



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

April 12, 2019

Kathryn Floyd, Esq.
Venable, LLP
600 Massachusetts Avenue, NW
Washington, District of Columbia 20001

Re: Docket No. FD 36284, Seven County Infrastructure Coalition–Construction & Operation Exemption–in Utah, Carbon, Duchesne, and Uinta Counties, Utah; Information Request #1

Dear Ms. Floyd:

Consistent with 40 C.F.R. § 1506.5(a), the Surface Transportation Board’s Office of Environmental Analysis (OEA) requests the information listed below, which is necessary for the Environmental Impact Statement (EIS) that will be prepared for the above referenced proceeding. At the request of your client, the Seven County Infrastructure Coalition (the Coalition), we are also providing the dates by which we would like to receive the requested information.

Information Requested by April 19, 2019

Please provide responses to the items below no later than April 19, 2019.

- Provide any currently available information regarding the anticipated right-of-way width of the proposed rail line, including typical or average anticipated right-of-way width.
- Provide any currently available information regarding the terminus points of the proposed rail line at Myton and Leland Bench in the Uinta Basin, including available information related to the types of facilities that could be constructed at those points and information regarding any existing proposals for new facilities at those locations.
- Confirm that the proposed rail line would be constructed as a single track.

Questions on Information Received to Date, Response Requested by May 31, 2019

On March 14, 2019, the Coalition provided OEA with a document entitled *Uinta Basin Railway Evaluation of Potential Route Alternatives* for use as part of the environmental review

process. The questions below pertain to this document. Please provide a response by May 31, 2019.

- Page two of that document discusses the rationale for the elimination of 21 routes from further consideration using the four criteria as rationale for dismissal. OEA requests further details, specifying the reason(s) each route was dismissed.
- On pages six and seven, the Coalition discusses the collection and analyses of environmental, land ownership, and land use data for eight routes and concludes that, “Based on this preliminary comparison, no route was identified as having significant advantages over any of the other routes from an environmental perspective.” Please provide the GIS data and other information used in the alternatives screening process.
- Additionally, please provide other environmental screening information, if available, such as any high-value habitat crossed, any 100-year floodplains crossed, nearest noise receptors, and any displaced homes.

Other Data Needed

For each item in the table below, please provide responses for each alternative or state that the response is applicable to all of the alternatives. Please provide responses as soon as the design information is available for the requested items. If you anticipate that any of the information requested below will not become available during the preparation of the Draft EIS, please provide a written explanation as to why that information will not be available.

Right-of-Way Information
<ul style="list-style-type: none">• Description of physical structures that would be installed in the footprint of the right-of-way, including the number and location. Examples may include:<ul style="list-style-type: none">○ Access roads, staging areas.○ Facilities like communication towers, siding tracks, set-out tracks, power distribution lines.• Description of temporary uses or disturbances outside of the proposed footprint (e.g., staging areas).• Cross-sections of the typical right-of-way at representative locations, including features such as access roads, power lines, and set-out tracks.• Description of fencing of the right-of-way, if anticipated.• Engineering information, including:<ul style="list-style-type: none">○ Daylight lines illustrating the grading and excavation locations.○ Plan and profile sheets showing cut/fill depths.

Rail Line Access Roads
<ul style="list-style-type: none"> • Description of how the proposed rail line would be accessed during construction and operation, including: <ul style="list-style-type: none"> ○ Existing road crossings of the alignments. ○ New access roads (include number and location of new roads planned).
Railbed Construction
<ul style="list-style-type: none"> • Description of railbed construction including railbed width (feet). • Description of project-related construction for each alternative, including: <ul style="list-style-type: none"> ○ List of anticipated construction equipment and vehicles. ○ Anticipated uses of construction equipment and vehicles, including distances travelled and number of shifts. ○ Anticipated uses of shuttles for construction workers, if appropriate. • Description of rock quarry and borrow locations/size, footprint, quantity of material extracted, etc., if relevant. • Location/extent of disposal sites for excess cut material not used in the construction of the rail bed or as fill material.
Track Construction
<ul style="list-style-type: none"> • Description of ballast and sub-ballast layers: <ul style="list-style-type: none"> ○ Example: Track built on 12 inches of compacted granite ballast. Sub-ballast of 12+ inches of graded rock with a max allowable size of 2 inches. 2–6 inches of hot-mix asphalt track bed. ○ Gross car weight the railbed could support (pounds).
Material Acquisition for Construction
<ul style="list-style-type: none"> • Description of material required for construction of the proposed rail line, including: <ul style="list-style-type: none"> ○ If site-specific cut volumes are insufficient, where would the fill come from? ○ Where would sub-ballast material be obtained? What quarries are nearby? ○ Where would ballast material be obtained? ○ Will water be required for dust suppression and soil compaction? If so, where would this water come from?
Bridges, Culverts, and Other Surface Water Crossings
<ul style="list-style-type: none"> • Description of location and types of bridges, culverts, or other undesignated drainage structures used to cross streams, rivers, or ditches. Would there be any in-water structures associated with bridges? If so, please describe in detail.
Construction Schedule
<ul style="list-style-type: none"> • Description of construction schedule, for example: <ul style="list-style-type: none"> ○ How many months would it take to construct and what is the overall time period? Consider weather restrictions in the project area.

Grade Crossings
<ul style="list-style-type: none"> • Description of all grade crossings, including any safety measures proposed. • New at-grade crossing locations in GIS. • Planned (including voluntary mitigation) safety protection at new at-grade crossings. • Description of grade crossing construction (including voluntary mitigation) sufficient to evaluate potential vehicle safety and delay impacts during construction. • Possible origins, destinations, and routes of anticipated project-related rail traffic. • Anticipated origin, destination, and quantity (carloads/year) of existing truck cargo that would be diverted from truck to rail.
Road Relocations
<ul style="list-style-type: none"> • Description of any road relocations, including: <ul style="list-style-type: none"> ○ Would any public or private roads need to be relocated to accommodate the proposed rail line? ○ If so, provide design drawings and GIS for each planned relocation.
Associated Facilities
<ul style="list-style-type: none"> • Description of any permanent facilities that would be constructed in connection with the proposed rail line, such as: <ul style="list-style-type: none"> ○ Support facilities and maintenance facilities, including location. ○ Communication towers, including the number needed, locations, and height range. ○ Track siding: if siding is anticipated, describe the location, number, and length. ○ Set-out tracks: if set-out tracks for temporary storage, repair, and maintenance would be needed, describe how long (feet) and how many would be required for each alternative. ○ Power distribution lines: would power distribution lines be needed for the signal system and detectors?
Proposed Rail Line Operation
<ul style="list-style-type: none"> • Description of proposed operations, including: <ul style="list-style-type: none"> ○ Number of days per week and year that trains would operate. ○ Number of locomotives used to move the unit trains and horsepower. ○ Maximum and average length of trains. ○ Average operating speeds including speed at each new at-grade crossing. ○ Description of proposed maintenance. ○ Specific information on rail route and length (for operations, not just what would be built), intended track class, any additional speed restrictions beyond those for the track class (such as on steep inclines). ○ Number of anticipated rail cars by commodity or group of like commodities. • Train operations for each alternative, including: <ul style="list-style-type: none"> ○ EPA Tier emissions ratings of locomotives to be used. ○ Amount of diesel fuel to be used.

Employment

- Estimated construction expenditures.
- Estimated employment in full time equivalent (FTE) employees during construction.
- Number and characteristics of property acquisitions and displacements.
- Description of construction camps (if needed). If not needed, where is it assumed construction workers would reside?
- Description of staffing:
 - Number of FTE employees necessary to operate the proposed alternative and their positions.
 - Number of FTE supervising trainmasters, train crew members, section gangs, track inspectors, carman/inspectors, signal technicians, communication technicians, etc.

Water Use

- Water use reports, data, maps, aerial photographs, and ground-based photographs if available.
- Hydrologic and hydraulic model results, including identification of surface water crossing locations (i.e., streams, rivers, etc.) specific for each alternative and type of structure (bridge or culvert) to be built (e.g., bridge and culvert specifications, including number, location, size, and type).

Thank you for your assistance. We look forward to your receiving this information at your earliest convenience, but no later than the dates specified above. In addition to Joshua Wayland of my staff, please provide a copy of your response to Elizabeth Diller of ICF, our independent third-party contractor at 9300 Lee Highway, Fairfax, Virginia, 22031. Please feel free to contact Joshua Wayland at 202-245-0330 if you have any questions.

Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis