



Uinta Basin Railway

ENVIRONMENTAL IMPACT STATEMENT

Section 106 Consulting Party Teleconference 4

Uinta Basin Railway EIS
April 22, 2020



Uinta Basin Railway

ENVIRONMENTAL IMPACT STATEMENT

Agenda

- Introductions, Background and Project Updates
- Comments from Consulting Parties
 - ✓ Area of Potential Effects
 - ✓ Rock art sites
 - ✓ Coalition technical reports
- Identification and Evaluation
 - ✓ Phased approach
 - ✓ OEA technical memo
 - ✓ Coalition technical reports
 - ✓ Input from consulting parties
- Next Steps
- Draft Agenda for Next Call



Uinta Basin Railway

ENVIRONMENTAL IMPACT STATEMENT

Introductions

Lead Agency - 800.2 (a) (2)

- Surface Transportation Board

Other Federal Agencies – 800.2 (a)

- Bureau of Land Management
- U.S. Forest Service, Ashley National Forest
- U.S. Army Corps of Engineers
- Bureau of Indian Affairs
- U.S. Environmental Protection Agency

Council – 800.2 (b)

- Advisory Council on Historic Preservation

State Historic Preservation Officer – 800.2 (c) (1)

- Utah Division of State History

Indian Tribes – 800.2 (c) (2) (i)

- Ute Indian Tribe of the Uintah and Ouray Reservation

Indian Tribes – 800.2 (c) (2) (ii)

- The Hopi Tribe of Arizona

Representatives of Local Governments – 800.2 (c) (3)

- Utah Public Lands Policy Coordinating Office
- Uintah County
- Duchesne County
- Carbon County

Applicant for Federal permit – 800.2 (c) (4)

- Seven County Infrastructure Coalition

Additional Consulting Parties 800.2. (c) (5)

- State Institutional Trust Lands Administration
- Nine Mile Canyon Coalition
- Colorado Plateau Archaeological Alliance



Uinta Basin Railway

ENVIRONMENTAL IMPACT STATEMENT

Consultation to Date Invited Consulting Parties

Accepted Consulting Party Status

Advisory Council on Historic Preservation	Seven County Infrastructure Coalition
BLM Price Field Office	State Institutional Trust Lands Administration
BLM Vernal Field Office	The Hopi Tribe of Arizona
Bureau of Indian Affairs, Uintah and Ouray Agency	U.S. Army Corps of Engineers, Sacramento District
Bureau of Indian Affairs, Western Region	U.S. Environmental Protection Agency
Carbon County	U.S. Forest Service, Ashley National Forest, Duchesne/Roosevelt Ranger District
Colorado Plateau Archaeological Alliance	Uintah County
Duchesne County	Utah Division of State History
Nine Mile Canyon Coalition	Ute Indian Tribe of the Uintah and Ouray Reservation
Public Lands Policy Coordinating Office	---



Uinta Basin Railway

ENVIRONMENTAL IMPACT STATEMENT

Project Introduction and Updates

Project Overview

Project Map

Environmental Review Process

National Historic Preservation Act

Public Involvement

Documents & Links

Project Mailing List

Contact Us

This project website was developed and is maintained by the Surface Transportation Board, the lead federal agency responsible for preparing the Uinta Basin Railway Environmental Impact Statement. The Seven County Infrastructure Coalition has no role in determining the content of this website.

HOME PAGE

Welcome to the project website for the Uinta Basin Railway Environmental Impact Statement (EIS).

Project Introduction

The Seven County Infrastructure Coalition (Coalition) plans to file a request with the Surface Transportation Board (Board) for authority to construct and operate an approximately 85-mile common-carrier rail line connecting two termini in the Uinta Basin near South Myton Bench, Utah, and Leland Bench, Utah, to the national rail network. The construction and operation of this proposed project 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 EIS is appropriate pursuant to the National Environmental Policy Act (NEPA).

Project Updates

- OEA issued a Notice of Availability of the Final Scope of Study for the EIS in the Federal Register on December 13, 2019. [Click here to view.](#)
- The scoping public comment period is now closed. [Click here](#) to learn more about the scoping process.
- Information from the July 2019 public scoping meetings is available to review. [Click here to view.](#)
- OEA issued a Notice of Intent and Draft Scope of Study for the EIS in the Federal Register, initiating the scoping process, on June 19, 2019. To see the Notice of Intent and Draft Scope of Study, [click here](#).
- If you wish to be added to the project mailing list, [click here](#).



Uinta Basin Railway

ENVIRONMENTAL IMPACT STATEMENT

New Information on the Project Website

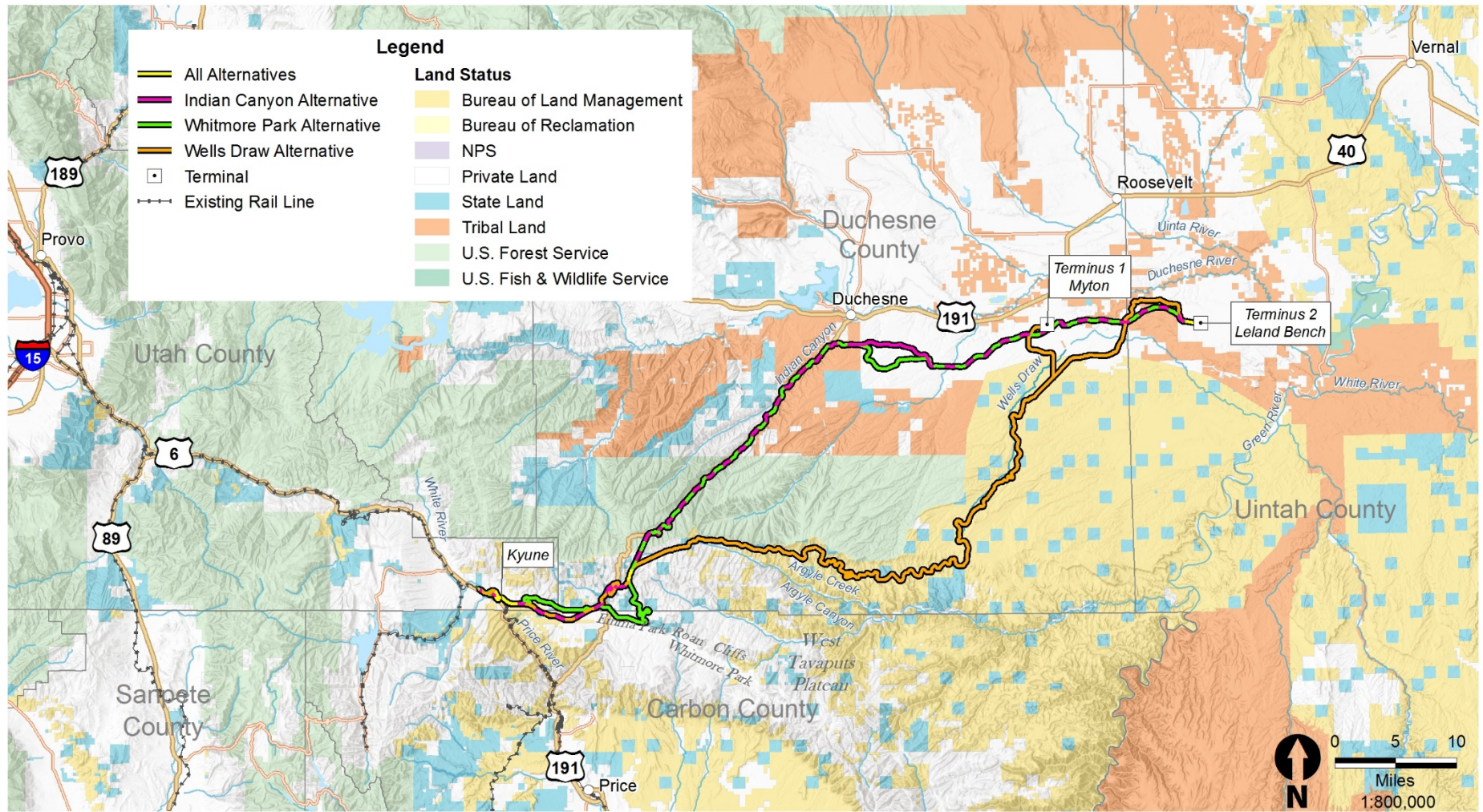
- March consulting party teleconference
 - ☐ PowerPoint presentation
 - ☐ Meeting summary

<http://uintabasinrailwayeis.com/>



Uinta Basin Railway

ENVIRONMENTAL IMPACT STATEMENT





Uinta Basin Railway

ENVIRONMENTAL IMPACT STATEMENT

Comments Received

- Area of Potential Effects
 - ✓ Direct and indirect effects
 - ✓ Below-ground / Above-ground
- Rock art sites
- Coalition's technical reports



Uinta Basin Railway

ENVIRONMENTAL IMPACT STATEMENT

Advisory Council on Historic Preservation Clarification: Direct and Indirect Effects

➤ Advisory Council on Historic Preservation

Updated guidance issued June 7, 2019

☐ Direct Effects

- Based on causation
- Physical
- Visual
- Auditory

☐ Indirect Effects

- Later in time or more distant

Reference: <https://www.achp.gov/news/court-rules-definitions-informs-agencies-determining-effects>



Uinta Basin Railway

ENVIRONMENTAL IMPACT STATEMENT

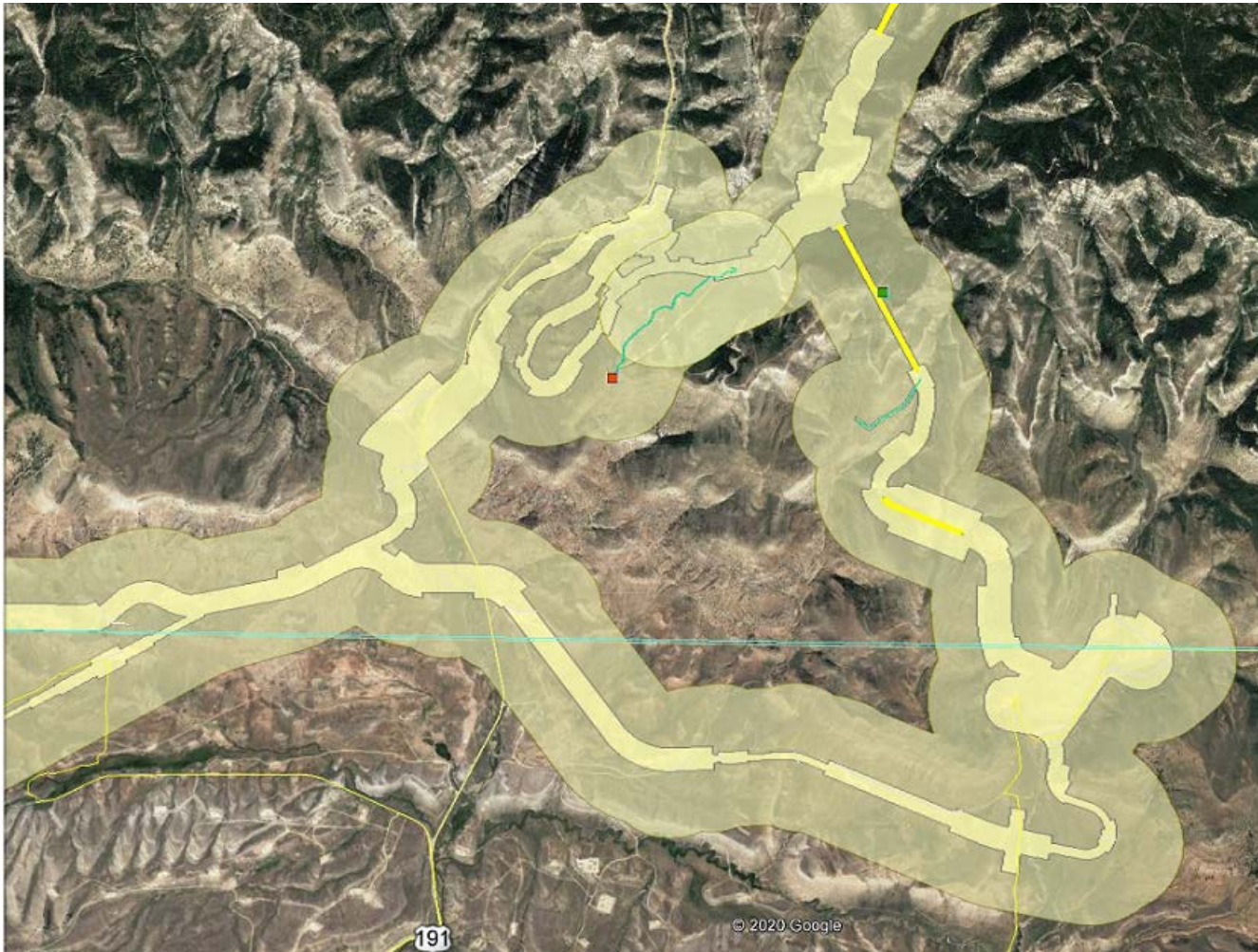
Area of Potential Effects / Below-Ground

- Expect to encounter pre-contact and historic period archaeological deposits
- Anticipated potential effects limited to physical changes due to ground disturbance
- Construction Easement (as depicted on March 2020 APE maps)
 - ❑ Includes areas of permanent and temporary disturbance
 - ❑ *Permanent* includes rail line footprint, tunnels, access roads, road realignments, communication towers, bridges, culverts & crossings
 - ❑ *Temporary* includes anticipated access and laydown areas ***plus buffer of approximately 150' for construction access and unexpected circumstances***
- Below-ground APE will include the construction easement described above *plus* additional 50' buffer



Uinta Basin Railway

ENVIRONMENTAL IMPACT STATEMENT





Uinta Basin Railway

ENVIRONMENTAL IMPACT STATEMENT

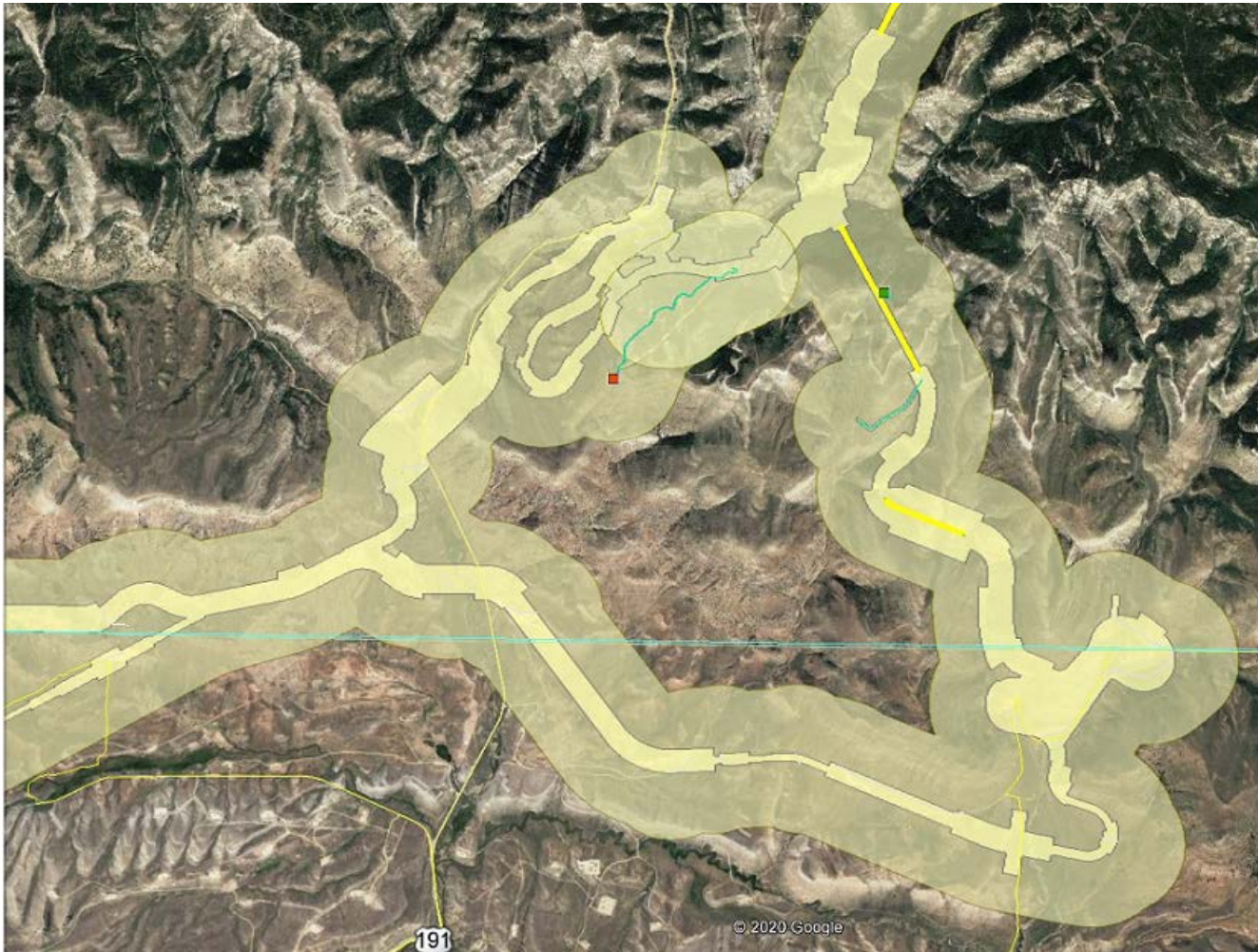
Area of Potential Effects / Above-Ground

- Expect to encounter resources including but not limited to historic architecture, infrastructure resources, rock art sites, and cairns
- Anticipated potential effects include physical (including vibration), noise, water movement (hydrology), and fugitive dust (air quality)
- Construction easement average width of 240' average from centerline / each side
 - ☐ Irregular size/shape (average 240' from centerline / each side)
- Above-ground APE
 - ☐ Average construction easement width is baseline (240')
 - ☐ Add 1,500' to the average construction easement width
 - ☐ Results in 1,740' each side
 - ☐ Total 3,480' width



Uinta Basin Railway

ENVIRONMENTAL IMPACT STATEMENT



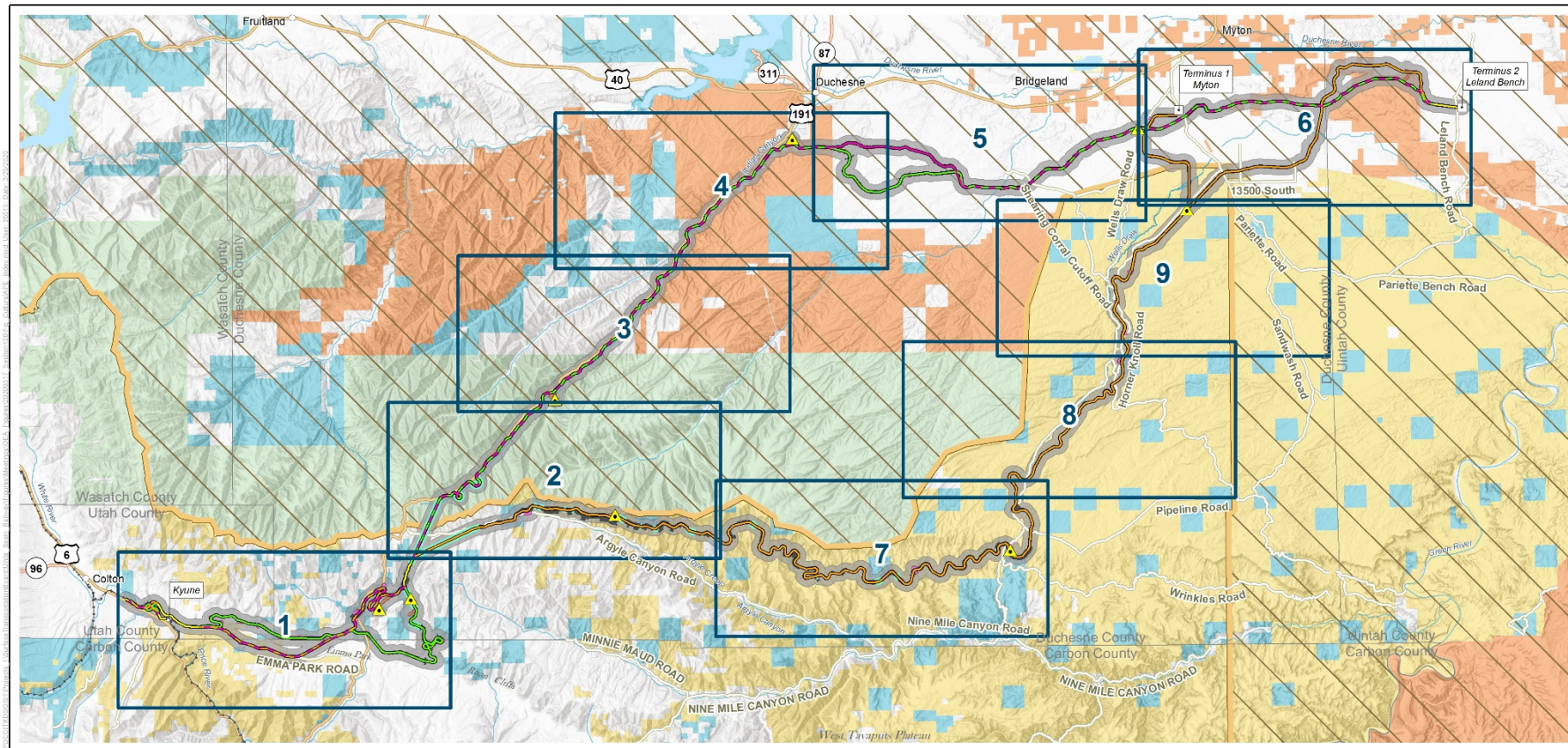


Uinta Basin Railway

ENVIRONMENTAL IMPACT STATEMENT

Rock Art Sites

- Above-ground resource/APE 1,740' each side of centerline
- Potential effects related to dust deposition
- Fugitive dust ~1,000' dispersion
- Coalition identified one site during field survey
- Cooperating agencies and consulting parties have shared studies and other information related to rock art in the vicinity
- Anticipate detailed discussion in the PA
- Ongoing consultation / call next week

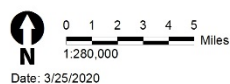


- All Alternatives
- Indian Canyon Alternative
- Wells Draw Alternative
- Whitmore Park Alternative
- Indian Canyon and Wells Draw
- Indian Canyon and Whitmore Park
- Tunnel

- ▲ Communication Tower
- Terminal
- Road Realignment
- Access Road
- Limits of Disturbance/Archaeological APE
- Historical Architecture APE

- Existing Rail Line
- Interstate Hwy
- U.S. Hwy
- State Route
- County Road
- Original Uintah and Ouray Tribal Lands

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



Uinta Basin Railway - Cultural Resources Area of Potential Effects



Uinta Basin Railway

ENVIRONMENTAL IMPACT STATEMENT

Phased Identification and Evaluation 36 CFR 800.4 (b) (2)

- Appropriate “where alternatives under consideration consist of corridors or large land areas, or where access to properties is restricted”
- Goal for phased id/eval approach is to establish “likely presence” of historic properties
- Final id/eval deferred using a programmatic agreement
- Methods include “background research, consultation, and appropriate level of field investigation”



Uinta Basin Railway

ENVIRONMENTAL IMPACT STATEMENT

Phased Identification and Evaluation Board's Technical Memorandum

- Formal submission to SHPO and consulting parties
 - ❑ Summary of Board's phased identification and evaluation effort
 - ✓ Consultation
 - ✓ Methodology
 - ✓ APE
 - ✓ Context
 - ✓ Potentially eligible historic properties
 - ✓ Maps (as appropriate)



Uinta Basin Railway

ENVIRONMENTAL IMPACT STATEMENT

Coalition's Technical Reports

- Comments on Coalition's previous draft technical reports currently posted to project website
- Coalition's revised technical reports (April 2020) will be posted on project website (redacted as appropriate)
- April 2020 versions will inform OEA's Section 106 technical memo



Uinta Basin Railway

ENVIRONMENTAL IMPACT STATEMENT

Coalition's Historic Architectural Resources Effort

- ☐ Literature review, county assessor records, GLO & USGS maps, secondary sources, and reconnaissance level field survey
- ☐ Limited access & observation from public ROW
- ☐ No property specific research



Uinta Basin Railway

ENVIRONMENTAL IMPACT STATEMENT

Coalition's Historic Architectural Resources Effort

- 9 historic properties in the APE
 - ❑ 1 listed (Ranger Station)
 - ❑ 8 recommend as eligible/contributing or eligible/significant
- Examples shared during last month's meeting



Uinta Basin Railway

ENVIRONMENTAL IMPACT STATEMENT

Coalition's Archaeological Resources Effort

- ☐ Literature review; historic, USGS & GLO maps; secondary sources
- ☐ Context
- ☐ Selective intensive level field survey
- ☐ No testing
- ☐ Limited property access



Uinta Basin Railway

ENVIRONMENTAL IMPACT STATEMENT

Coalition's Archaeological Resources Effort

- 2 archaeological historic properties in the APE
 - ❑ 1 eligible rock art site within the above-ground APE
 - ❑ 1 newly recorded segment of Myton Townsite Canal, a previously determined eligible canal
- 2 architectural historic properties documented in both archaeological and historic architectural tech reports



Uinta Basin Railway

ENVIRONMENTAL IMPACT STATEMENT

Archaeological Example in the APE

- **Myton Townsite Canal**
- ✓ Recommended eligible under criterion A/association with early settlement patterns and agriculture





Uinta Basin Railway

ENVIRONMENTAL IMPACT STATEMENT

Next Steps

- Review questions and comments from this call
- Prepare and post PowerPoint & call summary
- Post Coalition's revised technical reports, redacted as appropriate
- Hold focused teleconference addressing rock art sites
- Continue drafting Board's identification and evaluation technical memo
- Continue building out project website



Uinta Basin Railway

ENVIRONMENTAL IMPACT STATEMENT

Draft Agenda for Next Call

- Opportunities for comment on identification and evaluation effort
- Preliminary effects analysis discussion
- Programmatic Agreement introduction



Uinta Basin Railway

ENVIRONMENTAL IMPACT STATEMENT

<http://uintabasinrailwayeis.com/>

Alan Tabachnick

Historic Preservation Specialist
Office of Environmental Analysis
Surface Transportation Board

Alan.tabachnick@stb.gov

202-245-0367