



**SURFACE TRANSPORTATION BOARD**  
**Washington, DC 20423**

*Office of Environmental Analysis*

September 25, 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 Uintah Counties, Utah; Information Request #2

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. Please provide this information by October 9, 2019.

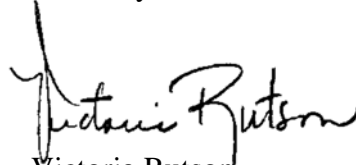
OEA requests further explanation of the Seven County Infrastructure Coalition’s estimate that rail traffic along the proposed rail line would be approximately 7 trains, loaded and empty, per day on average (3.5 in each direction), with approximately 110 cars per train. Please provide the information specified below:

- Provide the estimated number of manifest trains, averaged per day and per year, and the approximate number and weight of cars and locomotives assumed for manifest trains, both maximum and on average.
- Provide the estimated number of crude oil unit trains, averaged per day and per year.
- For crude oil unit trains, provide the assumed number and weight of cars per train, crude oil capacity (in barrels), and number of locomotives assumed for each train, both maximum and on average.
- If it is assumed that “helper” locomotives would be used on the proposed rail line, provide the estimated number of helper locomotives that would be used on a train, the type of train (manifest or oil), and where along the proposed rail line they would be used, with references to mileposts.
- Indicate whether the estimated average number of crude oil trains per day assumes that crude oil currently trucked to Salt Lake City refiners would continue to move by truck or whether it would be transported as part of the 3.5 loaded trains per day estimate.

- Provide any assumptions made regarding the number of new oil and gas wells that would be drilled to provide production sufficient to supply the anticipated number (trains/day, plus trucking, if applicable) of crude oil transport.
- Indicate if it was assumed that most new oil and gas wells would be drilled in Duchesne and Uintah counties, given that is where most of the current oil and gas production occurs.
- Provide assumptions used in estimating the number of manifest trains, including assumptions about the quantity of fracking sand, well pipe and equipment, and other goods that would be needed for new wells and the production of crude at the assumed/forecast level. Also provide assumptions about the number of carloads, averaged per day and per year, of such commodities that would be transported to the Uinta Basin on the proposed rail line.

Thank you for your assistance. We look forward to receiving this information from you at your earliest convenience, but no later than the date specified above. In addition to Joshua Wayland of my staff, please provide a copy of your response to Debi Rogers 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