



Uinta Basin Railway

ENVIRONMENTAL IMPACT STATEMENT

Welcome to the Public Scoping Meeting



Uinta Basin Railway

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Keys to Making Effective Comments

- 1.** Please focus your comments on reasonable alternatives and potential environmental and community issues.
- 2.** Let us know what environmental and community issues you consider important for analysis in the Environmental Impact Statement.
- 3.** Suggest methods for analysis of environmental and community impacts.
- 4.** Provide comments on ways to avoid, minimize, or mitigate potential environmental impacts.
- 5.** Please submit comments that are clear, concise, and relevant to the proposed rail line.
- 6.** Provide specific examples of your concerns. Comments that provide specific examples are more effective than comments simply stating opposition or making broad statements.



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Impact Categories to be Analyzed

- ▶ Public Safety
- ▶ Transportation Systems
- ▶ Air Quality and Climate Change
- ▶ Noise and Vibration
- ▶ Land Use
- ▶ Recreation
- ▶ Biological Resources
- ▶ Socioeconomics
- ▶ Cultural and Historical Resources
- ▶ Water Resources
- ▶ Visual Resources
- ▶ Geology and Soils
- ▶ Environmental Justice



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The Board's Environmental Review Process

SCOPING

- Conduct Agency and Public Scoping Meetings
- Review Scoping Comments
- Develop a Reasonable Range of Alternatives Including No-Action Alternative
- Identify Topics to be Considered in the Environmental Impact Statement (EIS)
- Issue Final Scope of Study

DRAFT EIS

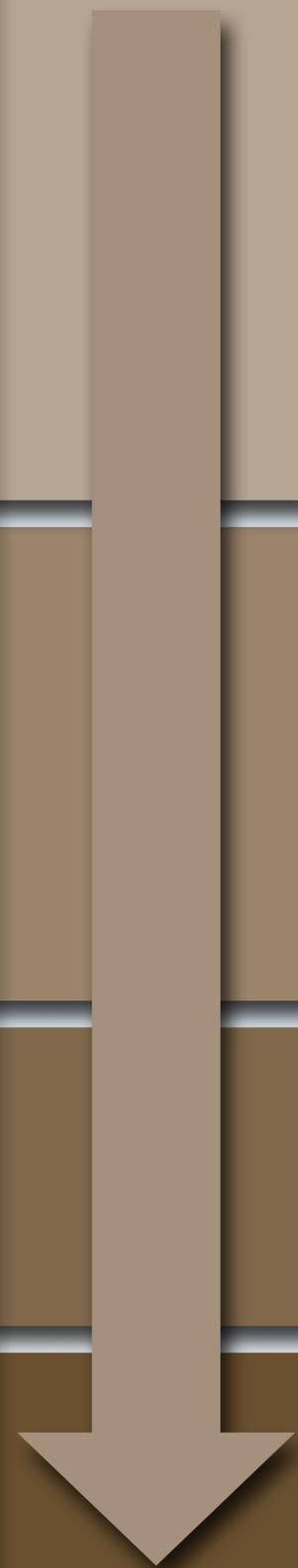
- Analyze Environmental Effects of the Proposed Rail Line and Alternatives
- Develop Preliminary Mitigation
- Prepare and Issue the Draft EIS
- Establish the Public Comment Period
- Hold Public Meetings

FINAL EIS

- Respond to Comments on the Draft EIS
- Confirm Office of Environmental Analysis' Preferred Alternative
- Prepare and Issue the Final EIS

DECISIONS

- Surface Transportation Board Issues Final Decision
- Cooperating Agencies Issue Records of Decision





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What is the Proposed Project?

The Surface Transportation Board's Office of Environmental Analysis (OEA) is preparing an Environmental Impact Statement (EIS) for a proposal by the Seven County Infrastructure Coalition (Coalition) to construct and operate an approximately 80-mile rail line to connect the Uinta Basin to the interstate rail network.

The Coalition has proposed three potential routes for the proposed rail line:

- ▶ The Indian Canyon Route
- ▶ The Craig Route
- ▶ The Wells Draw Route

OEA will develop the final set of alternatives to be evaluated in the EIS during Scoping.



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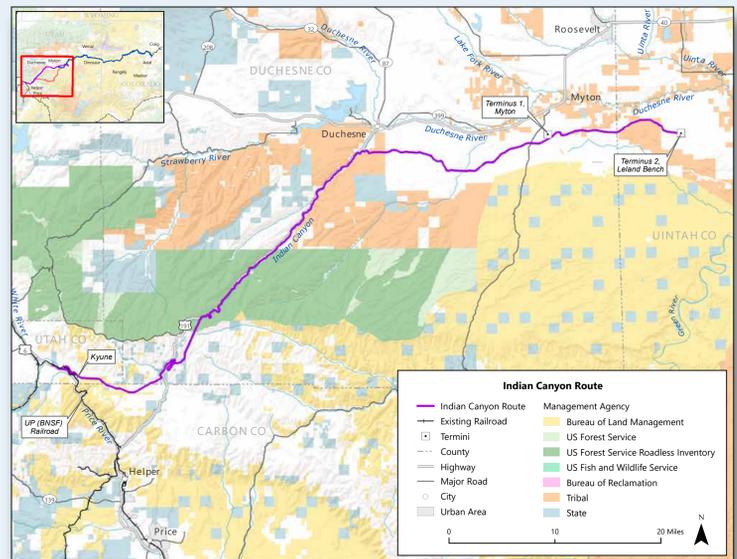
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What are the Proposed Alternatives?

Indian Canyon Route

This alternative 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, Utah, approximately 9.5 miles south of Fort Duchesne, Utah.

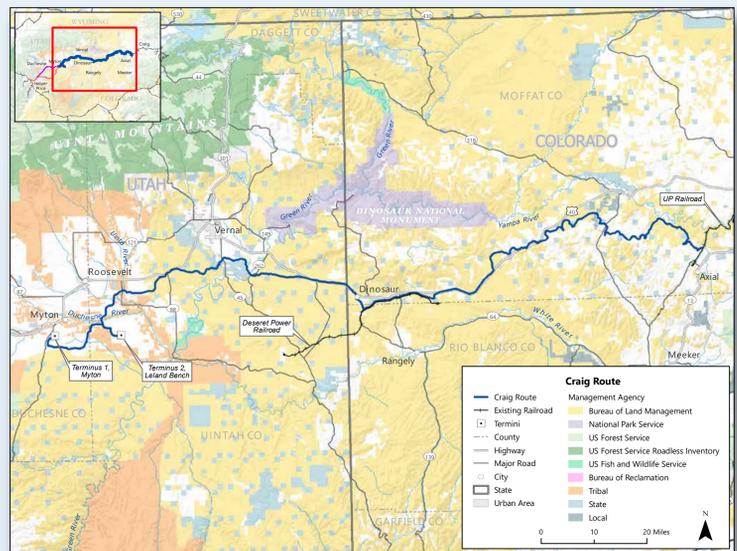
- This route would cross land owned or managed by the State of Utah, the U.S. Forest Service (USFS), the Bureau of Land Management (BLM), and the Ute Indian Tribe.
- At this time, the Seven County Infrastructure Coalition (Coalition) has identified the Indian Canyon Route as its preferred alternative.



Craig Route

This alternative 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 (approximately 3.5 miles southwest of Myton, Utah) and Leland Bench, Utah.

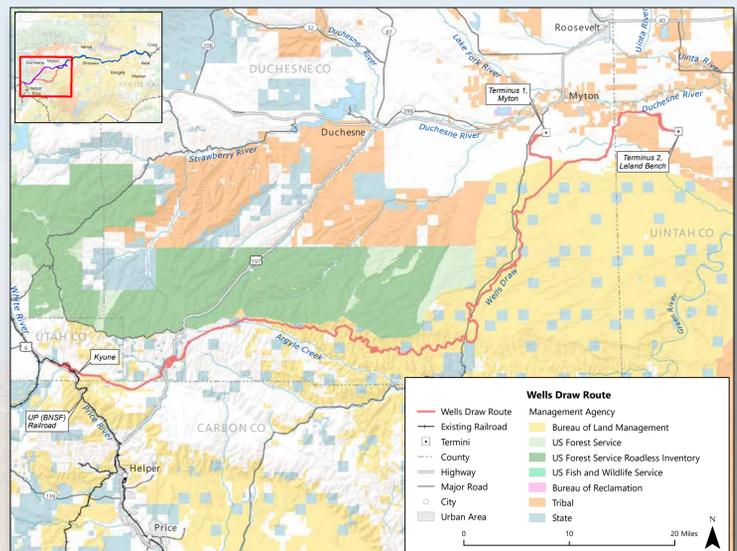
- This route would cross land owned or managed by the BLM, the State of Colorado, and the State of Utah. It would not cross USFS or tribal land.



Wells Draw Route

This alternative 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, Utah. The lines from those two terminus points would meet at a junction approximately 6.5 miles south of South Myton Bench, Utah.

- This route would cross land owned or managed by the BLM and the State of Utah. It would not cross USFS or tribal land.





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Surface Transportation Board Meeting Protocols

The Surface Transportation Board (Board) is committed to providing fair and equal opportunity for the public to comment on the Draft Scope of Study for the Uinta Basin Railway Project. Accordingly, the Board has established the following meeting protocols:

- ▶ **Demonstrations, petition efforts, literature distribution, and protests are not permitted in the meeting room.**
- ▶ **No signs or placards will be permitted in the meeting room.** Signs and placards are potentially disruptive to public comment opportunities.
- ▶ **Please be courteous to other meeting participants and their right to participate in the scoping process.** By entering the meeting room you agree to abide by these ground rules. Individuals or groups who disrupt the public meeting will be asked to leave.



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What is the Surface Transportation Board's Role in the Proposed Project?

The Surface Transportation Board (Board) is the federal agency responsible for granting authority for the construction and operation of new rail line facilities. Accordingly, the Board would have to grant a license to the Seven County Infrastructure Coalition (Coalition) before it could construct and operate the proposed rail line. The proposed rail line is not a federal government proposed, sponsored, or funded project.

The Board, through its Office of Environmental Analysis, is the lead federal agency responsible for compliance under the National Environmental Policy Act, which includes preparation of an Environmental Impact Statement (EIS). The purpose of the EIS is to identify and evaluate potential environmental impacts associated with the Coalition's proposed rail line and alternatives including the No-Action Alternative.

The Board will review and consider both the transportation merits of the proposal and the potential environmental impacts. The Board will then issue a Final Decision that will provide the basis for its decision to deny, grant, or grant with conditions, the Coalition's request to construct and operate the proposed rail line.