

EI-26719

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

broadier 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

A handwritten signature in blue ink, appearing to read 'T. Thorne', is written over a horizontal line.

Todd Thorne

Director of Planning and Public Lands