

UINTA BASIN RAILWAY

DOCKET NUMBER FD 36284

DRAFT EIS PUBLIC MEETING November 30, 2020

ADVANCED REPORTING SOLUTIONS

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3 SURFACE TRANSPORTATION BOARD
4 UINTA BASIN RAILWAY
5 DOCKET NUMBER FD 36284
6 DRAFT ENVIRONMENTAL IMPACT STATEMENT
7 PUBLIC MEETING
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10 Monday, November 30, 2020
11 6:00 p.m. to 8:00 p.m.
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25 Reported by: Abigail D.W. Johnson, RPR, CRR, CRC

November 30, 2020

6:00 p.m.

P R O C E E D I N G S

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

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

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

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

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

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

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

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

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

25 You can see the meeting topics on the

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

1 mineral and agricultural products and commodities.

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

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

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

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

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

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

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

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

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

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

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

1 Management Area.

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

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

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

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

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

25 Now, I will briefly review some of the

1 major findings and conclusions of the Draft EIS.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

25 In addition to those 56 voluntary

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

9 JENNIFER PIGGOTT: Thank you for your
10 comments.

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

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

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

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

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

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

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

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

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

1 to raise your hand.

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

6 (Pause.)

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

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

17 (Pause.)

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

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

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8 information or new content this evening, we will stay
9 on the line until the published end time to receive
10 your oral comments.

11 (Pause.)

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

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

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

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

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

7 (Pause.)

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

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

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

19 Are you still there?

20 JENNIFER PIGGOTT: Yes. Okay. Thank you.

21 IDAHO: Oh, you are?

22 JENNIFER PIGGOTT: Yes, we're here.

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

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

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

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

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

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

15 IDAHO: Information. Information.
16 Information only.

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

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

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

1 short line?

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

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

13 JENNIFER PIGGOTT: Yes. More information
14 can be found on the project website at
15 www.uintabasinrailwayeis.com.

16 IDAHO: Okay.

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

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

23 JENNIFER PIGGOTT: Thank you.

24 IDAHO: Bye-bye.

25 JENNIFER PIGGOTT: Again, ladies and

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

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

18 (Pause.)

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

25 Please submit your comments electronically

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

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

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

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

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