

Wayland, Joshua

From: Sarah Stock <sarah.livingrivers@gmail.com>
Sent: Tuesday, July 30, 2019 6:00 PM
To: John Weisheit; Wayland, Joshua; Gosselin, Danielle; Rutson, Vicki
Subject: Request for extension of the public comment period for the Uinta Basin Railroad
Attachments: STBRequestforExtensionLR.pdf

Dear Mr. Wayland,

Please accept the attached request for an extension of the scoping comment period for the Seven County Infrastructure Coalition's Uinta Basin Railway in northeastern Utah.

Thank you for considering this request,

Sarah Stock

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Sarah Stock

Program Director
Living Rivers
(435) 260-8557

LIVING RIVERS

COLORADO RIVERKEEPER[®]

July 30, 2019

Joshua Wayland
Surface Transportation Board
Office of Environmental Assessment
9300 Lee Highway
Fairfax, VA 22031

Submitted via email to Joshua.Wayland@stb.gov, Danielle.Gosselin@stb.gov,
Vicki.Rutson@stb.gov

Re: Request for Extension of Scoping Comment Period on Surface Transportation Board's Seven County Infrastructure Coalition-Rail Construction & Operation-in Utah, Carbon, Duchesne, and Uintah Counties, Utah, Docket No. FD 36284

Dear Mr. Wayland,

I am writing on behalf of Living Rivers and Colorado Riverkeeper. We are requesting that the Surface Transportation Board grant an extension of time for the scoping comment period that begins the preparation of an Environmental Impact Statement (EIS) by the Seven County Infrastructure Coalition for Rail Construction & Operation in northeastern Utah. We will refer to this project as the Uinta Basin Railway.

Living Rivers is a nongovernmental organization whose mission is to restore the biological integrity of the Colorado River System. We are based in Moab, Utah, where we have been working on Colorado River issues since our founding in 2000. Moab is situated on the banks of the Colorado River and is also the county seat of Grand County, whose western boundary is the Green River. Both the Price and Duchesne rivers flow into the Green River before reaching Grand County. The Green River provides water for agriculture in Grand County, and culinary and agricultural water to nearly 40 million people downstream. Our members recreate on and along both the Green and Colorado rivers and their tributaries. The Uinta Basin Railway could have significant impacts to those of us living downstream. Two of the proposed routes would impact the Price River and one of the proposed routes would cross the Green River.

The Uinta Basin Railway is an incredibly complex project with public-private partnerships, major waterway crossings, incredibly varied and rugged terrain, impacts to green house gas production and local air quality, and many more complicating factors. The Seven County Infrastructure Coalition has not been forthcoming with essential details on this project to the public. Many of their meetings on this matter have been held in closed sessions. The Seven County Infrastructure Coalition board members allude to new information that contradicts studies that are publicly available without releasing any supporting documentation (i.e., 2015 UDOT study that says the Indian Canyon route would cost between \$5 and \$7 billion dollars, compared to recent estimates from the Seven County Infrastructure Coalition that say the same route will cost less than \$2 billion). Other organizations that we are working closely with on this matter have outstanding state records requests to the Seven County Infrastructure Coalition. We believe these records requests will provide important information that is necessary to fully understand the potential impacts of the Uinta Basin Railway, including invaluable information about route selection, costs and financing options, and the volumes of oil projected to be transported. In order to fully and meaningfully participate in the public process, we request an extension of time for the comment period.

Thank you for considering this request,

Sarah Stock

Program Director

Living Rivers

(435) 260-8557

sarah.livingrivers@gmail.com