**Seven County Infrastructure Coalition's Response to the**
**STB Office of Environmental Analysis April 12, 2019**
**Request for Information # 1**

**April 19, 2019**

**OEA Information Request**: *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.*

**Coalition Response**: The anticipated right-of-way widths of the proposed routes, measured to each side of the conceptual centerline of each route, is 50 feet (or 100 feet in total), except where additional width is required to encompass the extent of the railway's sidings and side tracks, embankments, cuts, bridges and drainage structures, access and maintenance roadways, snow fences, communication facilities, or to provide for adequate maintenance of the railway infrastructure, or safe separation of railway activities from adjacent landowners or land uses as required by regulation, code, ordinance, or typical railway safety practices.

Potential variations of the right-of-way in excess of 100 feet total rights-of-way width are listed below, in terms of mileposts from 0.0 at each proposed route's connection to the national railway network, to each route's proposed end(s) of track at Leland Bench (Indian Canyon Route) and South Myton Bench and Leland Bench (Wells Draw and Craig routes). Mapping of final proposed rights-of-way width will be provided with the completion of preliminary engineering (inclusive of survey, geotechnical analysis, and hydrology and hydraulics analysis).

**Indian Canyon Route**

MP 0.0 to MP 12.0 – Up to 200 feet each side of centerline where required
MP 12.0 to MP 30.5 – Up to 200 feet each side of centerline with potential for up to 700 feet each side of centerline at locations of exceptionally rugged topography
MP 30.5 to MP 46.0 – Up to 100 feet each side of centerline with potential variance to 200 feet each side of centerline
MP 46.0 to MP 48.0 – Up to 300 feet each side of centerline
MP 48.0 to Leland Bench – Up to 100 feet each side of centerline with potential variance to 400 feet each side of centerline

**Wells Draw Route**

MP 0.0 to MP 12.0 – Up to 200 feet each side of centerline
MP 12.0 to MP 21.0 – Up to 200 feet each side of centerline with potential variance to 700 feet each side of centerline at locations of exceptionally rugged topography
MP 21.0 to MP 57.0 – Up to 400 feet each side of centerline with potential variance to 700 feet each side of centerline at locations of exceptionally rugged topography

MP 57.0 to South Myton Bench and Leland Bench – Up to 200 feet each side of centerline with potential variance to 500 feet each side of centerline

**Craig Route**
MP 0.0 to South Myton Bench and Leland Bench – Up to 200 feet each side of centerline with potential variance to 500 feet each side of centerline

**OEA Information Request**: *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.*

**Coalition Response**: Each of the three alternative routes proposed (Indian Canyon, Wells Draw, and Craig) would have one or two terminus points within the Uinta Basin. All three routes would have one terminus point located at Leland Bench, approximately 9.5 miles south of Fort Duchesne, Utah. Wells Draw and Craig would have a second terminus point located at South Myton Bench, approximately 3.5 miles southwest of Myton, Utah. These terminus points are in essence "ends of track" in areas that the Coalition believes will provide access to an area of freight shipper and/or receiver interest. The Coalition anticipates that a transload facility would be constructed in the vicinity of one or both of these ends of track.

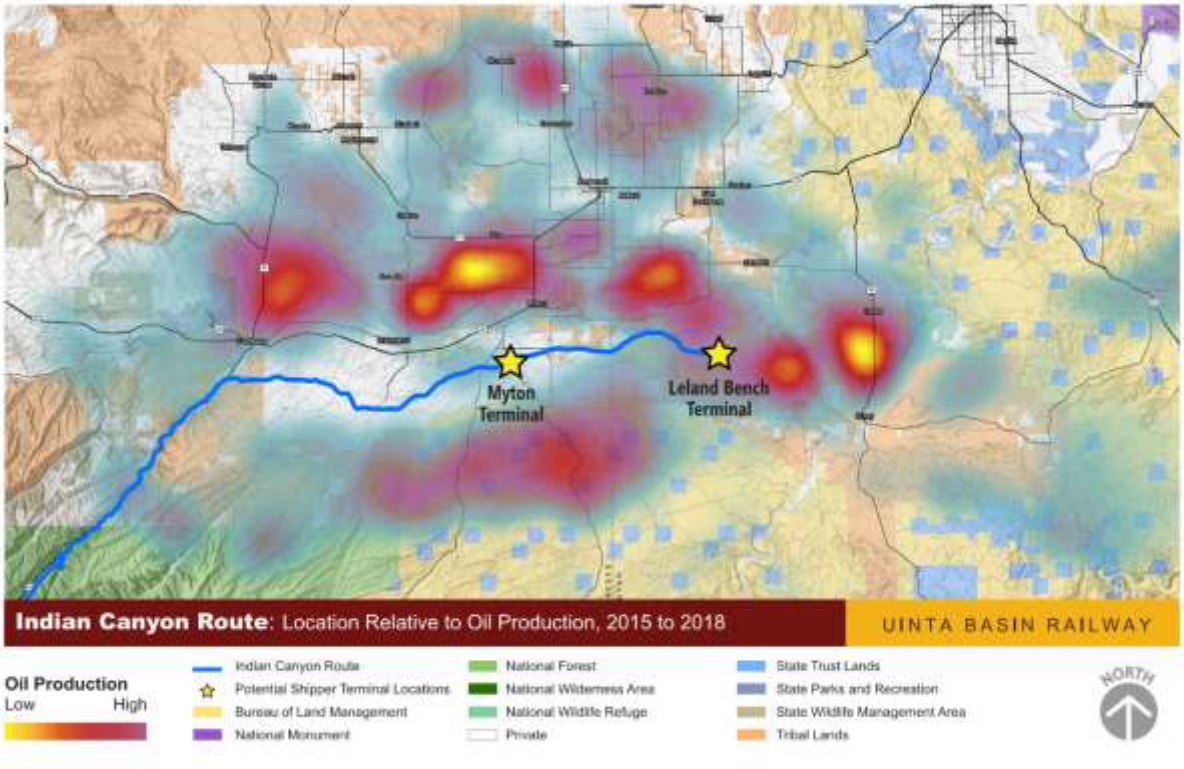
At this time, the Coalition is not proposing to construct any transload facilities. Unless those plans change (at which time, the Coalition would notify the STB), the Coalition anticipates that any transload facilities will be constructed by shippers, receivers, or third-party freight consolidators or distributors. However, there are currently no existing proposals for new transload facilities at these locations. While the Coalition anticipates discussing potential transload facilities with third-parties (e.g., the Ute Indian Tribe, private developers, operators, freight consolidators, shippers, or receivers), the Coalition has not entered into any formal negotiations with such parties at this time. The Coalition notes that it has signed a Memorandum of Understanding (MOU) with Uintah Advantage, the developer of a proposed crude oil upgrader facility near the Leland Bench end-of-track. This MOU contemplates that Uintah Advantage would potentially require railway freight services and that it may provide to the Coalition certain land it currently controls at this location, to enable construction of a transload facility by the Coalition or others.

Shippers and receivers may in fact determine that other locations for transload facilities are more suitable for their needs, and may choose to construct facilities at any location alongside the proposed routes, or at a separate location connected to the proposed routes by a private industrial spur track. However, to facilitate access to the rail line, the Coalition selected the proposed terminus points based on:

1. Proximity to Primary Traffic Source: The railway's anticipated primary traffic source is the crude oil production industry, which produces crude oil and consumes fracturing sand and tubular product (*e.g.*, steel pipe and drill stem). As shown in Figure 1 below, the two selected terminus points are in close proximity to the

principal production areas of the major crude oil production field in the Uinta Basin. The proposed terminus points would also provide convenient access for other Uinta Basin commodities (*e.g.*, agricultural products).

**Figure 1: Uinta Basin Oil Production Heat Map, 2015-2018**




2. Topography and Location: Economical development of railway transload facilities requires topography that is conducive to railway terminal construction. Economical sites must be mostly flat, not cut by watercourses or wetlands, and not occupied by uses that would require expensive relocations. This typically precludes sites that have been already developed for industrial use, residential use, or are occupied by major pipeline or electrical transmission infrastructure. Sites for transload facilities must also be appropriately zoned or readily able to be rezoned.

3. Surrounding Land Uses: The terminus points were chosen based on the potential for transload facility developers to assemble real estate in sufficient size to construct a facility capable of handling complete unit trains. Generally, a terminal or transload capable of accepting unit trains must be at least 200 acres in size.

Because the Uinta Basin Railway would be a common-carrier rail line, it would be open to all shippers and receivers of goods and commodities at any location along its route where shippers and receivers propose to deliver or receive rail cars or trains from the railway. Shippers and receivers may choose to construct their own individual transloads, work cooperatively to construct joint transloads, or contract with developers and operators of transloads. Developers

and operators would contract with shippers and receivers to transload, store, or distribute their goods and commodities, and contract with the Uinta Basin Railway for transportation services.

The number and size of potential transload facilities is unknown at this time. However, generally, a transload facility would:

- Transfer goods and commodities from railway cars to trucks for immediate furtherance to another location, or to storage facilities for future furtherance to another location, or to manufacturing plants;
- Transfer goods and commodities to railway cars from trucks and pipelines, from storage facilities, or from manufacturing plants;
- Reload goods and commodities delivered by railway cars, truck or pipeline, onto other railway cars, trucks or pipelines;
- Accept intact inbound trains from the railway for unloading or loading, and stage outbound trains for operation by the railway after loading or unloading; and
- Store, distribute, consolidate, sort, process, or manufacture goods and commodities.

It is possible that one or more transloaders of small volumes of inbound or outbound commodities (*e.g.*, lumber and other building materials or agricultural products), or manufacturing plants or processing plants generating less-than-trainload volumes, would be constructed on the railway. In such a case, the typical practice would be to handle these small volumes as added "head end" cars to unit trains of other commodities. An inbound unit train would stop momentarily to drop off inbound miscellaneous head end cars to the small transload facility or manufacturing or processing plant before proceeding to its own destination, and outbound unit trains would stop momentarily to pick-up outbound miscellaneous cars.

Locomotives inbound on unit trains are anticipated to either layover at unit-train capable transload facilities until an outbound train is ready, or may be aggregated by the railway and operated to another transload facility or back to the railway's connection with the national railway network. Minor servicing and refueling of locomotives at unit-train capable transload facilities is a typical industry practice.

The proposed Uinta Basin Railway may construct a small terminal at an additional location for servicing or storage of locomotives, track maintenance machinery and rail cars used in track maintenance, material storage, small quantities of rail cars carrying miscellaneous inbound or outbound freight, or empty cars awaiting loads of miscellaneous outbound freight. This small terminal may be co-located with a large unit train transload terminal, or at a different location. The need for a small terminal is indeterminate at this time, as is the location(s).

**OEA Information Request**: *Confirm that the proposed rail line would be constructed as a single track.*

**Coalition Response:** The proposed rail line would be constructed as a single main track, with sidings to enable trains to meet and/or pass at locations to be determined (a siding is a track of sufficient length to contain a complete train, parallel to the main track and connected at both ends to the main track).