

Wayland, Joshua

From: Wayland, Joshua
Sent: Tuesday, March 24, 2020 2:41 PM
To: Keller, Kevin
Cc: Crawford, Amanda L.; Mike McKee (mmckee@7county.utah.gov); 10145616_7CountyCoalitionUBR TO1; Holder, Mark; Brian Barton; Michael Hawley
Subject: RE: Privileged and Confidential

Hi Kevin,

As we have been discussing for several months now, OEA will need to disclose the impacts of the proposed rail line on land use and on socioeconomics in the Draft EIS. These include potential impacts to residences, agriculture, grazing land, etc. In order to do this analysis, we need to know how many residences and other buildings, as well as how much agricultural land, would be displaced by the proposed rail line. In past cases, we have been able to conduct this analysis by assuming that land and buildings that fall within the proposed rail right-of-way would be displaced. In the past, we have also made assumptions about impacts to properties that a proposed rail line would cross. For example, we have assumed that certain agricultural properties that would be bisected by a proposed rail line would no longer be suitable for agricultural uses (see the Tongue River Railroad Draft EIS).

In this case, we have not been able to move forward with our assessment of impacts to land use and socioeconomics because we have not been provided with a map of the proposed rail right-of-way. The Coalition's responses to information requests indicate that the right-of-way would be approximately 100 feet wide along much of the proposed rail line, but it would clearly need to be much wider in some areas to accommodate the substantial cut-and-fill that would be required. HDR has provided GIS files showing the extent of the permanently disturbed area (i.e. cut-and-fill lines) and of the temporarily disturbed area (the proposed Area of Potential Effect) for each alternative. To date, however, we still do not know how much land the Coalition proposes to acquire as part of this project or how those acquisitions would affect property owners.

Perhaps the most efficient way forward would be for the Coalition to confirm that the rail right-of-way has not yet been finalized but that the GIS files showing the permanently disturbed areas represent a reasonable approximation of the rail right-of-way. OEA would then make some reasonable and conservative assumptions about how the properties underlying the right-of-way would be affected, based on our previous experience in similar projects.

Please let me know if you think this sounds like a reasonable approach. Feel free to call me with any questions or concerns.

Best,
Josh

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From: Keller, Kevin <Kevin.Keller@hdrinc.com>
Sent: Tuesday, March 24, 2020 10:40 AM

To: Wayland, Joshua <Joshua.Wayland@stb.gov>

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Subject: FW: Privileged and Confidential

Hi Josh,

We have a few questions about the property acquisitions and displacements information.

Here's the list of questions we have for you:

- Whether OEA wants HDR to prepare just the tables or the associated text as well
- What level of detail is needed/what (if any) assumptions can be made (e.g., assumptions regarding the average width of the ROW)
- Whether the property acquisitions and displacements information should reflect the ROW (i.e., the area where permanent impacts will occur) or the larger APE (i.e., the area with permanent impacts *plus* areas where there will be temporary impacts during construction)

We're also concerned about this information becoming public once we send it to OEA. Utah has very specific "closed meeting rules" that could apply to this information becoming public.

Let me know when a good time to talk these over would be.

Thanks!

Kevin