

UINTA BASIN RAILWAY

The Uinta Basin Railway provides new transportation infrastructure that will solve the long-standing freight transportation challenges in the region by connecting to the national railway network. Through a preliminary public-private partnership between the Seven County Infrastructure Coalition, Drexel Hamilton Infrastructure Partners and the Rio Grande Pacific Corporation, the Uinta Basin Railway will provide a safe and cost-effective solution enabling economic stability, sustainable communities and enriched quality of life.

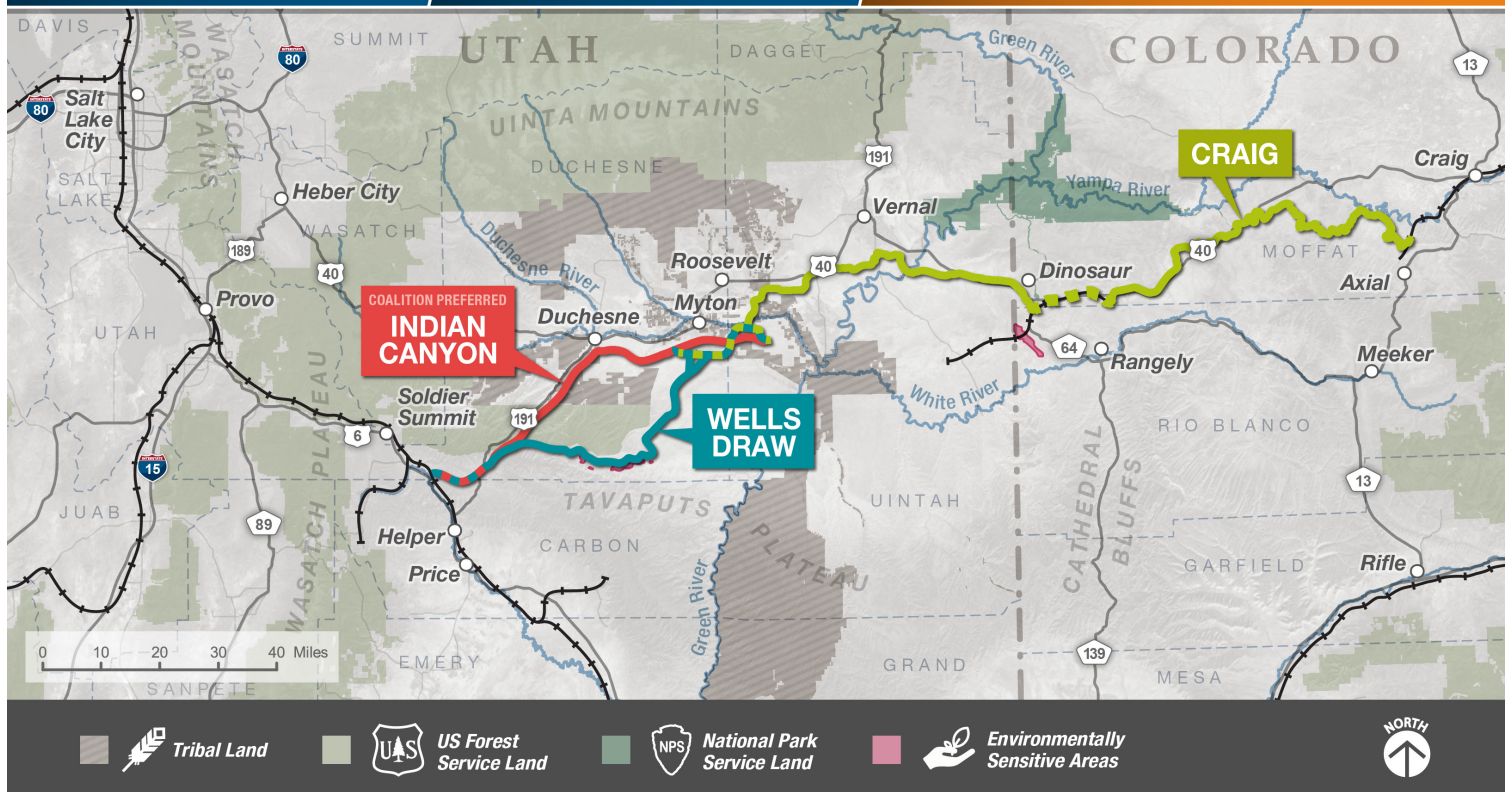
ROUTE ALTERNATIVES

The Coalition reviewed 29 potential routes before narrowing down to three proposed alternatives that reflect the lowest cost to construct and operate, and have the fewest impacts to the environment, residents, communities, agriculture, public lands, endangered species and water resources. The U.S. Surface Transportation Board (STB) is evaluating the feasibility of these alternatives as part of the National Environmental Policy Act (NEPA) process. The STB may also study additional alternative alignments.

29 Routes
EVALUATED

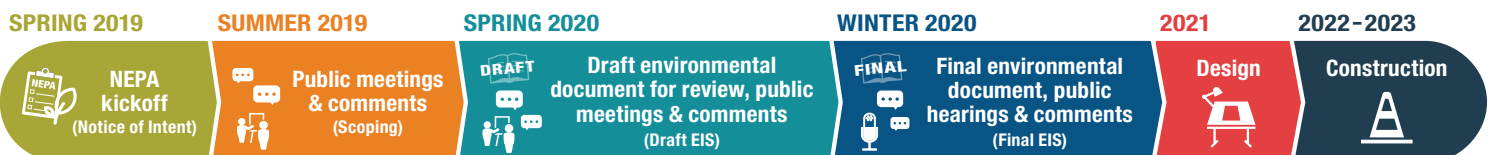
8 Routes
SHORT LISTED

3 Routes for
ENVIRONMENTAL REVIEW



ENVIRONMENTAL REQUIREMENTS & PROJECT SCHEDULE

The STB is responsible for preparing the Environmental Impact Statement (EIS) in compliance with NEPA. The Coalition will support the STB as needed in this process, and is committed to minimizing and mitigating impacts where possible to meet all federal, state, and local environmental regulations.



This information is prepared by the Seven County Infrastructure Coalition, the proponent of the Uinta Basin Railway.
This information is independent of the Surface Transportation Board public process.

PUBLIC-PRIVATE PARTNERSHIP FOR CREATIVE PROJECT DELIVERY

A public-private partnership creates a unique opportunity for collaboration to fund, build and operate important infrastructure projects. This creative preliminary partnership allows an important project like the Uinta Basin Railway to move forward faster.



PUBLIC PARTNER

PLANNING & STUDIES:

- ENVIRONMENTAL CLEARANCE
- PRELIMINARY DESIGN
- FINANCIAL MODELING



PRIVATE PARTNER

COMMERCIALIZATION FINANCING

PRIVATE PARTNER

DESIGN OPERATIONS & MAINTENANCE

FUNDING SOURCE

The public funds authorized for use on the Uinta Basin Railway come from mineral lease fees. Oil and gas are minerals for which producers pay a mineral lease fee to the federal government as part of the Mineral Lands Leasing Act of 1920. The government then gives part of those funds back to the state to be used within communities where the minerals are extracted. The Utah Permanent Community Impact Fund Board allocated these funds to the Coalition.

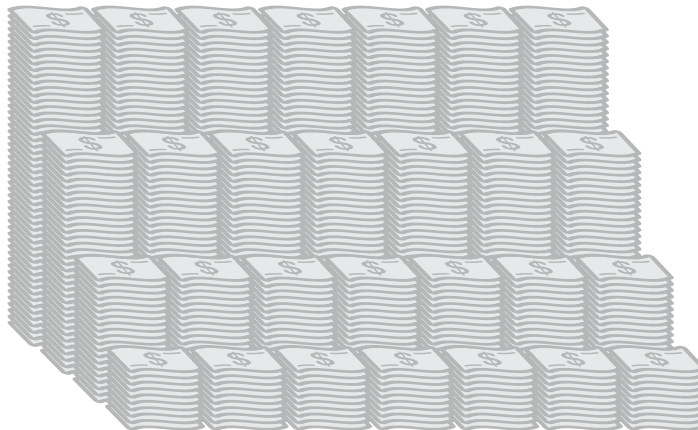
The private industry will pay for construction and operation through contracts and service fees for use of the railway.

**\$27.9
MILLION**



MINERAL LEASE
FUNDS

\$1.2-1.5 BILLION*



PUBLIC FUNDING

PRIVATE FUNDING

**The final cost of the railway will be determined by the route that is selected*