0
RKOP 146	Indian Canyon	Proposed	6	5.25	6	5.8
		Existing	5.5	5	5.5	5.3
RKOP 156	Whitmore Park	Proposed	5.5	4	5	4.8
		Existing	5.5	4	5	4.8

Table P-11. Daytime—Project Corridor Light and Glare Ratings

RKOP	Action Alternative Affected	View	OEA Visual Analyst 1	OEA Visual Analyst 2	OEA Visual Analyst 3	Averaged Total
RKOP 73	Wells Draw	Proposed	4.5	4.25	4.5	4.4
		Existing	4	4	4	4.0
RKOP 83	Indian Canyon, Whitmore Park	Proposed	5.5	5.25	5.5	5.4
		Existing	5	5	5	5.0
RKOP 90	Indian Canyon, Whitmore Park	Proposed	5	5.25	5.5	5.3
		Existing	5	5	5	5.0
RKOP 110-A	Indian Canyon, Wells Draw	Proposed	5.5	5.25	5.5	5.4
		Existing	5	5	5	5.0
RKOP 110-B	Whitmore Park	Proposed	5.5	5.25	5.5	5.4
		Existing	5	5	5	5.0
RKOP 120	Whitmore Park	Proposed	5.5	6	5.5	5.7
		Existing	5	5	5	5.0
RKOP 125	Indian Canyon, Wells Draw	Proposed	5.5	5	6	5.5
		Existing	3.5	3	3.5	3.3
RKOP 126	Indian Canyon, Whitmore Park	Proposed	6	5	6	5.7
		Existing	4	3	3.5	3.5
RKOP 139	Indian Canyon, Whitmore Park	Proposed	5.5	5	5.5	5.3
		Existing	5	5	5	5.0
RKOP 146	Indian Canyon	Proposed	6	5.25	6	5.8
		Existing	5.5	5	5.5	5.3
RKOP 156	Whitmore Park	Proposed	5.5	4	5	4.8
		Existing	5.5	4	5	4.8

Table P-12. Nighttime – Project Vicinity Light and Glare Ratings

RKOP	Action Alternative Affected	View	OEA Visual Analyst 1	OEA Visual Analyst 2	OEA Visual Analyst 3	Averaged Total
RKOP 73	Wells Draw	Proposed	5	5	5	5.0
		Existing	5	5	5	5.0
RKOP 83	Indian Canyon Whitmore Park	Proposed	5	5	5	5.0
		Existing	5	5	5	5.0
RKOP 90	Indian Canyon Whitmore Park	Proposed	5	5.25	5	5.1
		Existing	5	5	5	5.0
RKOP 110-A	Indian Canyon Wells Draw	Proposed	5	5	5	5.0
		Existing	5	5	5	5.0
RKOP 110-B	Whitmore Park	Proposed	5	5	5	5.0
		Existing	5	5	5	5.0
RKOP 120	Whitmore Park	Proposed	5	5.5	6	5.5
		Existing	5	5	6	5.3
RKOP 125	Indian Canyon Wells Draw	Proposed	6	6	5	5.7
		Existing	5	5	5	5.0
RKOP 126	Indian Canyon Whitmore Park	Proposed	5.5	5.5	5.5	5.5
		Existing	5	5	5	5.0
RKOP 139	Indian Canyon Whitmore Park	Proposed	5.5	5	6	5.5
		Existing	5.5	5	6	5.5
RKOP 146	Indian Canyon	Proposed	6	6	6	6.0
		Existing	6	6	6	6.0
RKOP 156	Whitmore Park	Proposed	6	5	6	5.7
		Existing	6	5	6	5.7

Table P-13. Nighttime–Project Corridor Light and Glare Ratings

RKOP	Action Alternative Affected	View	OEA Visual Analyst 1	OEA Visual Analyst 2	OEA Visual Analyst 3	Averaged Total
RKOP 73	Wells Draw	Proposed	5	5	5	5.0
		Existing	5	5	5	5.0
RKOP 83	Indian Canyon Whitmore Park	Proposed	5	5	5	5.0
		Existing	5	5	5	5.0
RKOP 90	Indian Canyon Whitmore Park	Proposed	5	5.25	5	5.1
		Existing	5	5	5	5.0
RKOP 110-A	Indian Canyon Wells Draw	Proposed	5	5	5	5.0
		Existing	5	5	5	5.0
RKOP 110-B	Whitmore Park	Proposed	5	5	5	5.0
		Existing	5	5	5	5.0
RKOP 120	Whitmore Park	Proposed	5	5.5	6	5.5
		Existing	5	5	6	5.3
RKOP 125		Proposed	6	6	5	5.7

RKOP	Action Alternative Affected	View	OEA Visual Analyst 1	OEA Visual Analyst 2	OEA Visual Analyst 3	Averaged Total
	Indian Canyon Wells Draw	Existing	5	5	5	5.0
RKOP 126	Indian Canyon Whitmore Park	Proposed	5.5	5.5	5.5	5.5
		Existing	5	5	5	5.0
RKOP 139	Indian Canyon Whitmore Park	Proposed	5.5	5	6	5.5
		Existing	5.5	5	6	5.5
RKOP 146	Indian Canyon	Proposed	6	6	6	6.0
		Existing	6	6	6	6.0
RKOP 156	Whitmore Park	Proposed	6	5	6	5.7
		Existing	6	5	6	5.7

Rating Forms for BLM-Administered Lands

For the RKOPs on BLM-administered lands, the OEA reviewers prepared visual quality evaluation ratings using an adaptation of the BLM's VRM visual resource inventory method (BLM 1986) and BLM VRM Form 8400-5 *Scenic Quality Rating Summary,* as stated above. Table P-14 summarizes the guidance for BLM VRM Form 8400-5. For each key factor evaluated, a numerical rating is determined, based on existing and proposed visual conditions. The sum of those numerical ratings for each OEA reviewer are provided in Table P-15, which summarizes the ratings for the RKOPs located on BLM-administered lands.

Table P-14. Scenic Quality Inventory and Evaluation Guidance

Key Factors	Scenic Quality Inventory and Evaluation Chart Rating Criteria and Scores		
Landform	High vertical relief as expressed in prominent cliffs, spires, or massive rock outcrops, or severe surface variation or highly eroded formations including major badlands or dune systems; or detail features dominant and exceptionally striking and intriguing such as glaciers.	Steep canyons, mesas, buttes, cinder cones, and drumlins; or interesting erosional patterns or variety in size and shape of landforms; or detail features that are interesting though not dominant or exceptional.	Low rolling hills, foothills, or flat valley bottoms; or few or no interesting landscape features.
	5	3	1
Vegetation	A variety of vegetative types as expressed in interesting forms, textures, and patterns.	Some variety of vegetation, but only one or two major types.	Little or no variety or contrast in vegetation.
	5	3	1

Key Factors	Scenic Quality Inventory and Evaluation Chart Rating Criteria and Scores		
Water	Clear and clean appearing, still, or cascading white water, any of which are a dominant factor in the landscape.	Flowing, or still, but not dominant in the landscape.	Absent, or present, but not noticeable.
	5	3	0
Color	Rich color combinations, variety, or vivid color; or pleasing contrasts in the soil, rock, vegetation, water, or snowfields.	Some intensity or variety in colors and contrast of the soil, rock and vegetation, but not a dominant scenic element.	Subtle color variations, contrast, or interest; generally mute tones.
Influence of Adjacent Scenery	Adjacent scenery greatly enhances visual quality.	Adjacent scenery moderately enhances overall visual quality.	Adjacent scenery has little or no influence on overall visual quality.
Scarcity	One of a kind; or unusually memorable, or very rare within region. Consistent chance for exceptional wildlife or wildflower viewing, etc.	Distinctive, though somewhat similar to others within the region.	Interesting within its setting, but fairly common within the region.
	* 5+	3	1
Cultural Modifications	Modifications add favorably to visual variety while promoting visual harmony.	Modifications add little or no visual variety to the area, and introduce no discordant elements.	Modifications add variety but are very discordant and promote strong disharmony.
	2	0	-4

Table P-15. Scenic Quality Rating Summary for Renderings on BLM-Administered Lands

RKOP	Action Alternative Affected	View	OEA Visual Analyst 1	OEA Visual Analyst 2	OEA Visual Analyst 3	Averaged Total	Final Rating[a]
RKOP 27	Wells Draw	Existing	9	8	6	7.7	C
		Rendered	9	7	6	7.3	C
RKOP 33	Wells Draw	Existing	8	10	10.5	9.5	C
		Rendered	5	4	8.5	5.8	C
RKOP 37	Wells Draw	Existing	11	10	11	10.7	C
		Rendered	3	2	6.5	3.8	C
RKOP 44	Wells Draw	Existing	11	10	12	11	C
		Rendered	9	10	9	9.3	C

Notes:

[a] Scenic quality ratings: A = 19 or more; B = 12-18; C = 11 or less

References

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Attachment I

Photographs of Existing Conditions from 21 Candidate Key Observation Points

KOP Number	Alternative	Description	Photograph
1	Indian Canyon, Wells Draw, Whitmore Park	This depicts the view of the project terminus for all three alternatives from Leland Bench Road, a public roadway. This rendering would also illustrate the rail line crossing flatter land.	

KOP Number	Alternative	Description	Photograph
15 or 79	Indian Canyon and Whitmore Park	KOP 15 depicts the view of two alternatives from Avenue 3540 W, a public roadway that travels through agricultural lands. This rendering would also illustrate an at-grade road crossing and the rail line crossing flatter land. KOP 79 depicts the view of two alternatives from Sowers Canyon Road, a public roadway. This rendering would also illustrate an grade-separated road crossing, impacts to agricultural lands, and the rail line crossing flatter land.	

KOP Number	Alternative	Description	Photograph
			

KOP Number	Alternative	Description	Photograph
146	Indian Canyon	This depicts the view from a residential area located off of US 40. This rendering would show how the foreground views would be altered for residents in the area south of Coulton Road. It also illustrates the rail line crossing flatter land between the two areas of development. KOP 146 could show a wider view angle with rail line paralleling Coulton Road and the road crossing for George Marett Drive	

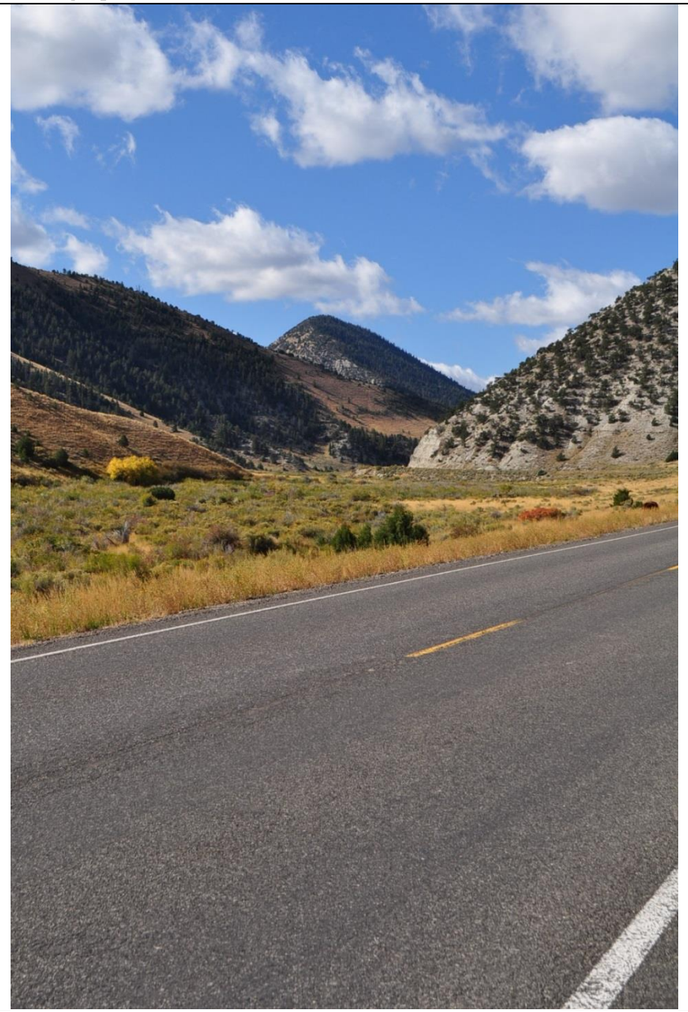
KOP Number	Alternative	Description	Photograph
150	Indian Canyon	This depicts the view from a residential area located off of US 40. This rendering would show how the foreground views would be altered for residents in the area from an elevated vantage north of Coulton Road. It also illustrates the rail line crossing flatter land between the two areas of development.	

KOP Number	Alternative	Description	Photograph
156	Whitmore Park	This depicts the view from a residential area located off of US 40. KOP 156 would provide an elevated vantage point that would show how the foreground of this scenic vista view would be altered for residents in the area. The rendering would also illustrate the rail line crossing flatter land.	

KOP Number	Alternative	Description	Photograph
120	Whitmore Park	This depicts the view from an area with scattered rangelands, located off of US 191. This rendering would show how the foreground of this scenic vista view would be altered by the rail line crossing the roadway and switching back and forth up the hillsides.	

KOP Number	Alternative	Description	Photograph
83	Indian Canyon & Whitmore Park	This depicts the view from Road 11160 South, off of Dinosaur Diamond Prehistoric Highway/ Indian Canyon Scenic Byway (US 191). This rendering would show how foreground views toward Tribal Trust Lands would be altered. It also illustrates the rail line crossing the base of hillsides. It also shows areas of cut and fill that occur as the rail line traverses the landscape.	

KOP Number	Alternative	Description	Photograph
139	Indian Canyon & Whitmore Park	This depicts the view from US 191. This rendering would provide roadside vantage point that would show how the foreground of this scenic view would be altered by the rail line traveling along the base of the hills. It also illustrates how the rail line would affect this rural residence/ranch and shows areas of cut and fill that occur as the rail line traverses the landscape.	

KOP Number	Alternative	Description	Photograph
90	Indian Canyon & Whitmore Park	This depicts the view from US 191 within the Ashley National Forest. This rendering would provide roadside vantage point that would show how the foreground of this scenic view would be altered by the rail line traveling along the base of the hills. It also illustrates how the rail line would cut through the base of a hill and a bridge crossing over a drainage.	

KOP Number	Alternative	Description	Photograph
126	Indian Canyon & Whitmore Park	This depicts the view from US 191. KOP 126 would provide roadside vantage point from within the Ashley National Forest that would show how the foreground of this view would be altered by the rail line tunneling through and exiting from/entering the hill. It would also show an at-grade road crossing and road realignment.	

KOP Number	Alternative	Description	Photograph
125	Indian Canyon & Wells Draw	This depicts the view from US 191. This rendering would provide roadside vantage point from within the Ashley National Forest that would show how the foreground of this view would be altered by the rail line switching back and forth across the hillside. It would also show an at-grade road crossing and road realignment.	

KOP Number	Alternative	Description	Photograph
27	Wells Draw	This depicts the view from an interpretive overlook located just east of Nine Mile Canyon Scenic Backway. This rendering would provide an elevated vantage point that would show how middleground views from the interpretive overlook and Nine Mile Canyon Scenic Backway would be altered. This is BLM VRM Class III lands.	

KOP Number	Alternative	Description	Photograph
33	Wells Draw	This depicts the view from Nine Mile Canyon Scenic Backway. This rendering would provide a vantage point that would show how foreground views from Nine Mile Canyon Scenic Backway would be altered. It also shows where a bridge would be built and areas of cut and fill that occur as the rail line traverses the top of the ridgeline. This is BLM VRM Class III lands.	

KOP Number	Alternative	Description	Photograph
37	Wells Draw	This depicts views from Nine Mile Canyon Scenic Backway, which is well-traveled, and illustrates how foreground views of the rail line crossing the roadway would likely appear. This view encompasses a wide viewshed, which occur elsewhere in the study area. It also shows where a grade-separated crossing would be built to cross the road and areas of mostly cut that occur as the rail line traverses the landscape. This is BLM VRM Class III lands.	

KOP Number	Alternative	Description	Photograph
44	Wells Draw	KOP 44 depicts the view from an overlook area located just east of Nine Mile Canyon Scenic Backway. This rendering would provide an elevated vantage point that would show how the foreground of this scenic vista view would be altered. It also illustrates the rail line crossing flatter land. It also shows areas of cut and fill that occur as the rail line traverses the landscape. This is BLM VRM Class III lands.	

KOP Number	Alternative	Description	Photograph
49 or 50	Wells Draw	This depicts views from unpaved portions of Nine Mile Canyon Scenic Backway and illustrates how foreground views of the rail line crossing the roadway would likely appear. It also shows where a bridge would be built to cross the road and areas of mostly cut that occur as the rail line traverses the landscape. The view from KOP 49 would show one bridge crossing (over the road) and the view from KOP 50 would show two bridge crossings (over the road and across the nearby hillsides). This is BLM VRM Class III lands.	

KOP Number	Alternative	Description	Photograph
			

KOP Number	Alternative	Description	Photograph
73	Wells Draw	KOP 73 (middle picture) would show a lot of cut and fill, and associated vegetation removal, from where the rail line runs parallel to Argyle Canyon Road. Residents would be removed to accommodate rail line.	

KOP Number	Alternative	Description	Photograph
114	Indian Canyon, Wells Draw, Whitmore Park	This is where the Indian Canyon and Wells Draw Alternatives diverge from the Whitmore Park Alternative. There would be two different renderings for this KOP that would depicts the view from Emma Park Road for the Indian Canyon and Wells Draw Alternatives and then for the Whitmore Park Alternative. This rendering location was chosen to illustrate how the rail line would traverse a large portion of the view.	

KOP Number	Alternative	Description	Photograph
110	Indian Canyon, Wells Draw, Whitmore Park	This depicts a view from the intersection of Emma Park Road with US 6, at the terminus for the rail line. This would illustrate how the rail line ties in to the existing rail line, a bridge across the existing rail line, and areas of cut and fill. Two renderings may be needed to show the Indian Canyon and Wells Draw Alternatives and the Whitmore Park Alternative, because the Whitmore Park Alternative crosses the existing rail line approximately 625 feet southeast of the crossing for the Indian Canyon and Wells Draw Alternatives and the alignments differ slightly.	

Appendix Q

IMPLAN Analysis Methods and Results

IMPLAN Analysis Overview

This appendix describes the methods OEA used to estimate the regional economic impact of construction and operation of the proposed rail line. A variety of tools are available to estimate regional economic impacts, but the most widely used are input-output models. Input-output models are generally static models used to analyze the effects of an economic stimulus (in the form of a specific policy or project) on a region.

Regional economic modeling is founded on the principle that industry sectors are interdependent: one industry purchases inputs from other industries and households (e.g., labor) and then sells outputs to other industries, households, and government entities. Therefore, economic activity in one sector causes an increased flow of money throughout the economy. This assessment relies on the IMpact analysis for PLANning (IMPLAN) regional economic modeling software to estimate the total employment and income effects associated with the Action Alternatives for the proposed rail line.

The regional economic modeling for the proposed rail line assesses the economic impact of the three Action Alternatives on the four-county study area that includes Carbon, Duchesne, Uintah, and Utah Counties in Utah. Economic impacts could result from construction and operation of the Action Alternatives. OEA estimated employment, labor income, and total value added or gross regional product (GRP) as the key economic measures for the study and defined GRP as the market value of all goods and services produced in the four-county region, annually. OEA estimated direct, indirect, and induced impacts for each key measure, expenditure type, and Action Alternative.

OEA derived the model inputs from project expenses and staffing information provided by the Seven County Infrastructure Coalition (Coalition). OEA generated indirect, induced, and total effects by conducting a multiregional input-output analysis in IMPLAN, which relied on 2018 IMPLAN data for the four-county study area.

Economic Impact Methods

The IMPLAN model relies on data from the U.S. Bureau of Economic Analysis, U.S. Department of Agriculture, U.S. Bureau of Labor Statistics, and the U.S. Census Bureau. The model includes 546 sectors based on the North American Industry Classification System (NAICS). The model uses region-specific multipliers to trace and calculate the flow of dollars from the industries that originate the impact to supplier industries. These multipliers are, thus, coefficients that describe the response of the economy to a stimulus (a change in demand or production).

A multiregional analysis makes it possible to track how an impact in any of the 546 IMPLAN sectors in the four-county study area can affect the production of all 546 sectors and household spending in another region. This allows users to demonstrate how an impact in the study area disperses into other regions and how these effects in surrounding areas create additional local effects.

IMPLAN's outputs include three types of impacts: direct impacts, indirect impacts, and induced impacts.

- **Direct impacts.** Direct impacts are impacts in the primary industries where production changes or expenditures made by producers/consumers as a result of an activity or policy are made, such as railroad track manufacturers.
- **Indirect impacts.** Indirect impacts are impacts in the industries that supply or interact with the primary industries, for example when a railroad track manufacturer would source material inputs from upstream suppliers.
- **Induced impacts.** Induced impacts represent increased spending by workers who earn money due to the proposed projects, such as when construction workers spend their wages at local restaurants.

OEA used the IMPLAN model to assess the economy-wide and industry-specific impacts of the direct spending associated with both construction and operation of the proposed rail line. OEA used three common metrics to report the results of the analysis: employment, labor income, and value added.

- **Employment.** Employment represents the jobs supported in each industry, based on the output per worker and output impacts for each industry.
- **Labor income.** Labor income includes all forms of employment income generated by the direct input, including employee compensation (wages and benefits) and proprietor income.
- **Value added.** Value added represents the total market value of all final goods and services produced within a region (also known as gross domestic product or GRP).

Model Inputs

The following discussion details the data and calculations OEA used to calculate the inputs for the IMPLAN model. The economic modeling assessed the direct activity associated with two main spending vectors: construction and operations and maintenance (O&M).

Construction Inputs

The Coalition provided construction cost estimates for each Action Alternative (Coalition 2019). OEA used these data to estimate the equipment, labor, and materials expenses related to six construction cost categories: construction of the track, earthwork, bridges and drainage structures, communications and signaling, tunnels, and fencing. These data also contained an estimate of the portion of construction spending anticipated to occur locally and nonlocally. Consistent with modeling best practices, only local expenditure was applied to the economic multipliers. OEA mapped the six construction cost categories provided by the Coalition to the appropriate IMPLAN sectors using an NAICS to IMPLAN crosswalk (IMPLAN 2020).

Because employment is site-based in IMPLAN, OEA accounted for all construction employment in the analysis. However, OEA calculated impacts from local and nonlocal labor separately to account for differences in typical spending profiles. OEA calculated employee compensation for local labor using the compensation per employee provided by the Coalition. Because it is unreasonable to assume that construction workers and contractors from outside the region would spend their income in the same way as residents, OEA used the federal per diem rate for Utah to estimate the

per diem lodging and food expenditure of these temporary residents (GSA 2020). Table Q-1 shows the IMPLAN sectors used to calculate the economic impacts from construction.

Table Q-1. Construction Input Sector Crosswalk

Input Category	Spending Description	IMPLAN Sector	IMPLAN Sector Description
Local construction expenditure	Bridges and tunnels	54	Construction of new highways and streets
	Track, earthwork, drainage and structures, fencing	56	Construction of other new nonresidential structures
	Communications and signaling	303	Other communications equipment manufacturing
Nonlocal labor expenditure	N/A (lodging)	507	Hotels and motels
	N/A (food)	509	Full-service restaurants

Notes:
Source: Coalition 2019
N/A = not applicable

The Coalition's current construction cost estimate is approximately $1.29 billion for the Indian Canyon Alternative, $2.14 billion for the Wells Draw Alternative, and $1.35 billion for the Whitmore Park Alternative. OEA applied construction costs to the four-county study area based on the calculated percentage of track mileage in each county. Table Q-2 details the percentage of Action Alternative miles by county used to calculate the construction inputs.

Table Q-2. Percentage of Action Alternative Miles by County

Action Alternative	Carbon County (%)	Duchesne County (%)	Uintah County (%)	Utah County (%)
Indian Canyon	6	78	9	8
Wells Draw	4	81	8	7
Whitmore Park	7	74	8	12

Notes:
Source: Coalition 2019

Table Q-3 details the total annual construction cost inputs by Action Alternative and county. The Wells Draw Alternative would have the highest annual construction cost, while the Indian Canyon Alternative would have the smallest annual construction budget.

Table Q-3. Annual Total Local Construction Spending on Inputs, by Action Alternative and County

Action Alternative	Expected Years of Construction	Carbon County ($ million)	Duchesne County ($ million)	Uintah County ($ million)	Utah County ($ million)	Annual Total ($ million)
Indian Canyon	2	24.7	347.8	38.2	38.0	448.7
Wells Draw	3	23.5	442.9	43.6	36.1	546.1
Whitmore Park	2	33.0	348.8	36.5	54.5	472.8

Notes:
The construction phase total local expenditures by alternative can be found by multiplying the annual total by the expected years of construction.
Source: Coalition 2019

Operations Inputs

The Coalition provided annual O&M cost estimates for the low rail traffic scenario and high rail traffic scenario (Coalition 2019). On an annual basis, the estimated O&M costs are anticipated to vary from $22.8 to $63.3 million for the Indian Canyon Alternative, $28.5 to $79.1 million for the Wells Draw Alternative, and $24.7 to $68.6 million for the Whitmore Park Alternative. The Coalition also provided an estimated breakdown of the O&M workforce by job type, including general operations, maintenance-of-way, mechanical, and management. OEA mapped the O&M job type categories provided by the Coalition to the appropriate IMPLAN sectors using an NAICS to IMPLAN crosswalk, as shown in Table Q-4.

Table Q-4. Operations Input Sector Crosswalk

Scenario	Job Type	Percentage (%)	IMPLAN Sector	IMPLAN Sector Description
Low rail traffic	Operations	45	415	Rail transportation
	Maintenance-of-way	35	60	Maintenance and repair construction of nonresidential structures
	Mechanical	5	457	Architectural, engineering, and related services
	Management	15	469	Management of companies and enterprises
High rail traffic	Operations	60	415	Rail transportation
	Maintenance-of-way	25	60	Maintenance and repair construction of nonresidential structures
	Mechanical	5	457	Architectural, engineering, and related services
	Management	10	469	Management of companies and enterprises

Notes:
Source: Coalition 2019

OEA applied O&M costs to the four-county study area counties based on the calculated percentage of track mileage in each county (Table Q-2). Table Q-5 depicts the annual low rail traffic scenario and high rail traffic scenario volume O&M inputs for each Action Alternative by county. The Wells Draw Alternative would have the largest annual O&M expected costs.

Table Q-5. Annual Operations and Maintenance Inputs by Action Alternative, Rail Traffic Scenario, and County

Action Alternative	Rail Traffic Scenario	Carbon County	Duchesne County	Uintah County	Utah County	Total[a]
Indian Canyon	Low	$1,255,451	$17,654,689	$1,936,715	$1,929,145	$22,776,000
	High	$3,488,210	$49,052,689	$5,381,068	$5,360,034	$63,282,000
Wells Draw	Low	$1,225,336	$23,122,187	$2,277,058	$1,882,419	$28,507,000
	High	$3,400,139	$64,160,885	$6,318,522	$5,223,454	$79,103,000
Whitmore Park	Low	$1,732,290	$18,312,780	$1,918,646	$2,863,920	$24,828,000
	High	$4,798,920	$50,731,440	$5,315,176	$7,933,847	$68,779,000

Notes:
[a] These totals are rounded to the nearest thousand.
Source: Coalition 2019

IMPLAN Analysis Results

Indian Canyon Alternative

Construction of the Indian Canyon Alternative would support over 2,820 jobs, support $196.8 million in labor income, and drive over $290.6 million in GRP annually. Over the 2-year construction period, this would equate to approximately $393.6 million in labor income, and $581.1 million in GRP. Across all impact metrics, the Indian Canyon Alternative would have the lowest total construction impacts of the Action Alternatives. Table Q-6 shows the annual results of the IMPLAN analysis for this alternative.

Table Q-6. Detailed Annual Construction Impacts—Indian Canyon Alternative

Impact Type	Employment (annual jobs)[a]	Labor Income ($ million)[b]	Value Added ($ million)[b]
Direct	1,550	149.7	188.5
Indirect	740	30.4	62.4
Induced	530	16.7	39.6
Total	**2,820**	**196.8**	**290.6**

Notes:
OEA calculated employment, labor income, and value added impacts using IMPLAN model.
[a] Numbers may not sum due to rounding. Employment is converted from IMPLAN employment to full-time equivalent (FTE).
[b] Numbers may not sum due to rounding. All dollar values are in 2020 dollars.

Ongoing O&M for the Indian Canyon Alternative would support 170 to 420 total jobs, support between $8.3 and $23.3 million in labor income, and drive approximately $15.2 to $43.6 million in GRP annually. Table Q-7 shows the results of the IMPLAN analysis for this alternative.

Table Q-7. Annual O&M Impacts—Indian Canyon Alternative

Impact Type	Employment (annual jobs)[a]	Labor Income ($ million)[b]	Value Added ($ million)[b]
Low Rail Traffic Scenario			
Direct	110	5.8	9.6
Indirect	50	1.8	3.9
Induced	20	0.7	1.7
Total	170	8.3	15.2
High Rail Traffic Scenario			
Direct	250	16.5	31.4
Indirect	120	2.2	4.3
Induced	60	3.2	5.4
Total	420	23.3	43.6

Notes:
OEA calculated employment, labor income, and value added impacts using IMPLAN model.
[a] Numbers may not sum due to rounding. Employment is converted from IMPLAN employment to full-time equivalent (FTE).
[b] Numbers may not sum due to rounding. All dollar values are in 2020 dollars.

Wells Draw Alternative

Construction of the Well Draw Alternative would support approximately 3,450 jobs, support $255.1 million in labor income, and drive $351.3 million in GRP annually. Over the 3-year construction period, this would equate to $765.2 million in labor income and $1.1 billion in GRP. The Wells Draw Alternative would have the largest total economic impact of any of the Action Alternatives due to the longer construction timeline and higher cost of construction. Table Q-8 shows the results of the IMPLAN analysis for this alternative.

Table Q-8. Detailed Annual Construction Impacts—Wells Draw Alternative

Impact Type	Employment (annual jobs)[a]	Labor Income ($ million)[b]	Value Added ($ million)[b]
Direct	1,850	195.5	222.3
Indirect	930	38.6	78.5
Induced	680	21.0	50.6
Total	**3,450**	**255.1**	**351.3**

Notes:
OEA calculated employment, labor income, and value added impacts using IMPLAN model.
[a] Numbers may not sum due to rounding. Employment is converted from IMPLAN employment to full-time equivalent (FTE).
[b] Numbers may not sum due to rounding. All dollar values are in 2020 dollars.

Ongoing O&M for the Wells Draw Alternative would support approximately 220 to 530 total jobs, support between $10.4 and $29.0 million in labor income, and drive approximately $18.9 to $54.3 million in GRP annually. Table Q-9 shows the results of the IMPLAN analysis for this alternative.

Table Q-9 Annual O&M Impacts—Wells Draw Alternative

Impact Type	Employment (annual jobs)[a]	Labor Income ($ millions)[b]	Value Added ($ millions)[b]
Low Rail Traffic Scenario			
Direct	130	$7.2	$12.0
Indirect	60	$2.3	$4.9
Induced	30	$0.8	$2.0
Total	**220**	**$10.4**	**$18.9**
High Rail Traffic Scenario			
Direct	310	$20.5	$35.3
Indirect	140	$6.2	$13.4
Induced	80	$2.3	$5.6
Total	**530**	**$29.0**	**$54.3**

Notes:

OEA calculated employment, labor income, and value added impacts using IMPLAN model.

[a] Numbers may not sum due to rounding. Employment is converted from IMPLAN employment to full-time equivalent (FTE).

[b] Numbers may not sum due to rounding. All dollar values are in 2020 dollars.

Whitmore Park Alternative

Construction of the Whitmore Park Alternative would support approximately 3,000 jobs, support $209.8 million in labor income, and drive $311.8 million in GRP annually. Over the 2-year construction period, this would equate to approximately $420.0 million in labor income and $623.6 million in GRP. The economic impact of the Whitmore Park Alternative would be comparable to the total impact of the Indian Canyon Alternative. Table Q-10 shows the results of the IMPLAN analysis for this alternative.

Table Q-10. Detailed Annual Construction Impacts—Whitmore Park Alternative

Impact Type	Employment (annual jobs)[a]	Labor Income ($ million)[b]	Value Added ($ million)[b]
Direct	1,630	$158.2	$201.1
Indirect	760	$31.2	$63.7
Induced	620	$20.3	$47.0
Total	**3,000**	**$209.8**	**$311.8**

Notes:

OEA calculated employment, labor income, and value added impacts using IMPLAN model.

[a] Numbers may not sum due to rounding. Employment is converted from IMPLAN employment to full-time equivalent (FTE).

[b] Numbers may not sum due to rounding. All dollar values are in 2020 dollars.

Ongoing O&M for the Whitmore Park Alternative would support 190 to 470 total jobs, support between $9.3 and $25.8 million in labor income, and drive approximately $16.8 to $48.1 million of GRP annually. Table Q-11 shows the results of the IMPLAN analysis for this alternative.

Table Q-11. Annual O&M Impacts—Whitmore Park Alternative

Impact Type	Employment (annual jobs)[a]	Labor Income ($ million)[b]	Value Added ($ million)[b]
Low Rail Traffic Scenario			
Direct	120	6.4	10.6
Indirect	50	2.0	4.2
Induced	30	0.9	2.1
Total	190	9.3	16.8
High Rail Traffic Scenario			
Direct	270	18.0	30.9
Indirect	120	5.3	11.5
Induced	80	2.5	5.7
Total	470	25.8	48.1

Notes:
OEA calculated employment, labor income, and value added impacts using IMPLAN model.
[a] Numbers may not sum due to rounding. Employment is converted from IMPLAN employment to full-time equivalent (FTE).
[b] Numbers may not sum due to rounding. All dollar values are in 2020 dollars.

Total Construction Results

The section presents the total construction results for each Action Alternative across the four-county study area.

Table Q-12 presents the detailed construction impacts for the Indian Canyon Alternative. Construction of the Indian Canyon Alternative is expected to last 2 years. Cumulative employment impacts over the construction phase are presented in job-years. A single job-year refers to a single job for 1 year. For example, 1,000 jobs that are supported for 2 years would equate to 2,000 job-years. Dividing the total job-years by the length of construction would equate to the total number of jobs supported annually.

Table Q-12. Total Construction Impacts (Project Life)—Indian Canyon Alternative

Impact Type	Employment (job-years)[a]	Labor Income ($ million)[b]	Value Added ($ million)[b]
Direct	3,100	299.4	377.0
Indirect	1,480	60.9	124.8
Induced	1,060	33.3	79.3
Total	**5,640**	**393.6**	**581.1**

Notes:
OEA calculated employment, labor income, and value added impacts using IMPLAN model.
[a] Numbers may not sum due to rounding. Employment is converted from IMPLAN employment to full-time equivalent (FTE).
[b] Numbers may not sum due to rounding. All dollar values are in 2020 dollars.

Table Q-13 presents the detailed construction impacts for the Wells Draw Alternative. Construction of the Wells Draw Alternative is expected to last 3 years.

Table Q-13. Wells Draw Total Construction Impacts (Project Life)—Wells Draw Alternative

Impact Type	Employment (job-years)[a]	Labor Income ($ million)[b]	Value Added ($ million)[b]
Direct	5,550	586.5	666.8
Indirect	2,780	115.7	235.4
Induced	2,030	63.0	151.7
Total	**10,350**	**765.2**	**1,053.9**

Notes:
OEA calculated employment, labor income, and value added impacts using IMPLAN model.
[a] Numbers may not sum due to rounding. Employment is converted from IMPLAN employment to full-time equivalent (FTE).
[b] Numbers may not sum due to rounding. All dollar values are in 2020 dollars.

Table Q-14 presents the detailed construction impacts for the Whitmore Park Alternative. Construction of the Whitmore Park Alternative is expected to last 2 years.

Table Q-14. Total Construction Impacts (Project Life)—Whitmore Park Alternative

Impact Type	Employment (job-years)[a]	Labor Income ($ Million)[b]	Value Added ($ Million)[b]
Direct	3,260	$316.5	$402.2
Indirect	1,510	$62.5	$127.5
Induced	1,240	$40.7	$94.0
Total	6,010	$419.6	$623.6

Notes:
OEA calculated employment, labor income, and value added impacts using IMPLAN model.
[a] Numbers may not sum due to rounding. Employment is converted from IMPLAN employment to full-time equivalent (FTE).
[b] Numbers may not sum due to rounding. All dollar values are in 2020 dollars.

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Appendix R

Other Projects and Actions Considered in the Cumulative Impacts Analysis

Chapter 3, Section 3.15, *Cumulative Impacts*, of the Draft Environmental Impact Statement (EIS) describes potential future scenarios for oil and gas development in the Uinta Basin, the future construction of new rail terminals at the end of the proposed rail line near Myton, Utah and Leland Bench, Utah, and the cumulative impacts of future truck traffic transporting crude oil from production areas to the new rail terminals. Table R-1 describes other reasonably foreseeable projects and actions that OEA considered in the cumulative impacts analysis.

Table R-1. Other Projects and Actions Analyzed

Map ID	Project Name	Description	Status/Timing
Watershed Improvement Projects			
1	Ashley Valley Watershed Project, Uintah County (Uintah County 2019)	Improvements under consideration will address flood protection, watershed protection, agricultural water management, and public recreation development. An evaluation of potential alternatives and associated environmental impacts is required and will be documented in the form of an environmental assessment.	In planning phase
2	Pelican Lake Sediment Control Construction, Uintah County (Utah WRI 2019)	Pelican Lake has severe sedimentation issues, which need to be addressed to help restore this once Blue Ribbon Fishery. Three specific projects have been identified and are undergoing engineering and design in FY 2018. Projects include creation of sediment catch basin near Pelican Lake, improvements to the 1.5 miles of canal directly above Pelican Lake, and creation of a Biofilter/wetland complex at the mouth of Pelican Lake.	2021
3	2019 Watershed Plan, Duchesne County (DCWCD 2019)	The plan involves implementing several component projects for the purpose of increasing water supply, improving water quality, and enhancing the environment. The plan includes the following:	Environmental assessment contract awarded

Map ID	Project Name	Description	Status/Timing
		• Yellowstone Feeder Canal • Roosevelt & Ballard Flood Control • Gray Mountain Canal • Dry Gulch Irrigation Company • Uintah Indian Irrigation Project • Myton City Flood Control • Dry Gulch Irrigation Company • Altamont City Flood Control • Lake Fork Western Canal • South Boneta Canal • Uintah Basin Irrigation Company • Duchesne County Noxious Weed Control	
Road Improvement Projects			
4	Woods Road Reconstruction, Uintah County (UDOT 2019a)	This project will reconstruct the existing roadway to improve pavement condition and improve safety including wider shoulders. FA-1552 / Start Milepost: 13.424 - End Milepost: 15.454.	Construction in 2023
5	1500 East Improvements in Ballard, Uintah County (UDOT 2019b)	The project will widen the existing roadway to provide shoulders that will accommodate pedestrian and bicycle access. The project will also address drainage and rehabilitate the roadway surface. FA-1550 / Start Milepost: 7.405 - End Milepost: 8.408.	Construction in 2022
6	State Street Road Widening, Duchesne County (UDOT 2019c)	The project will widen the existing roadway to provide shoulders that will accommodate pedestrian and bicycle access. The project will also address drainage and rehabilitate the roadway surface. Construction will occur in 2022. Located on State Street between 800 South and 300 South.	Construction in 2020

Map ID	Project Name	Description	Status/Timing
7	Myton Main Street, Duchesne County (UDOT 2019d)	The project will reconstruct the existing roadway by milling existing asphalt surface and replacing with 4-inch surface course. Shoulders will be modified to tie into existing curb and gutter to improve drainage. Construction is scheduled for 2022. Located on Main Street, Myton, Utah.	Construction in 2022
8	US-40; Pleasant Valley to Myton, Duchesne County (UDOT 2019e)	This project will extend the life of the pavement by milling the existing asphalt surface and replacing it with 3 inches of hot-mix asphalt. Located along US 40/ Start Milepost: 103.494 – End Milepost: 106.282.	Construction start date 2020
9	SR-87 Roadside Improvements, Duchesne County (UDOT 2019f)	The project will construct safety improvements along SR-87 from MP 10.8 to MP 19.7 including shoulder widening, guardrail, and drainage improvements. Located along US 40/ Start Milepost: 103.494 – End Milepost: 106.282.	Construction Start date March 2020
10	Road Preventative Treatment, Carbon County (UDOT 2019g)	This project will rehabilitate the road at 1900 East and 600 North to 800 North by smoothing out rough spots, adding a layer of asphalt, and improving the shoulders. Located at Milepost: .63 - End Milepost: .995 near Price, Utah.	Scheduled for 2020
11	US 6; 100 North Interchange Improvements, Carbon County (UDOT 2019h)	Carbon County is making landscaping enhancements at the 100 North Interchange on route US 6 in Price. This is a multiple agency and entity partnership effort. UDOT is contributing $50,000 toward landscape materials. Located along US 6 / Start Milepost: 239.5 - End Milepost: 240.2.	In design phase

Map ID	Project Name	Description	Status/Timing
12	Rehabilitation of SR-157; Kenilworth Road and SR-139; Spring Glen Road, Carbon County (UDOT 2019i)	The project involves the rehabilitation of high volume road damage at SR-157; Kenilworth Road and SR-139; Spring Glen Road. Located along SR-157; Kenilworth Road and SR-139; Spring Glen Road.	Proposed construction start date: June 2020
13	1900 East Phase III, 600 North to 800 North, Carbon County (UDOT 2019j)	This project will apply cost-effective treatments before major road rehabilitation is required. The preservation efforts may include the resurfacing of the roadway and/or bridges and will seal cracks, improve ride quality and increase skid resistance. Located at 1900 East Phase III, 600 North to 800 North.	Proposed construction start date: July 2020
14	Ridge Road Reconstruction, Carbon County (Coalition 2019)	Ridge Road has experienced deterioration due to the heavy volume of truck traffic. Deterioration of the road has caused public safety concerns for vehicles using the road. Reconstructing the road for the heavier truck volume will increase public safety for users of the road and relieve truck traffic congestion in other residential areas throughout Carbon County.	Feasibility evaluation in process
15	US 6, MP 200 Bridge Ride Fix, Utah County (UDOT 2019k)	This project will fix the rough ride over the structures near Milepost 200 in SF Canyon. Located along US 6 / Start Milepost: 200.6 - End Milepost: 200.8.	In planning phase
Facility and Other Infrastructure Improvements			
16	Roosevelt Airport Improvements, Duchesne County (FAA 2019)	Federal Aviation Administration grant for runway, taxiway, lighting and drainage improvements at the Roosevelt Municipal Airport.	Grant awarded in 2019

Map ID	Project Name	Description	Status/Timing
17	Peerless Port of Entry, Carbon County (UDOT 2019l)	This project involves building new and improving existing maintenance, visitor and welcome facilities. Located along US 6 / Start Milepost: 236.83 - End Milepost: 237.83.	Construction start date: March 2020
18	Roosevelt Library, Duchesne County (Duchesne County Library System 2018)	A 14,000-square-foot new library branch will be built in Roosevelt or an 8,500-square-foot expansion of the existing library to adequately facilitate and promote growth and learning opportunities for the Roosevelt community.	Feasibility study completed in 2018; the Library Board has purchased the softball fields at Central Park for the new library's location.
19	MS4 Stormwater Infrastructure Improvements, Carbon County (UDOT 2019m)	This project includes stormwater infrastructure improvements along SR-10 / Start Milepost: 67.666 - End Milepost: 67.785.	In design phase
Forest Service Actions			
20	Badlands Lop and Scatter Project, Duchesne County (Forest Service 2019a)	The wildlife habitat improvement project targets the removal of encroaching conifers (pinyon, juniper, and Douglas fir), located on the South Unit of the Ashley National Forest. Treatment would be done through mechanical means using chainsaws. The project is located on the west side of the South Unit of the Duchesne/Roosevelt Ranger District of the Ashley National Forest, approximately 20 miles southwest of Duchesne Utah.	Under analysis
21	Badlands Trail Project – Part 2, Duchesne County (Forest Service 2019b)	The project includes construction of an off-highway vehicle trail connection on the South Unit of the Duchesne/Roosevelt Ranger District. The segment would connect Sowers Canyon Road to Forest Service Road 497. This segment would be approximately 3.3 miles. The project is located south of US 40 at the junction of Sowers	Under analysis

Map ID	Project Name	Description	Status/Timing
		Canyon Road and Forest Service Road 497, approximately 6.15 miles south of the Bridgeland turn-off.	
22	Removal of Indian Canyon Guard Station, Duchesne County (Groves pers. comm.)	The project involves removal of a historic guard station along US 191 S. Located along US 191 S at the confluence of Mill Hollow and Left Fork Indian Canyon.	Implementation in 2020
23	Ashley National Forest Grazing Allotments, Duchesne County (Groves pers. comm.)	Left Fork Indian and Mill Hollow cattle grazing allotments run the full length of 191 on the Ashley National Forest.	Ongoing 6/2016–10/2015
Interstate Electric Power Transmission Projects			
24	Gateway South Transmission Line (BLM 2016)	PacifiCorp proposes to construct, operate, and maintain a 500-kilovolt overhead, single-circuit, alternating-current, transmission line. Spans across several counties.	FEIS published 2016; estimated line in service for customers is 2024
25	TransWest Express Transmission Project (TransWest Express 2019)	The TransWest Express Transmission Project will provide the transmission infrastructure and transmission capacity necessary deliver approximately 20,000 GWh/yr of renewable energy generated in Wyoming to the Desert Southwest region, including Arizona, Nevada and southern California.	In permitting and siting process. Estimated construction 2020–2023
26	National Historic Preservation Act (NHPA) Programmatic Agreement for Irrigation Infrastructure	The Programmatic Agreement (PA) is an NHPA Section 106 PA for a programmatic approach to the mitigation of adverse effects of projects on canals in Utah. The PA allows project proponents for projects with a federal nexus in Utah and adverse effects on canals to contribute a set amount of funding to a research project at Utah State University in lieu of piecemeal mitigation through	Signed in 2020

Map ID	Project Name	Description	Status/Timing
		individual Section 106 Memoranda of Agreement for each project. Utah State University then uses the funding for broad research and public outreach about the history of canals and irrigation in Utah.	

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Appendix S

Agency and Tribal Consultation

Introduction

This appendix discusses consultation on the development of this 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 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 30 biweekly teleconferences with the cooperating agencies starting on July 31, 2019 and continuing throughout development of the Draft EIS to discuss recent filings, updates on the Draft EIS preparation, agency reviews of analysis methods and administrative Draft 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 Action Section 7 meeting with USFWS and the Corps

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
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
State Agencies	

Agency	Dates of Written Correspondence
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
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

Agency	Dates of Written Correspondence
	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 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

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
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 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's monthly teleconferences were held in January, February, March, April, May, June, August, September, and October of 2020 and invitations were extended 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.

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
Bureau of Indian Affairs, Western Agency	OEA to BIA, Western Agency: 6/19/2019 OEA to BIA, Western Agency: 1/6/2020
Bureau of Land Management, Price Field Office	OEA to BLM Price: 6/19/2019 OEA to BLM Price: 1/6/2020
Bureau of Land Management, Vernal Field Office	OEA to BLM Vernal: 6/19/2019 OEA to BLM Vernal: 1/6/2020
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
U.S. Environmental Protection Agency	OEA to EPA: 1/6/2020
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
Advisory Council on Historic Preservation	
Advisory Council on Historic Preservation	OEA to ACHP: 1/6/2020 OEA to ACHP: 2/24/2020

Consulting Party	Dates of Written Correspondence
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 OEA to Utah SHPO: 1/6/2020
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
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
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
Duchesne County	OEA to Duchesne County: 6/19/2019 Duchesne County to OEA: 6/24/2019 OEA to Duchesne County: 1/6/2020
Moffat County	OEA to Moffat County: 6/19/2019
Public Lands Policy Coordinating Office	OEA to PLPCO: 1/6/2020
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
Uintah County	OEA to Uintah County: 6/19/2019 Uintah County: 7/2/2019 OEA to Uintah County: 1/6/2020
Utah Department of Transportation	OEA to UDOT: 4/21/2020
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
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
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
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

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,



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,



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

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,



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.

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,



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.

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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

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Sincerely,



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

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.

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,



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

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,



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

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.

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
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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,



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

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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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Request for Comments

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Surface Transportation Board
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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,



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

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,



Victoria Rutson
Director
Office of Environmental Analysis

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Figure 2 - Indian Canyon Route
Figure 3 - Craig Route
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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.

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,



Victoria Rutson
Director
Office of Environmental Analysis

Enclosures:
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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

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.

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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

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.

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Project Background

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- 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,



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.

- 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,



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

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.

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
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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,



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

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

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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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
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Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

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Figure 4 - Wells Draw Route

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.

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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

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,



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

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:

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,



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

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

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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
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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,



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

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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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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,



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.

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,



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 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.

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,



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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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

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Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

Enclosures:
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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

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,



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.

Environmental Review Process

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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,



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.

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:

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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,



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

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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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Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

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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.

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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

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,



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

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.

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,



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.

Sincerely,



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

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.

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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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
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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,



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

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.

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,



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

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.

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.

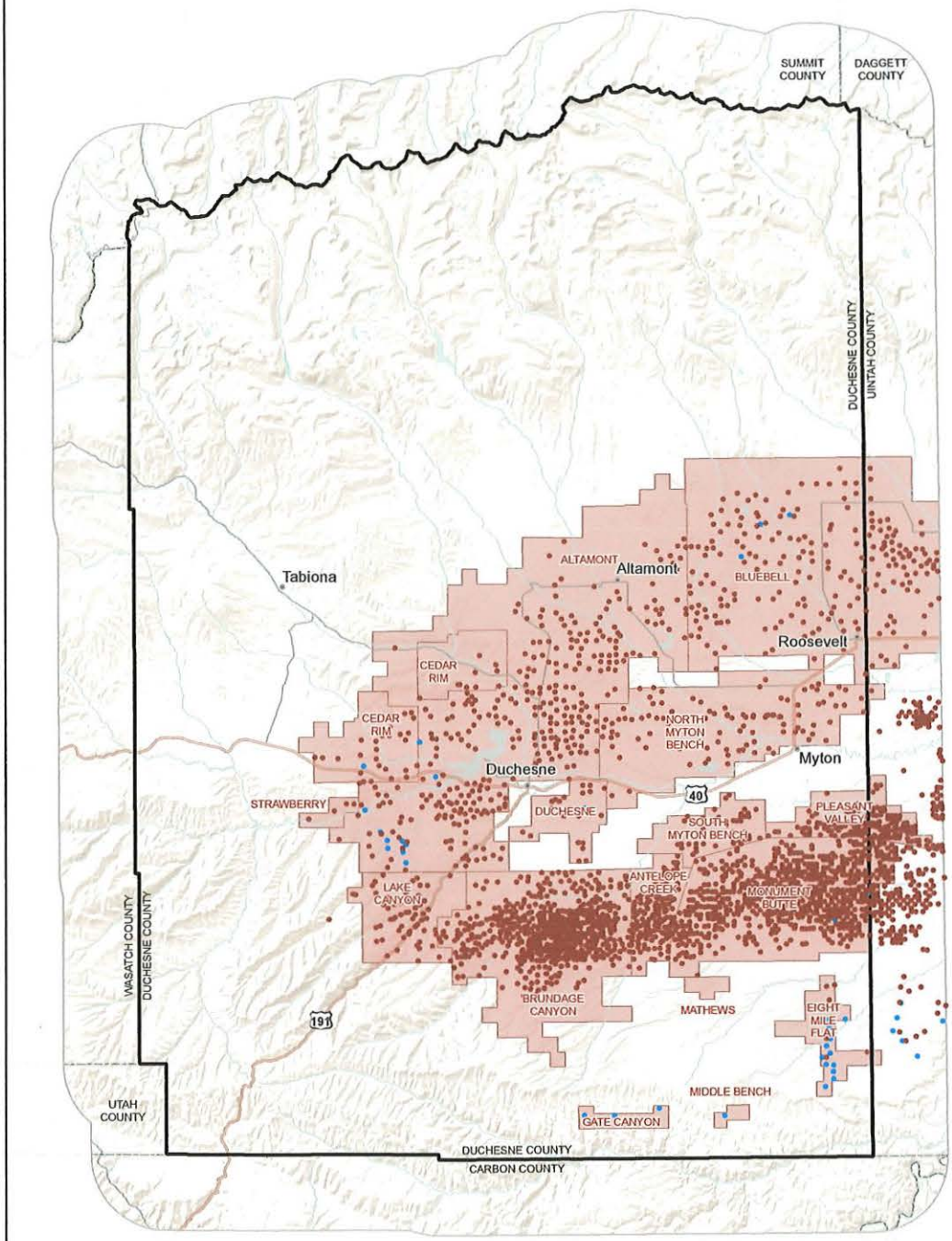
Sincerely,

DUCHESNE COUNTY COMMISSIONERS

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

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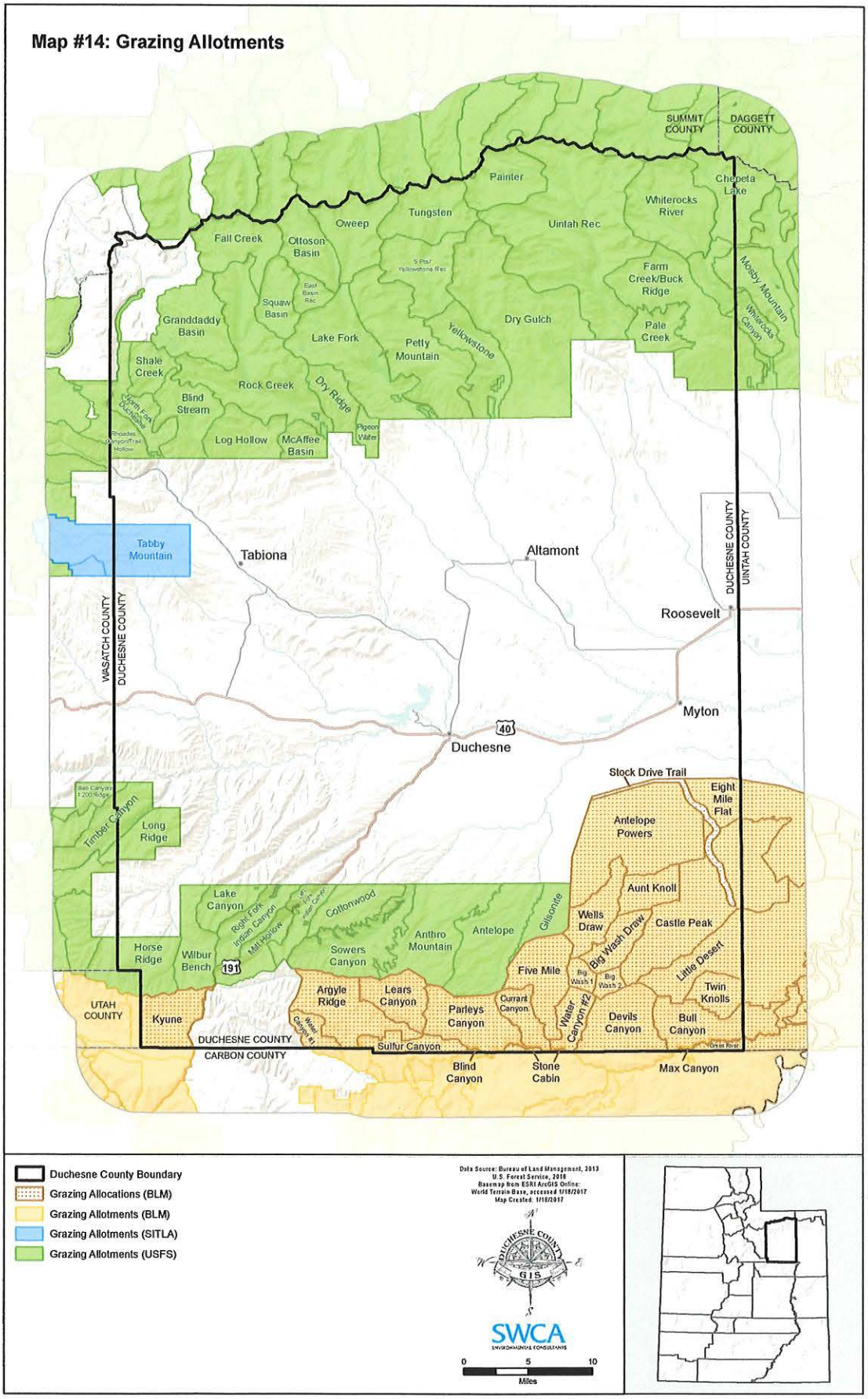
Map #14: Grazing Allotments



- Duchesne County Boundary
- Grazing Allocations (BLM)
- Grazing Allotments (BLM)
- Grazing Allotments (SITLA)
- Grazing Allotments (USFS)

Data Source: Bureau of Land Management, 2013
U.S. Forest Service, 2016
Basemap from ESRI ArcGIS Online:
World Terrain Base, accessed 1/18/2017
Map Created: 1/18/2017

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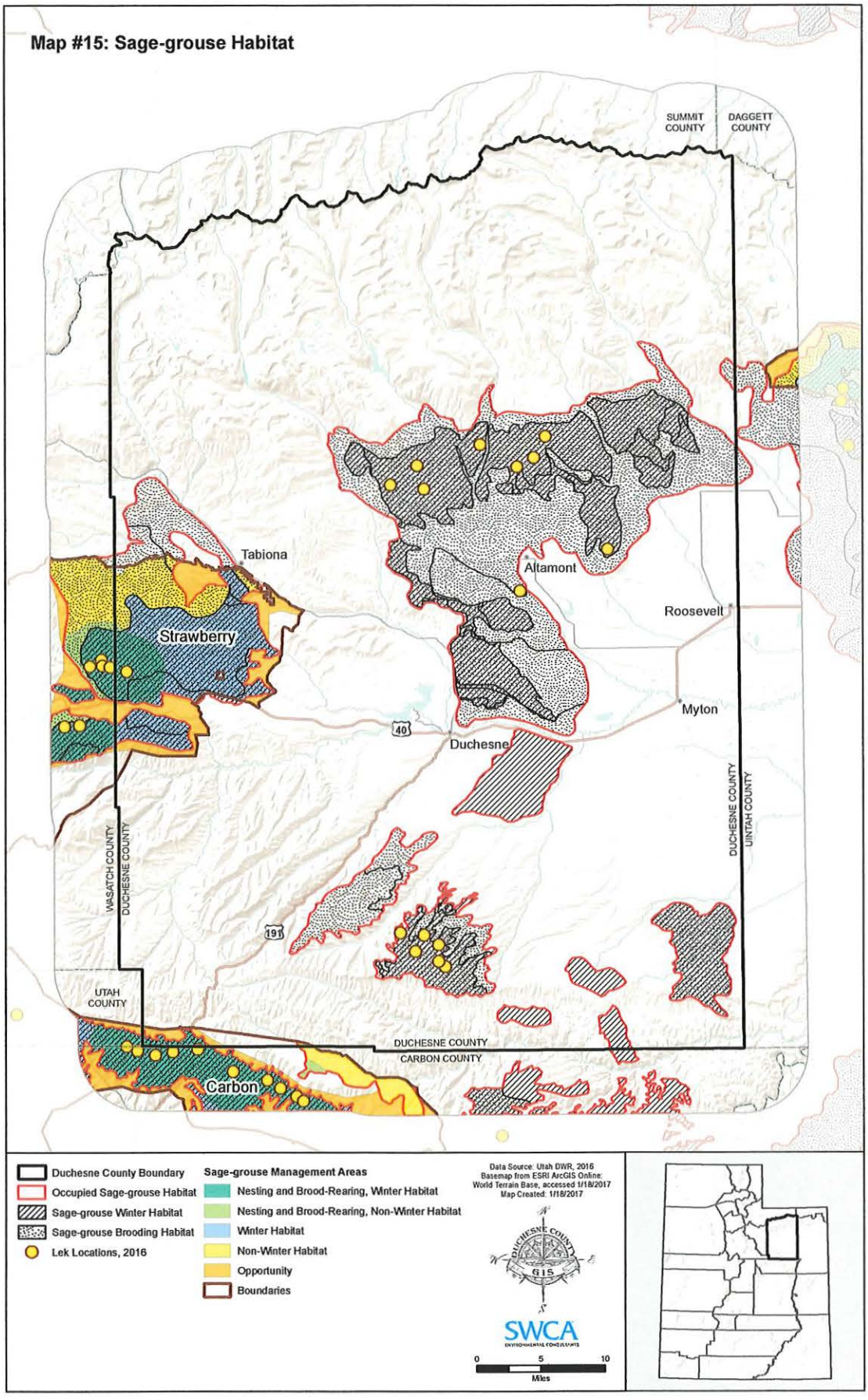
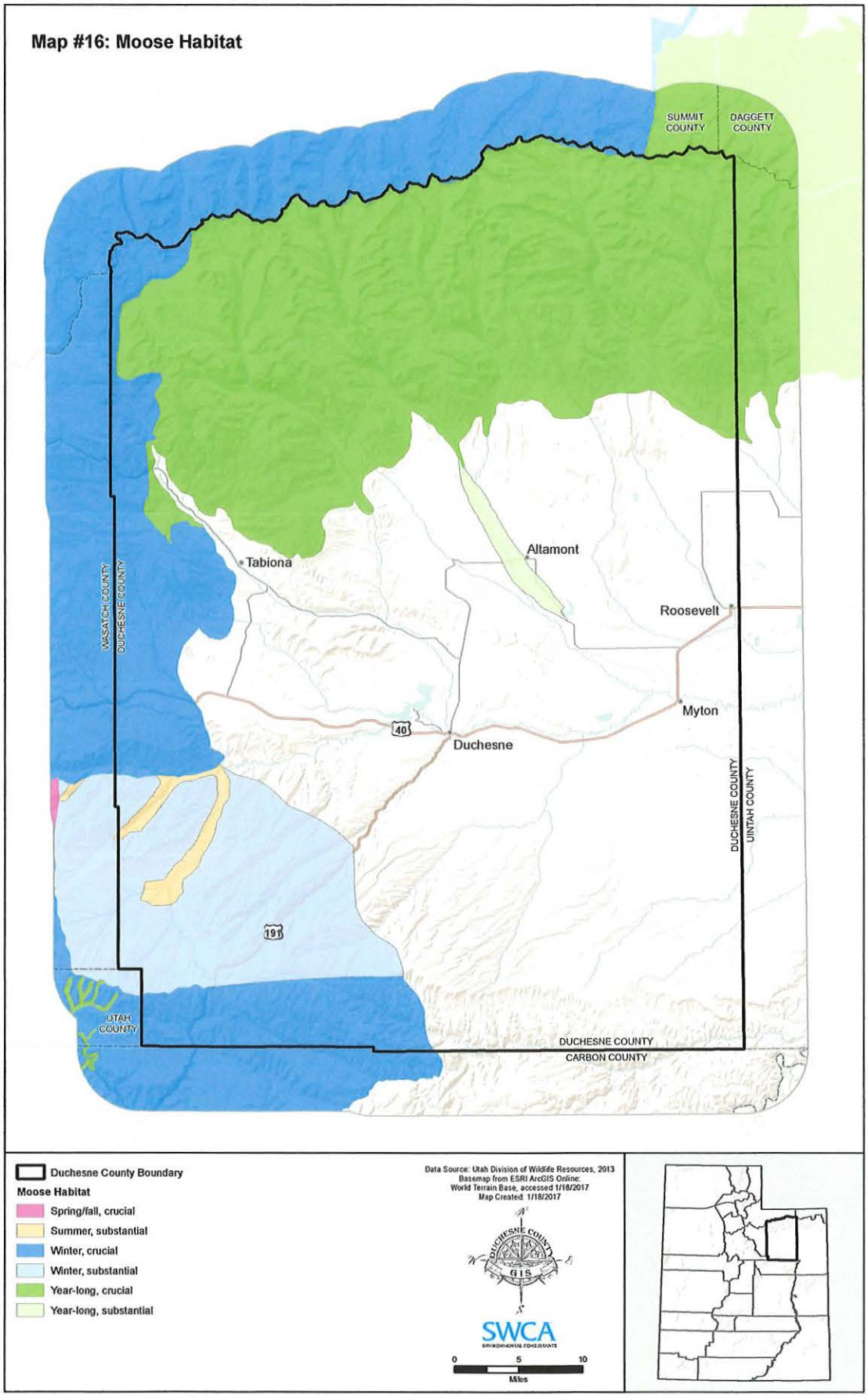
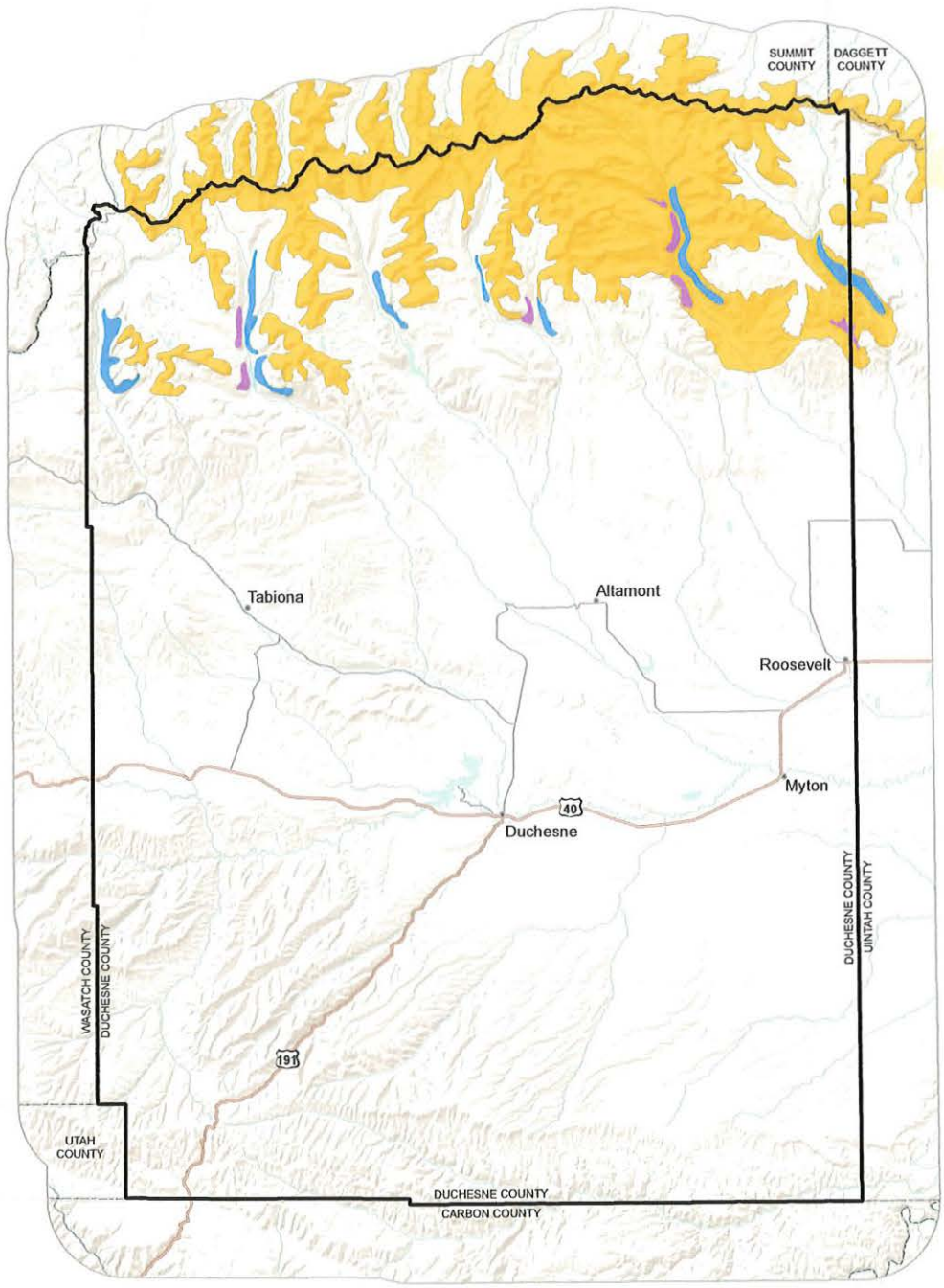
Map #15: Sage-grouse Habitat



Map #16: Moose Habitat



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

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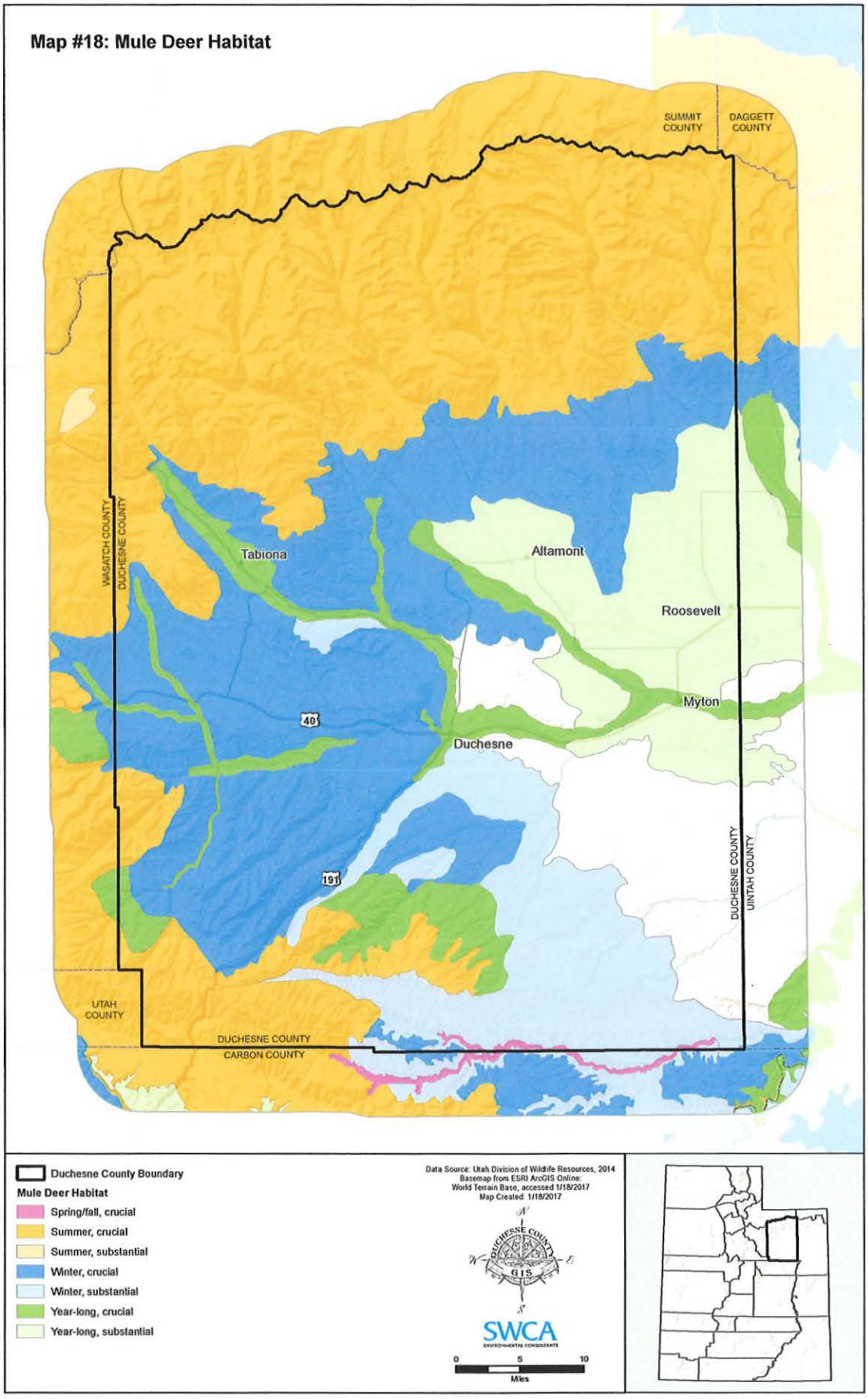
Map #18: Mule Deer Habitat



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

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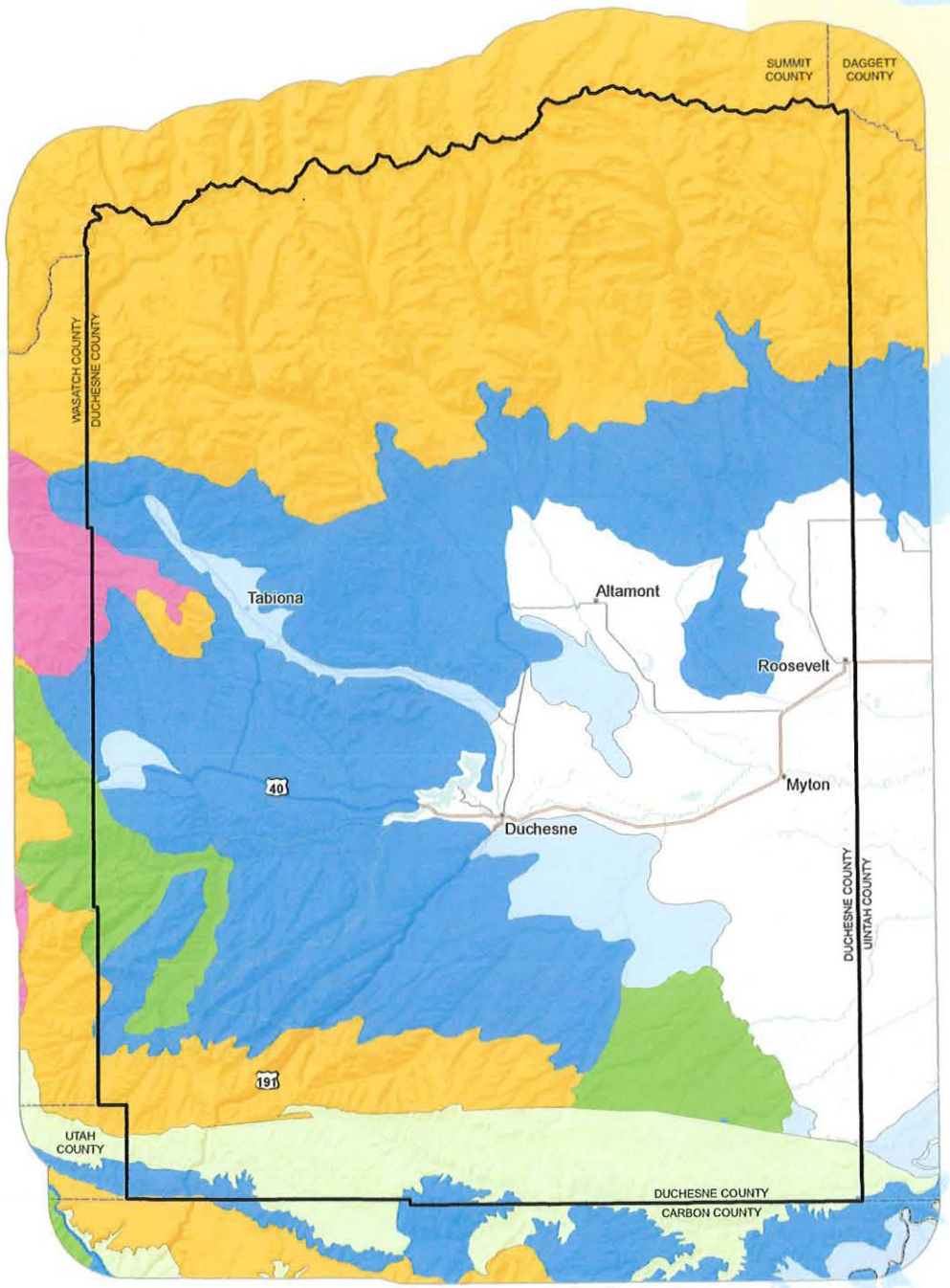
Map #19: Rocky Mountain Elk Habitat



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

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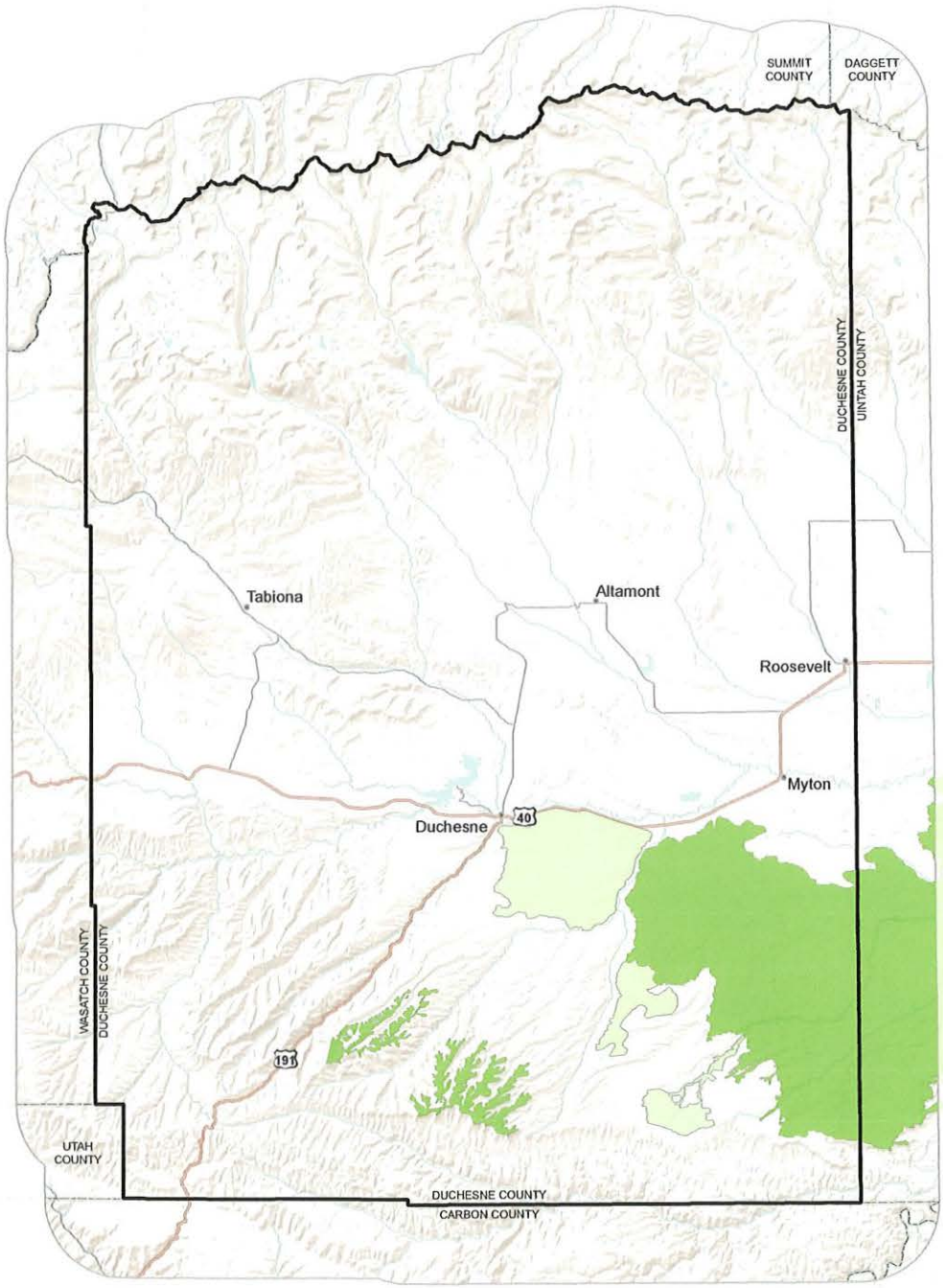
Map #20: Pronghorn Habitat



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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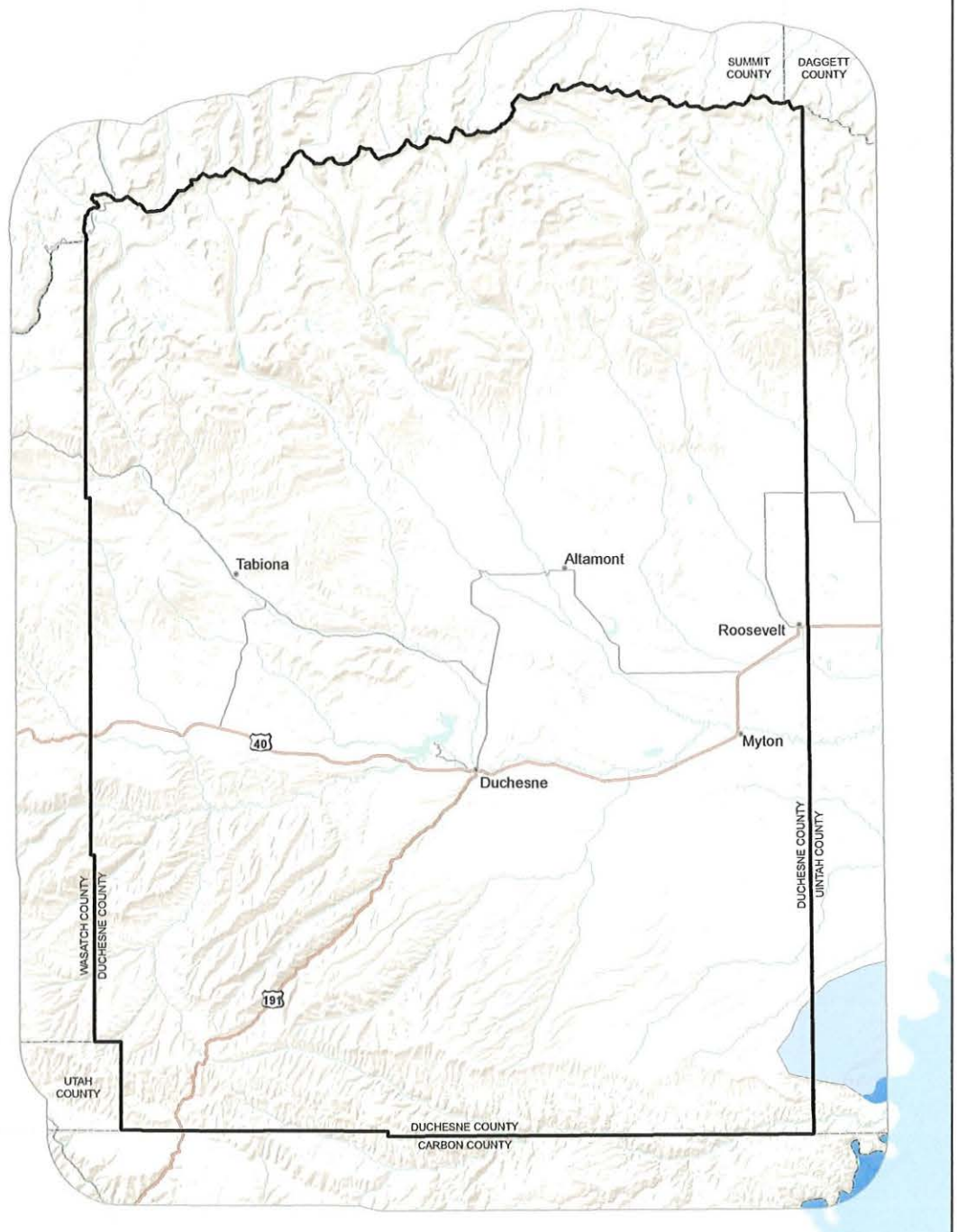
Map #21: Bison Habitat



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

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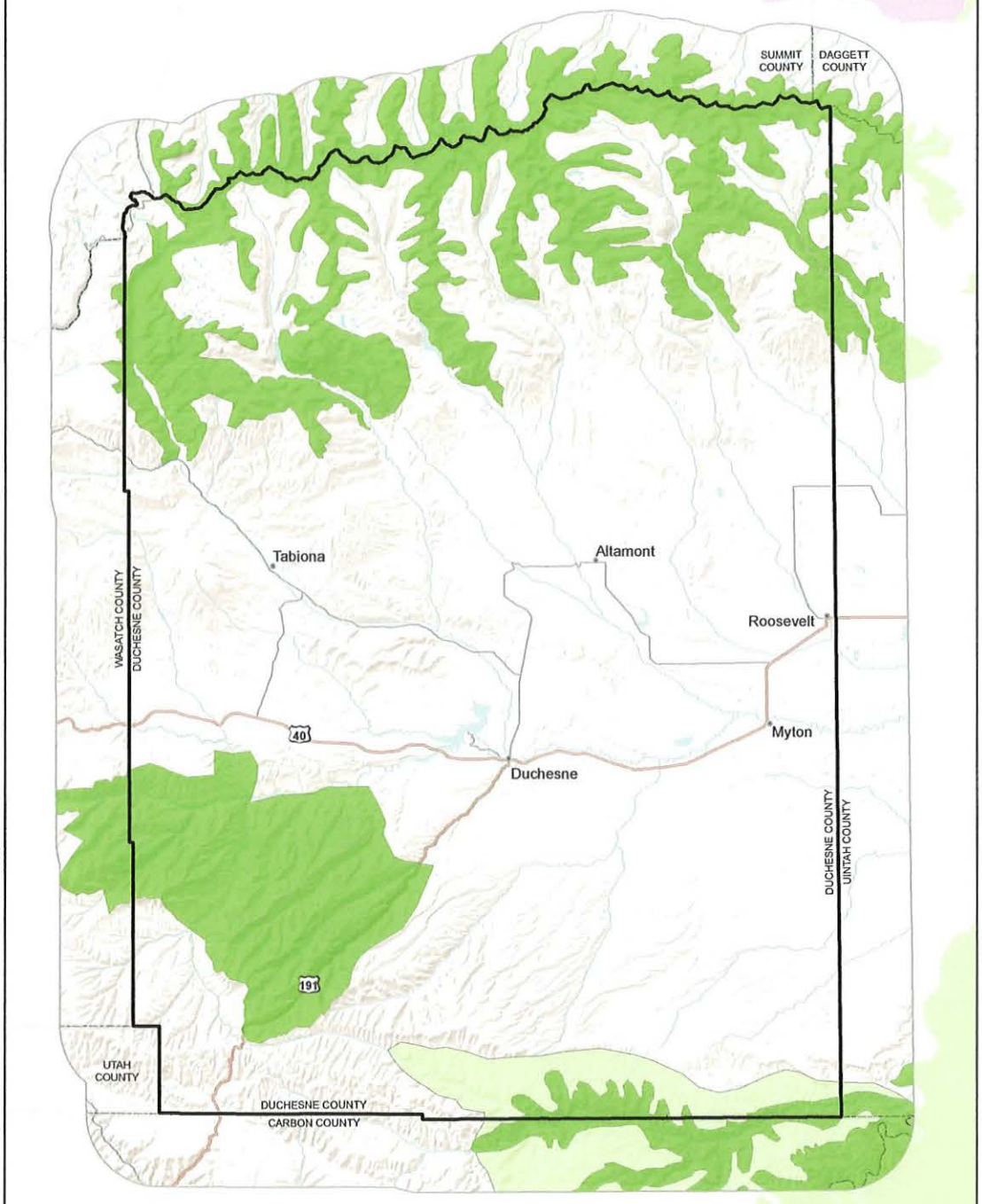
Map #22: Rocky Mountain Bighorn Sheep Habitat



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

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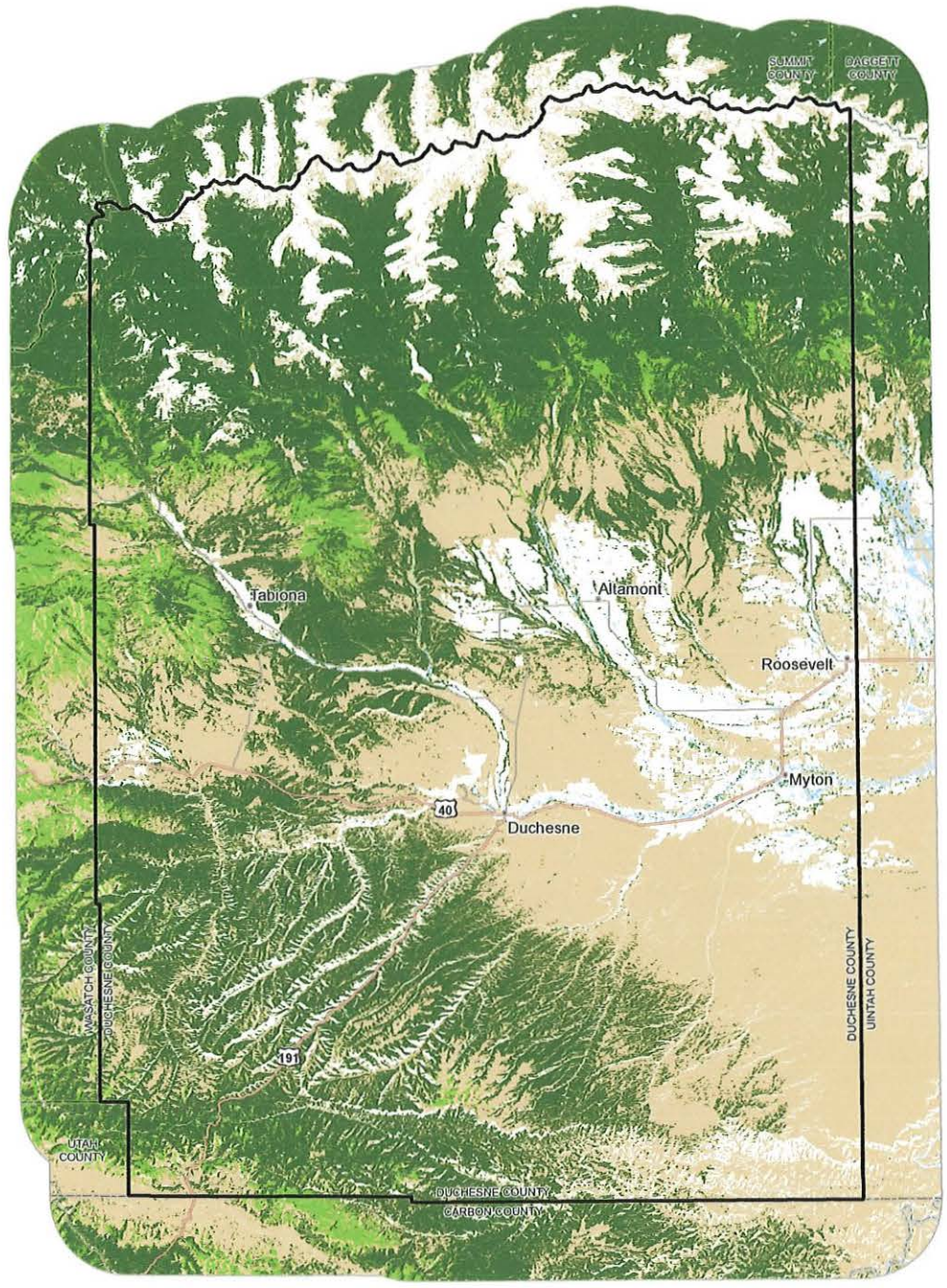
Map #23: Forested Lands and Other Land Cover



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

DUCHESNE COUNTY GIS

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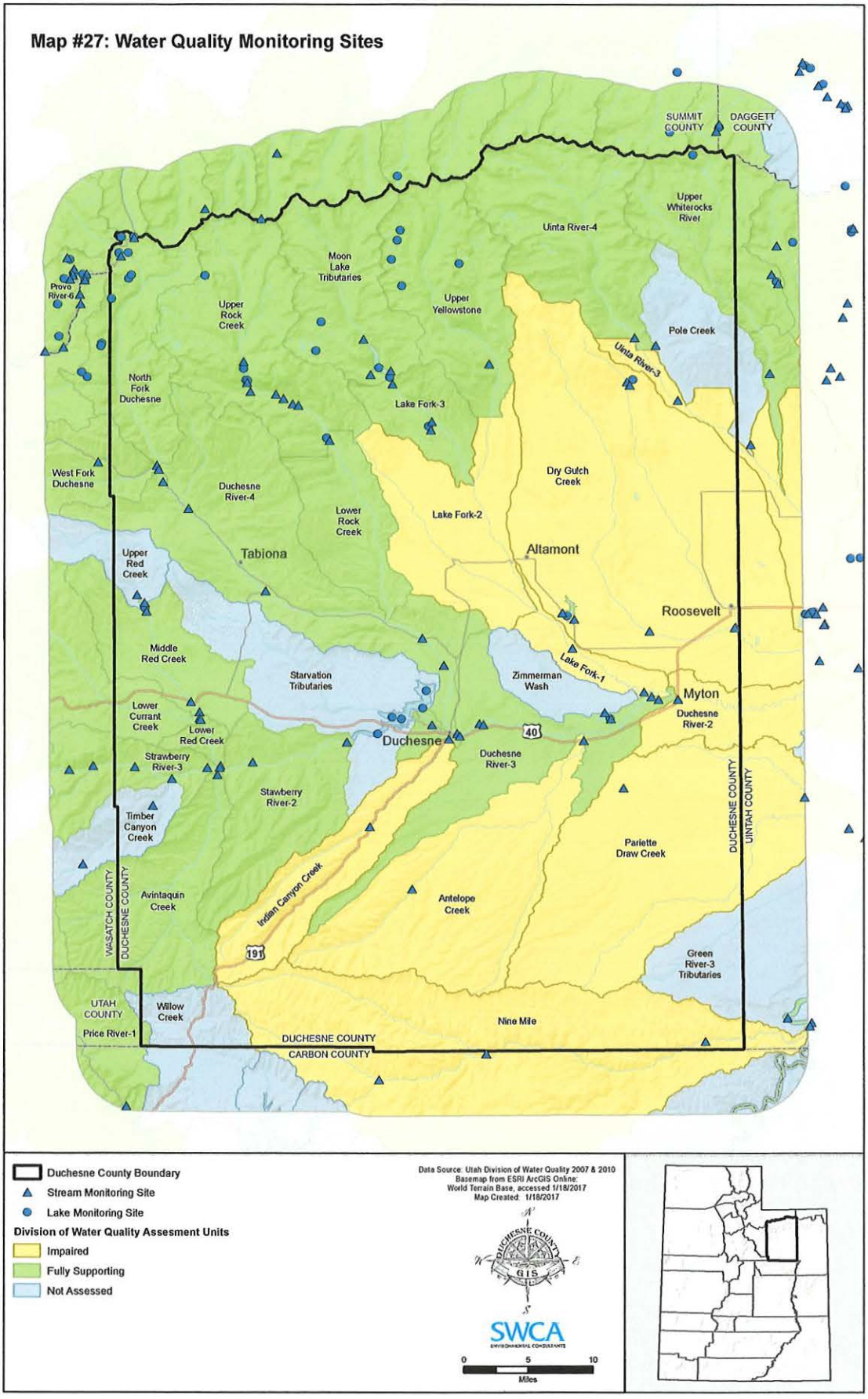
Map #27: Water Quality Monitoring Sites



Duchesne County Boundary
Stream Monitoring Site
Lake Monitoring Site

Division of Water Quality Assesment Units

Impaired
Fully Supporting
Not Assessed

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

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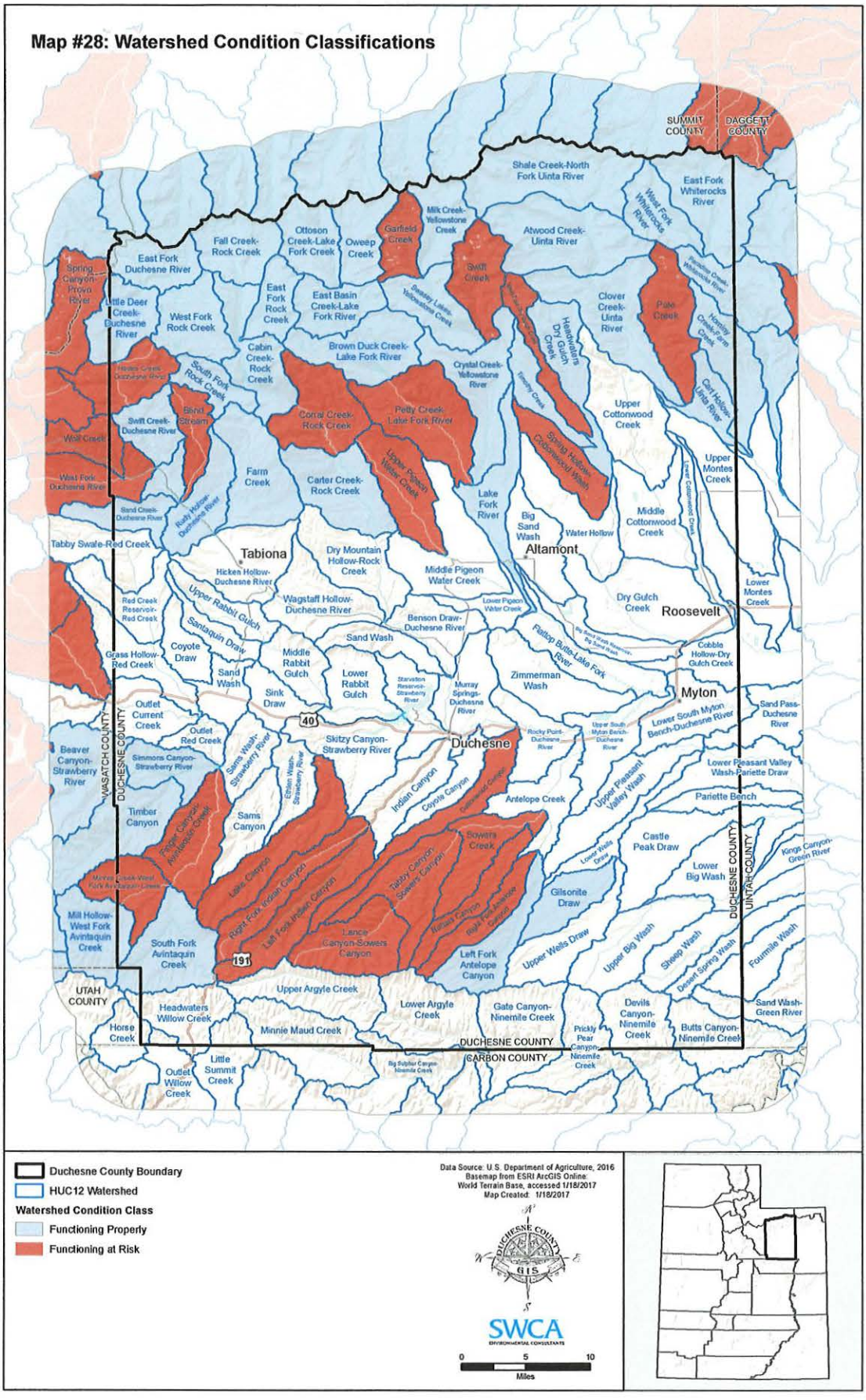
Miles

Map #28: Watershed Condition Classifications



Duchesne County Boundary

HUC12 Watershed

Watershed Condition Class

Functioning Properly

Functioning at Risk

Data Source: U.S. Department of Agriculture, 2016
Basemap from ESRI ArcGIS Online:
World Terrain Base, accessed 1/18/2017
Map Created: 1/18/2017

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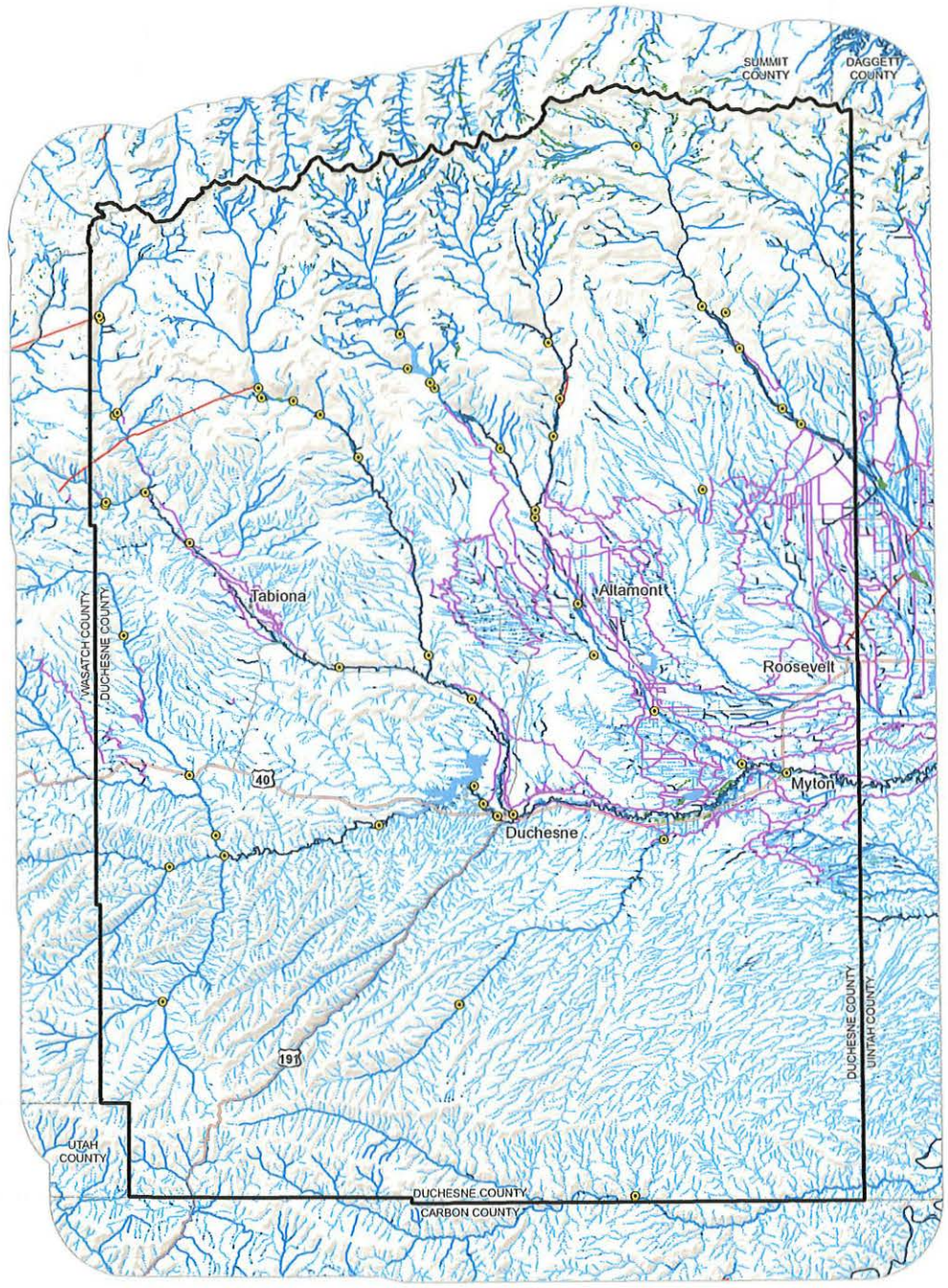
Miles

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

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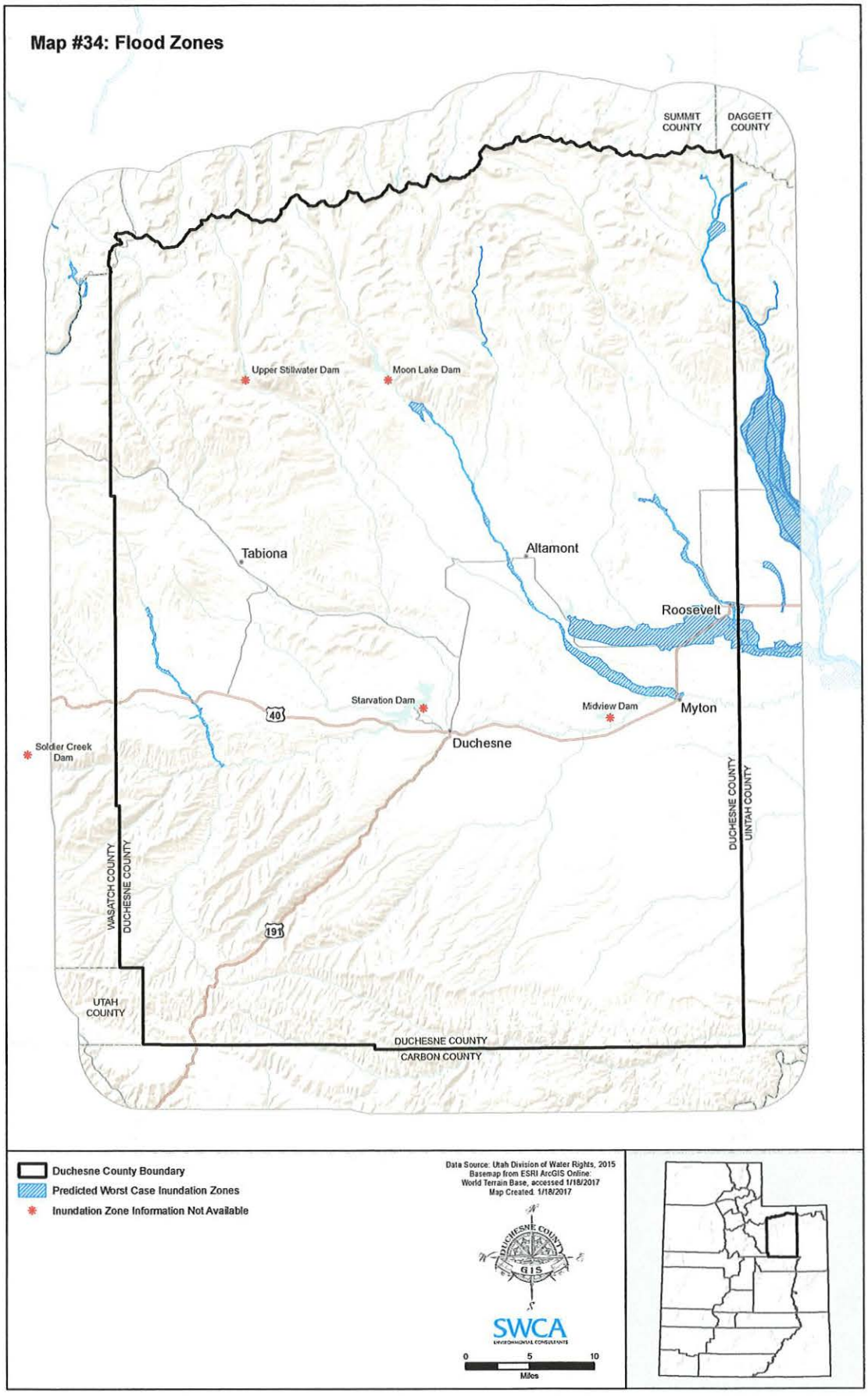
Map #34: Flood Zones



Duchesne County Boundary

Predicted Worst Case Inundation Zones

Inundation Zone Information Not Available

Data Source: Utah Division of Water Rights, 2015
Basemap from ESRI ArcGIS Online:
World Terrain Base, accessed 1/18/2017
Map Created: 1/18/2017

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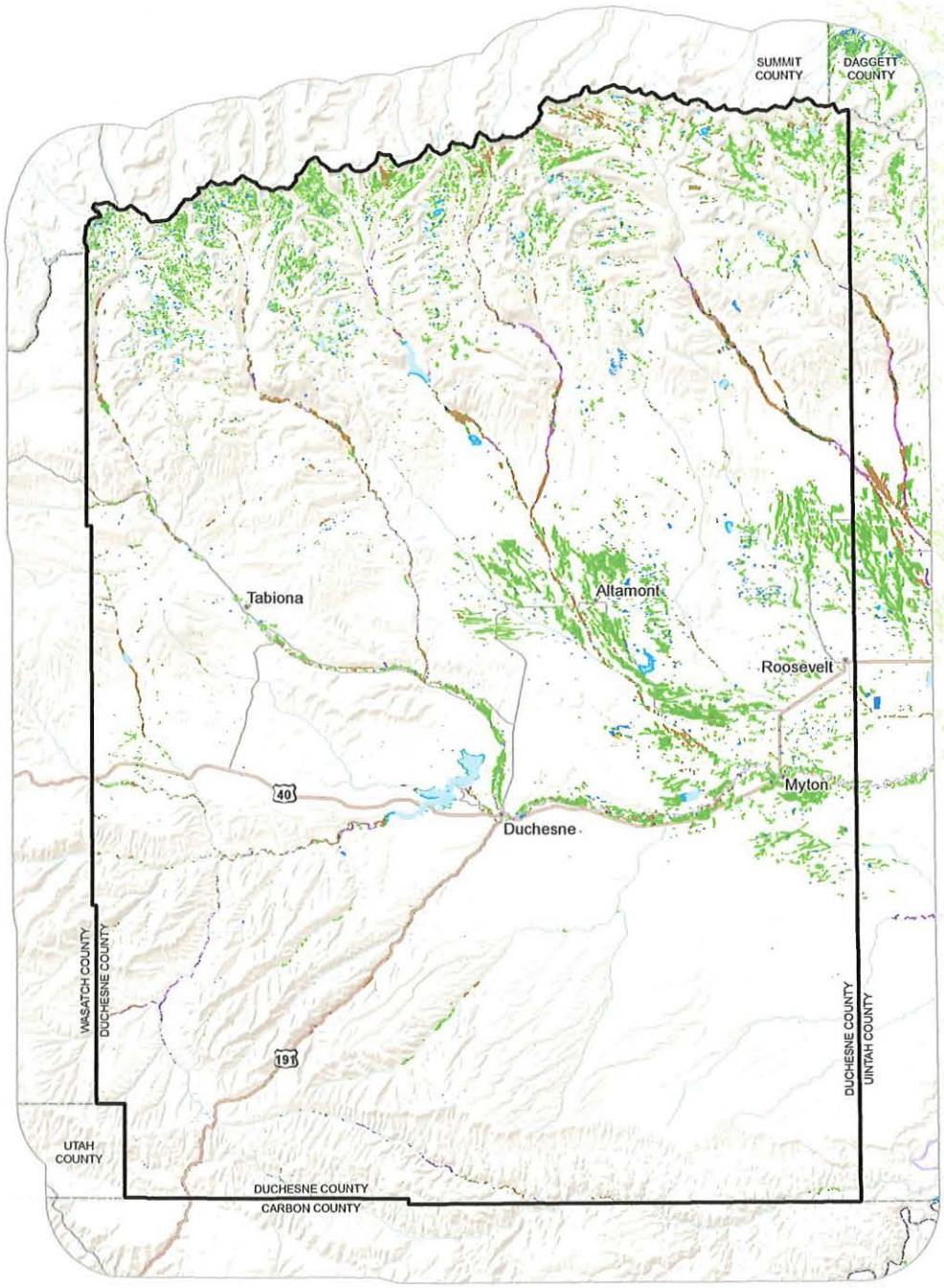
Miles

Map #35: Wetlands



Duchesne County Boundary

National Wetlands Inventory

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

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

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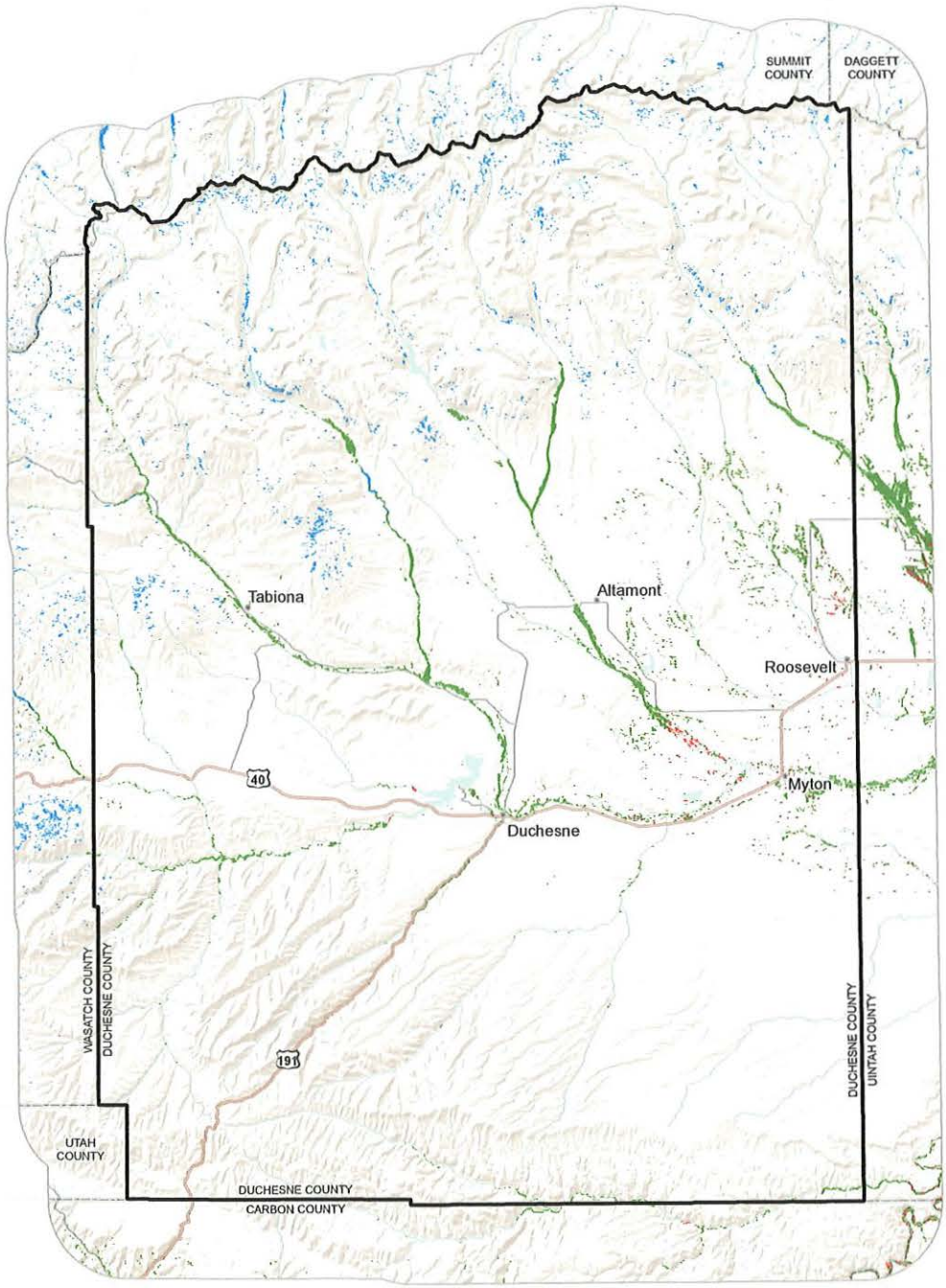
Map #36: Riparian Areas



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
Basemap from ESRI ArcGIS Online:
World Terrain Base, accessed 1/18/2017
Map Created: 1/18/2017

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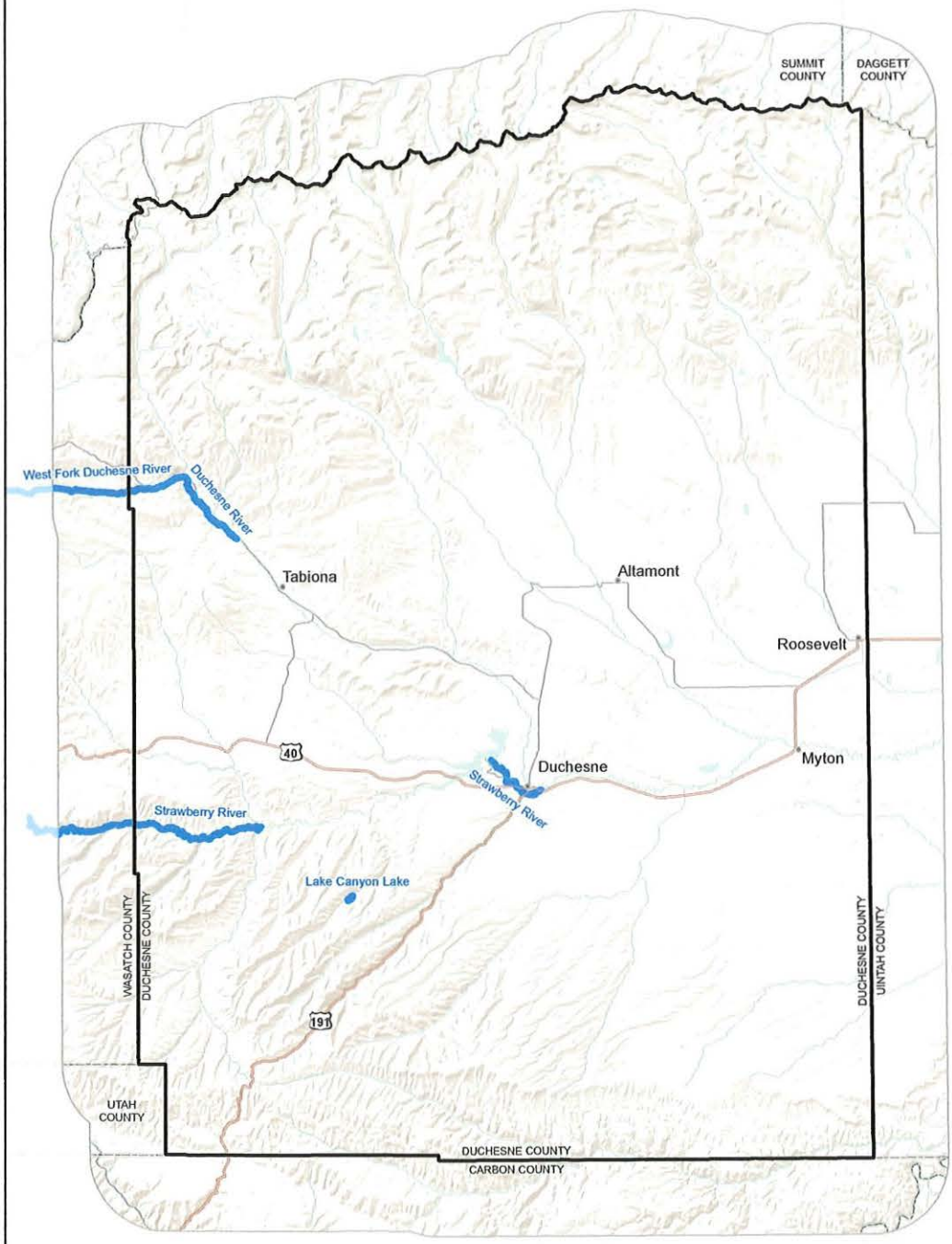
Map #37: Blue Ribbon Fisheries



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

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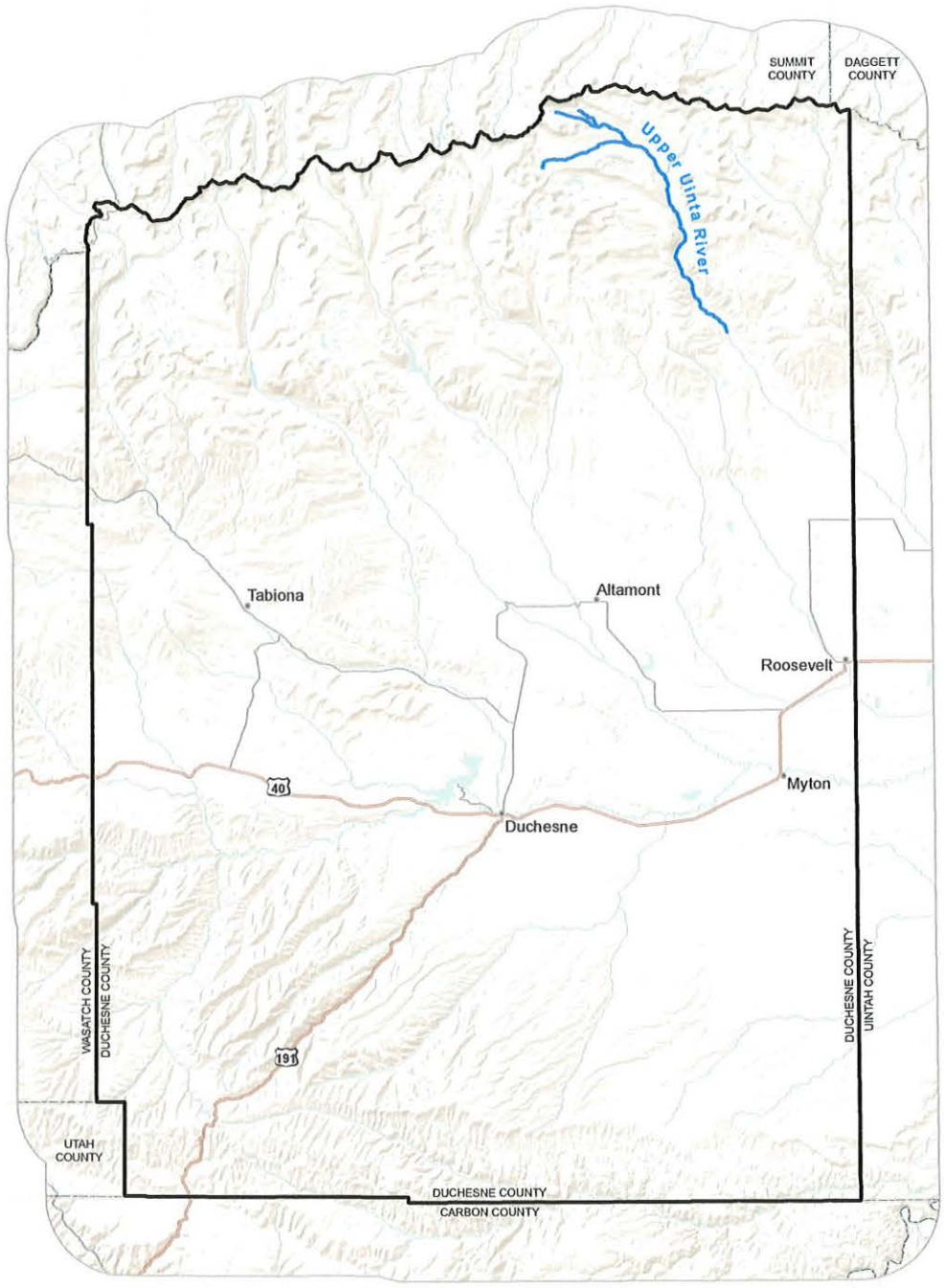
Map #38: Wild and Scenic Rivers



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

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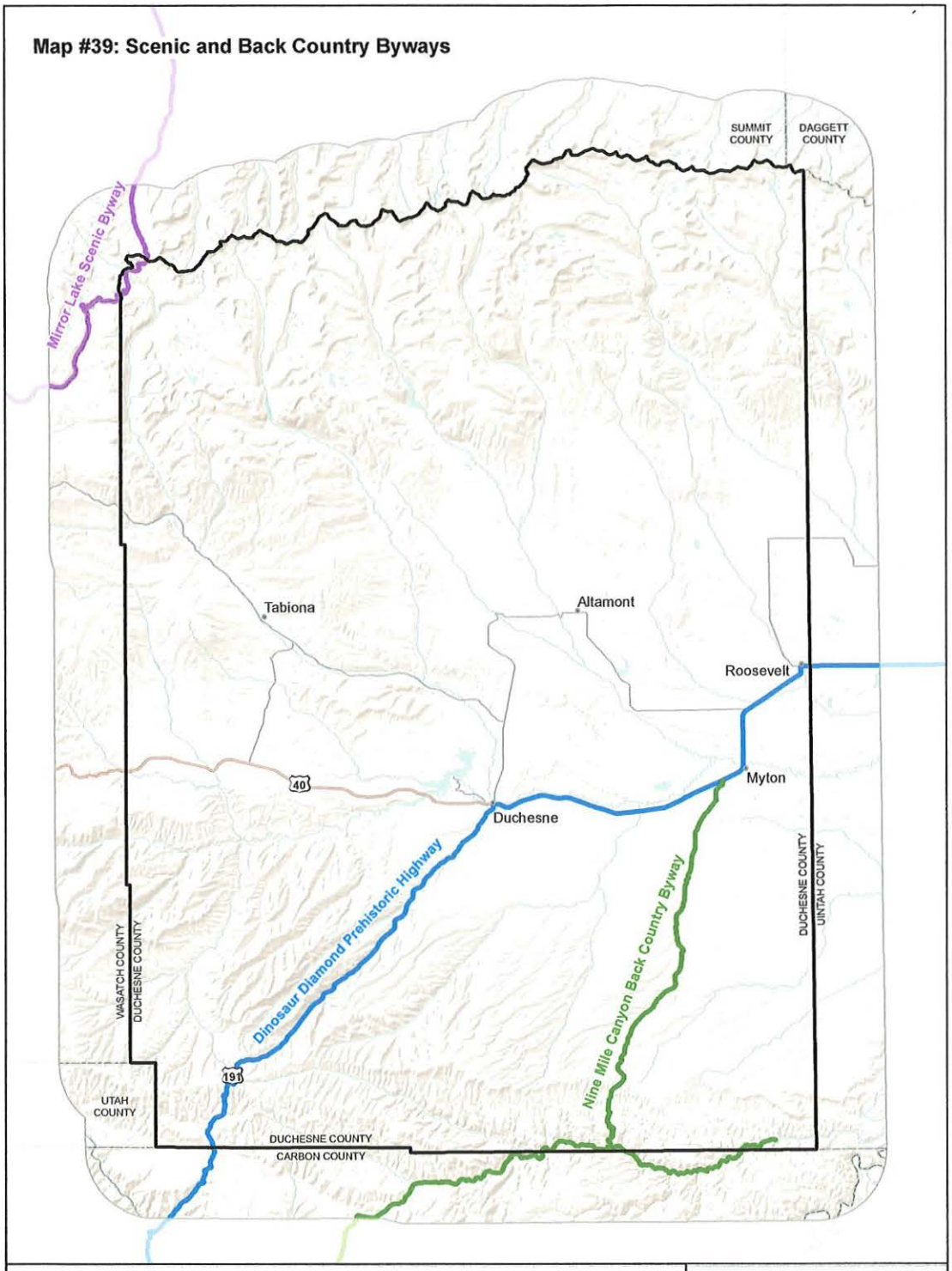
Miles



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

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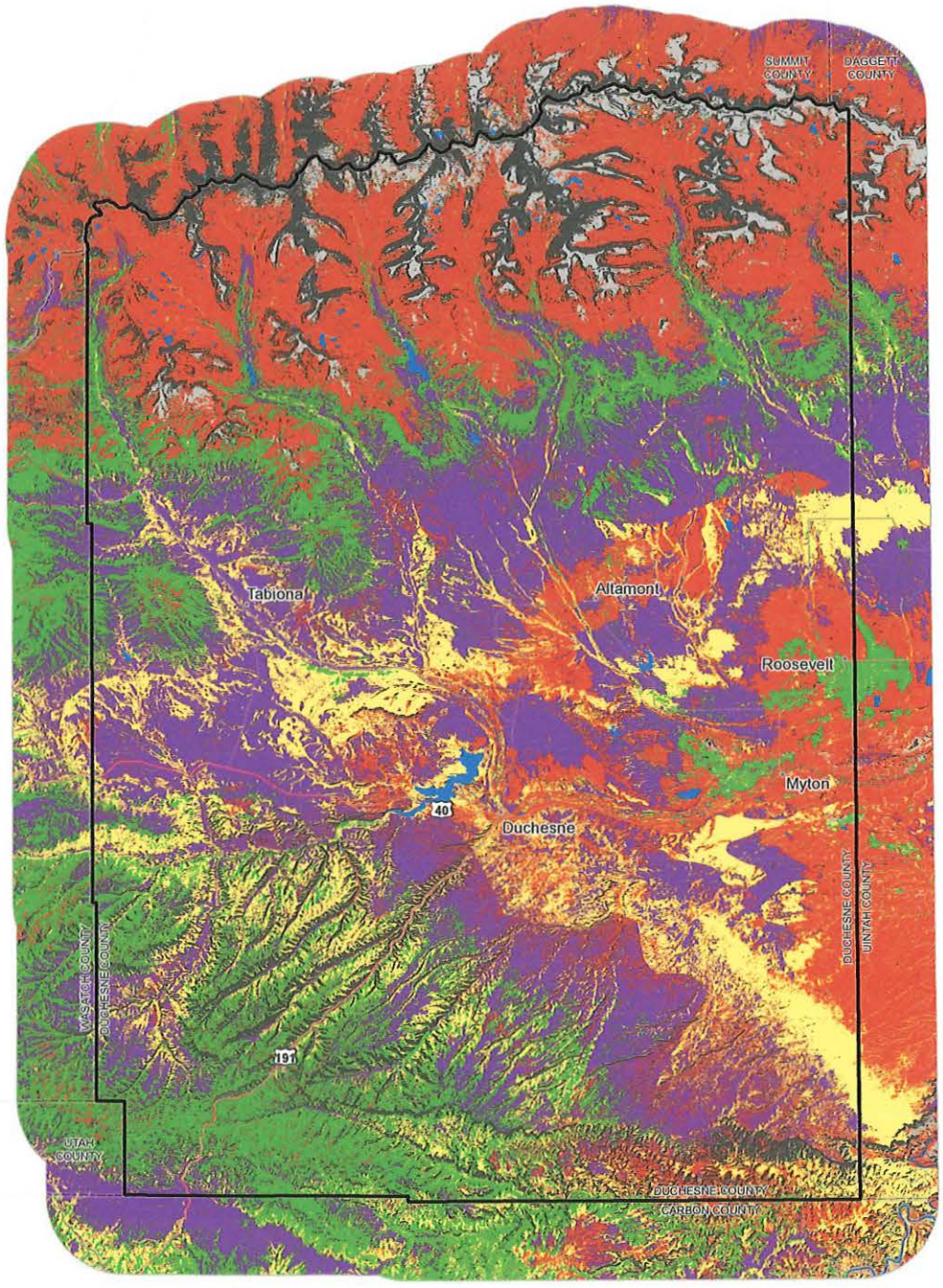
Miles



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

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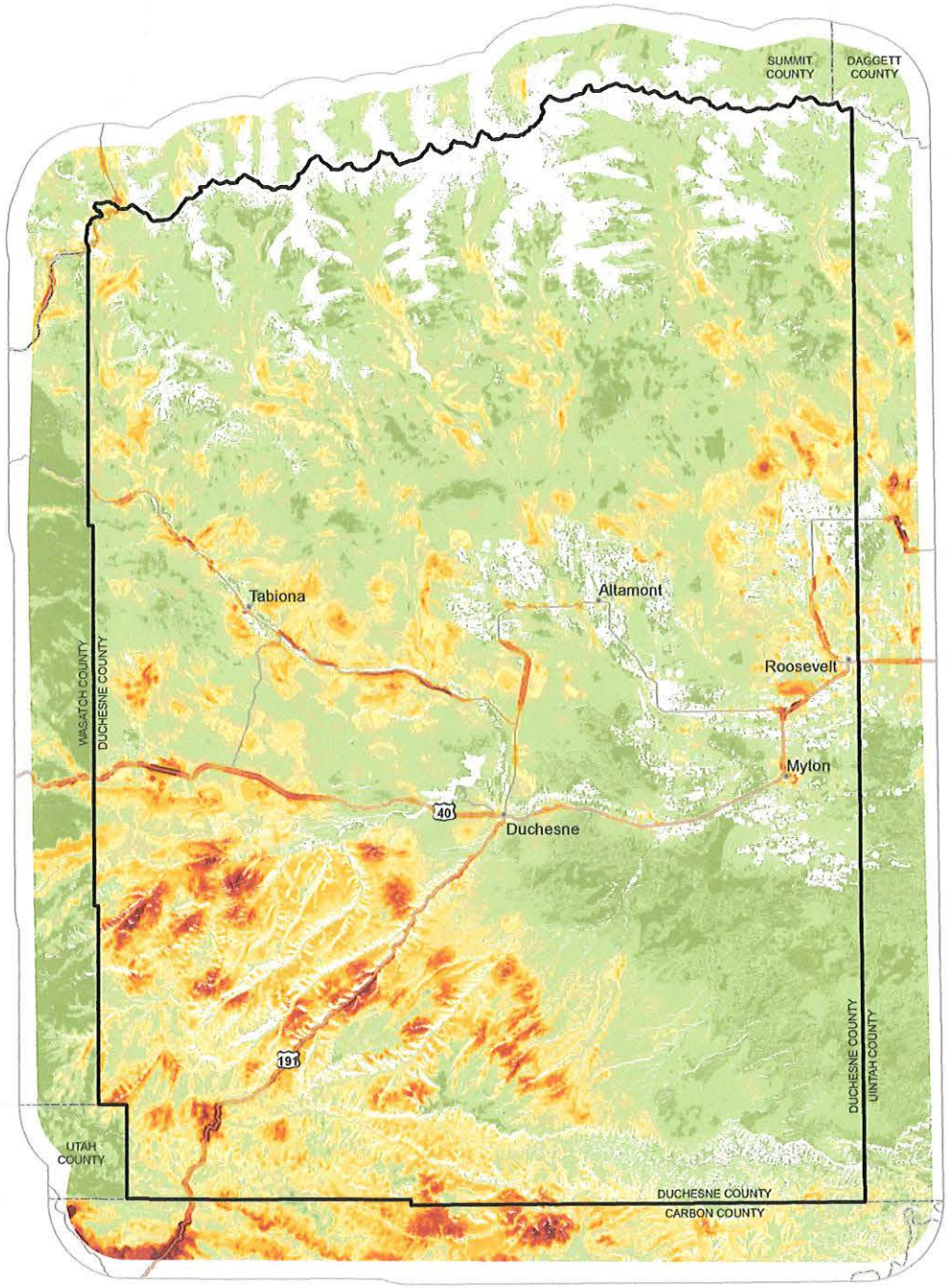
Miles



Map #42: Fire Risk Index



Duchesne County Boundary

Fire Risk Index (FFSL)

- >= -1.1
- -1.101 to -8.82
- -8.821 to -15.2
- -15.201 to -29.87
- -29.871 to -65.1
- -65.101 to -149.41
- -149.411 to -315.72
- -315.721 to -670.33
- < -670.33

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

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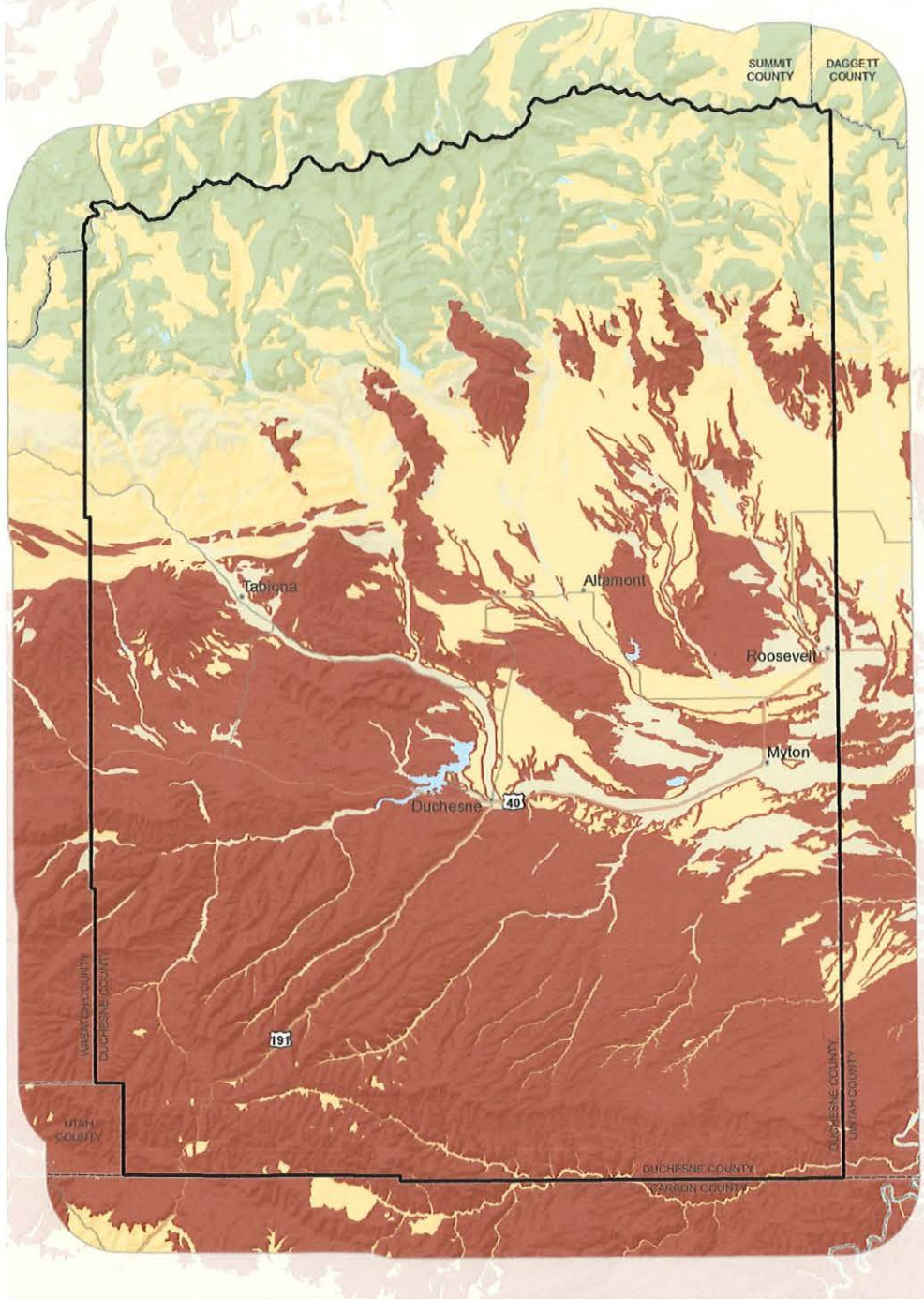
Miles



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

DUCHESNE COUNTY GIS

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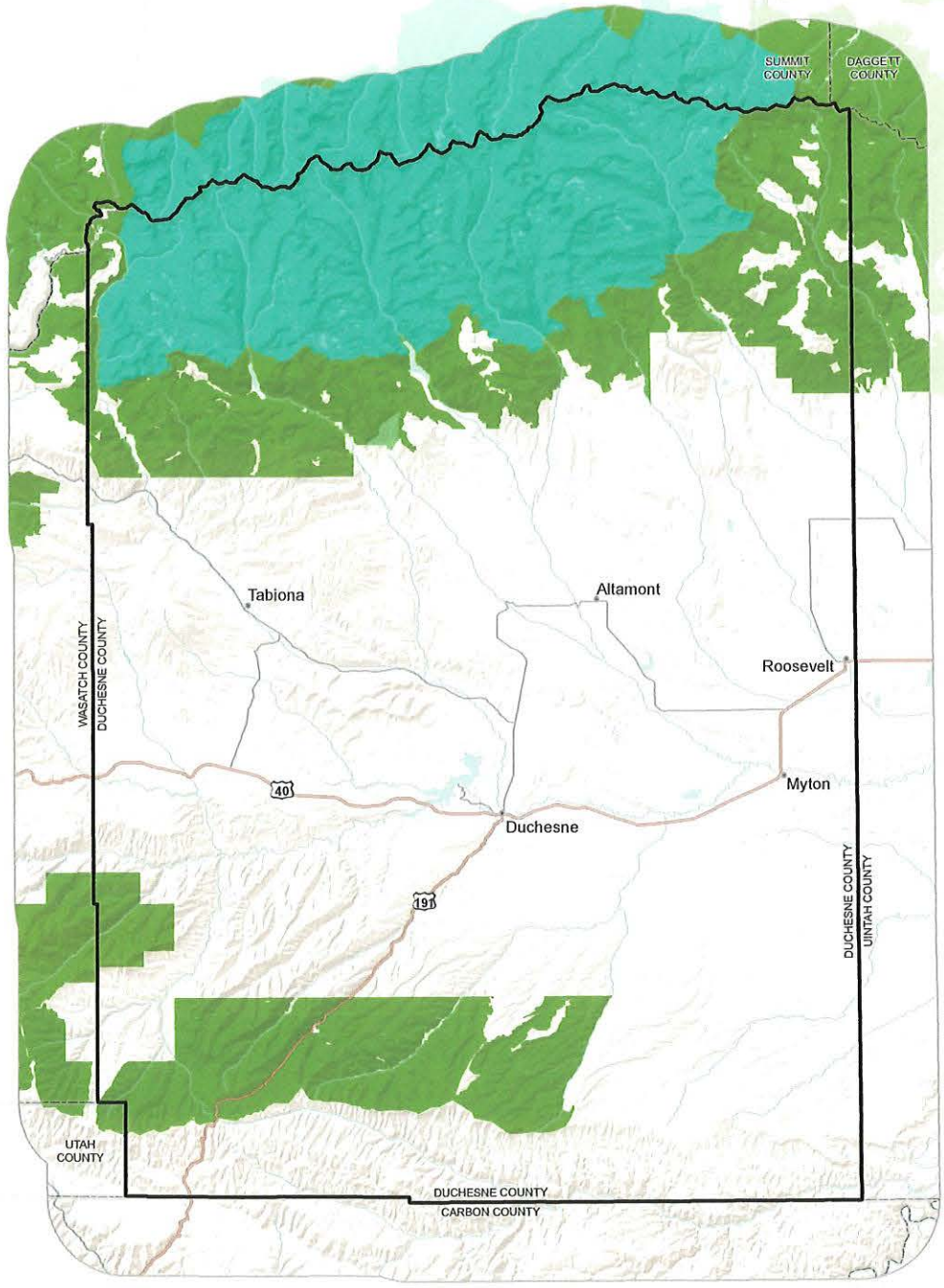
Miles



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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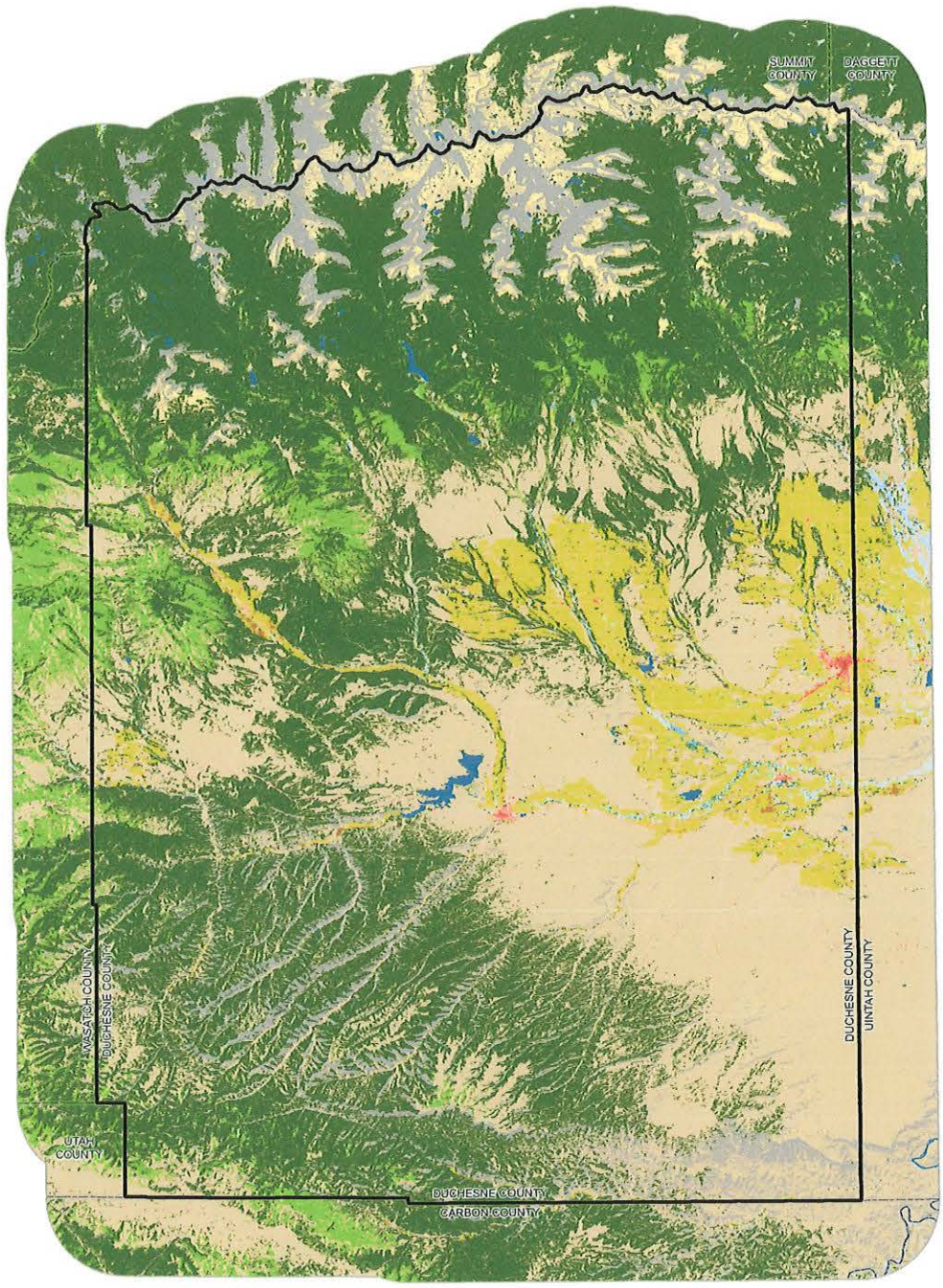
Miles



Map #51: Land Cover Classifications



Duchesne County Boundary

Land Cover Classifications

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

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

DUCHESNE COUNTY GIS

SWCA ENVIRONMENTAL CONSULTANTS

0 5 10
Miles



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

1594 West North Temple, Suite 1210, Salt Lake City, UT 84116
PO Box 145801, Salt Lake City, UT 84114-5801
telephone (801) 538-5340 • facsimile (801) 359-3940 • TTY (801) 538-7458 • *www.ogm.utah.gov*

UTAH DNR
OIL, GAS & MINING

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

Jeff Comstock, Director
Moffat County Natural Resources Department

221 West Victory Way, Ste 130
Craig, CO 81625
(970) 826-3400

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.uintah.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.uintah.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 Transporation 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 (SO_2). 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 SO_2 do not exceed the Class II increment requirements. Class I increment consumption requirements apply for SO_2 (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 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,

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,

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 (NOx), particulate matter ($PM_{2.5}$ and PM $-_{10}$), sulfur dioxide (SO_2), volatile organic compounds, ozone (O_3), 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.

Paul Scolari

cc:
Victoria Rutson, Director, Office of Environmental Analysis

USDA United States Department of Agriculture | Forest Service | Ashley National Forest
Duchesne/Roosevelt Ranger District
85 West Main Street
P.O. Box 981
Duchesne, UT 84021
435-738-2482

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:

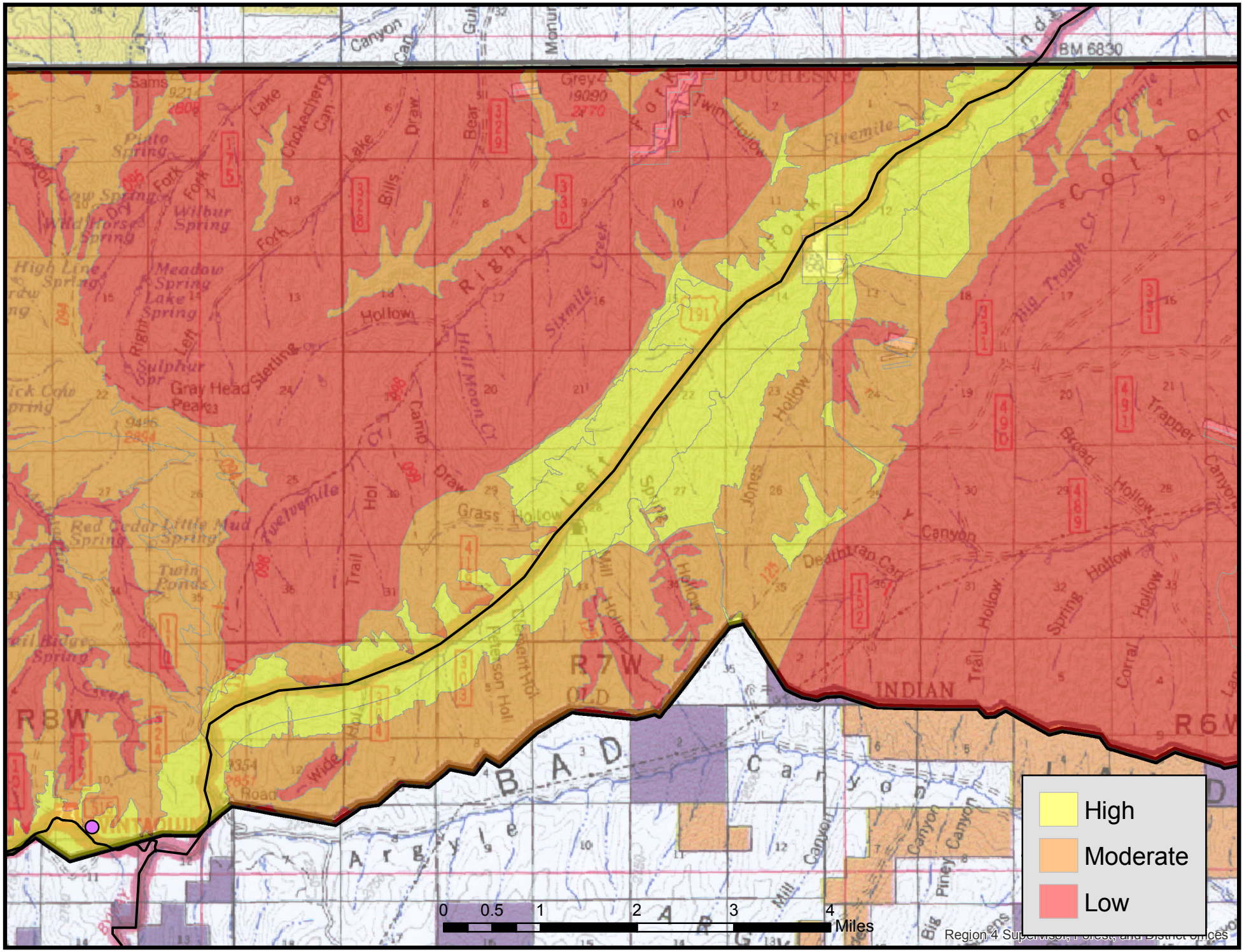
The Forest Supervisor would have to authorize any amendments to the Forest Plan. Temporary

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,

KRISTY GROVES
District Ranger

Migratory Bird table
Maps for Visuals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Red Cedar Spring
Little Mud Spring
Twin Ponds
Grass Hollow
Jones Hollow
Deathtrap Can
Trapper Canyon
Broad Hollow
Spring Hollow
Trail Hollow
Corral Hollow
Big Trough Cr
Twin Hollow
Fivemile
Sixmile Creek
Half Moon Cr
Camp Draw
Trail Hol
Twelvemile
Sterling
Bills Draw
Chokecherry Can
Lake Fork
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Petenson Hol
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Mill Canyon
Big Piney Canyon
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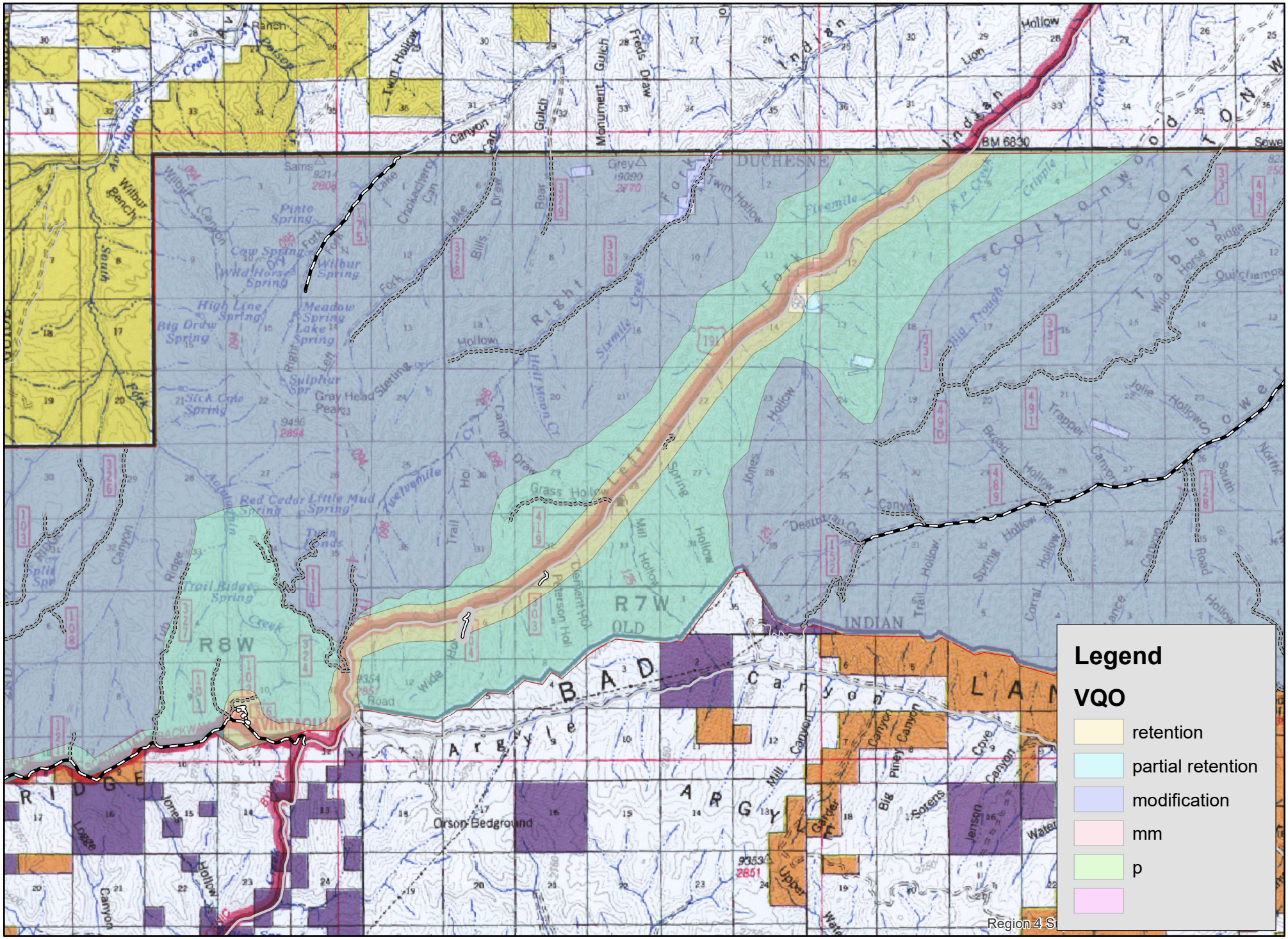
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US Fish & Wildlife Service list of Birds of Conservation Concern (BCC) in Bird Conservation Regions 10 & 16, and Utah Partners in Flight (PIF) Priority Species - their status in the project area.

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.

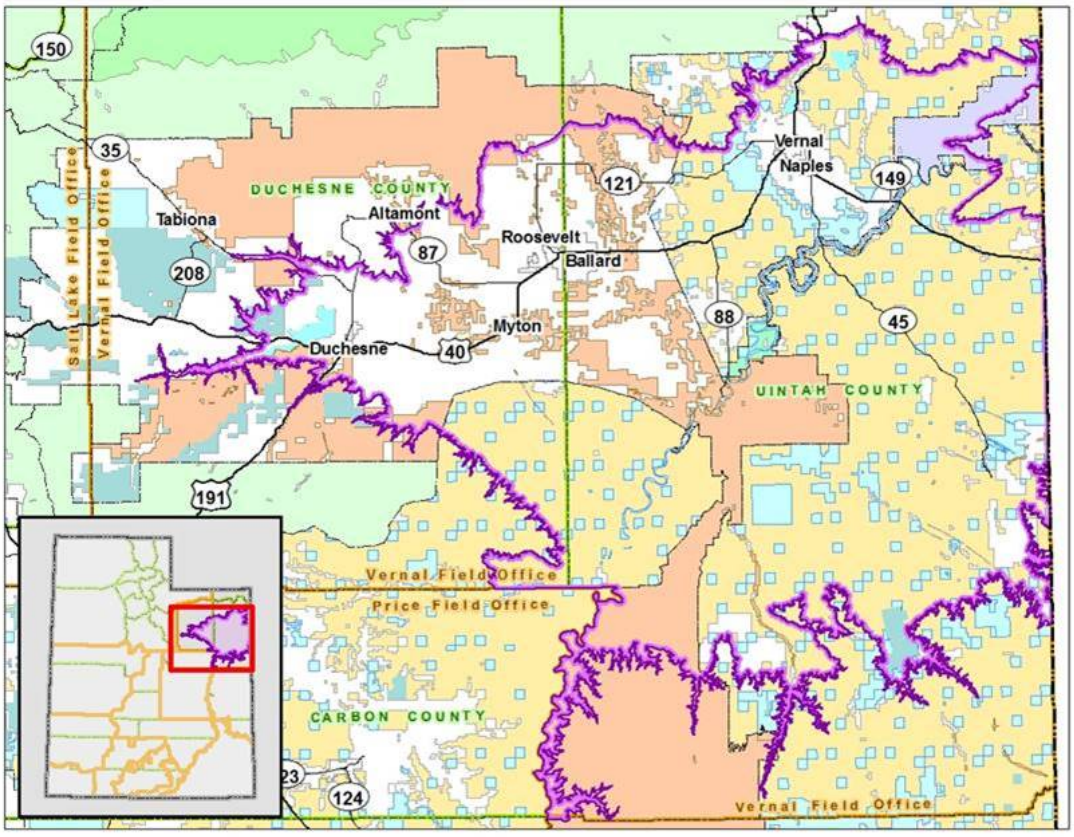
d. Cumulative impacts
   i. Discuss UT Air Resource Management Strategy modeling platform and modified version used for EISs in the basin. Discuss limitations and uncertainty and difficulty in modeling winter ozone.
   ii. Calculate downstream emissions from fossil fuel combustion transported by railway.
   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 refence, 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

TAKE PRIDE IN AMERICA

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

Jeffrey M. Ver Steeg, Acting Director, Colorado Parks and Wildlife • Parks and Wildlife Commission: Taishya Adams • Robert W. Bray • Charles Garcia • Marie Haskett
Carrie Besnette Hauser • John Howard, Chair • Marvin McDaniel • Luke Schafer • Eden Vardy • James Vigil, Secretary • Michelle Zimmerman, Vice-Chair

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,

Bill de Vergie

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

221 West Victory Way, Ste 130
Craig, CO 81625
(970) 824-5517
(970) 824-9191 (fax)

Don Cook
District 1

Ray Beck
District 2

Donald Broom
District 3

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 (SO_2), particulate matter, particulate matter (PM), carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), and ammonium (NH_4) 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

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[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] Wiłkomirski 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 B. Gaddis

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 – *E.coli*
Craig	Duchesne River - 2	2B, 3B, 4	2B – *E.coli* 4 – B TMDL approved: TDS
Craig	Dry Gulch Creek	2B, 3B, 4	2B – *E.coli* 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 – *E.coli* 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 – *E.coli* 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,



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;
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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.

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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.

Sincerely,



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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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.

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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.

Sincerely,



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.

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,



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.

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;
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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.

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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.

Sincerely,



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,



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

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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**.

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,



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

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,



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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The Notice of Intent

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How to Comment on the Draft Scope of Study

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Sincerely,



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

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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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Joshua Wayland
Surface Transportation Board
Docket No. FD 36284
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Sincerely,



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

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Joshua Wayland
Surface Transportation Board
Docket No. FD 36284
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Sincerely,



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

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



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

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,



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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Sincerely,



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.

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Sincerely,



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

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How to Comment on the Draft Scope of Study

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Sincerely,



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

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
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Sincerely,



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

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

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Sincerely,



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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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
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Sincerely,



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

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Sincerely,



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:

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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,



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

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,



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

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Joshua Wayland
Surface Transportation Board
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Sincerely,



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

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Sincerely,



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 :

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Surface Transportation Board
Docket No. FD 36284
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Sincerely,



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.

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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,



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

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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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Sincerely,



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

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



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.

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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:

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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,



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

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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Sincerely,



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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Sincerely,



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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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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Sincerely,



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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How to Comment on the Draft Scope of Study

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Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Irene Hansen
Commisioner, 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 Commisioner 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

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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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Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Greg Miles
Commisioner, 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 Commisioner 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

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How to Comment on the Draft Scope of Study

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Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Gregory Todd
Commisioner, 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 Commisioner Gregory Todd:

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Description of the Proposed Project

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Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Brad Horrocks
Commisioner, 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 Commisioner 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.

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Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Bill Stringer
Commisioner 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 Commisioner 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

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,



Victoria Rutson
Director
Office of Environmental Analysis

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Bart Haslem
Commisoner, 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 Commisoner 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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Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Tony Martines
Commisoner, 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 Commisoner 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.

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Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Casey Hopes
Commisoner, 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 Commisoner 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

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Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Larry Jensen
Commisoner, 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 Commisoner 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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Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Bill Lee
Commisioner, 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 Commisioner 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

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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,



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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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,



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

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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,



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

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Sincerely,



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.

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,



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:

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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 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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Victoria Rutson
Director
Office of Environmental Analysis

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Si Woodruff
Commssioner, 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

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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 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:

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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:

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Description of the Proposed Project

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Sincerely,



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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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

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SURFACE TRANSPORTATION BOARD
Washington, DC 20423

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June 19, 2019

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

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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:

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.

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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,



Victoria Rutson
Director
Office of Environmental Analysis

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

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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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

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June 19, 2019

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

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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:

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June 19, 2019

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Salt Lake City, UT 84114

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361A Russell Senate Office Building
Washington, DC 20515

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Senator, United States Senate
Wallace F. Bennett Federal Building
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Mitt Romney
Senator, United States Senate
B33 Russell Senate Office Building
Washington, DC 20510

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Victoria Rutson
Director
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

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

Dear Senator Mitt Romney:

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,



Victoria Rutson
Director
Office of Environmental Analysis

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:

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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Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

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:

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

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

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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.

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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

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How to Comment on the Draft Scope of Study

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Sincerely,



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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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.

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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.

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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,



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.

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,



Victoria Rutson
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.

Description of the Proposed Project

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Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

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

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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
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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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
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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Washington, DC 20423

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June 19, 2019

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

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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:

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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,



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
2455 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 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.

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

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

Dear Congressman Doug Lamborn:

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Victoria Rutson
Director
Office of Environmental Analysis

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

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

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

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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:

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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

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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
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:

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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

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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:

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Director
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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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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,



Victoria Rutson
Director
Office of Environmental Analysis

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:

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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Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

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.

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
Fairfax, VA 22031

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Sincerely,



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

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How to Comment on the Draft Scope of Study

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Sincerely,



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

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
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Sincerely,



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

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,



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.

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
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Sincerely,



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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How to Comment on the Draft Scope of Study

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Sincerely,



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:

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

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Sincerely,



Victoria Rutson
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

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,



Victoria Rutson
Director
Office of Environmental Analysis

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:

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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Fairfax, VA 22031

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Sincerely,



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.

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How to Comment on the Draft Scope of Study

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Sincerely,



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

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How to Comment on the Draft Scope of Study

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Sincerely,



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

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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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Sincerely,



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,



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

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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Sincerely,



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

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Surface Transportation Board
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Sincerely,



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.

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Sincerely,



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:

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,



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

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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Sincerely,



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

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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.

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Sincerely,



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

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Sincerely,



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

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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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Sincerely,



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

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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.

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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.

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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,



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

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,



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.

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How to Comment on the Draft Scope of Study

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Sincerely,



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.

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How to Comment on the Draft Scope of Study

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Sincerely,



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

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Sincerely,



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

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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,



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

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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,



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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How to Comment on the Draft Scope of Study

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Sincerely,



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:

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Sincerely,



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.

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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,



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

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Sincerely,



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.

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How to Comment on the Draft Scope of Study

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Sincerely,



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.

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How to Comment on the Draft Scope of Study

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Sincerely,



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.

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How to Comment on the Draft Scope of Study

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Sincerely,



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

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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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Fairfax, VA 22031

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Sincerely,



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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Sincerely,



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

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How to Comment on the Draft Scope of Study

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Sincerely,



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:

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Sincerely,



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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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**.

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,



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

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Sincerely,



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.

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How to Comment on the Draft Scope of Study

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Sincerely,



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

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How to Comment on the Draft Scope of Study

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Surface Transportation Board
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Sincerely,



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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How to Comment on the Draft Scope of Study

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Surface Transportation Board
Docket No. FD 36284
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Sincerely,



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

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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,



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

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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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Sincerely,



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

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How to Comment on the Draft Scope of Study

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Sincerely,



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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Sincerely,



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,



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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Sincerely,



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.

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Surface Transportation Board
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Sincerely,



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.

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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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Sincerely,



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

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Sincerely,



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

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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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Sincerely,



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

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,



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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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
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Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Jarrod 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 Jarrod 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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Surface Transportation Board
Docket No. FD 36284
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Sincerely,



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

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,



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

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How to Comment on the Draft Scope of Study

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Sincerely,



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.

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How to Comment on the Draft Scope of Study

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Sincerely,



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

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Sincerely,



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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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
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Sincerely,



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

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,



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

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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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
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Sincerely,



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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Sincerely,



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

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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,



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

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,



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

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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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Sincerely,



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

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Sincerely,



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

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Sincerely,



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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How to Comment on the Draft Scope of Study

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c/o 9300 Lee Highway
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Sincerely,



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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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

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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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:

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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,



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.

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

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:

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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

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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Sincerely,



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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How to Comment on the Draft Scope of Study

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Joshua Wayland
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Fairfax, VA 22031

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Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

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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How to Comment on the Draft Scope of Study

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Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

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
Office of Environmental Analysis

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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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

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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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Sincerely,



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

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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Sincerely,



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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Sincerely,



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.

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

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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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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SURFACE TRANSPORTATION BOARD
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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:

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Victoria Rutson
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 0 1 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 permittable, 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.

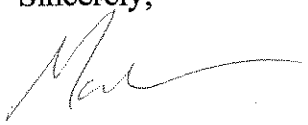
Environmental Justice and Community Impacts Concerns

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.

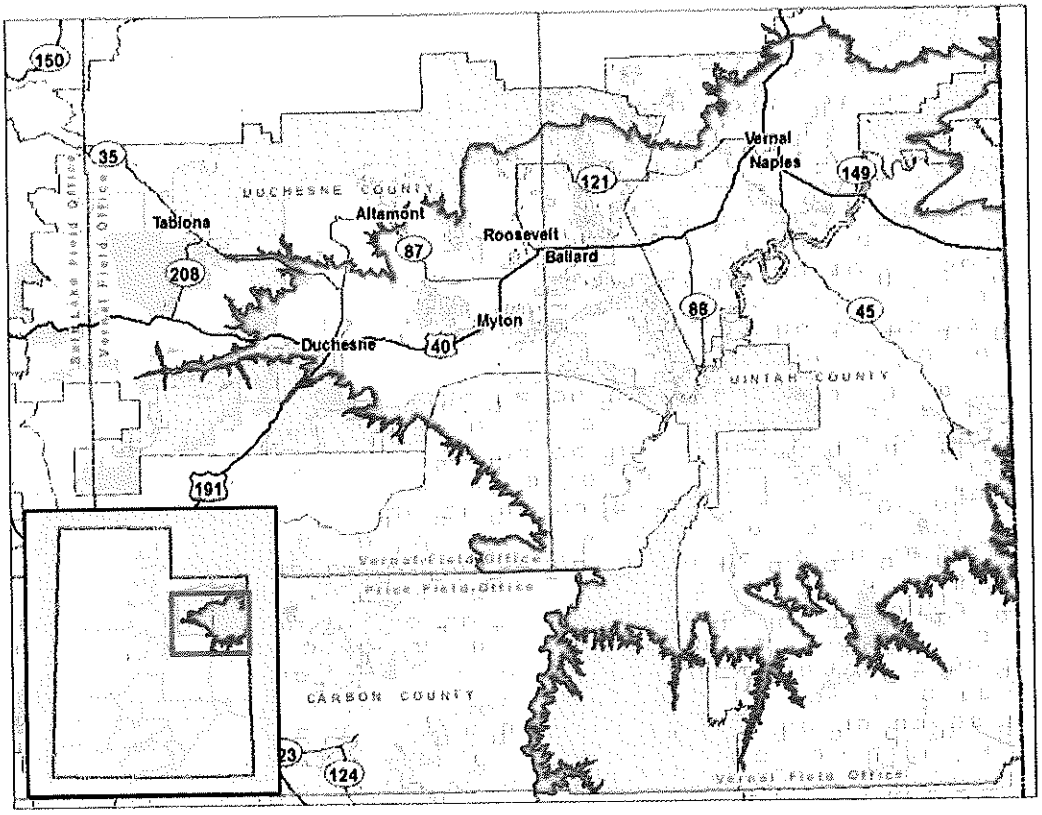
d. Cumulative impacts
   i. Discuss UT Air Resource Management Strategy modeling platform and modified version used for EISs in the basin. Discuss limitations and uncertainty and difficulty in modeling winter ozone.
   ii. Calculate downstream emissions from fossil fuel combustion transported by railway.
   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 refence, 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 2 6 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 Unita Basin Raliway 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
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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.

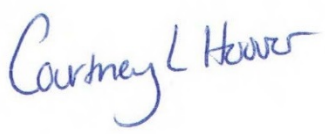
We recommend the use of the *Utah Field Office Guidelines for Raptor Protection from Human and Land Use Disturbances* (Romin and Muck 2002) to provide consistent application of raptor protection measures and full compliance with environmental laws regarding raptor protection. We provide recommendations 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).

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,



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.

221 West Victory Way, Ste 130
Craig, CO 81625
(970) 824-5517
(970) 824-9191 (fax)

Don Cook
District 1

Ray Beck
District 2

Donald Broom
District 3

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.

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-

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 surfact: 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,

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 discretional 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,



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 Freemont 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.

ANTHROPOLOGIAL 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

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

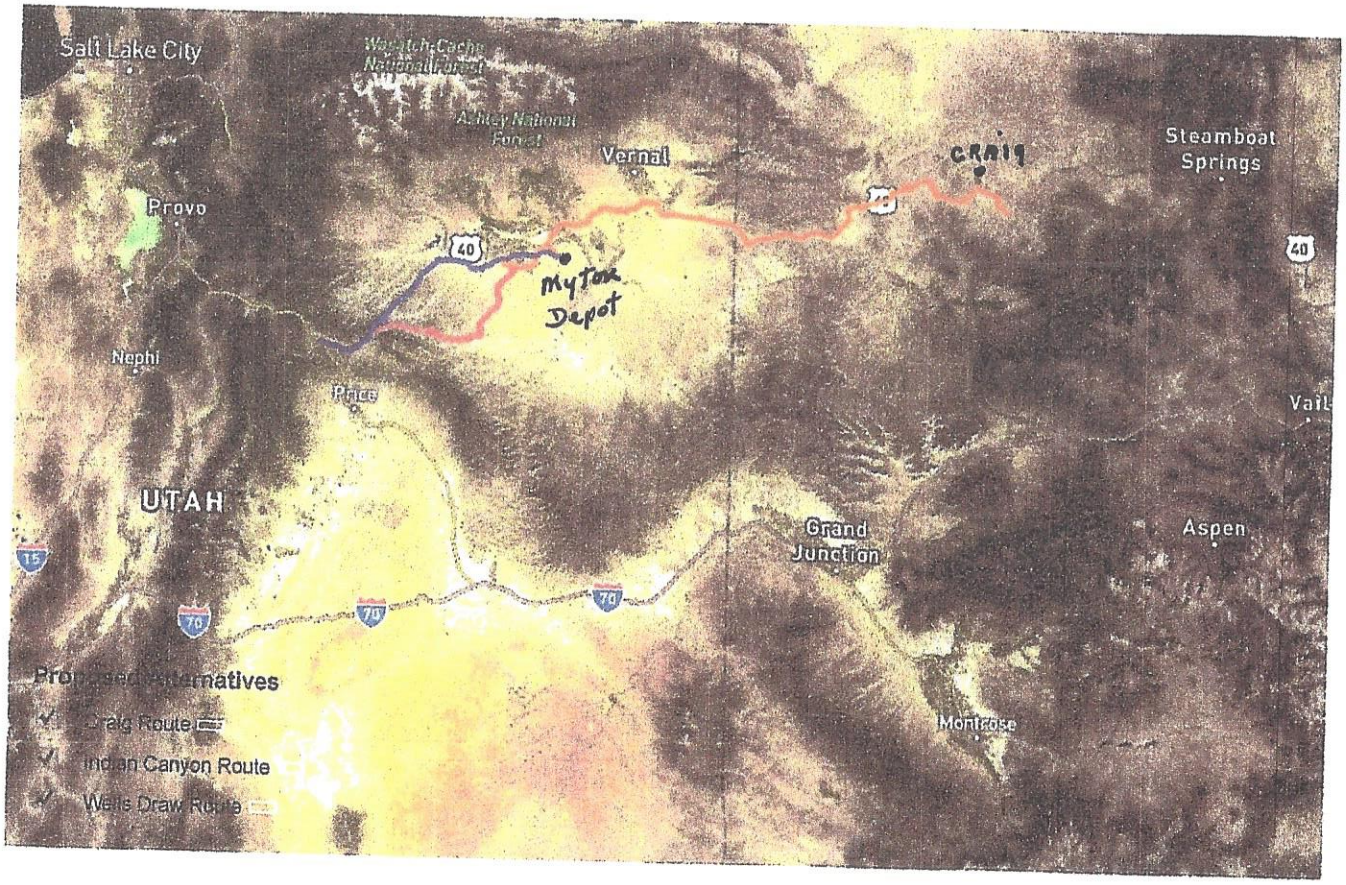


EXHIBIT 1

INDIAN AFFAIRS: LAWS AND TREATIES

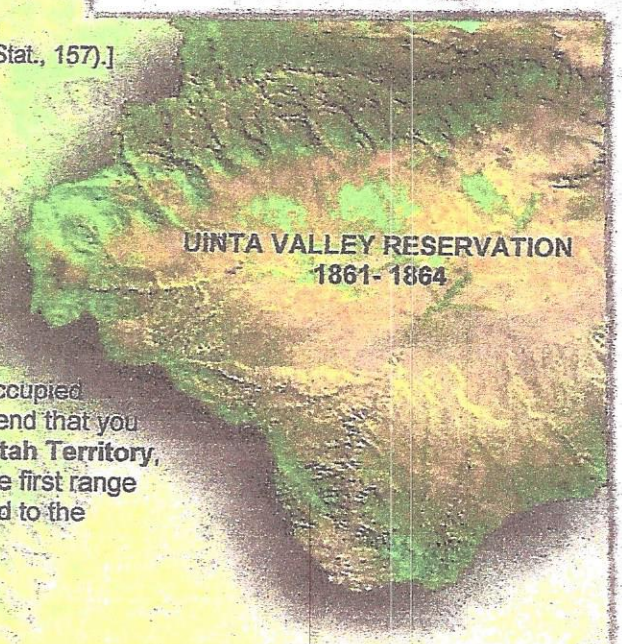
Vol. I, Laws (Compiled to December 1, 1902)

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.*

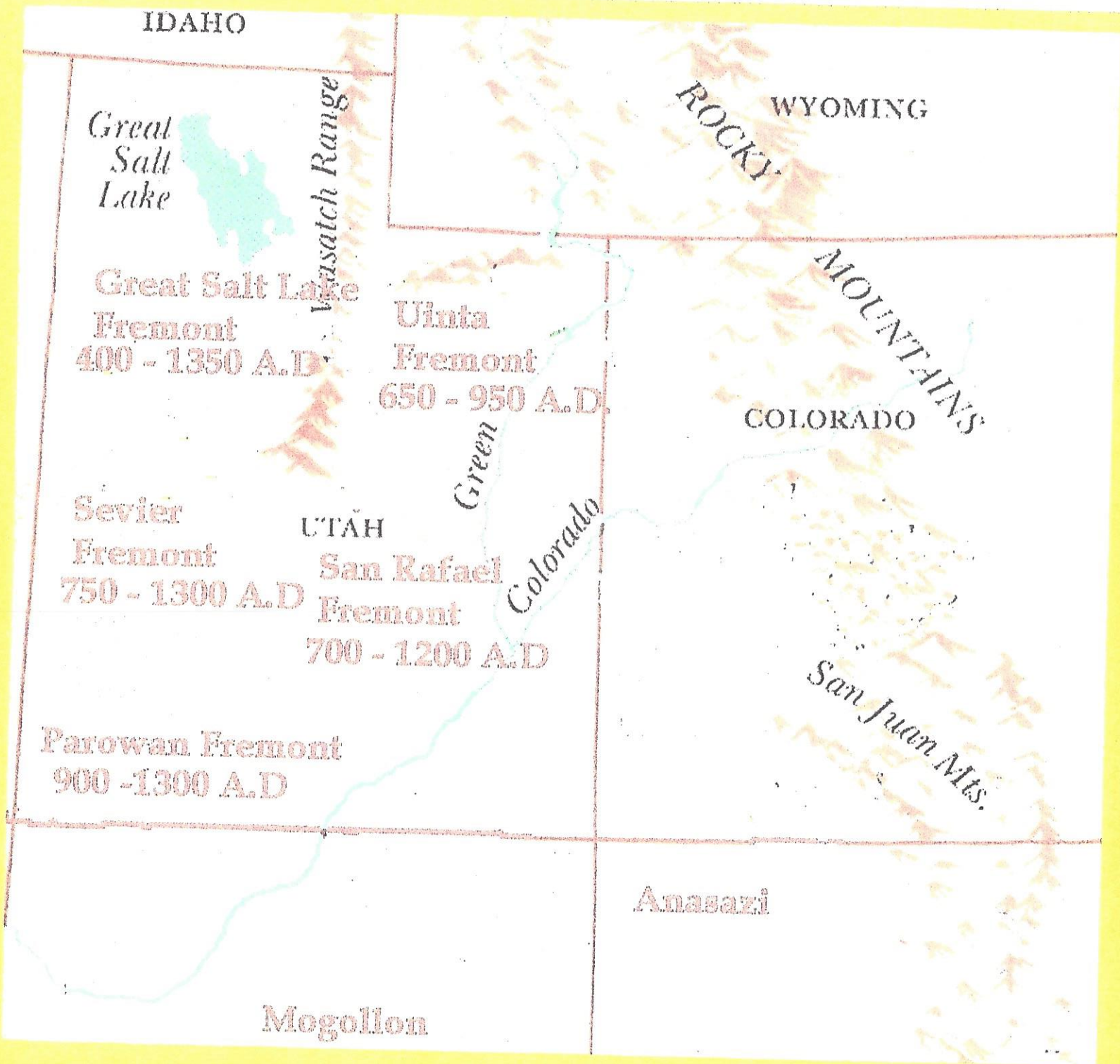
The **PRESIDENT.**
EXECUTIVE OFFICE, ***October 3, 1861.***
Let the reservation be established, as recommended by the Secretary of the Interior.
A. LINCOLN.

(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
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



Fremont Indian Groups

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 Archiac) 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

AUDPUBLISHING

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.

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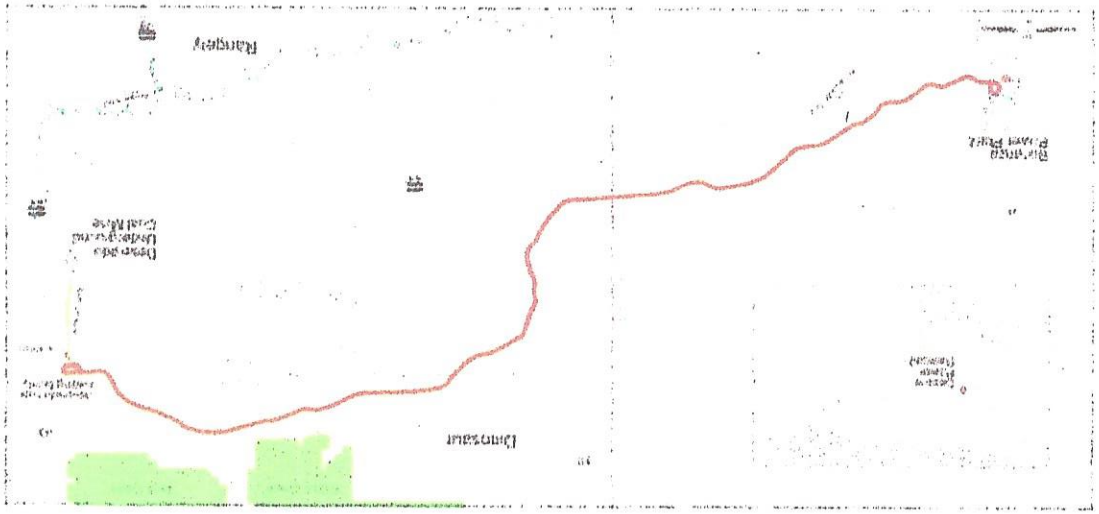
BOOKS FOR AFRICA

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. <u>If you are not the owner, you are not the sovereign</u>, 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 *<u>fake</u>* "Ute Indian Tribe" out of ordinary state Ute citizens of Utah on June 18, 1934; approved on January 19, 1937.



Who approved this 35-mile track on Tribal land and by what authority ?

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 *fake* "Ute Indian Tribe" out of ordinary state Ute citizens of Utah on June 18, 1934; approved on January 19, 1937.

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

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4300 Cherry Creek Drive South, Denver, CO 80246
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COLORADO
Department of Public Health & Environment

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

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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

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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

Dan Prenzlow, Director, Colorado Parks and Wildlife • Parks and Wildlife Commission: Michelle Zimmerman, Chair • Marvin McDaniel, Vice-Chair
James Vigil, Secretary • Taishya Adams • Betsy Blecha • Robert W. Bray • Charles Garcia • Marie Haskett • Carrie Besnette Hauser • Luke B. Schafer • Eden Vardy

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,

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

Species and Use	Buffer	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec
Bald Eagle													
ACTIVE NEST - No Surface Occupancy	¼ Mile	■	■	■	■	■	■	■	■	■	■	■	■
ACTIVE NEST - No Human Encroachment	½ Mile	■	■	■	■	■	■	■			■	■	■
ACTIVE WINTER NIGHT ROOST without a direct line of sight- No Human Encroachment	¼ Mile	■	■	■								■	■
ACTIVE WINTER NIGHT ROOST with a direct line of sight - No Human Encroachment	½ Mile	■	■	■								■	■
HUNTING PERCH - No Human Encroachment	Contact CDOW												
Golden Eagle													
ACTIVE NEST - No Surface Occupancy	¼ Mile	■	■	■	■	■	■	■	■	■	■	■	■
ACTIVE NEST - No Human Encroachment	½ Mile	■	■	■	■	■	■	■					■
Osprey													
ACTIVE NEST - No Surface Occupancy	¼ Mile	■	■	■	■	■	■	■	■	■	■	■	■
ACTIVE NEST - No Human Encroachment	¼ Mile				■	■	■	■	■				
Ferruginous Hawk													
ACTIVE NEST - No Surface Occupancy	½ Mile	■	■	■	■	■	■	■	■	■	■	■	■
ACTIVE NEST - No Human Encroachment	½ Mile		■	■	■	■	■	■					
Red-tailed Hawk													
ACTIVE NEST - No Surface Occupancy	1/3 Mile	■	■	■	■	■	■	■	■	■	■	■	■
ACTIVE NEST - No Human Encroachment	1/3 Mile			■	■	■	■	■					
Swainson's Hawk													
ACTIVE NEST - No Surface Occupancy	¼ Mile	■	■	■	■	■	■	■	■	■	■	■	■
ACTIVE NEST - No Human Encroachment	¼ Mile				■	■	■	■					
Peregrine Falcon													
ACTIVE NEST - No Surface Occupancy	½ Mile	■	■	■	■	■	■	■	■	■	■	■	■
ACTIVE NEST - No Human Encroachment	½ Mile			■	■	■	■	■					
Prairie Falcon													
ACTIVE NEST - No Surface Occupancy	½ Mile	■	■	■	■	■	■	■	■	■	■	■	■
ACTIVE NEST - No Human Encroachment	½ Mile			■	■	■	■	■					
Northern Goshawk													
ACTIVE NEST - No Surface Occupancy	½ Mile	■	■	■	■	■	■	■	■	■	■	■	■
ACTIVE NEST - No Human Encroachment	½ Mile			■	■	■	■	■	■	■			
Burrowing Owl													
ACTIVE NEST - No Human Encroachment	150 feet			■	■	■	■	■	■	■	■		
	■	= time period for which seasonal restrictions are in place.											

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

broader 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



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 Slaugh

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.

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Chad Woolley
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The Daggett County Commission appreciates the opportunity to submit comments on the Uinta Basin Railway project.

Sincerely,

Randy Asay, Chairman

Jack Lytle, Commissioner

Matt Tippets, Commissioner

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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.

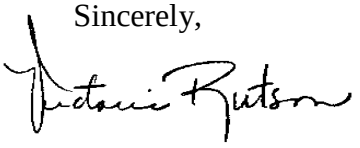
Please send your written comments to Joshua Wayland, PhD, OEA's Project Manager for the EIS, at the address below:

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

Enclosure: Consultation Questionnaire

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.

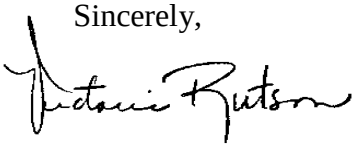
Please send your written comments to Joshua Wayland, PhD, OEA's Project Manager for the EIS, at the address below:

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

Enclosure: Consultation Questionnaire

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.

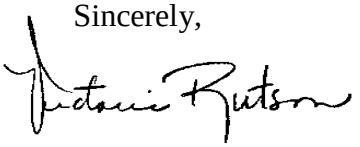
Please send your written comments to Joshua Wayland, PhD, OEA's Project Manager for the EIS, at the address below:

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

Enclosure: Consultation Questionnaire

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.

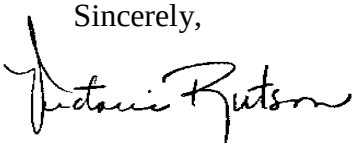
Please send your written comments to Joshua Wayland, PhD, OEA's Project Manager for the EIS, at the address below:

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

Enclosure: Consultation Questionnaire

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.

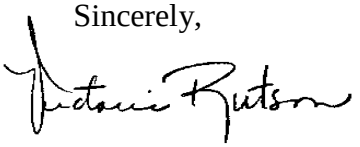
Please send your written comments to Joshua Wayland, PhD, OEA's Project Manager for the EIS, at the address below:

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.

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

Enclosure: Consultation Questionnaire

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

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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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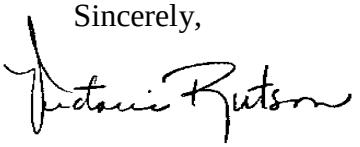
Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

Enclosure: Consultation Questionnaire

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.

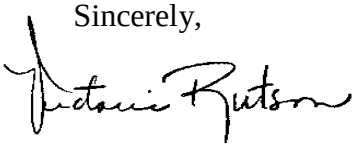
Please send your written comments to Joshua Wayland, PhD, OEA's Project Manager for the EIS, at the address below:

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

Enclosure: Consultation Questionnaire

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.

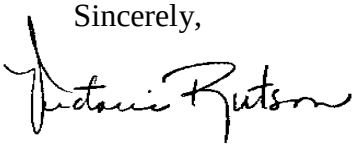
Please send your written comments to Joshua Wayland, PhD, OEA's Project Manager for the EIS, at the address below:

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

Enclosure: Consultation Questionnaire

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.

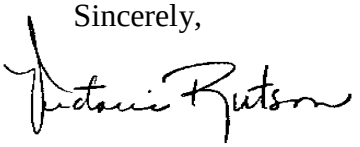
Please send your written comments to Joshua Wayland, PhD, OEA's Project Manager for the EIS, at the address below:

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.

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

Enclosure: Consultation Questionnaire

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.

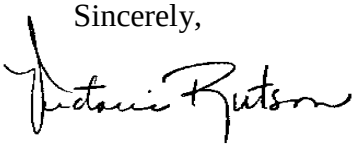
Please send your written comments to Joshua Wayland, PhD, OEA's Project Manager for the EIS, at the address below:

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

Enclosure: Consultation Questionnaire

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

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.

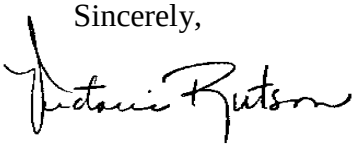
Please send your written comments to Joshua Wayland, PhD, OEA's Project Manager for the EIS, at the address below:

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

Enclosure: Consultation Questionnaire

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.

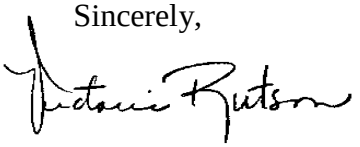
Please send your written comments to Joshua Wayland, PhD, OEA's Project Manager for the EIS, at the address below:

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

Enclosure: Consultation Questionnaire

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.

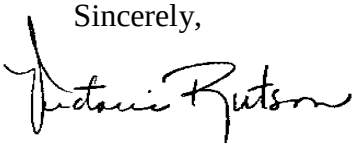
Please send your written comments to Joshua Wayland, PhD, OEA's Project Manager for the EIS, at the address below:

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

Enclosure: Consultation Questionnaire

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.

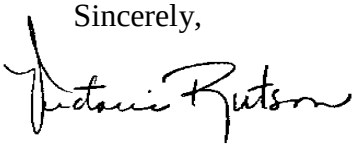
Please send your written comments to Joshua Wayland, PhD, OEA's Project Manager for the EIS, at the address below:

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

Enclosure: Consultation Questionnaire

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.

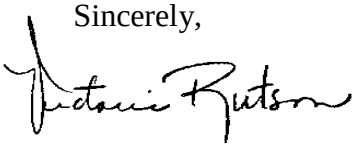
Please send your written comments to Joshua Wayland, PhD, OEA's Project Manager for the EIS, at the address below:

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.

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

Enclosure: Consultation Questionnaire

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.

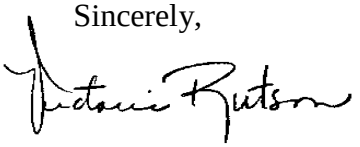
Please send your written comments to Joshua Wayland, PhD, OEA's Project Manager for the EIS, at the address below:

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

Enclosure: Consultation Questionnaire

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

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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.

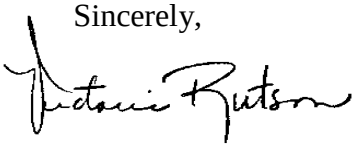
Please send your written comments to Joshua Wayland, PhD, OEA's Project Manager for the EIS, at the address below:

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.

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

Enclosure: Consultation Questionnaire

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.

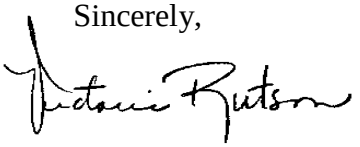
Please send your written comments to Joshua Wayland, PhD, OEA's Project Manager for the EIS, at the address below:

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

Enclosure: Consultation Questionnaire

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.

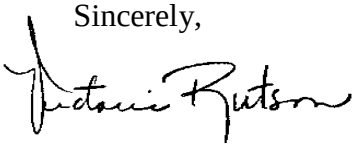
Please send your written comments to Joshua Wayland, PhD, OEA's Project Manager for the EIS, at the address below:

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

Enclosure: Consultation Questionnaire

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

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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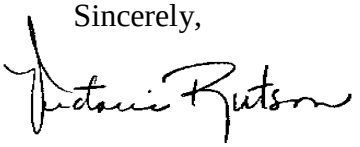
Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

Enclosure: Consultation Questionnaire

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**.

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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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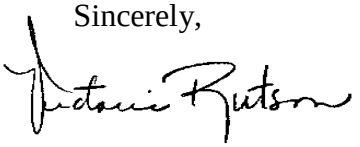
Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

Enclosure: Consultation Questionnaire

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.

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Joshua Wayland
Surface Transportation Board
Docket No. FD 36284
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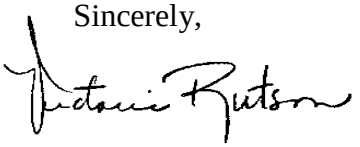
Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

Enclosure: Consultation Questionnaire

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.

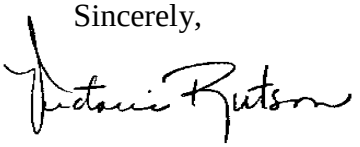
Please send your written comments to Joshua Wayland, PhD, OEA's Project Manager for the EIS, at the address below:

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

Enclosure: Consultation Questionnaire

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.

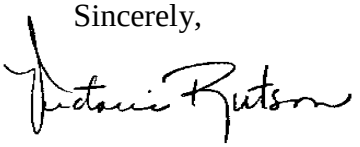
Please send your written comments to Joshua Wayland, PhD, OEA's Project Manager for the EIS, at the address below:

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

Enclosure: Consultation Questionnaire

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 Trive 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.

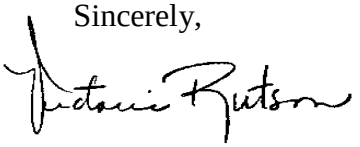
Please send your written comments to Joshua Wayland, PhD, OEA's Project Manager for the EIS, at the address below:

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

Enclosure: Consultation Questionnaire

CONSULTATION QUESTIONNAIRE

Ute Indian Trive 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 Trive 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.

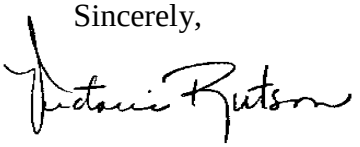
Please send your written comments to Joshua Wayland, PhD, OEA's Project Manager for the EIS, at the address below:

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

Enclosure: Consultation Questionnaire

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

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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**.

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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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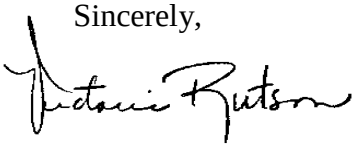
Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

Enclosure: Consultation Questionnaire

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.

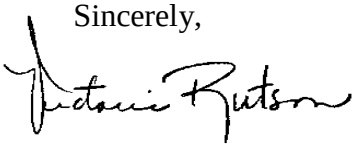
Please send your written comments to Joshua Wayland, PhD, OEA's Project Manager for the EIS, at the address below:

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

Enclosure: Consultation Questionnaire

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.

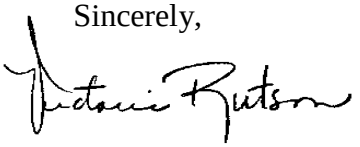
Please send your written comments to Joshua Wayland, PhD, OEA's Project Manager for the EIS, at the address below:

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

Enclosure: Consultation Questionnaire

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.

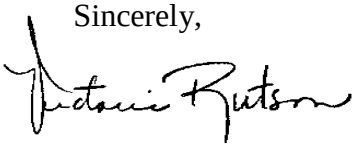
Please send your written comments to Joshua Wayland, PhD, OEA's Project Manager for the EIS, at the address below:

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

Enclosure: Consultation Questionnaire

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,

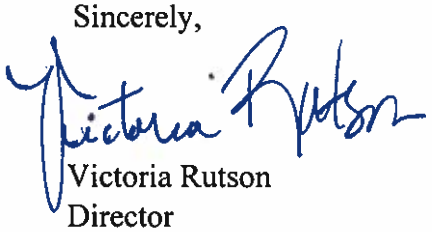
and we appreciate the opportunity to discuss the proposed project and the ongoing environmental review process with them. As discussed at the meeting, my office is interested in receiving the findings of the Task Force in time to consider them in the EIS and in making our recommendations to the Board. 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,



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.

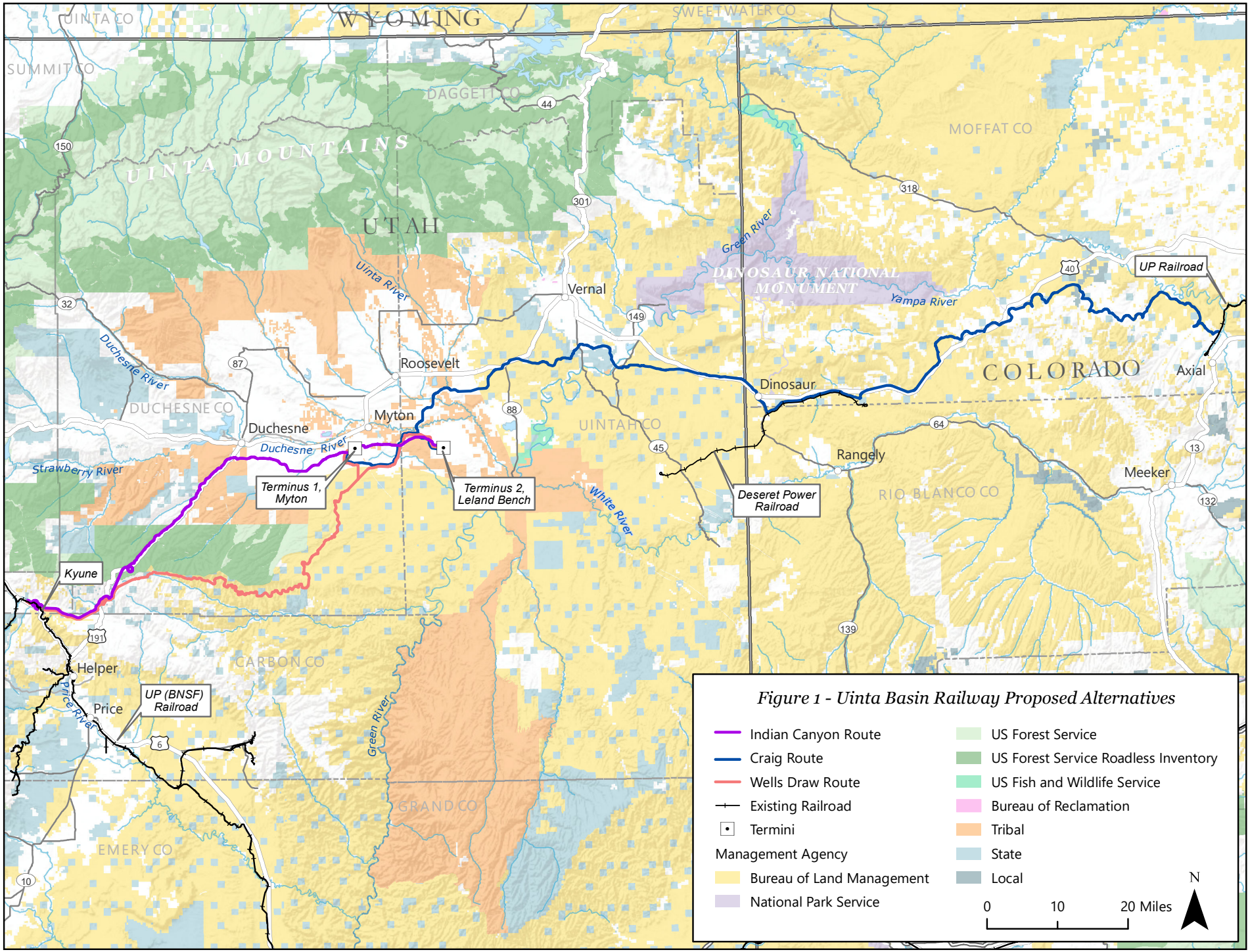
Additional information is available on the project website at www.UintaBasinRailwayEIS.com. At any time, if you would like to discuss the undertaking in more detail, please contact Joshua Wayland, PhD, OEA's Project Manager for the EIS at (202) 245-0330 or by email at Joshua.Wayland@stb.gov

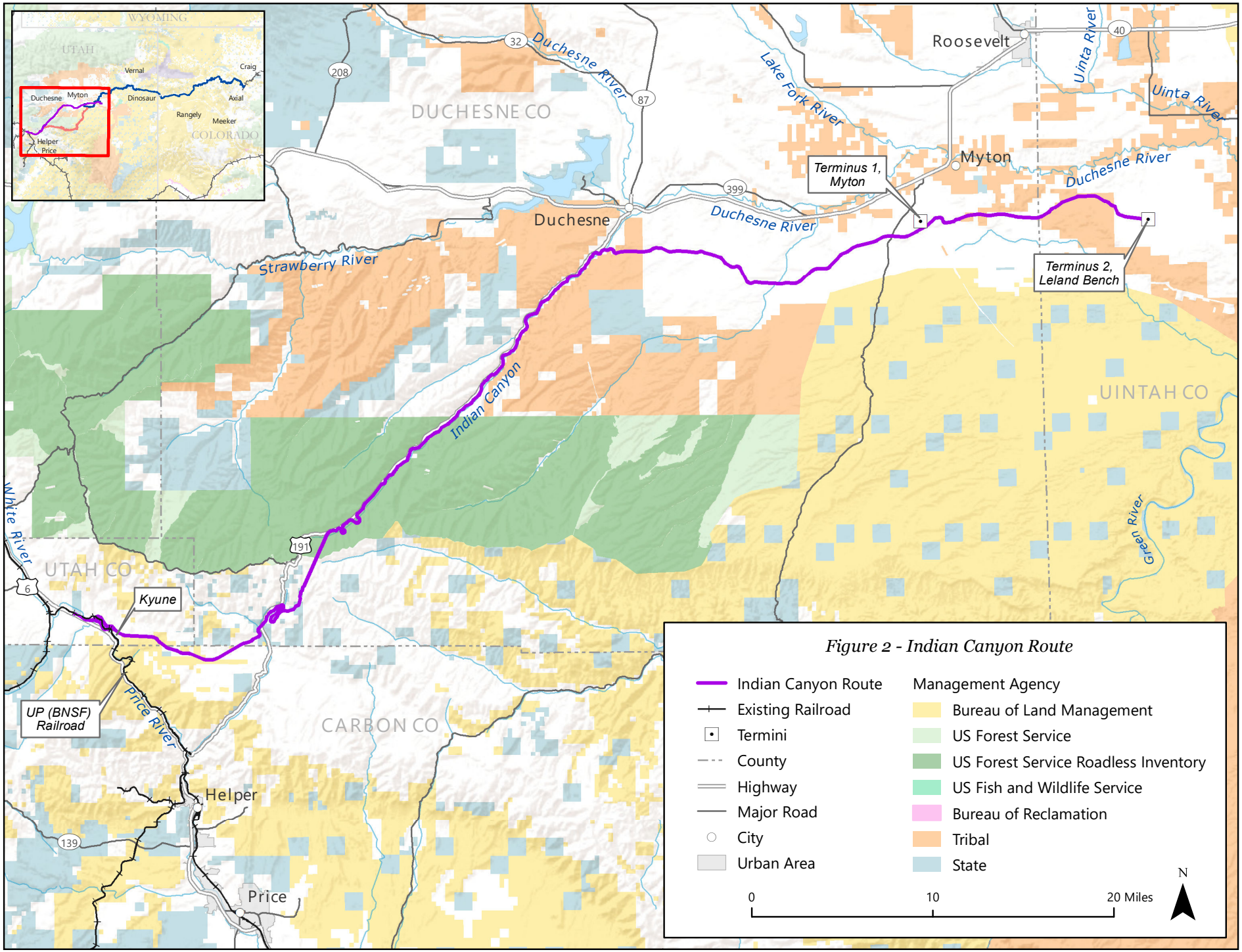
We look forward to continuing consultation with you on this undertaking.

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


WYOMING
UTAH
COLORADO
UINTA CO
SUMMIT CO
SWEETWATER CO
DAGGETT CO
MOFFAT CO
UINTA MOUNTAINS
DINOSAUR NATIONAL MONUMENT
Green River
Yampa River
Uinta River
Duchesne River
Strawberry River
White River
Price River
DUCHESNE CO
UINTAH CO
RIO BLANCO CO
CARBON CO
GRAND CO
EMERY CO
Vernal
Roosevelt
Myton
Duchesne
Dinosaur
Rangely
Meeker
Axial
Helper
Price
Kyune
Terminus 1, Myton
Terminus 2, Leland Bench
Deseret Power Railroad
UP Railroad
UP (BNSF) Railroad
Figure 1 - Uinta Basin Railway Proposed Alternatives
Indian Canyon Route
Craig Route
Wells Draw Route
Existing Railroad
Termini
Management Agency
Bureau of Land Management
National Park Service
US Forest Service
US Forest Service Roadless Inventory
US Fish and Wildlife Service
Bureau of Reclamation
Tribal
State
Local
N
0
10
20 Miles


WYOMING
UTAH
COLORADO
Vernal
Craig
Duchesne
Myton
Dinosaur
Axial
Rangely
Meeker
Helper
Price
DUCHESNE CO
Duchesne River
Lake Fork River
Roosevelt
Uinta River
Myton
Terminus 1, Myton
Duchesne
Strawberry River
Terminus 2, Leland Bench
Indian Canyon
UINTAH CO
White River
Green River
UTAH CO
Kyune
UP (BNSF) Railroad
Price River
CARBON CO
Helper
Price
Figure 2 - Indian Canyon Route
Indian Canyon Route
Existing Railroad
Termini
County
Highway
Major Road
City
Urban Area
Management Agency
Bureau of Land Management
US Forest Service
US Forest Service Roadless Inventory
US Fish and Wildlife Service
Bureau of Reclamation
Tribal
State
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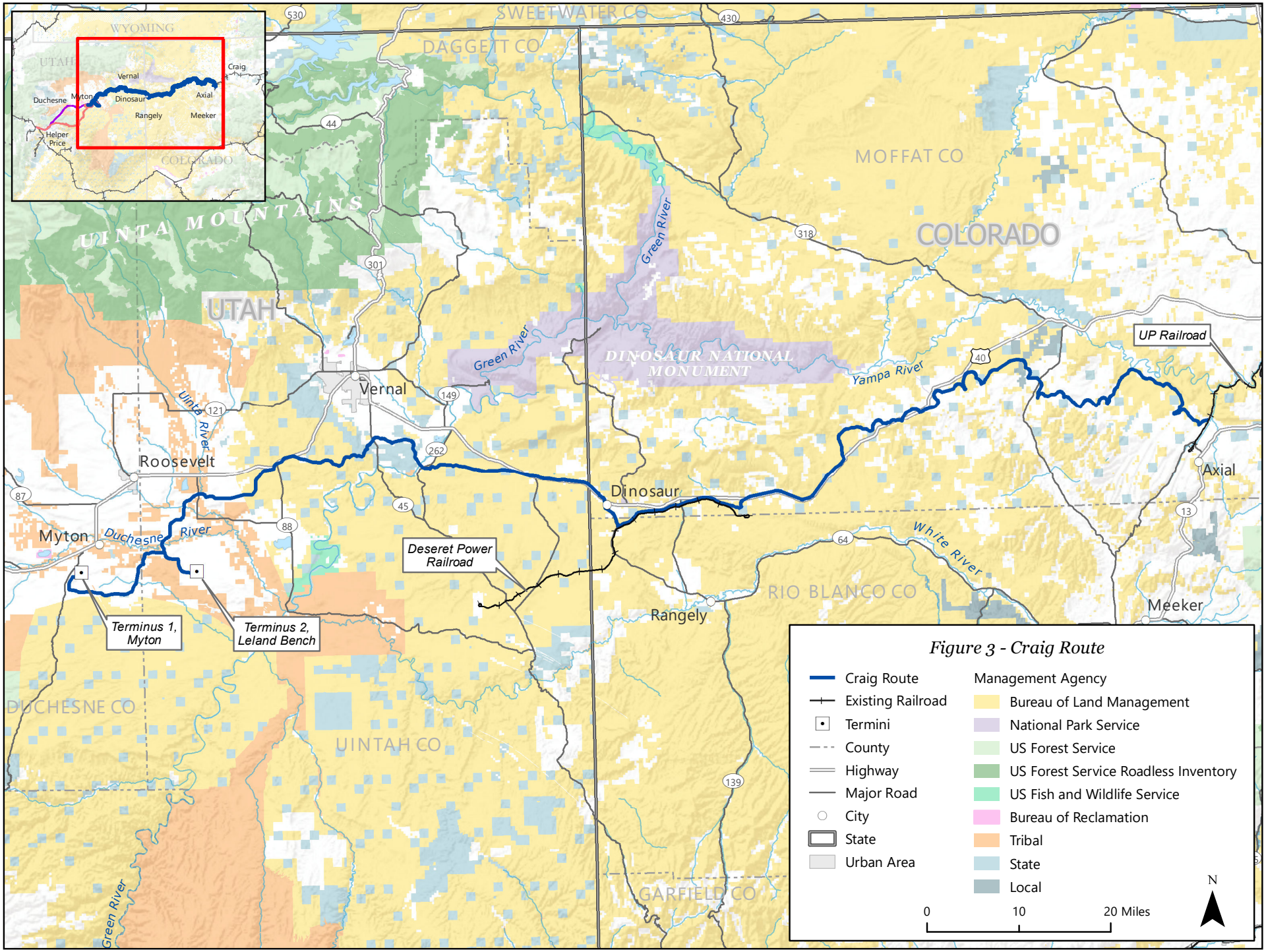
WYOMING
UTAH
COLORADO
Vernal
Craig
Duchesne
Myton
Dinosaur
Axial
Rangely
Meeker
Helper
Price
SWEETWATER CO
DAGGETT CO
MOFFAT CO
UINTA MOUNTAINS
Green River
DINOSAUR NATIONAL MONUMENT
Yampa River
UP Railroad
Uinta River
Roosevelt
Duchesne River
Deseret Power Railroad
White River
RIO BLANCO CO
Terminus 1, Myton
Terminus 2, Leland Bench
DUCHESNE CO
UINTAH CO
GARFIELD CO
Figure 3 - Craig Route
Craig Route
Existing Railroad
Termini
County
Highway
Major Road
City
State
Urban Area
Management Agency
Bureau of Land Management
National Park Service
US Forest Service
US Forest Service Roadless Inventory
US Fish and Wildlife Service
Bureau of Reclamation
Tribal
State
Local
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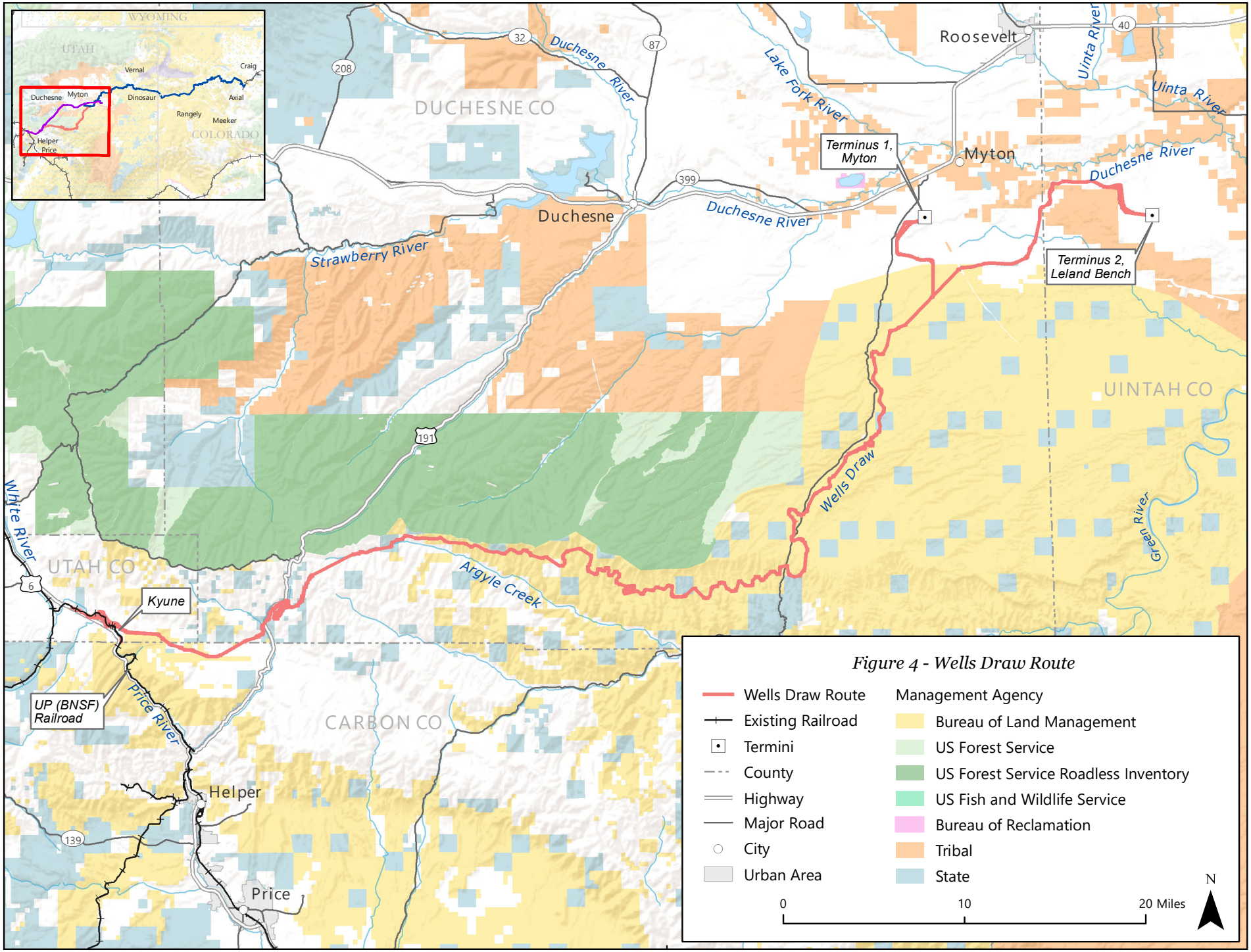
WYOMING
UTAH
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Vernal
Craig
Duchesne
Myton
Dinosaur
Axial
Rangely
Meeker
Helper
Price
DUCHESNE CO
UINTAH CO
UTAH CO
CARBON CO
Roosevelt
Myton
Duchesne
Terminus 1, Myton
Terminus 2, Leland Bench
Duchesne River
Lake Fork River
Uinta River
Strawberry River
Wells Draw
Argyle Creek
Green River
White River
Price River
Kyune
UP (BNSF) Railroad
Helper
Price
32
87
208
399
191
6
139
40
Figure 4 - Wells Draw Route
Wells Draw Route
Existing Railroad
Termini
County
Highway
Major Road
City
Urban Area
Management Agency
Bureau of Land Management
US Forest Service
US Forest Service Roadless Inventory
US Fish and Wildlife Service
Bureau of Reclamation
Tribal
State
0
10
20 Miles
N

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

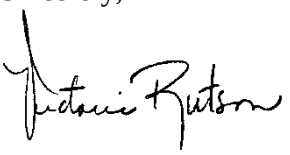
hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- 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,



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

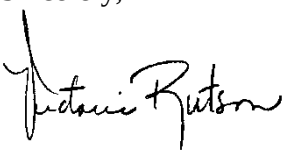
hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- 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,



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

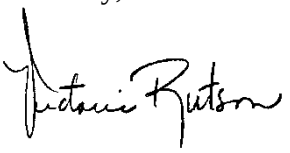
hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

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

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

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

Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

Attachments:
A: Maps of Potential Alternatives
B: NHPA Section 106 Consultation Options Form

ATTACHMENT A: ALTERNATIVES ANALYSIS MAPS

ATTACHMENT B: NHPA SECTION 106 CONSULTATION OPTIONS FORM

Fort Belknap Indian Community of the Fort Belknap Reservation of Montana

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

Project Name: Uinta Basin proposed rail line

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

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

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

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

_____We have included comments regarding potential historic properties in the project area and/or potential impacts to historic properties on the back of this form or on additional sheets.

Name of Fort Belknap Indian Community of the Fort Belknap Reservation of Montana designated contact for Section 106 Consultation for the Surface Transportation Board's decision on whether to allow the Coalition to construct and operate a new rail line in Utah:

Please print

Name: _____

Phone: _____

E-mail: _____

Signed: _____ Date: _____

Please mail to: Joshua Wayland
Surface Transportation Board
Docket No. FD 36284
c/o 9300 Lee Highway
Fairfax, VA 22031

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Betsy Chapoose
NAGPRA Representative
Ute Indian Trive 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

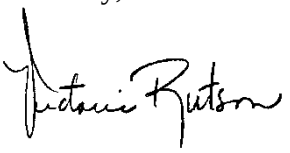
hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- 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

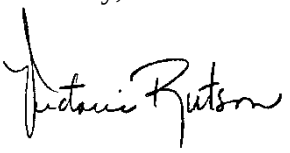
hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- 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,



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.

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This letter has two purposes:

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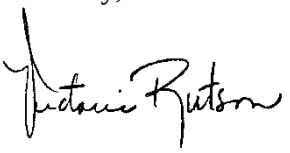
hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- 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

White Mesa / Ute Mountain Ute Tribe, Utah and Colorado

Surface Transportation Board Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah

Project Name: Uinta Basin proposed rail line

Please check all the appropriate response(s) that apply from the list

_____ We have no interests associated with the Coalition's proposed rail line and further consultation with our organization is not required.

_____ We want to continue to receive project information by mail and participate in the public involvement process.

_____ We have an interest in the Coalition's proposed rail line and want to participate as a "Consulting Party" in the Section 106 of the NHPA process.

_____We have included comments regarding potential historic properties in the project area and/or potential impacts to historic properties on the back of this form or on additional sheets.

Name of White Mesa / Ute Mountain Ute Tribe, Utah and Colorado designated contact for Section 106 Consultation for the Surface Transportation Board's decision on whether to allow the Coalition to construct and operate a new rail line in Utah:

Please print

Name: _____

Phone: _____

E-mail: _____

Signed: _____ Date: _____

Please mail to: Joshua Wayland
Surface Transportation Board
Docket No. FD 36284
c/o 9300 Lee Highway
Fairfax, VA 22031

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Stewart Koyiyumptewa
Director of Hopi Cultural Preservation
The Hopi Tribe of Arizona
P.O. Box 123
Kykotsmovie, AZ 86039

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah; **Invitation to Section 106 Consultation**

Dear Mr. Stewart Koyiyumptewa:

The Surface Transportation Board (Board) hereby invites you to participate as a consulting party under Section 106 of the National Historic Preservation Act (NHPA) for the Board's review of the proposed Uinta Basin Railway project.

The Seven County Infrastructure Coalition (Coalition) plans to request Board authority to construct and operate an approximately 80-mile rail line between two terminus points in the Uinta Basin near Myton, Utah, and Leland Bench, Utah, and the interstate rail network. The Coalition's proposed rail line would extend generally southwest from terminus points near Myton and Leland Bench to a connection with an existing rail line owned by Union Pacific Railway Company (UP) near Kyune, Utah. It would generally parallel U.S. Route 191 through Indian Canyon and would be located within Utah, Carbon, Duchesne, and Uintah Counties in Utah (Indian Canyon Route). The Coalition has also identified two potential alternatives to the Indian Canyon Route that the Coalition believes would be economically and technically feasible. One of those proposed alternatives would connect the terminus points near Myton and Leland Bench to the UP rail line near Kyune by following Wells Draw and Argyle Canyon, crossing Utah, Carbon, Duchesne, and Uintah Counties in Utah (Wells Draw Route). The other proposed alternative would extend eastward from the terminus points near Myton and Leland Bench to a connection with a UP rail line near Craig, Colorado, and would cross Uintah and Duchesne Counties in Utah as well as Moffat and Rio Blanco Counties in Colorado (Craig Route). More information is available on the project website at www.UintaBasinRailwayEIS.com.

The Board's Office of Environmental Analysis is conducting an environmental and historic preservation review of the proposed rail line construction project in compliance with the National Environmental Policy Act and related laws and regulations, including Section 106, and its implementing regulations at 36 Code of Federal Regulations Part 800.

This letter has two purposes:

- First, to learn whether your tribe is interested in participating as a Consulting Party. We have enclosed a Consultation Options Form (Attachment B) that we hope makes it easier for you to select the level of involvement that you are interested in. If we do not

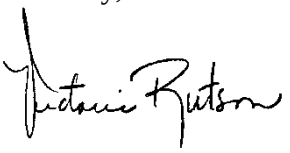
hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- Second, to provide an opportunity for you to submit comments on either historic properties and/or potential effects on historic properties that may be located in the area and that should be afforded close attention in the environmental analysis.

For your reference, Attachment A to this letter includes a map of the potential alternatives currently being considered. Additional information on this project is available on the Board's website at www.UintaBasinRailwayEIS.com. Attachment B is the Consultations Options Form discussed above.

Joshua Wayland of my staff will be leading the Section 106 consultation for the project. You may contact him at 202-245-0330 or at Joshua.Wayland@stb.gov.

Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

Attachments:
A: Maps of Potential Alternatives
B: NHPA Section 106 Consultation Options Form

ATTACHMENT A: ALTERNATIVES ANALYSIS MAPS

ATTACHMENT B: NHPA SECTION 106 CONSULTATION OPTIONS FORM

The Hopi Tribe of Arizona

Surface Transportation Board Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah

Project Name: Uinta Basin proposed rail line

Please check all the appropriate response(s) that apply from the list

_____ We have no interests associated with the Coalition's proposed rail line and further consultation with our organization is not required.

_____ We want to continue to receive project information by mail and participate in the public involvement process.

_____ We have an interest in the Coalition's proposed rail line and want to participate as a "Consulting Party" in the Section 106 of the NHPA process.

_____We have included comments regarding potential historic properties in the project area and/or potential impacts to historic properties on the back of this form or on additional sheets.

Name of The Hopi Tribe of Arizona designated contact for Section 106 Consultation for the Surface Transportation Board's decision on whether to allow the Coalition to construct and operate a new rail line in Utah:

Please print

Name: _____

Phone: _____

E-mail: _____

Signed: _____ Date: _____

Please mail to: Joshua Wayland
Surface Transportation Board
Docket No. FD 36284
c/o 9300 Lee Highway
Fairfax, VA 22031

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Crystal Lightfoot
THPO
Apache Tribe of Oklahoma
P.O. Box 1330
Anadarko, OK 73005

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah; **Invitation to Section 106 Consultation**

Dear Ms. Crystal Lightfoot:

The Surface Transportation Board (Board) hereby invites you to participate as a consulting party under Section 106 of the National Historic Preservation Act (NHPA) for the Board's review of the proposed Uinta Basin Railway project.

The Seven County Infrastructure Coalition (Coalition) plans to request Board authority to construct and operate an approximately 80-mile rail line between two terminus points in the Uinta Basin near Myton, Utah, and Leland Bench, Utah, and the interstate rail network. The Coalition's proposed rail line would extend generally southwest from terminus points near Myton and Leland Bench to a connection with an existing rail line owned by Union Pacific Railway Company (UP) near Kyune, Utah. It would generally parallel U.S. Route 191 through Indian Canyon and would be located within Utah, Carbon, Duchesne, and Uintah Counties in Utah (Indian Canyon Route). The Coalition has also identified two potential alternatives to the Indian Canyon Route that the Coalition believes would be economically and technically feasible. One of those proposed alternatives would connect the terminus points near Myton and Leland Bench to the UP rail line near Kyune by following Wells Draw and Argyle Canyon, crossing Utah, Carbon, Duchesne, and Uintah Counties in Utah (Wells Draw Route). The other proposed alternative would extend eastward from the terminus points near Myton and Leland Bench to a connection with a UP rail line near Craig, Colorado, and would cross Uintah and Duchesne Counties in Utah as well as Moffat and Rio Blanco Counties in Colorado (Craig Route). More information is available on the project website at www.UintaBasinRailwayEIS.com.

The Board's Office of Environmental Analysis is conducting an environmental and historic preservation review of the proposed rail line construction project in compliance with the National Environmental Policy Act and related laws and regulations, including Section 106, and its implementing regulations at 36 Code of Federal Regulations Part 800.

This letter has two purposes:

- First, to learn whether your tribe is interested in participating as a Consulting Party. We have enclosed a Consultation Options Form (Attachment B) that we hope makes it easier for you to select the level of involvement that you are interested in. If we do not

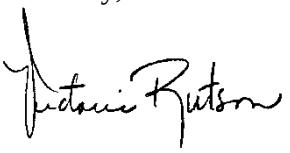
hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- Second, to provide an opportunity for you to submit comments on either historic properties and/or potential effects on historic properties that may be located in the area and that should be afforded close attention in the environmental analysis.

For your reference, Attachment A to this letter includes a map of the potential alternatives currently being considered. Additional information on this project is available on the Board's website at www.UintaBasinRailwayEIS.com. Attachment B is the Consultations Options Form discussed above.

Joshua Wayland of my staff will be leading the Section 106 consultation for the project. You may contact him at 202-245-0330 or at Joshua.Wayland@stb.gov.

Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

Attachments:
A: Maps of Potential Alternatives
B: NHPA Section 106 Consultation Options Form

ATTACHMENT A: ALTERNATIVES ANALYSIS MAPS

ATTACHMENT B: NHPA SECTION 106 CONSULTATION OPTIONS FORM

Apache Tribe of Oklahoma

Surface Transportation Board Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah

Project Name: Uinta Basin proposed rail line

Please check all the appropriate response(s) that apply from the list

_____ We have no interests associated with the Coalition's proposed rail line and further consultation with our organization is not required.

_____ We want to continue to receive project information by mail and participate in the public involvement process.

_____ We have an interest in the Coalition's proposed rail line and want to participate as a "Consulting Party" in the Section 106 of the NHPA process.

_____We have included comments regarding potential historic properties in the project area and/or potential impacts to historic properties on the back of this form or on additional sheets.

Name of Apache Tribe of Oklahoma designated contact for Section 106 Consultation for the Surface Transportation Board's decision on whether to allow the Coalition to construct and operate a new rail line in Utah:

Please print

Name: _____

Phone: _____

E-mail: _____

Signed: _____ Date: _____

Please mail to: Joshua Wayland
Surface Transportation Board
Docket No. FD 36284
c/o 9300 Lee Highway
Fairfax, VA 22031

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Richard M. Begay
THPO and Department Manager
Navajo Nation, Arizona, New Mexico, and Utah
P.O. Box 4950
Window Rock, AZ 86515

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah; **Invitation to Section 106 Consultation**

Dear Mr. Richard M. Begay:

The Surface Transportation Board (Board) hereby invites you to participate as a consulting party under Section 106 of the National Historic Preservation Act (NHPA) for the Board's review of the proposed Uinta Basin Railway project.

The Seven County Infrastructure Coalition (Coalition) plans to request Board authority to construct and operate an approximately 80-mile rail line between two terminus points in the Uinta Basin near Myton, Utah, and Leland Bench, Utah, and the interstate rail network. The Coalition's proposed rail line would extend generally southwest from terminus points near Myton and Leland Bench to a connection with an existing rail line owned by Union Pacific Railway Company (UP) near Kyune, Utah. It would generally parallel U.S. Route 191 through Indian Canyon and would be located within Utah, Carbon, Duchesne, and Uintah Counties in Utah (Indian Canyon Route). The Coalition has also identified two potential alternatives to the Indian Canyon Route that the Coalition believes would be economically and technically feasible. One of those proposed alternatives would connect the terminus points near Myton and Leland Bench to the UP rail line near Kyune by following Wells Draw and Argyle Canyon, crossing Utah, Carbon, Duchesne, and Uintah Counties in Utah (Wells Draw Route). The other proposed alternative would extend eastward from the terminus points near Myton and Leland Bench to a connection with a UP rail line near Craig, Colorado, and would cross Uintah and Duchesne Counties in Utah as well as Moffat and Rio Blanco Counties in Colorado (Craig Route). More information is available on the project website at www.UintaBasinRailwayEIS.com.

The Board's Office of Environmental Analysis is conducting an environmental and historic preservation review of the proposed rail line construction project in compliance with the National Environmental Policy Act and related laws and regulations, including Section 106, and its implementing regulations at 36 Code of Federal Regulations Part 800.

This letter has two purposes:

- First, to learn whether your tribe is interested in participating as a Consulting Party. We have enclosed a Consultation Options Form (Attachment B) that we hope makes it easier for you to select the level of involvement that you are interested in. If we do not

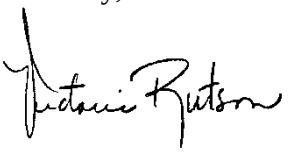
hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- Second, to provide an opportunity for you to submit comments on either historic properties and/or potential effects on historic properties that may be located in the area and that should be afforded close attention in the environmental analysis.

For your reference, Attachment A to this letter includes a map of the potential alternatives currently being considered. Additional information on this project is available on the Board's website at www.UintaBasinRailwayEIS.com. Attachment B is the Consultations Options Form discussed above.

Joshua Wayland of my staff will be leading the Section 106 consultation for the project. You may contact him at 202-245-0330 or at Joshua.Wayland@stb.gov.

Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

Attachments:
A: Maps of Potential Alternatives
B: NHPA Section 106 Consultation Options Form

ATTACHMENT A: ALTERNATIVES ANALYSIS MAPS

ATTACHMENT B: NHPA SECTION 106 CONSULTATION OPTIONS FORM

Navajo Nation, Arizona, New Mexico, and Utah

Surface Transportation Board Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah

Project Name: Uinta Basin proposed rail line

Please check all the appropriate response(s) that apply from the list

_____ We have no interests associated with the Coalition's proposed rail line and further consultation with our organization is not required.

_____ We want to continue to receive project information by mail and participate in the public involvement process.

_____ We have an interest in the Coalition's proposed rail line and want to participate as a "Consulting Party" in the Section 106 of the NHPA process.

_____We have included comments regarding potential historic properties in the project area and/or potential impacts to historic properties on the back of this form or on additional sheets.

Name of Navajo Nation, Arizona, New Mexico, and Utah designated contact for Section 106 Consultation for the Surface Transportation Board's decision on whether to allow the Coalition to construct and operate a new rail line in Utah:

Please print

Name: _____

Phone: _____

E-mail: _____

Signed: _____ Date: _____

Please mail to: Joshua Wayland
Surface Transportation Board
Docket No. FD 36284
c/o 9300 Lee Highway
Fairfax, VA 22031

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Doreen Martineau
NAGPRA Contact
Paiute Indian Tribe of Utah
440 N. Paiute Drive
Cedar City, Utah 84721

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah; **Invitation to Section 106 Consultation**

Dear Ms. Doreen Martineau:

The Surface Transportation Board (Board) hereby invites you to participate as a consulting party under Section 106 of the National Historic Preservation Act (NHPA) for the Board's review of the proposed Uinta Basin Railway project.

The Seven County Infrastructure Coalition (Coalition) plans to request Board authority to construct and operate an approximately 80-mile rail line between two terminus points in the Uinta Basin near Myton, Utah, and Leland Bench, Utah, and the interstate rail network. The Coalition's proposed rail line would extend generally southwest from terminus points near Myton and Leland Bench to a connection with an existing rail line owned by Union Pacific Railway Company (UP) near Kyune, Utah. It would generally parallel U.S. Route 191 through Indian Canyon and would be located within Utah, Carbon, Duchesne, and Uintah Counties in Utah (Indian Canyon Route). The Coalition has also identified two potential alternatives to the Indian Canyon Route that the Coalition believes would be economically and technically feasible. One of those proposed alternatives would connect the terminus points near Myton and Leland Bench to the UP rail line near Kyune by following Wells Draw and Argyle Canyon, crossing Utah, Carbon, Duchesne, and Uintah Counties in Utah (Wells Draw Route). The other proposed alternative would extend eastward from the terminus points near Myton and Leland Bench to a connection with a UP rail line near Craig, Colorado, and would cross Uintah and Duchesne Counties in Utah as well as Moffat and Rio Blanco Counties in Colorado (Craig Route). More information is available on the project website at www.UintaBasinRailwayEIS.com.

The Board's Office of Environmental Analysis is conducting an environmental and historic preservation review of the proposed rail line construction project in compliance with the National Environmental Policy Act and related laws and regulations, including Section 106, and its implementing regulations at 36 Code of Federal Regulations Part 800.

This letter has two purposes:

- First, to learn whether your tribe is interested in participating as a Consulting Party. We have enclosed a Consultation Options Form (Attachment B) that we hope makes it easier for you to select the level of involvement that you are interested in. If we do not

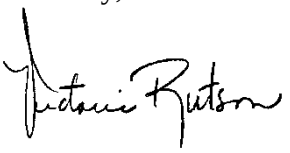
hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- Second, to provide an opportunity for you to submit comments on either historic properties and/or potential effects on historic properties that may be located in the area and that should be afforded close attention in the environmental analysis.

For your reference, Attachment A to this letter includes a map of the potential alternatives currently being considered. Additional information on this project is available on the Board's website at www.UintaBasinRailwayEIS.com. Attachment B is the Consultations Options Form discussed above.

Joshua Wayland of my staff will be leading the Section 106 consultation for the project. You may contact him at 202-245-0330 or at Joshua.Wayland@stb.gov.

Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

Attachments:
A: Maps of Potential Alternatives
B: NHPA Section 106 Consultation Options Form

ATTACHMENT A: ALTERNATIVES ANALYSIS MAPS

ATTACHMENT B: NHPA SECTION 106 CONSULTATION OPTIONS FORM

Paiute Indian Tribe of Utah

Surface Transportation Board Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah

Project Name: Uinta Basin proposed rail line

Please check all the appropriate response(s) that apply from the list

_____ We have no interests associated with the Coalition's proposed rail line and further consultation with our organization is not required.

_____ We want to continue to receive project information by mail and participate in the public involvement process.

_____ We have an interest in the Coalition's proposed rail line and want to participate as a "Consulting Party" in the Section 106 of the NHPA process.

_____We have included comments regarding potential historic properties in the project area and/or potential impacts to historic properties on the back of this form or on additional sheets.

Name of Paiute Indian Tribe of Utah designated contact for Section 106 Consultation for the Surface Transportation Board's decision on whether to allow the Coalition to construct and operate a new rail line in Utah:

Please print

Name: _____

Phone: _____

E-mail: _____

Signed: _____ Date: _____

Please mail to: Joshua Wayland
Surface Transportation Board
Docket No. FD 36284
c/o 9300 Lee Highway
Fairfax, VA 22031

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Rupert Steele
NAGPRA Representative
Confederated Tribes of the Goshute Reservation, Nevada and Utah
P.O. Box 6104
Ibapah, UT 84034

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah; **Invitation to Section 106 Consultation**

Dear Mr. Rupert Steele:

The Surface Transportation Board (Board) hereby invites you to participate as a consulting party under Section 106 of the National Historic Preservation Act (NHPA) for the Board's review of the proposed Uinta Basin Railway project.

The Seven County Infrastructure Coalition (Coalition) plans to request Board authority to construct and operate an approximately 80-mile rail line between two terminus points in the Uinta Basin near Myton, Utah, and Leland Bench, Utah, and the interstate rail network. The Coalition's proposed rail line would extend generally southwest from terminus points near Myton and Leland Bench to a connection with an existing rail line owned by Union Pacific Railway Company (UP) near Kyune, Utah. It would generally parallel U.S. Route 191 through Indian Canyon and would be located within Utah, Carbon, Duchesne, and Uintah Counties in Utah (Indian Canyon Route). The Coalition has also identified two potential alternatives to the Indian Canyon Route that the Coalition believes would be economically and technically feasible. One of those proposed alternatives would connect the terminus points near Myton and Leland Bench to the UP rail line near Kyune by following Wells Draw and Argyle Canyon, crossing Utah, Carbon, Duchesne, and Uintah Counties in Utah (Wells Draw Route). The other proposed alternative would extend eastward from the terminus points near Myton and Leland Bench to a connection with a UP rail line near Craig, Colorado, and would cross Uintah and Duchesne Counties in Utah as well as Moffat and Rio Blanco Counties in Colorado (Craig Route). More information is available on the project website at www.UintaBasinRailwayEIS.com.

The Board's Office of Environmental Analysis is conducting an environmental and historic preservation review of the proposed rail line construction project in compliance with the National Environmental Policy Act and related laws and regulations, including Section 106, and its implementing regulations at 36 Code of Federal Regulations Part 800.

This letter has two purposes:

- First, to learn whether your tribe is interested in participating as a Consulting Party. We have enclosed a Consultation Options Form (Attachment B) that we hope makes it easier for you to select the level of involvement that you are interested in. If we do not

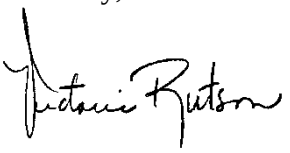
hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- Second, to provide an opportunity for you to submit comments on either historic properties and/or potential effects on historic properties that may be located in the area and that should be afforded close attention in the environmental analysis.

For your reference, Attachment A to this letter includes a map of the potential alternatives currently being considered. Additional information on this project is available on the Board's website at www.UintaBasinRailwayEIS.com. Attachment B is the Consultations Options Form discussed above.

Joshua Wayland of my staff will be leading the Section 106 consultation for the project. You may contact him at 202-245-0330 or at Joshua.Wayland@stb.gov.

Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

Attachments:
A: Maps of Potential Alternatives
B: NHPA Section 106 Consultation Options Form

ATTACHMENT A: ALTERNATIVES ANALYSIS MAPS

ATTACHMENT B: NHPA SECTION 106 CONSULTATION OPTIONS FORM

Confederated Tribes of the Goshute Reservation, Nevada and Utah

Surface Transportation Board Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah

Project Name: Uinta Basin proposed rail line

Please check all the appropriate response(s) that apply from the list

_____ We have no interests associated with the Coalition's proposed rail line and further consultation with our organization is not required.

_____ We want to continue to receive project information by mail and participate in the public involvement process.

_____ We have an interest in the Coalition's proposed rail line and want to participate as a "Consulting Party" in the Section 106 of the NHPA process.

_____We have included comments regarding potential historic properties in the project area and/or potential impacts to historic properties on the back of this form or on additional sheets.

Name of Confederated Tribes of the Goshute Reservation, Nevada and Utah designated contact for Section 106 Consultation for the Surface Transportation Board's decision on whether to allow the Coalition to construct and operate a new rail line in Utah:

Please print

Name: _____

Phone: _____

E-mail: _____

Signed: _____ Date: _____

Please mail to: Joshua Wayland
Surface Transportation Board
Docket No. FD 36284
c/o 9300 Lee Highway
Fairfax, VA 22031

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Patty Timbimboo-Madsen
Cultural Resource Specialist
The Northwestern Band of the Shoshone Nation, Utah
707 N Main Street
Brigham City, Utah 84302

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah; **Invitation to Section 106 Consultation**

Dear Ms. Patty Timbimboo-Madsen:

The Surface Transportation Board (Board) hereby invites you to participate as a consulting party under Section 106 of the National Historic Preservation Act (NHPA) for the Board's review of the proposed Uinta Basin Railway project.

The Seven County Infrastructure Coalition (Coalition) plans to request Board authority to construct and operate an approximately 80-mile rail line between two terminus points in the Uinta Basin near Myton, Utah, and Leland Bench, Utah, and the interstate rail network. The Coalition's proposed rail line would extend generally southwest from terminus points near Myton and Leland Bench to a connection with an existing rail line owned by Union Pacific Railway Company (UP) near Kyune, Utah. It would generally parallel U.S. Route 191 through Indian Canyon and would be located within Utah, Carbon, Duchesne, and Uintah Counties in Utah (Indian Canyon Route). The Coalition has also identified two potential alternatives to the Indian Canyon Route that the Coalition believes would be economically and technically feasible. One of those proposed alternatives would connect the terminus points near Myton and Leland Bench to the UP rail line near Kyune by following Wells Draw and Argyle Canyon, crossing Utah, Carbon, Duchesne, and Uintah Counties in Utah (Wells Draw Route). The other proposed alternative would extend eastward from the terminus points near Myton and Leland Bench to a connection with a UP rail line near Craig, Colorado, and would cross Uintah and Duchesne Counties in Utah as well as Moffat and Rio Blanco Counties in Colorado (Craig Route). More information is available on the project website at www.UintaBasinRailwayEIS.com.

The Board's Office of Environmental Analysis is conducting an environmental and historic preservation review of the proposed rail line construction project in compliance with the National Environmental Policy Act and related laws and regulations, including Section 106, and its implementing regulations at 36 Code of Federal Regulations Part 800.

This letter has two purposes:

- First, to learn whether your tribe is interested in participating as a Consulting Party. We have enclosed a Consultation Options Form (Attachment B) that we hope makes it easier for you to select the level of involvement that you are interested in. If we do not

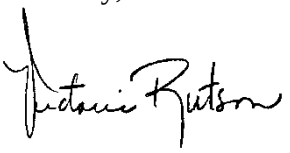
hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- Second, to provide an opportunity for you to submit comments on either historic properties and/or potential effects on historic properties that may be located in the area and that should be afforded close attention in the environmental analysis.

For your reference, Attachment A to this letter includes a map of the potential alternatives currently being considered. Additional information on this project is available on the Board's website at www.UintaBasinRailwayEIS.com. Attachment B is the Consultations Options Form discussed above.

Joshua Wayland of my staff will be leading the Section 106 consultation for the project. You may contact him at 202-245-0330 or at Joshua.Wayland@stb.gov.

Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

Attachments:
A: Maps of Potential Alternatives
B: NHPA Section 106 Consultation Options Form

ATTACHMENT A: ALTERNATIVES ANALYSIS MAPS

ATTACHMENT B: NHPA SECTION 106 CONSULTATION OPTIONS FORM

The Northwestern Band of the Shoshone Nation, Utah

Surface Transportation Board Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah

Project Name: Uinta Basin proposed rail line

Please check all the appropriate response(s) that apply from the list

_____ We have no interests associated with the Coalition's proposed rail line and further consultation with our organization is not required.

_____ We want to continue to receive project information by mail and participate in the public involvement process.

_____ We have an interest in the Coalition's proposed rail line and want to participate as a "Consulting Party" in the Section 106 of the NHPA process.

_____We have included comments regarding potential historic properties in the project area and/or potential impacts to historic properties on the back of this form or on additional sheets.

Name of The Northwestern Band of the Shoshone Nation, Utah designated contact for Section 106 Consultation for the Surface Transportation Board's decision on whether to allow the Coalition to construct and operate a new rail line in Utah:

Please print

Name: _____

Phone: _____

E-mail: _____

Signed: _____ Date: _____

Please mail to: Joshua Wayland
Surface Transportation Board
Docket No. FD 36284
c/o 9300 Lee Highway
Fairfax, VA 22031

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Roger Bankert
Field Manager
BLM Vernal Field Office
170 South 500 East
Vernal, UT 84078

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah; **Invitation to Section 106 Consultation**

Dear Mr. Roger Bankert:

The Surface Transportation Board (Board) hereby invites you to participate as a consulting party under Section 106 of the National Historic Preservation Act (NHPA) for the Board's review of the proposed Uinta Basin Railway project.

The Seven County Infrastructure Coalition (Coalition) plans to request Board authority to construct and operate an approximately 80-mile rail line between two terminus points in the Uinta Basin near Myton, Utah, and Leland Bench, Utah, and the interstate rail network. The Coalition's proposed rail line would extend generally southwest from terminus points near Myton and Leland Bench to a connection with an existing rail line owned by Union Pacific Railway Company (UP) near Kyune, Utah. It would generally parallel U.S. Route 191 through Indian Canyon and would be located within Utah, Carbon, Duchesne, and Uintah Counties in Utah (Indian Canyon Route). The Coalition has also identified two potential alternatives to the Indian Canyon Route that the Coalition believes would be economically and technically feasible. One of those proposed alternatives would connect the terminus points near Myton and Leland Bench to the UP rail line near Kyune by following Wells Draw and Argyle Canyon, crossing Utah, Carbon, Duchesne, and Uintah Counties in Utah (Wells Draw Route). The other proposed alternative would extend eastward from the terminus points near Myton and Leland Bench to a connection with a UP rail line near Craig, Colorado, and would cross Uintah and Duchesne Counties in Utah as well as Moffat and Rio Blanco Counties in Colorado (Craig Route). More information is available on the project website at www.UintaBasinRailwayEIS.com.

The Board's Office of Environmental Analysis is conducting an environmental and historic preservation review of the proposed rail line construction project in compliance with the National Environmental Policy Act and related laws and regulations, including Section 106, and its implementing regulations at 36 Code of Federal Regulations Part 800.

This letter has two purposes:

- First, to learn whether your organization is interested in participating as a Consulting Party. We have enclosed a Consultation Options Form (Attachment B) that we hope makes it easier for you to select the level of involvement that you are interested in. If

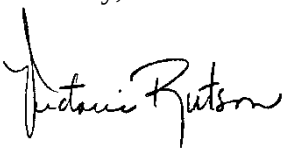
we do not hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- Second, to provide an opportunity for you to submit comments on either historic properties and/or potential effects on historic properties that may be located in the area and that should be afforded close attention in the environmental analysis.

For your reference, Attachment A to this letter includes a map of the potential alternatives currently being considered. Additional information on this project is available on the Board's website at www.UintaBasinRailwayEIS.com. Attachment B is the Consultations Options Form discussed above.

Joshua Wayland of my staff will be leading the Section 106 consultation for the project. You may contact him at 202-245-0330 or at Joshua.Wayland@stb.gov.

Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

Attachments:
A: Maps of Potential Alternatives
B: NHPA Section 106 Consultation Options Form

ATTACHMENT A: ALTERNATIVES ANALYSIS MAPS

ATTACHMENT B: NHPA SECTION 106 CONSULTATION OPTIONS FORM

BLM Vernal Field Office

Surface Transportation Board Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah

Project Name: Uinta Basin proposed rail line

Please check all the appropriate response(s) that apply from the list

_____ We have no interests associated with the Coalition's proposed rail line and further consultation with our organization is not required.

_____ We want to continue to receive project information by mail and participate in the public involvement process.

_____ We have an interest in the Coalition's proposed rail line and want to participate as a "Consulting Party" in the Section 106 of the NHPA process.

_____We have included comments regarding potential historic properties in the project area and/or potential impacts to historic properties on the back of this form or on additional sheets.

Name of BLM Vernal Field Office designated contact for Section 106 Consultation for the Surface Transportation Board's decision on whether to allow the Coalition to construct and operate a new rail line in Utah:

Please print

Name: _____

Phone: _____

E-mail: _____

Signed: _____ Date: _____

Please mail to: Joshua Wayland
Surface Transportation Board
Docket No. FD 36284
c/o 9300 Lee Highway
Fairfax, VA 22031

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Ray Beck
Commissioner
Moffat County
221 W Victory Way
Craig, CO 81625

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah; **Invitation to Section 106 Consultation**

Dear Mr. Ray Beck:

The Surface Transportation Board (Board) hereby invites you to participate as a consulting party under Section 106 of the National Historic Preservation Act (NHPA) for the Board's review of the proposed Uinta Basin Railway project.

The Seven County Infrastructure Coalition (Coalition) plans to request Board authority to construct and operate an approximately 80-mile rail line between two terminus points in the Uinta Basin near Myton, Utah, and Leland Bench, Utah, and the interstate rail network. The Coalition's proposed rail line would extend generally southwest from terminus points near Myton and Leland Bench to a connection with an existing rail line owned by Union Pacific Railway Company (UP) near Kyune, Utah. It would generally parallel U.S. Route 191 through Indian Canyon and would be located within Utah, Carbon, Duchesne, and Uintah Counties in Utah (Indian Canyon Route). The Coalition has also identified two potential alternatives to the Indian Canyon Route that the Coalition believes would be economically and technically feasible. One of those proposed alternatives would connect the terminus points near Myton and Leland Bench to the UP rail line near Kyune by following Wells Draw and Argyle Canyon, crossing Utah, Carbon, Duchesne, and Uintah Counties in Utah (Wells Draw Route). The other proposed alternative would extend eastward from the terminus points near Myton and Leland Bench to a connection with a UP rail line near Craig, Colorado, and would cross Uintah and Duchesne Counties in Utah as well as Moffat and Rio Blanco Counties in Colorado (Craig Route). More information is available on the project website at www.UintaBasinRailwayEIS.com.

The Board's Office of Environmental Analysis is conducting an environmental and historic preservation review of the proposed rail line construction project in compliance with the National Environmental Policy Act and related laws and regulations, including Section 106, and its implementing regulations at 36 Code of Federal Regulations Part 800.

This letter has two purposes:

- First, to learn whether your county is interested in participating as a Consulting Party. We have enclosed a Consultation Options Form (Attachment B) that we hope makes it easier for you to select the level of involvement that you are interested in. If we do not

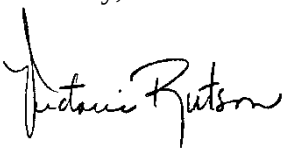
hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- Second, to provide an opportunity for you to submit comments on either historic properties and/or potential effects on historic properties that may be located in the area and that should be afforded close attention in the environmental analysis.

For your reference, Attachment A to this letter includes a map of the potential alternatives currently being considered. Additional information on this project is available on the Board's website at www.UintaBasinRailwayEIS.com. Attachment B is the Consultations Options Form discussed above.

Joshua Wayland of my staff will be leading the Section 106 consultation for the project. You may contact him at 202-245-0330 or at Joshua.Wayland@stb.gov.

Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

Attachments:
A: Maps of Potential Alternatives
B: NHPA Section 106 Consultation Options Form

ATTACHMENT A: ALTERNATIVES ANALYSIS MAPS

ATTACHMENT B: NHPA SECTION 106 CONSULTATION OPTIONS FORM

Moffat County

Surface Transportation Board Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah

Project Name: Uinta Basin proposed rail line

Please check all the appropriate response(s) that apply from the list

_____ We have no interests associated with the Coalition's proposed rail line and further consultation with our organization is not required.

_____ We want to continue to receive project information by mail and participate in the public involvement process.

_____ We have an interest in the Coalition's proposed rail line and want to participate as a "Consulting Party" in the Section 106 of the NHPA process.

_____We have included comments regarding potential historic properties in the project area and/or potential impacts to historic properties on the back of this form or on additional sheets.

Name of Moffat County designated contact for Section 106 Consultation for the Surface Transportation Board's decision on whether to allow the Coalition to construct and operate a new rail line in Utah:

Please print

Name: _____

Phone: _____

E-mail: _____

Signed: _____ Date: _____

Please mail to: Joshua Wayland
Surface Transportation Board
Docket No. FD 36284
c/o 9300 Lee Highway
Fairfax, VA 22031

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Emily C. Biondi
Director
Federal Highway Administration
1200 New Jersey Ave. S.E.
Washington, D.C. 20590-9898

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah; **Invitation to Section 106 Consultation**

Dear Ms. Emily C. Biondi:

The Surface Transportation Board (Board) hereby invites you to participate as a consulting party under Section 106 of the National Historic Preservation Act (NHPA) for the Board's review of the proposed Uinta Basin Railway project.

The Seven County Infrastructure Coalition (Coalition) plans to request Board authority to construct and operate an approximately 80-mile rail line between two terminus points in the Uinta Basin near Myton, Utah, and Leland Bench, Utah, and the interstate rail network. The Coalition's proposed rail line would extend generally southwest from terminus points near Myton and Leland Bench to a connection with an existing rail line owned by Union Pacific Railway Company (UP) near Kyune, Utah. It would generally parallel U.S. Route 191 through Indian Canyon and would be located within Utah, Carbon, Duchesne, and Uintah Counties in Utah (Indian Canyon Route). The Coalition has also identified two potential alternatives to the Indian Canyon Route that the Coalition believes would be economically and technically feasible. One of those proposed alternatives would connect the terminus points near Myton and Leland Bench to the UP rail line near Kyune by following Wells Draw and Argyle Canyon, crossing Utah, Carbon, Duchesne, and Uintah Counties in Utah (Wells Draw Route). The other proposed alternative would extend eastward from the terminus points near Myton and Leland Bench to a connection with a UP rail line near Craig, Colorado, and would cross Uintah and Duchesne Counties in Utah as well as Moffat and Rio Blanco Counties in Colorado (Craig Route). More information is available on the project website at www.UintaBasinRailwayEIS.com.

The Board's Office of Environmental Analysis is conducting an environmental and historic preservation review of the proposed rail line construction project in compliance with the National Environmental Policy Act and related laws and regulations, including Section 106, and its implementing regulations at 36 Code of Federal Regulations Part 800.

This letter has two purposes:

- First, to learn whether your organization is interested in participating as a Consulting Party. We have enclosed a Consultation Options Form (Attachment B) that we hope makes it easier for you to select the level of involvement that you are interested in. If

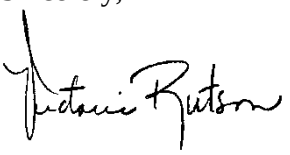
we do not hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- Second, to provide an opportunity for you to submit comments on either historic properties and/or potential effects on historic properties that may be located in the area and that should be afforded close attention in the environmental analysis.

For your reference, Attachment A to this letter includes a map of the potential alternatives currently being considered. Additional information on this project is available on the Board's website at www.UintaBasinRailwayEIS.com. Attachment B is the Consultations Options Form discussed above.

Joshua Wayland of my staff will be leading the Section 106 consultation for the project. You may contact him at 202-245-0330 or at Joshua.Wayland@stb.gov.

Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

Attachments:
A: Maps of Potential Alternatives
B: NHPA Section 106 Consultation Options Form

ATTACHMENT A: ALTERNATIVES ANALYSIS MAPS

ATTACHMENT B: NHPA SECTION 106 CONSULTATION OPTIONS FORM

Federal Highway Administration

Surface Transportation Board Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah

Project Name: Uinta Basin proposed rail line

Please check all the appropriate response(s) that apply from the list

_____ We have no interests associated with the Coalition's proposed rail line and further consultation with our organization is not required.

_____ We want to continue to receive project information by mail and participate in the public involvement process.

_____ We have an interest in the Coalition's proposed rail line and want to participate as a "Consulting Party" in the Section 106 of the NHPA process.

_____We have included comments regarding potential historic properties in the project area and/or potential impacts to historic properties on the back of this form or on additional sheets.

Name of Federal Highway Administration designated contact for Section 106 Consultation for the Surface Transportation Board's decision on whether to allow the Coalition to construct and operate a new rail line in Utah:

Please print

Name: _____

Phone: _____

E-mail: _____

Signed: _____ Date: _____

Please mail to: Joshua Wayland
Surface Transportation Board
Docket No. FD 36284
c/o 9300 Lee Highway
Fairfax, VA 22031

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Amy Cole
Regional Attorney / Sr. Program Officer
National Trust for Historic Preservation
2600 Virginia Avenue NW, Suite 1100
Washington, D.C. 20037

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah; **Invitation to Section 106 Consultation**

Dear Ms. Amy Cole:

The Surface Transportation Board (Board) hereby invites you to participate as a consulting party under Section 106 of the National Historic Preservation Act (NHPA) for the Board's review of the proposed Uinta Basin Railway project.

The Seven County Infrastructure Coalition (Coalition) plans to request Board authority to construct and operate an approximately 80-mile rail line between two terminus points in the Uinta Basin near Myton, Utah, and Leland Bench, Utah, and the interstate rail network. The Coalition's proposed rail line would extend generally southwest from terminus points near Myton and Leland Bench to a connection with an existing rail line owned by Union Pacific Railway Company (UP) near Kyune, Utah. It would generally parallel U.S. Route 191 through Indian Canyon and would be located within Utah, Carbon, Duchesne, and Uintah Counties in Utah (Indian Canyon Route). The Coalition has also identified two potential alternatives to the Indian Canyon Route that the Coalition believes would be economically and technically feasible. One of those proposed alternatives would connect the terminus points near Myton and Leland Bench to the UP rail line near Kyune by following Wells Draw and Argyle Canyon, crossing Utah, Carbon, Duchesne, and Uintah Counties in Utah (Wells Draw Route). The other proposed alternative would extend eastward from the terminus points near Myton and Leland Bench to a connection with a UP rail line near Craig, Colorado, and would cross Uintah and Duchesne Counties in Utah as well as Moffat and Rio Blanco Counties in Colorado (Craig Route). More information is available on the project website at www.UintaBasinRailwayEIS.com.

The Board's Office of Environmental Analysis is conducting an environmental and historic preservation review of the proposed rail line construction project in compliance with the National Environmental Policy Act and related laws and regulations, including Section 106, and its implementing regulations at 36 Code of Federal Regulations Part 800.

This letter has two purposes:

- First, to learn whether your organization is interested in participating as a Consulting Party. We have enclosed a Consultation Options Form (Attachment B) that we hope makes it easier for you to select the level of involvement that you are interested in. If

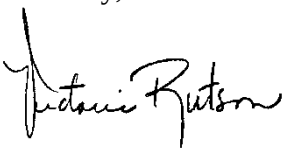
we do not hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- Second, to provide an opportunity for you to submit comments on either historic properties and/or potential effects on historic properties that may be located in the area and that should be afforded close attention in the environmental analysis.

For your reference, Attachment A to this letter includes a map of the potential alternatives currently being considered. Additional information on this project is available on the Board's website at www.UintaBasinRailwayEIS.com. Attachment B is the Consultations Options Form discussed above.

Joshua Wayland of my staff will be leading the Section 106 consultation for the project. You may contact him at 202-245-0330 or at Joshua.Wayland@stb.gov.

Sincerely,



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

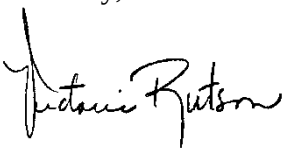
we do not hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- 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,



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

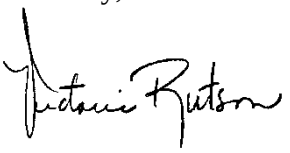
we do not hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- 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

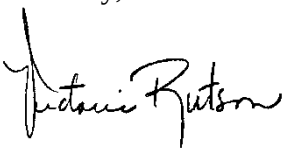
we do not hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- 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

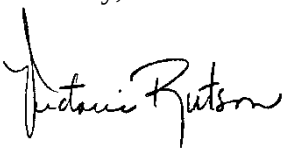
we do not hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- Second, to provide an opportunity for you to submit comments on either historic properties and/or potential effects on historic properties that may be located in the area and that should be afforded close attention in the environmental analysis.

For your reference, Attachment A to this letter includes a map of the potential alternatives currently being considered. Additional information on this project is available on the Board's website at www.UintaBasinRailwayEIS.com. Attachment B is the Consultations Options Form discussed above.

Joshua Wayland of my staff will be leading the Section 106 consultation for the project. You may contact him at 202-245-0330 or at Joshua.Wayland@stb.gov.

Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

Attachments:
A: Maps of Potential Alternatives
B: NHPA Section 106 Consultation Options Form

ATTACHMENT A: ALTERNATIVES ANALYSIS MAPS

ATTACHMENT B: NHPA SECTION 106 CONSULTATION OPTIONS FORM

U.S. Army Corps of Engineers, Sacramento District

Surface Transportation Board Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah

Project Name: Uinta Basin proposed rail line

Please check all the appropriate response(s) that apply from the list

_____ We have no interests associated with the Coalition's proposed rail line and further consultation with our organization is not required.

_____ We want to continue to receive project information by mail and participate in the public involvement process.

_____ We have an interest in the Coalition's proposed rail line and want to participate as a "Consulting Party" in the Section 106 of the NHPA process.

_____We have included comments regarding potential historic properties in the project area and/or potential impacts to historic properties on the back of this form or on additional sheets.

Name of U.S. Army Corps of Engineers, Sacramento District designated contact for Section 106 Consultation for the Surface Transportation Board's decision on whether to allow the Coalition to construct and operate a new rail line in Utah:

Please print

Name: _____

Phone: _____

E-mail: _____

Signed: _____ Date: _____

Please mail to: Joshua Wayland
Surface Transportation Board
Docket No. FD 36284
c/o 9300 Lee Highway
Fairfax, VA 22031

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Kristy Groves
District Ranger
U.S. Forest Service, Ashley National
Forest, Duchesne/Roosevelt Ranger District
85 West Main Street
Duchesne, UT 84021

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah; **Invitation to Section 106 Consultation**

Dear Ms. Kristy Groves:

The Surface Transportation Board (Board) hereby invites you to participate as a consulting party under Section 106 of the National Historic Preservation Act (NHPA) for the Board's review of the proposed Uinta Basin Railway project.

The Seven County Infrastructure Coalition (Coalition) plans to request Board authority to construct and operate an approximately 80-mile rail line between two terminus points in the Uinta Basin near Myton, Utah, and Leland Bench, Utah, and the interstate rail network. The Coalition's proposed rail line would extend generally southwest from terminus points near Myton and Leland Bench to a connection with an existing rail line owned by Union Pacific Railway Company (UP) near Kyune, Utah. It would generally parallel U.S. Route 191 through Indian Canyon and would be located within Utah, Carbon, Duchesne, and Uintah Counties in Utah (Indian Canyon Route). The Coalition has also identified two potential alternatives to the Indian Canyon Route that the Coalition believes would be economically and technically feasible. One of those proposed alternatives would connect the terminus points near Myton and Leland Bench to the UP rail line near Kyune by following Wells Draw and Argyle Canyon, crossing Utah, Carbon, Duchesne, and Uintah Counties in Utah (Wells Draw Route). The other proposed alternative would extend eastward from the terminus points near Myton and Leland Bench to a connection with a UP rail line near Craig, Colorado, and would cross Uintah and Duchesne Counties in Utah as well as Moffat and Rio Blanco Counties in Colorado (Craig Route). More information is available on the project website at www.UintaBasinRailwayEIS.com.

The Board's Office of Environmental Analysis is conducting an environmental and historic preservation review of the proposed rail line construction project in compliance with the National Environmental Policy Act and related laws and regulations, including Section 106, and its implementing regulations at 36 Code of Federal Regulations Part 800.

This letter has two purposes:

- First, to learn whether your organization is interested in participating as a Consulting Party. We have enclosed a Consultation Options Form (Attachment B) that we hope

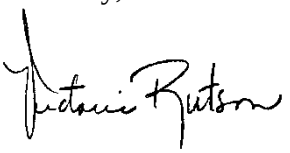
makes it easier for you to select the level of involvement that you are interested in. If we do not hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- Second, to provide an opportunity for you to submit comments on either historic properties and/or potential effects on historic properties that may be located in the area and that should be afforded close attention in the environmental analysis.

For your reference, Attachment A to this letter includes a map of the potential alternatives currently being considered. Additional information on this project is available on the Board's website at www.UintaBasinRailwayEIS.com. Attachment B is the Consultations Options Form discussed above.

Joshua Wayland of my staff will be leading the Section 106 consultation for the project. You may contact him at 202-245-0330 or at Joshua.Wayland@stb.gov.

Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

Attachments:
A: Maps of Potential Alternatives
B: NHPA Section 106 Consultation Options Form

ATTACHMENT A: ALTERNATIVES ANALYSIS MAPS

ATTACHMENT B: NHPA SECTION 106 CONSULTATION OPTIONS FORM

U.S. Forest Service, Ashley National
Forest, Duchesne/Roosevelt Ranger District

Surface Transportation Board Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah

Project Name: Uinta Basin proposed rail line

Please check all the appropriate response(s) that apply from the list

_____ We have no interests associated with the Coalition's proposed rail line and further consultation with our organization is not required.

_____ We want to continue to receive project information by mail and participate in the public involvement process.

_____ We have an interest in the Coalition's proposed rail line and want to participate as a "Consulting Party" in the Section 106 of the NHPA process.

_____We have included comments regarding potential historic properties in the project area and/or potential impacts to historic properties on the back of this form or on additional sheets.

Name of U.S. Forest Service, Ashley National
Forest, Duchesne/Roosevelt Ranger District designated contact for Section 106 Consultation for the Surface Transportation Board's decision on whether to allow the Coalition to construct and operate a new rail line in Utah:

Please print

Name: _____

Phone: _____

E-mail: _____

Signed: _____ Date: _____

Please mail to: Joshua Wayland
Surface Transportation Board
Docket No. FD 36284
c/o 9300 Lee Highway
Fairfax, VA 22031

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Don Hartley
Director
Utah State Historic Preservation Office
300 South Rio Grande Street
Salt Lake City, UT 84101

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah; **Invitation to Section 106 Consultation**

Dear Mr. Don Hartley:

The Surface Transportation Board (Board) hereby invites you to participate as a consulting party under Section 106 of the National Historic Preservation Act (NHPA) for the Board's review of the proposed Uinta Basin Railway project.

The Seven County Infrastructure Coalition (Coalition) plans to request Board authority to construct and operate an approximately 80-mile rail line between two terminus points in the Uinta Basin near Myton, Utah, and Leland Bench, Utah, and the interstate rail network. The Coalition's proposed rail line would extend generally southwest from terminus points near Myton and Leland Bench to a connection with an existing rail line owned by Union Pacific Railway Company (UP) near Kyune, Utah. It would generally parallel U.S. Route 191 through Indian Canyon and would be located within Utah, Carbon, Duchesne, and Uintah Counties in Utah (Indian Canyon Route). The Coalition has also identified two potential alternatives to the Indian Canyon Route that the Coalition believes would be economically and technically feasible. One of those proposed alternatives would connect the terminus points near Myton and Leland Bench to the UP rail line near Kyune by following Wells Draw and Argyle Canyon, crossing Utah, Carbon, Duchesne, and Uintah Counties in Utah (Wells Draw Route). The other proposed alternative would extend eastward from the terminus points near Myton and Leland Bench to a connection with a UP rail line near Craig, Colorado, and would cross Uintah and Duchesne Counties in Utah as well as Moffat and Rio Blanco Counties in Colorado (Craig Route). More information is available on the project website at www.UintaBasinRailwayEIS.com.

The Board's Office of Environmental Analysis is conducting an environmental and historic preservation review of the proposed rail line construction project in compliance with the National Environmental Policy Act and related laws and regulations, including Section 106, and its implementing regulations at 36 Code of Federal Regulations Part 800.

This letter has two purposes:

- First, to learn whether your organization is interested in participating as a Consulting Party. We have enclosed a Consultation Options Form (Attachment B) that we hope makes it easier for you to select the level of involvement that you are interested in. If

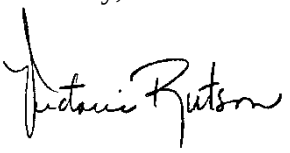
we do not hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- Second, to provide an opportunity for you to submit comments on either historic properties and/or potential effects on historic properties that may be located in the area and that should be afforded close attention in the environmental analysis.

For your reference, Attachment A to this letter includes a map of the potential alternatives currently being considered. Additional information on this project is available on the Board's website at www.UintaBasinRailwayEIS.com. Attachment B is the Consultations Options Form discussed above.

Joshua Wayland of my staff will be leading the Section 106 consultation for the project. You may contact him at 202-245-0330 or at Joshua.Wayland@stb.gov.

Sincerely,



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

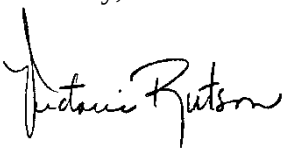
we do not hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- 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

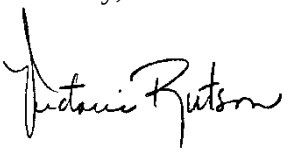
we do not hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- 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,



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

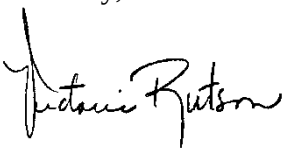
we do not hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- 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

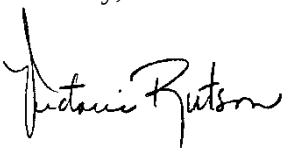
we do not hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- 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,



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

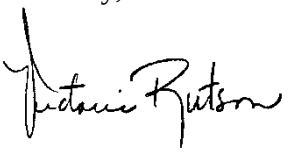
we do not hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- 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

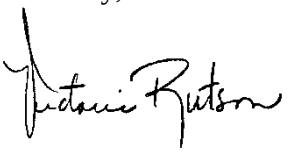
we do not hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- 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,



Victoria Rutson
Director
Office of Environmental Analysis

Attachments:
A: Maps of Potential Alternatives
B: NHPA Section 106 Consultation Options Form

ATTACHMENT A: ALTERNATIVES ANALYSIS MAPS

ATTACHMENT B: NHPA SECTION 106 CONSULTATION OPTIONS FORM

Southern Utah Wilderness Alliance

Surface Transportation Board Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah

Project Name: Uinta Basin proposed rail line

Please check all the appropriate response(s) that apply from the list

_____ We have no interests associated with the Coalition's proposed rail line and further consultation with our organization is not required.

_____ We want to continue to receive project information by mail and participate in the public involvement process.

_____ We have an interest in the Coalition's proposed rail line and want to participate as a "Consulting Party" in the Section 106 of the NHPA process.

_____We have included comments regarding potential historic properties in the project area and/or potential impacts to historic properties on the back of this form or on additional sheets.

Name of Southern Utah Wilderness Alliance designated contact for Section 106 Consultation for the Surface Transportation Board's decision on whether to allow the Coalition to construct and operate a new rail line in Utah:

Please print

Name: _____

Phone: _____

E-mail: _____

Signed: _____ Date: _____

Please mail to: Joshua Wayland
Surface Transportation Board
Docket No. FD 36284
c/o 9300 Lee Highway
Fairfax, VA 22031

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

William Lee
Commissioner
Utah County
100 East Center Street, Suite 2300
Provo, UT 84606

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah; **Invitation to Section 106 Consultation**

Dear Mr. William Lee:

The Surface Transportation Board (Board) hereby invites you to participate as a consulting party under Section 106 of the National Historic Preservation Act (NHPA) for the Board's review of the proposed Uinta Basin Railway project.

The Seven County Infrastructure Coalition (Coalition) plans to request Board authority to construct and operate an approximately 80-mile rail line between two terminus points in the Uinta Basin near Myton, Utah, and Leland Bench, Utah, and the interstate rail network. The Coalition's proposed rail line would extend generally southwest from terminus points near Myton and Leland Bench to a connection with an existing rail line owned by Union Pacific Railway Company (UP) near Kyune, Utah. It would generally parallel U.S. Route 191 through Indian Canyon and would be located within Utah, Carbon, Duchesne, and Uintah Counties in Utah (Indian Canyon Route). The Coalition has also identified two potential alternatives to the Indian Canyon Route that the Coalition believes would be economically and technically feasible. One of those proposed alternatives would connect the terminus points near Myton and Leland Bench to the UP rail line near Kyune by following Wells Draw and Argyle Canyon, crossing Utah, Carbon, Duchesne, and Uintah Counties in Utah (Wells Draw Route). The other proposed alternative would extend eastward from the terminus points near Myton and Leland Bench to a connection with a UP rail line near Craig, Colorado, and would cross Uintah and Duchesne Counties in Utah as well as Moffat and Rio Blanco Counties in Colorado (Craig Route). More information is available on the project website at www.UintaBasinRailwayEIS.com.

The Board's Office of Environmental Analysis is conducting an environmental and historic preservation review of the proposed rail line construction project in compliance with the National Environmental Policy Act and related laws and regulations, including Section 106, and its implementing regulations at 36 Code of Federal Regulations Part 800.

This letter has two purposes:

- First, to learn whether your county is interested in participating as a Consulting Party. We have enclosed a Consultation Options Form (Attachment B) that we hope makes it easier for you to select the level of involvement that you are interested in. If we do not

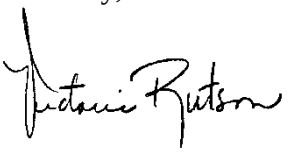
hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- Second, to provide an opportunity for you to submit comments on either historic properties and/or potential effects on historic properties that may be located in the area and that should be afforded close attention in the environmental analysis.

For your reference, Attachment A to this letter includes a map of the potential alternatives currently being considered. Additional information on this project is available on the Board's website at www.UintaBasinRailwayEIS.com. Attachment B is the Consultations Options Form discussed above.

Joshua Wayland of my staff will be leading the Section 106 consultation for the project. You may contact him at 202-245-0330 or at Joshua.Wayland@stb.gov.

Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

Attachments:
A: Maps of Potential Alternatives
B: NHPA Section 106 Consultation Options Form

ATTACHMENT A: ALTERNATIVES ANALYSIS MAPS

ATTACHMENT B: NHPA SECTION 106 CONSULTATION OPTIONS FORM

Utah County

Surface Transportation Board Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah

Project Name: Uinta Basin proposed rail line

Please check all the appropriate response(s) that apply from the list

_____ We have no interests associated with the Coalition's proposed rail line and further consultation with our organization is not required.

_____ We want to continue to receive project information by mail and participate in the public involvement process.

_____ We have an interest in the Coalition's proposed rail line and want to participate as a "Consulting Party" in the Section 106 of the NHPA process.

_____We have included comments regarding potential historic properties in the project area and/or potential impacts to historic properties on the back of this form or on additional sheets.

Name of Utah County designated contact for Section 106 Consultation for the Surface Transportation Board's decision on whether to allow the Coalition to construct and operate a new rail line in Utah:

Please print

Name: _____

Phone: _____

E-mail: _____

Signed: _____ Date: _____

Please mail to: Joshua Wayland
Surface Transportation Board
Docket No. FD 36284
c/o 9300 Lee Highway
Fairfax, VA 22031

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Betsy Merritt
Deputy General Counsel
National Trust for Historic Preservation
2600 Virginia Avenue NW, Suite 1100
Washington, D.C. 20037

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah; **Invitation to Section 106 Consultation**

Dear Ms. Betsy Merritt:

The Surface Transportation Board (Board) hereby invites you to participate as a consulting party under Section 106 of the National Historic Preservation Act (NHPA) for the Board's review of the proposed Uinta Basin Railway project.

The Seven County Infrastructure Coalition (Coalition) plans to request Board authority to construct and operate an approximately 80-mile rail line between two terminus points in the Uinta Basin near Myton, Utah, and Leland Bench, Utah, and the interstate rail network. The Coalition's proposed rail line would extend generally southwest from terminus points near Myton and Leland Bench to a connection with an existing rail line owned by Union Pacific Railway Company (UP) near Kyune, Utah. It would generally parallel U.S. Route 191 through Indian Canyon and would be located within Utah, Carbon, Duchesne, and Uintah Counties in Utah (Indian Canyon Route). The Coalition has also identified two potential alternatives to the Indian Canyon Route that the Coalition believes would be economically and technically feasible. One of those proposed alternatives would connect the terminus points near Myton and Leland Bench to the UP rail line near Kyune by following Wells Draw and Argyle Canyon, crossing Utah, Carbon, Duchesne, and Uintah Counties in Utah (Wells Draw Route). The other proposed alternative would extend eastward from the terminus points near Myton and Leland Bench to a connection with a UP rail line near Craig, Colorado, and would cross Uintah and Duchesne Counties in Utah as well as Moffat and Rio Blanco Counties in Colorado (Craig Route). More information is available on the project website at www.UintaBasinRailwayEIS.com.

The Board's Office of Environmental Analysis is conducting an environmental and historic preservation review of the proposed rail line construction project in compliance with the National Environmental Policy Act and related laws and regulations, including Section 106, and its implementing regulations at 36 Code of Federal Regulations Part 800.

This letter has two purposes:

- First, to learn whether your organization is interested in participating as a Consulting Party. We have enclosed a Consultation Options Form (Attachment B) that we hope makes it easier for you to select the level of involvement that you are interested in. If

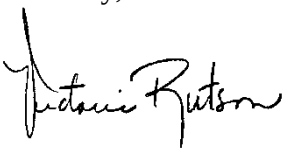
we do not hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- Second, to provide an opportunity for you to submit comments on either historic properties and/or potential effects on historic properties that may be located in the area and that should be afforded close attention in the environmental analysis.

For your reference, Attachment A to this letter includes a map of the potential alternatives currently being considered. Additional information on this project is available on the Board's website at www.UintaBasinRailwayEIS.com. Attachment B is the Consultations Options Form discussed above.

Joshua Wayland of my staff will be leading the Section 106 consultation for the project. You may contact him at 202-245-0330 or at Joshua.Wayland@stb.gov.

Sincerely,



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

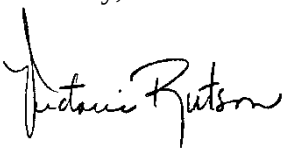
we do not hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- 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

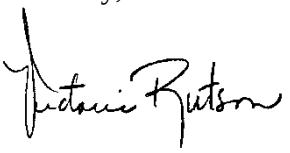
we do not hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- 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,



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

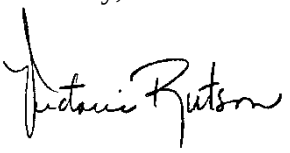
we do not hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- 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

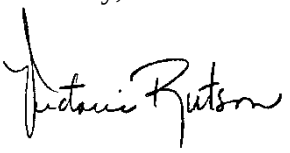
hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- 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,



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:

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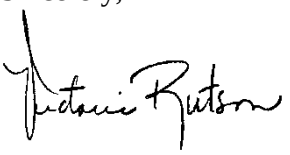
we do not hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- 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

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
Commisioner
Duchesne County
734 North Center Street, P.O. Box 910
Duchesne, UT 84021

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah; **Invitation to Section 106 Consultation**

Dear Mr. Greg Todd:

The Surface Transportation Board (Board) hereby invites you to participate as a consulting party under Section 106 of the National Historic Preservation Act (NHPA) for the Board's review of the proposed Uinta Basin Railway project.

The Seven County Infrastructure Coalition (Coalition) plans to request Board authority to construct and operate an approximately 80-mile rail line between two terminus points in the Uinta Basin near Myton, Utah, and Leland Bench, Utah, and the interstate rail network. The Coalition's proposed rail line would extend generally southwest from terminus points near Myton and Leland Bench to a connection with an existing rail line owned by Union Pacific Railway Company (UP) near Kyune, Utah. It would generally parallel U.S. Route 191 through Indian Canyon and would be located within Utah, Carbon, Duchesne, and Uintah Counties in Utah (Indian Canyon Route). The Coalition has also identified two potential alternatives to the Indian Canyon Route that the Coalition believes would be economically and technically feasible. One of those proposed alternatives would connect the terminus points near Myton and Leland Bench to the UP rail line near Kyune by following Wells Draw and Argyle Canyon, crossing Utah, Carbon, Duchesne, and Uintah Counties in Utah (Wells Draw Route). The other proposed alternative would extend eastward from the terminus points near Myton and Leland Bench to a connection with a UP rail line near Craig, Colorado, and would cross Uintah and Duchesne Counties in Utah as well as Moffat and Rio Blanco Counties in Colorado (Craig Route). More information is available on the project website at www.UintaBasinRailwayEIS.com.

The Board's Office of Environmental Analysis is conducting an environmental and historic preservation review of the proposed rail line construction project in compliance with the National Environmental Policy Act and related laws and regulations, including Section 106, and its implementing regulations at 36 Code of Federal Regulations Part 800.

This letter has two purposes:

- First, to learn whether your county is interested in participating as a Consulting Party. We have enclosed a Consultation Options Form (Attachment B) that we hope makes it easier for you to select the level of involvement that you are interested in. If we do not

hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- Second, to provide an opportunity for you to submit comments on either historic properties and/or potential effects on historic properties that may be located in the area and that should be afforded close attention in the environmental analysis.

For your reference, Attachment A to this letter includes a map of the potential alternatives currently being considered. Additional information on this project is available on the Board's website at www.UintaBasinRailwayEIS.com. Attachment B is the Consultations Options Form discussed above.

Joshua Wayland of my staff will be leading the Section 106 consultation for the project. You may contact him at 202-245-0330 or at Joshua.Wayland@stb.gov.

Sincerely,

Victoria Rutson
Director
Office of Environmental Analysis

Attachments:
A: Maps of Potential Alternatives
B: NHPA Section 106 Consultation Options Form

ATTACHMENT A: ALTERNATIVES ANALYSIS MAPS

ATTACHMENT B: NHPA SECTION 106 CONSULTATION OPTIONS FORM

Duchesne County

Surface Transportation Board Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah

Project Name: Uinta Basin proposed rail line

Please check all the appropriate response(s) that apply from the list

_____ We have no interests associated with the Coalition's proposed rail line and further consultation with our organization is not required.

_____ We want to continue to receive project information by mail and participate in the public involvement process.

_____ We have an interest in the Coalition's proposed rail line and want to participate as a "Consulting Party" in the Section 106 of the NHPA process.

_____We have included comments regarding potential historic properties in the project area and/or potential impacts to historic properties on the back of this form or on additional sheets.

Name of Duchesne County designated contact for Section 106 Consultation for the Surface Transportation Board's decision on whether to allow the Coalition to construct and operate a new rail line in Utah:

Please print

Name: _____

Phone: _____

E-mail: _____

Signed: _____ Date: _____

Please mail to: Joshua Wayland
Surface Transportation Board
Docket No. FD 36284
c/o 9300 Lee Highway
Fairfax, VA 22031

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Steve Turner
State Historic Preservation Officer
Colorado State Historic Preservation Office
1200 Broadway
Denver, CO 80203

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah; **Invitation to Section 106 Consultation**

Dear Mr. Steve Turner:

The Surface Transportation Board (Board) hereby invites you to participate as a consulting party under Section 106 of the National Historic Preservation Act (NHPA) for the Board's review of the proposed Uinta Basin Railway project.

The Seven County Infrastructure Coalition (Coalition) plans to request Board authority to construct and operate an approximately 80-mile rail line between two terminus points in the Uinta Basin near Myton, Utah, and Leland Bench, Utah, and the interstate rail network. The Coalition's proposed rail line would extend generally southwest from terminus points near Myton and Leland Bench to a connection with an existing rail line owned by Union Pacific Railway Company (UP) near Kyune, Utah. It would generally parallel U.S. Route 191 through Indian Canyon and would be located within Utah, Carbon, Duchesne, and Uintah Counties in Utah (Indian Canyon Route). The Coalition has also identified two potential alternatives to the Indian Canyon Route that the Coalition believes would be economically and technically feasible. One of those proposed alternatives would connect the terminus points near Myton and Leland Bench to the UP rail line near Kyune by following Wells Draw and Argyle Canyon, crossing Utah, Carbon, Duchesne, and Uintah Counties in Utah (Wells Draw Route). The other proposed alternative would extend eastward from the terminus points near Myton and Leland Bench to a connection with a UP rail line near Craig, Colorado, and would cross Uintah and Duchesne Counties in Utah as well as Moffat and Rio Blanco Counties in Colorado (Craig Route). More information is available on the project website at www.UintaBasinRailwayEIS.com.

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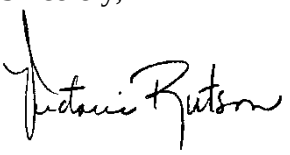
For your reference, Attachment A to this letter includes a map of the potential alternatives currently being considered. Additional information on this project is available on the Board's website at www.UintaBasinRailwayEIS.com. Attachment B is the Consultations Options Form discussed above.

Joshua Wayland of my staff will be leading the Section 106 consultation for the project. You may contact him at 202-245-0330 or at Joshua.Wayland@stb.gov.

Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

Attachments:
A: Maps of Potential Alternatives
B: NHPA Section 106 Consultation Options Form

ATTACHMENT A: ALTERNATIVES ANALYSIS MAPS

ATTACHMENT B: NHPA SECTION 106 CONSULTATION OPTIONS FORM

Colorado State Historic Preservation Office

Surface Transportation Board Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah

Project Name: Uinta Basin proposed rail line

Please check all the appropriate response(s) that apply from the list

_____ We have no interests associated with the Coalition's proposed rail line and further consultation with our organization is not required.

_____ We want to continue to receive project information by mail and participate in the public involvement process.

_____ We have an interest in the Coalition's proposed rail line and want to participate as a "Consulting Party" in the Section 106 of the NHPA process.

_____We have included comments regarding potential historic properties in the project area and/or potential impacts to historic properties on the back of this form or on additional sheets.

Name of Colorado State Historic Preservation Office designated contact for Section 106 Consultation for the Surface Transportation Board's decision on whether to allow the Coalition to construct and operate a new rail line in Utah:

Please print

Name: _____

Phone: _____

E-mail: _____

Signed: _____ Date: _____

Please mail to: Joshua Wayland
Surface Transportation Board
Docket No. FD 36284
c/o 9300 Lee Highway
Fairfax, VA 22031

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Dave Ure
Director
State Institutional Trust Lands Administration
675 East 500 South, Suite 500
Salt Lake City, UT 84102

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah; **Invitation to Section 106 Consultation**

Dear Mr. Dave Ure:

The Surface Transportation Board (Board) hereby invites you to participate as a consulting party under Section 106 of the National Historic Preservation Act (NHPA) for the Board's review of the proposed Uinta Basin Railway project.

The Seven County Infrastructure Coalition (Coalition) plans to request Board authority to construct and operate an approximately 80-mile rail line between two terminus points in the Uinta Basin near Myton, Utah, and Leland Bench, Utah, and the interstate rail network. The Coalition's proposed rail line would extend generally southwest from terminus points near Myton and Leland Bench to a connection with an existing rail line owned by Union Pacific Railway Company (UP) near Kyune, Utah. It would generally parallel U.S. Route 191 through Indian Canyon and would be located within Utah, Carbon, Duchesne, and Uintah Counties in Utah (Indian Canyon Route). The Coalition has also identified two potential alternatives to the Indian Canyon Route that the Coalition believes would be economically and technically feasible. One of those proposed alternatives would connect the terminus points near Myton and Leland Bench to the UP rail line near Kyune by following Wells Draw and Argyle Canyon, crossing Utah, Carbon, Duchesne, and Uintah Counties in Utah (Wells Draw Route). The other proposed alternative would extend eastward from the terminus points near Myton and Leland Bench to a connection with a UP rail line near Craig, Colorado, and would cross Uintah and Duchesne Counties in Utah as well as Moffat and Rio Blanco Counties in Colorado (Craig Route). More information is available on the project website at www.UintaBasinRailwayEIS.com.

The Board's Office of Environmental Analysis is conducting an environmental and historic preservation review of the proposed rail line construction project in compliance with the National Environmental Policy Act and related laws and regulations, including Section 106, and its implementing regulations at 36 Code of Federal Regulations Part 800.

This letter has two purposes:

- First, to learn whether your organization is interested in participating as a Consulting Party. We have enclosed a Consultation Options Form (Attachment B) that we hope makes it easier for you to select the level of involvement that you are interested in. If

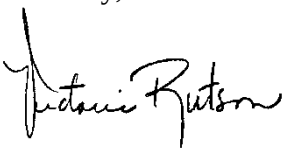
we do not hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.

- Second, to provide an opportunity for you to submit comments on either historic properties and/or potential effects on historic properties that may be located in the area and that should be afforded close attention in the environmental analysis.

For your reference, Attachment A to this letter includes a map of the potential alternatives currently being considered. Additional information on this project is available on the Board's website at www.UintaBasinRailwayEIS.com. Attachment B is the Consultations Options Form discussed above.

Joshua Wayland of my staff will be leading the Section 106 consultation for the project. You may contact him at 202-245-0330 or at Joshua.Wayland@stb.gov.

Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

Attachments:
A: Maps of Potential Alternatives
B: NHPA Section 106 Consultation Options Form

ATTACHMENT A: ALTERNATIVES ANALYSIS MAPS

ATTACHMENT B: NHPA SECTION 106 CONSULTATION OPTIONS FORM

State Institutional Trust Lands Administration

Surface Transportation Board Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah

Project Name: Uinta Basin proposed rail line

Please check all the appropriate response(s) that apply from the list

_____ We have no interests associated with the Coalition's proposed rail line and further consultation with our organization is not required.

_____ We want to continue to receive project information by mail and participate in the public involvement process.

_____ We have an interest in the Coalition's proposed rail line and want to participate as a "Consulting Party" in the Section 106 of the NHPA process.

_____We have included comments regarding potential historic properties in the project area and/or potential impacts to historic properties on the back of this form or on additional sheets.

Name of State Institutional Trust Lands Administration designated contact for Section 106 Consultation for the Surface Transportation Board's decision on whether to allow the Coalition to construct and operate a new rail line in Utah:

Please print

Name: _____

Phone: _____

E-mail: _____

Signed: _____ Date: _____

Please mail to: Joshua Wayland
Surface Transportation Board
Docket No. FD 36284
c/o 9300 Lee Highway
Fairfax, VA 22031

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

June 19, 2019

Re: Docket No. FD 36284, Seven County Infrastructure Coalition—Construction & Operation Exemption—in Utah, Carbon, Duchesne, and Uintah Counties, Utah; **Invitation to Section 106 Consultation**

Dear :

The Surface Transportation Board (Board) hereby invites you to participate as a consulting party under Section 106 of the National Historic Preservation Act (NHPA) for the Board's review of the proposed Uinta Basin Railway project.

The Seven County Infrastructure Coalition (Coalition) plans to request Board authority to construct and operate an approximately 80-mile rail line between two terminus points in the Uinta Basin near Myton, Utah, and Leland Bench, Utah, and the interstate rail network. The Coalition's proposed rail line would extend generally southwest from terminus points near Myton and Leland Bench to a connection with an existing rail line owned by Union Pacific Railway Company (UP) near Kyune, Utah. It would generally parallel U.S. Route 191 through Indian Canyon and would be located within Utah, Carbon, Duchesne, and Uintah Counties in Utah (Indian Canyon Route). The Coalition has also identified two potential alternatives to the Indian Canyon Route that the Coalition believes would be economically and technically feasible. One of those proposed alternatives would connect the terminus points near Myton and Leland Bench to the UP rail line near Kyune by following Wells Draw and Argyle Canyon, crossing Utah, Carbon, Duchesne, and Uintah Counties in Utah (Wells Draw Route). The other proposed alternative would extend eastward from the terminus points near Myton and Leland Bench to a connection with a UP rail line near Craig, Colorado, and would cross Uintah and Duchesne Counties in Utah as well as Moffat and Rio Blanco Counties in Colorado (Craig Route). More information is available on the project website at www.UintaBasinRailwayEIS.com.

The Board's Office of Environmental Analysis is conducting an environmental and historic preservation review of the proposed rail line construction project in compliance with the National Environmental Policy Act and related laws and regulations, including Section 106, and its implementing regulations at 36 Code of Federal Regulations Part 800.

This letter has two purposes:

- First, to learn whether your is interested in participating as a Consulting Party. We have enclosed a Consultation Options Form (Attachment B) that we hope makes it easier for you to select the level of involvement that you are interested in. If we do not hear back from you, we will assume that you do not want to participate as a Section 106 Consulting Party.
- Second, to provide an opportunity for you to submit comments on either historic properties and/or potential effects on historic properties that may be located in the area and that should be afforded close attention in the environmental analysis.

For your reference, Attachment A to this letter includes a map of the potential alternatives currently being considered. Additional information on this project is available on the Board's website at www.UintaBasinRailwayEIS.com. Attachment B is the Consultations Options Form discussed above.

Joshua Wayland of my staff will be leading the Section 106 consultation for the project. You may contact him at 202-245-0330 or at Joshua.Wayland@stb.gov.

Sincerely,



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 (*e*106) 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

Office: 202-245-0367
Cell: 215-370-3579

5. Purpose of notification. Indicate whether this documentation is to:

1) invite the ACHP to participate in a Section 106 consultation, and
2) propose to develop a project Programmatic Agreement (project PA) for complex or multiple undertakings in accordance with 36 C.F.R. 800.14(b)(3).

Please note: the Board has not yet reached the assessment of effects phase of the Section 106 compliance process.

II. Information on the Undertaking*

6. Describe the undertaking and nature of federal involvement (if multiple federal agencies are involved, specify involvement of each):

The Seven County Infrastructure Coalition (Coalition) requested Board authority to construct and operate an approximately 85-mile rail line between two terminus points in the Uinta Basin near Myton, Utah, and Leland Bench, Utah, and the interstate rail network. The Coalition is proposing to construct a route that would extend generally southwest from terminus points in the Uinta Basin to a connection with an existing rail line owned by Union Pacific Railroad Company (UP) near Kyune, Utah (the Whitmore Park Alternative). That route would generally parallel U.S. Route 191 through Indian Canyon and would be located within Utah, Carbon, Duchesne, and Uintah Counties in Utah. In addition to the Whitmore Park Alternative, the EIS will also consider two additional alternatives that OEA believes would be reasonable and feasible to construct and operate that would meet the purpose and need of the proposed project. Those alternatives are the Indian Canyon Alternative and the Wells Draw Alternative, both of which would have the same terminus points as the Whitmore Park Alternative but would follow different alignments.

7. Describe the Area of Potential Effects:

The Board is currently developing an APE.

8. Describe steps taken to identify historic properties:

The Coalition's consultant performed a cultural resources survey in the Project area. The Board is currently reviewing the information provided by the Coalition.

9. Describe the historic property (or properties) and any National Historic Landmarks within the APE (or attach documentation or provide specific link to this information):

At future dates, reports provided by the Coalition's consultant will be provided on the Board's website for this project (http://uintabasinrailwayeis.com/) and on the Board's electronic document repository. The Board will provide specific links to the report locations when the reports are available.

10. Describe the undertaking's effects on historic properties:

The Board has not yet reached the assessment of effects phase of the Section 106 compliance process.

11. Explain how this undertaking would adversely affect historic properties (include information on

any conditions or future actions known to date to avoid, minimize, or mitigate adverse effects):

The Board has not yet reached the assessment of effects phase of the Section 106 compliance process.

12. Provide copies or summaries of the views provided to date by any consulting parties, Indian tribes or Native Hawai'ian organizations, or the public, including any correspondence from the SHPO and/or THPO.

During scoping, commenters expressed concern regarding potential adverse impacts on historic sites and buildings, historic rock art, and petroglyphs. Scoping comments related to cultural and historic resources and tribal concerns are included in Appendix 1.

* see *Instructions for Completing the ACHP* e*106 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

XX Maps, photographs, drawings, and/or plans

___ Additional historic property information

XX Summary of consulting parties and consultation status

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.

		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	ANTHROPOLOGIAL 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

		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 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.
TransWest Express LLC	August 2nd, 2019	Cultural 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)]
Uinta Valley Shoshone Tribe of the Uinta & Ouray Reservation, Utah	August 2nd, 2019	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.
Nine Mile Canyon Coalition	August 3rd, 2019	Concerns for the Wells Draw Route Alternative 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.
Nine Mile Canyon Coalition	August 3rd, 2019	Concerns for the Wells Draw Route Alternative 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.
Public	August 5th, 2019	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.

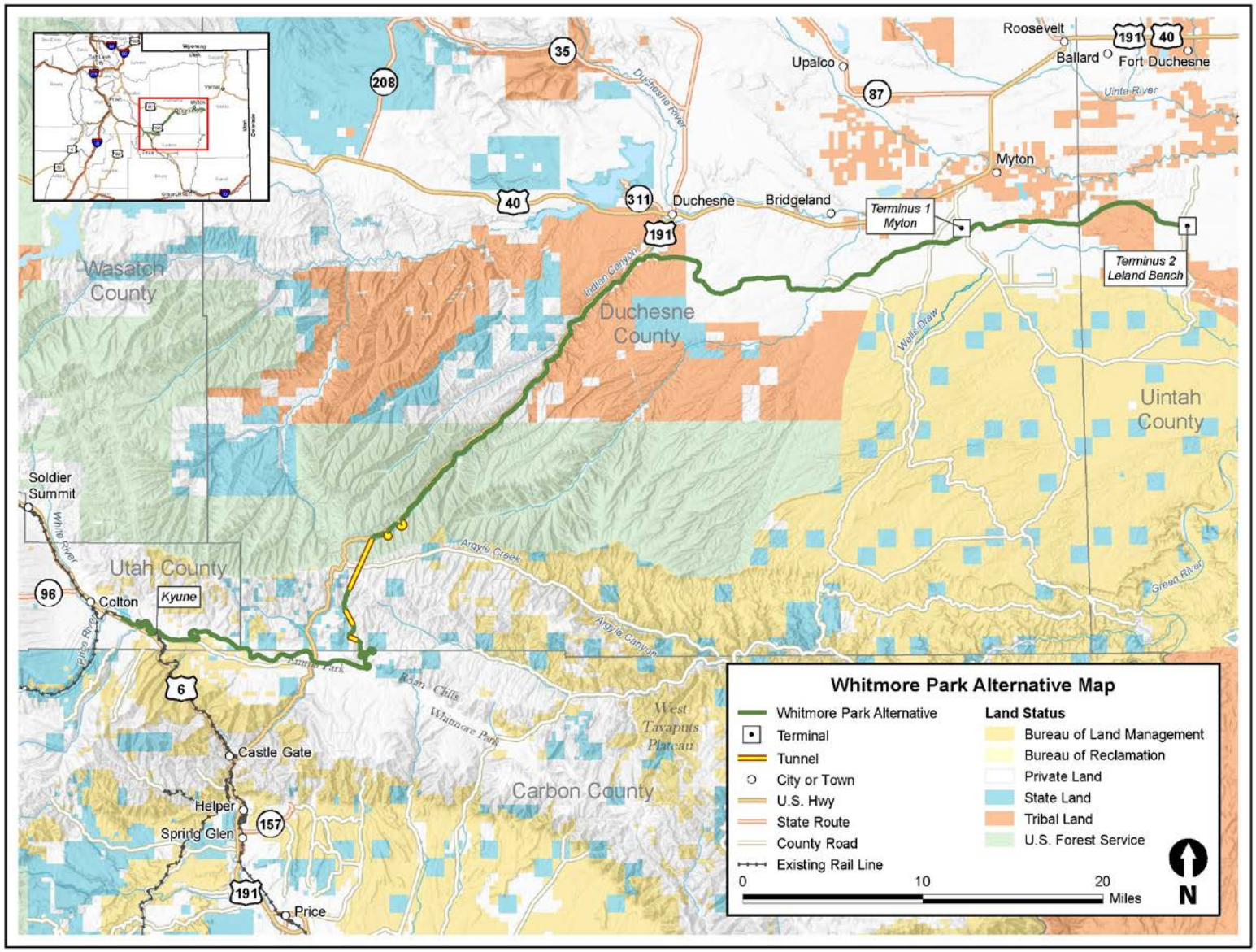
Public	August 8th, 2019	First let me state that I am in aboslute opposition to the construction of a rail road in Argyle Canyon. Indian Canyon, Argyle Canyon, Avitaquin + Emma Park are all areas that contain many cabins and homes on 10 acre parcels. Larger parcels have been homesteaded here by families 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	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.
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.

		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

Preserving America's Heritage

Appendix 2. Uinta Basin Railway EIS Project Alternatives Maps

ADVISORY COUNCIL ON HISTORIC PRESERVATION
401 F Street NW, Suite 308 □ Washington, DC 20001-2637
Phone: 202-517-0200 □ Fax: 202-517-6381 □ achp@achp.gov □ www.achp.gov


Roosevelt
Ballard
Fort Duchesne
Upalco
Myton
Bridgeland
Duchesne
Terminus 1
Myton
Terminus 2
Leland Bench
Wasatch
County
Duchesne
County
Uintah
County
Utah County
Soldier
Summit
Colton
Kyune
Castle Gate
Helper
Spring Glen
Price
Carbon County
Indian Canyon
Wells Draw
Argyle Creek
Argyle Canyon
Roan Cliffs
Whitmore Park
West
Tavaputs
Plateau
Uinta River
Duchesne River
White River
Price River
Green River
35
208
40
311
191
87
96
6
157
Whitmore Park Alternative Map
Whitmore Park Alternative
Terminal
Tunnel
City or Town
U.S. Hwy
State Route
County Road
Existing Rail Line
Land Status
Bureau of Land Management
Bureau of Reclamation
Private Land
State Land
Tribal Land
U.S. Forest Service
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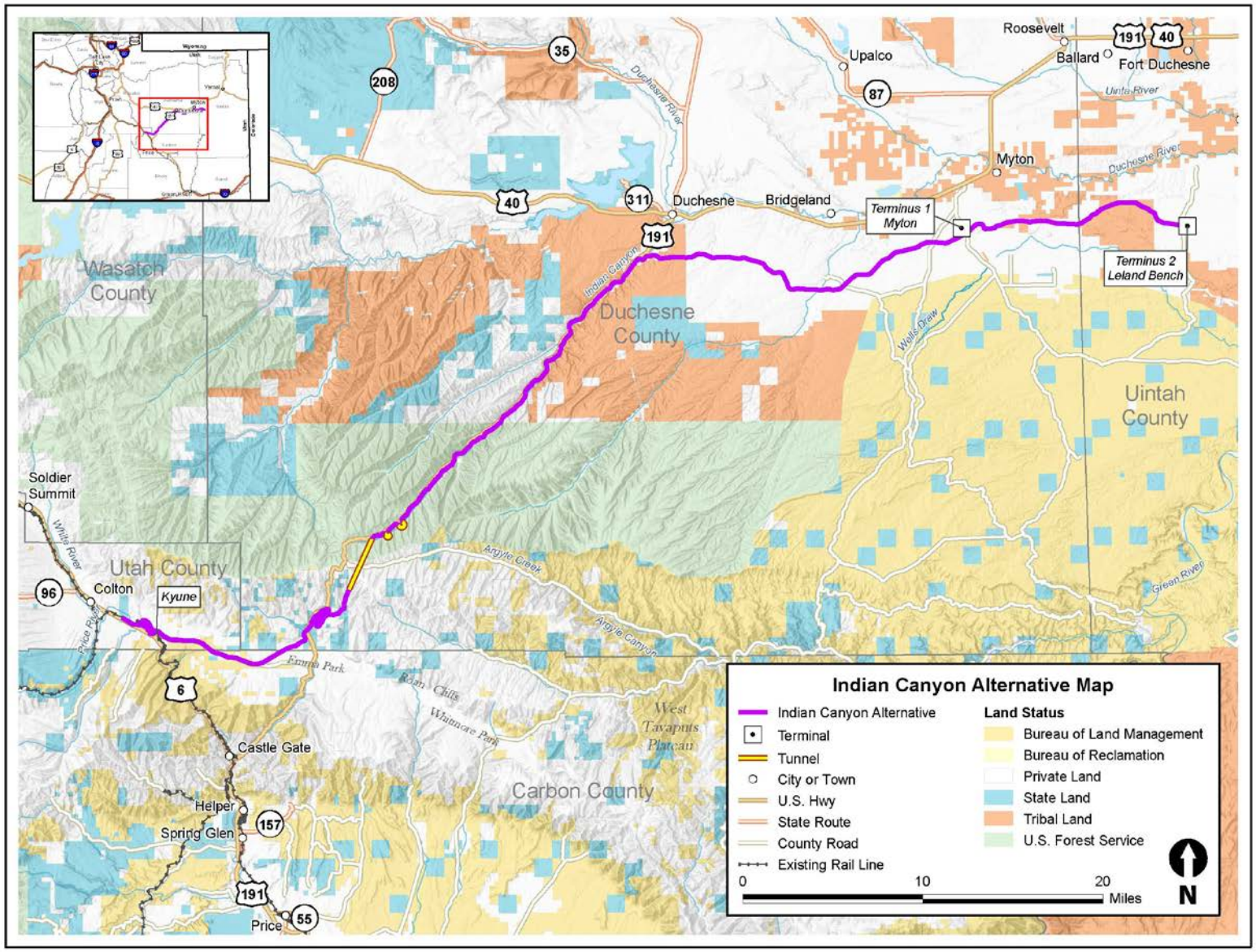
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Bridgeland
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Terminus 1
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Terminus 2
Leland Bench
Wasatch
County
Duchesne
County
Uintah
County
Indian Canyon
Wells Draw
Soldier
Summit
White River
Utah County
Colton
Kyune
Argyle Creek
Argyle Canyon
Green River
Price River
Emma Park
Roan Cliffs
Whitmore Park
West
Tavaputs
Plateau
Castle Gate
Carbon County
Helper
Spring Glen
Price
Indian Canyon Alternative Map
Indian Canyon Alternative
Terminal
Tunnel
City or Town
U.S. Hwy
State Route
County Road
Existing Rail Line
Land Status
Bureau of Land Management
Bureau of Reclamation
Private Land
State Land
Tribal Land
U.S. Forest Service
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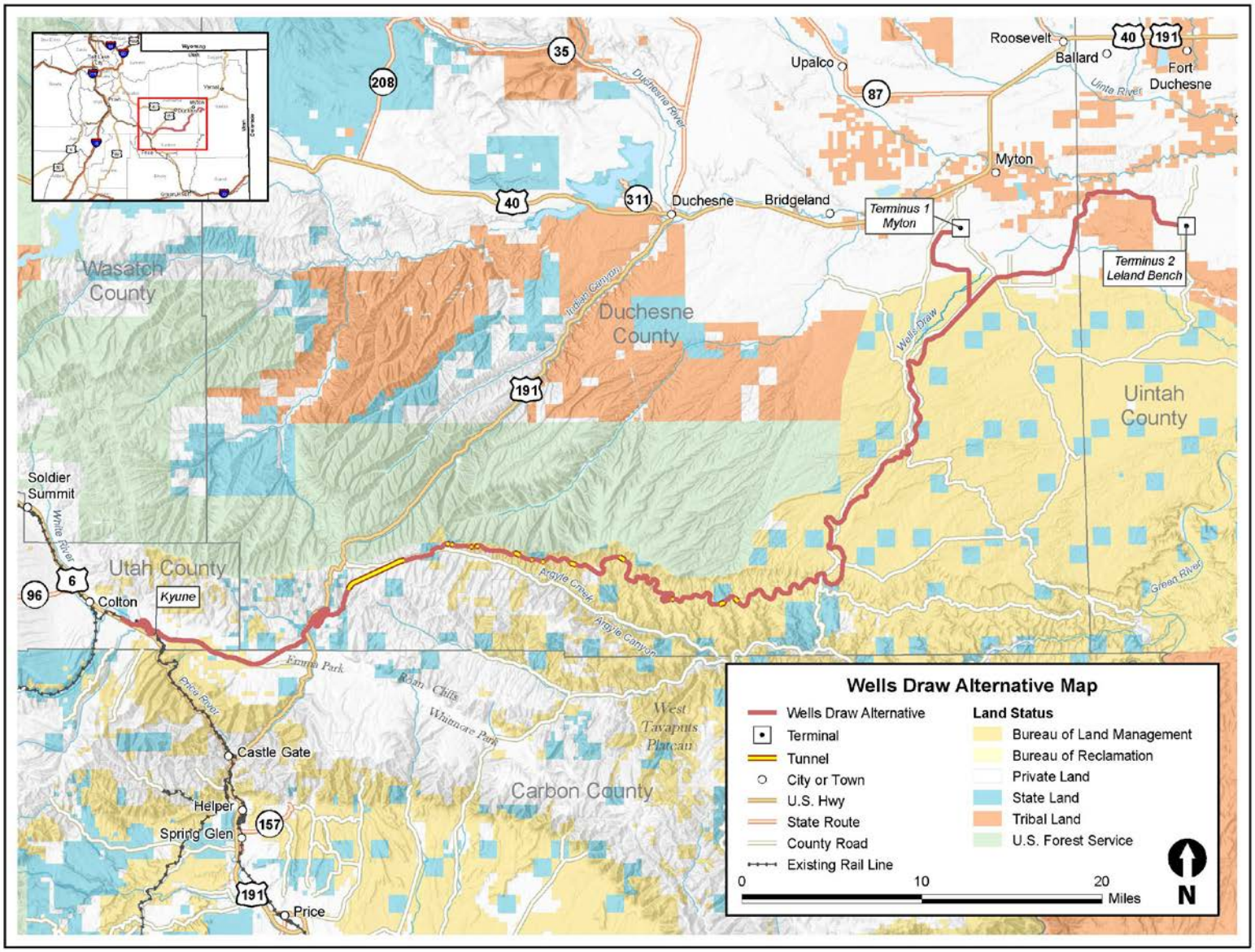
Wells Draw Alternative Map
Wells Draw Alternative
Terminal
Tunnel
City or Town
U.S. Hwy
State Route
County Road
Existing Rail Line
Land Status
Bureau of Land Management
Bureau of Reclamation
Private Land
State Land
Tribal Land
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Terminus 2
Leland Bench
Roosevelt
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Fort
Duchesne
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Myton
Duchesne
Bridgeland
Wasatch
County
Duchesne
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Uintah
County
Utah County
Carbon County
Soldier
Summit
Colton
Kyune
Castle Gate
Helper
Spring Glen
Price
Duchesne River
Uinta River
Indian Canyon
Wells Draw
Argyle Creek
Argyle Canyon
Emma Park
Roan Cliffs
Whitmore Park
West
Tavaputs
Plateau
Price River
White River
Green River

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.

		Invited to Consulting Party call in January 2020. Participated in Consulting Party call in January 2020.
Bureau of Indian Affairs, Western Region	Accepted Invitation	Invited to consult in June 2019. Accepted Consulting Party status in November 2019. Invited to Consulting Party call in January 2020.
Carbon County	Accepted Invitation	Invited to consult in June 2019. Accepted Consulting Party status in October 2019. Invited to Consulting Party call in January 2020. Participated in Consulting Party call in January 2020.
Colorado Office of Archaeology and Historic Preservation	Declined Invitation	Invited to consult in April 2019. Provided written comments and accepted Consulting Party status in June 2019. No further interest in Consulting Party status after the removal of Colorado routes.
Colorado Plateau Archaeological Alliance	Accepted Invitation	Invited to consult in June 2019. Accepted Consulting Party status in November 2019. Invited to Consulting Party call in January 2020. Participated in Consulting Party call in January 2020.

Colorado Preservation, Inc.	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.
Confederated Tribes of the Goshute Reservation, Nevada and Utah	Requested Information	Invited to consult in June 2019. Requested a copy of the Consulting Party invitation in November 2019. Invited to Consulting Party call in January 2020.
Duchesne County	Accepted Invitation	Invited to consult in June 2019. Accepted Consulting Party status in June 2019. Invited to Consulting Party call in January 2020.
Eastern Shoshone Tribe of the Wind River Reservation, Wyoming	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.
Federal Highway Administration	Declined Invitation	Invited to consult in June 2019. Declined Consulting Party status in October 2019.
Fort Belknap Indian Community of the Fort Belknap Reservation of Montana	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.
FRA Office of Program Delivery	Requested Information	Invited to consult in June 2019. Requested a copy of the Consulting Party invitation in October 2019. Invited to Consulting Party call in January 2020.
Moffat County	Declined Invitation	Invited to consult in June 2019. No further interest in Consulting Party status after the removal of Colorado routes.
National Park Service, Cultural Resources, Intermountain Region	Declined Invitation	Invited to consult in June 2019. No further interest in Consulting Party status after the removal of Colorado routes.
National Trust for Historic Preservation	Declined Invitation	Invited to consult in June 2019. Declined Consulting Party status in October 2019.
Navajo Nation, Arizona, New Mexico, and Utah	Declined Invitation	Invited to consult in June 2019. Declined Consulting Party status in December 2019.
Nine Mile Canyon Coalition	Accepted Invitation	Invited to consult in June 2019. Invited to Consulting Party call in January 2020. Accepted Consulting Party

		status in January 2020. Participated in Consulting Party call in January 2020.
Paiute Indian Tribe of Utah	Declined Invitation	Invited to consult in June 2019. Declined Consulting Party status in December 2019.
Preservation Utah	Requested Information	Invited to consult in June 2019. Requested a copy of the Consulting Party invitation in October 2019. Invited to Consulting Party call in January 2020.
Public Lands Policy Coordinating Office	Accepted Invitation	Invited to Consulting Party call in January 2020. Participated in Consulting Party call in January 2020.
Rio Blanco County	Declined Invitation	Invited to consult in June 2019. Invited to Consulting Party call in January 2020. No further interest in Consulting Party status after the removal of Colorado routes.
Seven County Infrastructure Coalition	Accepted Invitation	Invited to Consulting Party call in January 2020. Participated in Consulting Party call in January 2020.
Shoshone-Bannock Tribes of the Fort Hall Reservation, Idaho	Declined Invitation	Invited to consult in June 2019. Declined Consulting Party status in July 2019.
Skull Valley Band of the	Response Pending	Invited to consult in June

Goshute Indians		2019.
Southern Utah Wilderness Alliance	Response Pending	Invited to consult in June 2019. Invited to Consulting Party call in January 2020.
State Institutional Trust Lands Administration	Accepted Invitation	Invited to consult in June 2019. Accepted Consulting Party status in July 2019. Invited to Consulting Party call in January 2020. Participated in Consulting Party call in January 2020.
The Hopi Tribe of Arizona	Accepted Invitation	Invited to consult in June 2019. Accepted Consulting Party status in July 2019. Invited to Consulting Party call in January 2020.
The Northwestern Band of the Shoshone Nation, Utah	Requested Information	Invited to consult in June 2019. Requested a copy of the Consulting Party invitation in December 2019. Invited to Consulting Party call in January 2020.
U.S. Army Corps of Engineers, Sacramento District	Accepted Invitation	Invited to consult in June 2019. Accepted Consulting Party status in August 2019. Invited to Consulting Party call in January 2020.
U.S. Environmental Protection Agency	Accepted Invitation	Invited to Consulting Party call in January 2020.

U.S. Forest Service, Ashley National Forest, Duchesne/Roosevelt Ranger District	Accepted Invitation	Invited to consult in June 2019. Accepted Consulting Party status in June 2019. Invited to Consulting Party call in January 2020. Participated in Consulting Party call in January 2020.
Uintah County	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.
Utah County	Response Pending	Invited to consult in June 2019. Invited to Consulting Party call in January 2020.
Utah Division of State History	Accepted Invitation	Invited to consult in April 2019. OEA sent project updates in June 2019. Invited to Consulting Party call in January 2020. Participated in Consulting Party call in January 2020.
Ute Indian Tribe of the Uintah and Ouray Reservation	Accepted Invitation	Invited to consult in June 2019. Invited to Consulting Party call in January 2020. Participated in Consulting Party call in January 2020.

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.

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.

X 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.

X 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.

X We want to continue to receive project information by mail and participate in the public involvement process.

X 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 Graves

Phone: 435-781-5203

E-mail: kristy.graves@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

OFFICIAL BUSINESS
PENALTY FOR PRIVATE USE, $300

AN EQUAL OPPORTUNITY EMPLOYER

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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

HISTORY Colorado

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,

Holly K. Norton

for Steve Turner, AIA
State Historic Preservation Officer

JUN 2 6 2019

HISTORY Colorado 140TH ANNIVERSARY 1879-2019

History Colorado, 1200 Broadway, Denver, CO 80203 HistoryColorado.org

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

Phone: 928 734 3000

E-mail: skoyiyumptewa@hopi.nsn.us

Signed: [signature] Date: 6-26-19

Stewart B. Koyiyumptewa
928 734 3000
skoyiyumptewa@hopi.nsn.us

Please mail to: Joshua Wayland
Surface Transportation Board
Docket No. FD 36284
c/o 9300 Lee Highway
Fairfax, VA 22031

THE HOPI TRIBE
P.O. Box 123
Kykotsmovi, Arizona
86039

U.S. POST
ZIP 8603
02 4W
0000338

HOBO 1000 34100 7460

S Mello

Joshua Wayland
Surface Transportation Board
Docket No FD 36284
c/o 9300 Lee Hwy
[illegible] 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.

X We want to continue to receive project information by mail and participate in the public involvement process.

X 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

Phone: 801.538.5104

E-mail: timdonaldson@utah.gov

Signed: [signature]

Date: 6/26/19

Tim Donaldson
801 538 5104
timdonaldson@utah.gov

Please mail to: Joshua Wayland
Surface Transportation Board
Docket No. FD 36284
c/o 9300 Lee Highway
Fairfax, VA 22031

STATE OF UTAH
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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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 Duschene, 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 B. Smith

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.

X 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.

X 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: [signature] 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%7Cbc02aacae24c420db143ce9537c42d7b%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.

X We want to continue to receive project information by mail and participate in the public involvement process.

X 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.

__X__ 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: _____ 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

X arrantly 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-nsn.gov

Signed: R 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

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.

__X__ 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: _____ Date: April 21, 2020

Werner Duecker, President

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.

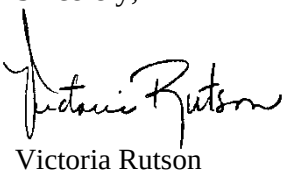
The Board's Office of Environmental Analysis is conducting an environmental and historic preservation review of the proposed rail line construction project in compliance with the National Environmental Policy Act and related laws and regulations, including Section 106, and its implementing regulations 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,



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"
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.

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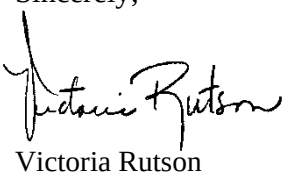
This letter has two purposes:

- 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,



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

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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.

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This letter has two purposes:

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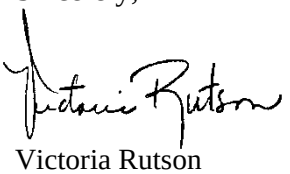
- Second, to provide an opportunity for you to submit comments on either historic properties and/or potential effects on historic properties that may be located in the area and that should be afforded close attention in the environmental analysis.

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,



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

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_____ We want to continue to receive project information by mail and participate in the public involvement process.

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_____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

Uinta Basin Railway

Draft Environmental Impact Statement

Service Date: October 30, 2020