Board Members Present: Casey Hopes (Carbon County), Jack Lytle (Daggett County, who arrived prior to Item 7 on the agenda), Irene Hansen (Duchesne County), Lynn Sitterud (Emery County), Willie Grayeyes (San Juan County), and Brad Horrocks (Uintah County)
Also, in attendance: Mike McKee, Eric Johnson, Brian Barton, Kristi Sharp, Doug Rasmussen, and Heather Hoyt
Absent: Greg Miles (Duchesne County), Garth (Tooter) Ogden (Sevier County)
Others Present: Keith Heaton, Jeff Hartley, Commissioner Mary McGann, Troy Ostler, Senator Ron Winterton, Pamela Juliano, Jake Easton, Kyle Robe, Gregg Healey, and Joel Yellowhorse, (Please notify staff at 435-219-1362 of any spelling corrections or if you were present and not listed.)
NOTE: Due to the Coronavirus, dial-in participation was offered. Dial-in numbers were as follows:

Join Zoom Meeting
https://jonesanddemillezoom.us/j/97447697744
Meeting ID: 974 476 97744
Dial by your location
+1 346 248 7799 US (Houston)
+1 669 900 6833 US (San Jose)
+1 253 215 8782 US
+1 301 715 8592 US

1. Welcome, Introduction and Pledge of Allegiance (Casey Hopes)
2. **Public Comment (Casey Hopes)**

Public comment was accepted verbally, during the meeting, telephonically by Zoom, and by electronic written submission at hoyt@7county.utah.gov. Electronic written comments will be forwarded to the Board Members. All comments will be summarized in the meeting minutes. A complete copy of any written comments submitted may be requested at the email address provided herein.

Time was turned over to Melissa Cano who gave instructions on how to participate verbally and by Zoom.

1. Matt Lucas stated that he is opposed to a roadway thru the Book Cliffs. He works and lives in Dutch John and recreates in several roadless areas. In his opinion this (being roadless) makes the Book Cliffs special. He owns an out-fitter’s business on the Green River. He hears from clients that one thing they love about the Green River is the lack of highways around it. He believes we need to hold onto roadless areas and not allow them to be developed. He thanked the board and ended his comments.

2. Trisha Dean Hedin is a Grand County Commissioner and on the board for the Back Country Hunters and Anglers, but today she is calling in as an individual. She has spent the last 18 years recreating in the Book Cliffs and is a big game hunter. She has opposed this highway since it was first proposed. She believes the paved portion of the Seep Ridge Road in Uintah County has negatively impacted the area. Despite the development of infrastructure on that portion (Uintah County) the undeveloped portion is still a wild place. A highway would forever change that. Please leave it in its wild state.

As concerns wildlife, we are currently in an extreme drought which is negatively impacting the animals. Another obstruction is unacceptable. And, finally, there is a family that moved way out into the Book Cliffs 20 years ago and have built a ranch. This highway would potentially run right through their ranch. She ended saying she hoped the board would think long and hard about all of these impacts. She stated that she will continue to oppose this project, thanked the board and ended her comments.

3. Joshua Lenart stated that he serves on the Central Regional Advisory Council for the Division of Wildlife but today is representing himself. Recently, he drew a Book Cliff’s bison hunting tag and spent 6 days in November in the roadless area. He didn’t see another person on that hunt. He was able to harvest a bison. This is an incredible resource available to everyone. The State Legislature, a few years back, passed a connectivity and migration initiative. They identified the Book Cliffs as priority number one. If you pave the Seep Ridge Road it will cut that range in half and destroy the migration route. He added that he hoped as the board considered moving forward with this project that they would think about what could be lost. He thanked the board.
For the June 18, 2021 meeting, there were no other Zoom or verbal comments made or submitted. No other written comments were received.

3. **Approval of Meeting Minutes for the May 21, 2021 meeting.** (Casey Hopes)

There were no corrections or comments.

**Motion to approve the May 21, 2021 minutes** was made by Commissioner Grayeyes, seconded by Commissioner Horrocks.

**Chairman Hopes called for a vote. The motion passed unanimously.**

4. **Report on San Rafael Research Lab**

Commissioner Sitterud began by saying, on the coal side, they have finished with the DRAX testing and are retrofitting getting ready to begin the Coal First testing. On the nuclear, molten salt side, they are still waiting to begin construction. They had some problems finding a contractor but have awarded the project to BHI from Vernal. They are supposed to sign contracts this afternoon and work should begin in the next 2 weeks.

That concluded the report on the San Rafael Research Lab.

5. **Report on Satellite Transportation Hub**

Commissioner Ogden was absent and time was turned over to Brian Barton. He reminded everyone that at last month’s meeting there was a presentation by Collier’s staff concerning the work being done in Sevier County. They discussed their initial findings. Currently, they are updating the report to reflect comments from Sevier County and others. The report is being updated and the Executive Director stated that he thought the final report would be available toward the end of July.

This concluded the report on the Satellite Transportation Hub.

6. **Report on Uinta Basin Railway Project**

Commissioner Horrocks deferred to Director McKee. Director McKee stated that they are in the last stages of the rail project. It is believed the EIS (Environmental Impact Statement) will be finalized by mid-August. Once finalized, there will be a 30-day review period before it is signed. After that the Surface Transportation Board will act. The other permits (401, 404, Programmatic Agreement, etc.) still need to be finished. We are on track with the budget. Mark Hemphill was not able to attend today so we expect to have a short report from Kyle Robe (Rio Grande Pacific) once he arrives. Everything is looking favorable as of right now.

7. **Comments concerning the Eastern Utah Regional Connection**

Grand County Commission Chairwoman Mary McGann addressed the board. She began by informing the board that she comes from a family of engineers and miners. She has an understanding of this project. But today she wanted to talk about why Grand County is opposed to the Book Cliffs Highway. Despite the claims otherwise, this project will financially impact
Grand County. The road itself may be built and maintained by the State of Utah but as taxpayers every Grand County resident will be helping to pay for this road. In addition, Grand County law enforcement currently does not patrol this road. In the future, if built, they will have to. That is an added expense. Grand County is a Class 5 County with the busiest Search and Rescue in the State. Making access to this back county easy will result in many more rescue responses. Another way this will financially impact Grand County is that in that portion of the Book Cliffs there are several B roads that are infrequently traveled. They provide no maintenance on these roads. Once this highway is constructed providing easy access to these roads, they will be forced to budget additional dollars for maintenance and upkeep.

Another erroneous belief is that this road will be a significant time saver to those traveling between the Uintah Basin and Moab (I70). Commissioner McGann handed out a page of statistics to those in attendance. That page is posted on our website at scic-utah.org, click on MEETINGS, at the bottom of that page select “Meeting Schedule & Archive”, then the June 18, 2021 meeting tab. The document will be entitled “McGann Grand County Statistics”. If you look at the map and calculate the travel time from Vernal to Moab using a couple of different routes, the amount of time this highway would save is “21 minutes”! That is not a lot of time when you consider the potential cost of $170 million dollars. We don’t think the time saved justifies the expense.

Also, we believe you need to take into account the impact on the small communities that currently benefit from the existing travel route. She stated that she knew people who had been traveling along US-191 and stopped in Helper. They had a meal then stopped in some shops and purchased a piece of art work. They loved that little town. With the extension of the Book Cliffs Highway many of these tourism experiences may not happen which will cause a reduction in revenue for these small towns.

Another argument has been that this highway will increase travel and tourism for Moab. She said that Moab is inundated with tourists. They are trying to develop some other industry. They do not need additional travel and tourism!

She hoped as the board members objectively considered some of her points that they would see that this money could be better spent elsewhere. For example, San Juan County could surely find ways to use an additional $170 million dollars.

In closing she’d like to let them know that Grand County would like to be a part of this Coalition if the bylaws could be changed to read that if a project was proposed in a specific county and that county was in opposition to the project then the project would be removed from consideration. If that could be agreed upon then Grand County would like to be the 8th Coalition County.

Commissioner McGann thanked the board for allowing her this opportunity.

NOTE: Kyle Rohe arrived and gave an update on the railway permitting process. Kyle is new to Rio Grande Pacific but not to the project. He has worked on the rail project, in a different capacity, for over 3 years. He reported that things are going well on the permitting process. They had a big submittal to the Army Corps of Engineers this past week. They are meeting deadlines and getting good feedback from agencies on the materials that are being submitted.
8. **Technical Status Update on Eastern Utah Regional Connection Project**

Troy Ostler with CIVCO addressed the board. This is a project report based on the fact that the board reactivated this project at last month’s meeting. Before the project was put into suspension the Plan of Development and the Right-of-Way Applications had been submitted to the BLM. Just prior to the suspension the issue on the private property came up with the BLM and they asked CIVCO to look at an alternate alignment. Currently, our team is reassembled, we’ve dusted off all of the materials, and are ready to move forward as soon as we get the final word. One of the first steps will be to reactivate this project with the BLM.

Commissioner Hopes expressed concern about whether UDOT was going to fund this. They do not have a guarantee from them and the Coalition certainly doesn’t have the money to build this road. Commissioner Horrocks concurred with his remarks and stated he thought they needed to be more confident as to where the State stood and if they were going to be willing to move forward with this project.

9. **Engineers Report**

Brian Barton began by saying they are still very involved coordinating the rail project. There is a lot that goes into keeping on top of the budgets, working with file management, responding to GRAMA requests, developing and evaluating new projects, and providing information to board members. They are still working with Colliers International trying to get the Sevier County report finished up. They are still gathering information on the Navajo Mountain Transportation Planning Effort and the Utah Navajo Water Settlement. As Troy mentioned, they are all preparing to reactivate the Utah Regional Connection Project.

As far as statewide transportation corridors go, when you look at Southeastern Utah there is a gaping hole where there is no transportation corridor. This was initially identified back in 2015 when they did the original Coalition Infrastructure Study. As Commissioner McGann stated, this proposed road has been a topic of discussion for a very long time.

Brian Barton also mentioned, going back to the rail project, they also manage strategic communications. This is the responsibility of Melissa Cano. He turned a few minutes over to her.

Melissa began by saying there have recently been some questions concerning whether information was still available on the railway project. She stated that people can go to the website at uintabasinrailway.com. There is also information on Instagram, Facebook and Twitter. The tag for Instagram and Facebook is @UintaBasinRailway and the one for Twitter is @UintaBasinRWY. If you go to social media, you will notice there are no recent posts. We are waiting for the final EIS to be issued. Once that is issued, we will begin to post updates. If you have questions, please send us a message.

That concluded the Engineers report.
10. State of Utah interest in the Eastern Utah Regional Connection project

Director McKee began by stating that this report would hopefully help those processing information concerning the Eastern Utah Regional Connection project. In a conversation he recently had with Commissioner McGann, she asked him what had happened to put this project back on the active list? First, as Brian mentioned there is a gaping transportation hole where this highway potentially would go, and second, there is federal funding on the horizon that could build this highway. So, today, there are no decisions being made but we are putting all the facts on the table to help the board better assess its next move. Although, at the last meeting, the board voted to reactivate this project there have been no funds expended. As to the earlier questions about the State’s interest in this project let’s turn some time over to Jeff Hartley.

Mr. Hartley began by saying that earlier this year when Governor Cox was in the Uintah Basin there were meetings that he was not able to attend. But, the Director of GOED (Governor’s Office of Economic Development), Dan Hemmer, said that one of the take-a-ways was that there was a need for the State to take a look at the Uintah Basin as concerns Rural Diversification Planning. These plans are being created across the State of Utah as well as nationally. The Uintah Basin is one of those energy communities that needs diversification. Especially when you consider that some of the Biden Administration policies aim to restrict oil and gas production. One of the limiting factors to diversification of the Basin’s economy is transportation, access into and out of the Basin.

Right now, the Basin is limited to Hwy 40. The State is dedicated to improving Hwy 40 but that doesn’t solve the limited access issue. So, that is a concern of the States to the point where Director Hemmer told Jeff Hartley that completing this highway (Eastern Utah Regional Connection) and providing access between Hwy 40 and I70 is the most significant economic impact project that the State could take on. So, the Governor’s Office sees it as a high priority project. This has been expressed to UDOT as well. Jeff has also spoken with Senate President Stuart Adams and Speaker of the House Brad Wilson as well as Representative Mike Shultz who heads up Transportation and Funding for the House. All of these people understand the critical need of that road expansion and the economic impact it could have on the Uintah Basin. It would address the need for diversification in the Basin.

Mr. Hartley went on to say that one of the challenges we will always face, in terms of funding and moving forward, is the completion of the EIS (Environmental Impact Statement). The federal government is considering passing an infrastructure bill. It would include $110 to $130 billion dollars for roads. When this money gets allocated, nationally, it is expected that Utah will receive around one billion dollars. There are a lot of Utah projects wanting to compete for this money. But, one of the requirements for being considered is having a completed EIS. So, completing the EIS should be an important step for the Coalition right now.

Even though there is a lot of support at the State for this project, nothing can be promised or committed until the bill is passed and the money awarded. This road will definitely be on the State’s priority list, but having the EIS finished is critical.
There is a lot of concern from many different directions about this road project. But that is the purpose of the EIS. It allows everyone an opportunity to provide comment. It’s a good vetting process. When this funding comes down to the State, UDOT will first look at projects with a complete EIS.

Commissioner Horrocks asked Troy Ostler (CIVCO Engineering) if they were given the authorization to move ahead, and everything went smoothly, how long before the EIS process could be complete? Mr. Ostler replied that based on conversations he has had with BLM, probably 12 to 24 months to a finalized EIS.

Commissioner Lytle asked how long they’d need before everything could be submitted to BLM to start the clock ticking? Mr. Ostler replied probably 30 to 60 days. They just need to finish up the alternate alignment as requested by the Moab BLM Office, then they should be ready to submit the application. That’s the final hurdle before the clock starts.

Commissioner Horrocks asked Jeff Hartley if this money would be allocated over a period of time? Jeff said not necessarilly. UDOT could be told to make all of the funds available at once. Everyone needs to realize that 2022 is an election year and there could be a lot of new faces in the House of Representatives. That will probably trigger another road bill. So, there will probably be a couple of funding opportunities to build this road, but all of it hinges on getting the EIS finished.

As a final comment, Jeff asked the board to consider changing the name of the project/road. Director Curtis’ grandfather was the first one to propose this project many years ago. It might be nice to consider a name change to the Wells Highway!

11. Executive Directors Report

Last month, during the Public Comment portion of the meeting, Stan Holmes posed several questions. Director McKee felt they were thoughtful and considerate and although we don’t usually respond to Public Comment, he felt Mr. Holmes deserved some answers.

His first question concerned whether the Coalition Board intended to explore water conservation efforts within its member counties? Director McKee responded that most of the counties have water conservation districts and that’s pretty much what they are tasked with doing. Several of the irrigation companies have pursued piping their canals which is estimated to accomplish a 30% to 50% water savings.

Commissioner Horrocks commented that at the head of his farm it used to take running in 12 ac. ft. of water to realize 2 ac. ft. of water. After piping it takes a lot less water.

Director McKee recognized Keith Heaton with the CIB (Community Impact Board). Over the years the CIB has provided funding to make a lot of these water projects possible.

This was a good question from Mr. Holmes but there are other boards and organizations focused on water conservation and it’s not something the Coalition will get involved with at this time.

Meeting Minutes June 18, 2021
His next question concerned whether the SCIC considered itself an interlocal agency for the purpose of pursuing critical infrastructure towards acquisition of a Port Authority right-of-way? Director McKee responded that yes, they were an interlocal agency and do have the authority to pursue such projects.

Another question concerned whether the SCIC had prepared contingency revenue plans if oil and gas revenues were cut back or there was negative impact from SB176? The answer Director McKee gave to this was that SCIC’s budgets were based on already allocated revenues which were secure for at least the next 3 years. Also, as concerns the rail project, there is a private partner who not only will reimburse the CIB but will also pay the Coalition $500,000 a year for its part in developing the railway project.

Finally, Mr. Holmes asked, if the SCIC had received any funding to establish EDCUtah Megasites in the region? Director McKee responded that this is more of a county-by-county opportunity. There are no direct proposals involving the SCIC at this time.

In finishing his Executive Director’s report, Director McKee wanted to stress that everything great they do revolves around a good plan and good people. He noted that a lot of what happens at the CIB is the same. Planning is the corner stone of great projects. He expressed his appreciation to all who work on these projects and especially the Commissioners on the Coalition board. The public may not see this but these Commissioners are so busy yet they make extra time to work on Coalition projects. There are a couple of members who have made themselves available at 6 a.m., every day, for a conference call to coordinate aspects of the rail project. They have been doing this for about a year and a half. He wanted everyone to know how much he appreciated them and the sacrifices they make.

This ended the Executive Director’s report.

12. Community Development Report

Director McKee introduced James Lawrence. Mr. Lawrence then introduced himself saying he is from Florida and is looking forward to moving to Vernal. His strength and business involve community development and entrepreneurship. He is very interested in serving the community where he lives and providing an excellent experience for his customers. They strive to diversity economies.

Specifically, he is looking to build a plant in Northeastern Utah to build electric trucks. Their mission is to build a superior product and to create jobs. He describes himself as a “green guy” but even more he is a “blue collar guy”!! He supports the oil and gas industry and realizes we wouldn’t be where we are today without the oil and gas industry. For him, business is personal as well as spiritual.

As he relocates his company, he wants to become a blessing to the people in these communities. He referenced the Bible saying that he who wants to be greatest of all let him become servant of all. That is how he looks at business. He wants to bring in high quality jobs with good benefits and a good future. He hopes in the near future to make some more tangible announcements.
Commissioner Horrocks mentioned his excitement about the opportunity. He added that what Mr. Lawrence is talking about bringing to the area is very exciting.

Mr. Lawrence added that he is working on an agreement with a supplier and if it materializes, by 2022, they will bring forth a very innovative battery technology. This will be a type of battery not made anywhere else in the world. Superior to any battery technology currently available.

He is looking at having several divisions that support this electric bus company and is hoping to locate some of these subsidiaries in other Coalition counties. It will take a network of suppliers to support this business.

He stated that he is also an inventor. He is a 2nd generation logistorian. His dad was a teamster back in the 1950’s and hauled vehicles from Detroit to Florida. Mr. Lawrence stated that he has shipped automobiles for almost every U.S. manufacturer. He has also helped create 2 railroads. One was a floating railroad, a ferry rail, which runs from Southern Mexico to Mobile, Alabama. He has developed a new type of collapsible shipping container. The initial launch of this concept was from Shanghai to Mobile, Alabama. There are several other projects he is working on. He says he is a hard worker and will do everything within his power to make this business a success.

Commissioner Hansen (Duchesne County) told Mr. Lawrence it was good to see him again and she totally understood how this could be a spiritual venture for him. As a former economic development director and now, as a commissioner, tasked with overseeing economic development, she has spent many hours on her knees trying to do the best for the people of the Uintah Basin. For years she has watched family and community members fall victim to the ups and downs of this economy that is not diverse enough. However, all it takes is one thing to change the paradigm.

Commissioner Hansen went on to say that Utah is a place where people want to come. And, the Uintah Basin is blessed with great leaders and legislators. There are great resources and great employees. She told Mr. Lawrence that she has a great appreciation for his willingness to come here.

Mr. Lawrence mentioned that it has taken him a while to get this far. But, one of the things that influenced him in his decision to choose the Uintah Basin was that during one of his visits it was brought to his attention that there were inter-denominational prayer groups gathering to pray for a community. That really touched him. After that he made a commitment to move his company here. He is now giving Utah a right of first refusal!

Director McKee brought up a prior discussion in which Commissioner Todd asked Mr. Lawrence, why Vernal? Why the Uintah Basin? He said that Mr. Lawrence responded that he is a rural guy and believes America’s future lies with rural America. During his discovery process he was exploring rural Utah. About that same time, he got a letter of interest from Uintah County. That’s where this all began.

Back to the business, Mr. Lawrence stated that when you buy a vehicle there are 2 logistics. There are inbound raw materials to the plant where trucks come in to the plant loaded, make a delivery, and leave empty. Then there is the outbound process where the vehicles are moved to
market. What he has done is develop a technology where the inbound and outbound are married. This sets them apart from every other auto maker in the world. He has several technologies that he is working on and sees a big future with what he can bring to the Uintah Basin.

13. **Update on Rules and Regulations**

Time was turned over to Coalition attorney Eric Johnson. Mr. Johnson stated that over the past year the board had considered and approved various revisions to the rules and regulations. It was suggested that we bring them all together under one cover, into one document. We have now accomplished that goal.

Director McKee said that all of these revisions have previously been adopted by the board. This is merely a clerical type of compilation to make them easily accessible within one document. For example, the information about the fraud hotline has been added along with the Coalition’s Travel Policy.

14. **Discussion and consideration of authorizing the Co-Chairs and Executive Director to authorize and approve San Rafael Research Lab invoices through June, 2021 requiring payment prior to the July, 2021 Coalition board meeting and related matters.**

Director McKee reminded the board members that the State works on a fiscal year and not a calendar year. Because of that, any invoices we have for payment out of State funding sources have to be processed, reviewed, paid, and submitted for reimbursement by July 7th. In prior years the board has authorized the Executive Director and the Co-Chairs to review and approve for payment any invoices needing to be paid out of State funding sources. Then, any invoices and payments made are ratified at the July meeting. We are asking for authorization to do the same, by this resolution.

**Motion to approve Resolution 2021-6A authorizing the Co-Chairs and Executive Director to authorize and approve San Rafael Research Lab invoices through June, 2021 requiring payment prior to the July, 2021 Coalition board meeting and related matter** was made by Commissioner Lytle, seconded by Commissioner Horrocks.

**Chairman Hopes called for a vote. The motion passed unanimously**

15. **Discussion and consideration of monthly expenses**

Doug Rasmussen with Smuin, Rich and Marsing presented the monthly expenses to the board in the amount of $399,186.77.
## SENEF COUNTY INFRASTRUCTURE COALITION PAYMENT APPROVAL

**June 18, 2021 at 10:00 a.m.**

**Carbon County Commission Chambers**

751 East 100 North, Price, UT 84501

### Expenses Previously Approved by Board:

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<th>Invoice #</th>
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**Total Payment Approval:** $399,186.77

Motion to approve the monthly expenses in the amount of $399,186.77, was made by Commissioner Horrocks, seconded by Commissioner Sitterud.

**Chairman Hopes called for a vote. The motion passed unanimously.**

Doug Rasmussen next referred the board to the Balance Sheet as of April 30, 2021 which showed the assets, liabilities, and equity, along with the Consolidated Profit and Loss and Individual Profit and Loss by Class for January thru April 30, 2021. He stated that there was nothing unique or unusual on these financials.

Motion to accept the financials as presented for the month ending April 30, 2021 was made by Commissioner Horrocks, seconded by Commissioner Sitterud.

**Chairman Hopes called for a vote. The motion passed unanimously.**

Mr. Rasmussen stated that he wanted to make the board aware of a change. The item referring to the Seep Ridge Road project has now been changed to read Eastern Utah Regional Connection.
project. Just a name change. The Utah Code allows for line-item changes and this does not require any sort of a public hearing.

And, finally, the board was directed to pages that represent each individual project since inception with a statement showing expenses for each project and the funds remaining. If the project has been closed it shows as being zeroed out. In addition, these pages show any other expenses right up to today’s board meeting.

This concluded the financial reports.

A recess was called by the Chair Hopes at 11:34 a.m. The meeting resumed at 11:55 a.m.

16. **Motion to enter closed (executive) session pursuant to Section 59-1-404 related to real estate acquisition, pending litigation, professional competency and trade secrets** was made by Commissioner Grayeyes, seconded by Commissioner Horrocks at 11:55 a.m.

Roll call vote, to make sure every vote was counted, was as follows:

**SEVEN COUNTY INFRASTRUCTURE COALITION VOTING:**

<p>| | | | |</p>
<table>
<thead>
<tr>
<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td>Carbon</td>
<td>Board Member</td>
<td>Yea X</td>
<td>No ___</td>
</tr>
<tr>
<td>Daggett</td>
<td>Board Member</td>
<td>Yes X</td>
<td>No ___</td>
</tr>
<tr>
<td>Duchesne</td>
<td>Board Member</td>
<td>Yea X</td>
<td>No ___</td>
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<tr>
<td>Emery</td>
<td>Board Member</td>
<td>Yea X</td>
<td>No ___</td>
</tr>
<tr>
<td>San Juan</td>
<td>Board Member</td>
<td>Yea X</td>
<td>No ___</td>
</tr>
<tr>
<td>Sevier</td>
<td>Board Member</td>
<td>Yea ___</td>
<td>No ___</td>
</tr>
<tr>
<td>Uintah</td>
<td>Board Member</td>
<td>Yea X</td>
<td>No ___</td>
</tr>
</tbody>
</table>

**Motion to leave closed/executive session** was made by Commissioner Horrocks, seconded by Commissioner Lytle at approximately 12:44 p.m.

Roll call vote, to make sure every vote was counted, was as follows:

**SEVEN COUNTY INFRASTRUCTURE COALITION VOTING:**

<p>| | | | |</p>
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<tr>
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<tbody>
<tr>
<td>Carbon</td>
<td>Board Member</td>
<td>Yea X</td>
<td>No ___</td>
</tr>
<tr>
<td>Daggett</td>
<td>Board Member</td>
<td>Yes X</td>
<td>No ___</td>
</tr>
<tr>
<td>Duchesne</td>
<td>Board Member</td>
<td>Yea X</td>
<td>No ___</td>
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<tr>
<td>Emery</td>
<td>Board Member</td>
<td>Yea X</td>
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<tr>
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<td>Board Member</td>
<td>Yea X</td>
<td>No ___</td>
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<tr>
<td>Sevier</td>
<td>Board Member</td>
<td>Yea ___</td>
<td>No ___</td>
</tr>
<tr>
<td>Uintah</td>
<td>Board Member</td>
<td>Yea X</td>
<td>No ___</td>
</tr>
</tbody>
</table>

27. **Motion to Adjourn**

A motion to adjourn was made by Commissioner Horrocks.
A motion to approve the June 18, 2021 meeting minutes was made by Commissioner Lytle, seconded by Commissioner Sitterup.

SEVEN COUNTY INFRASTRUCTURE COALITION VOTING:

<table>
<thead>
<tr>
<th>County</th>
<th>Role</th>
<th>Vote</th>
<th>Absent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carbon</td>
<td>Board Member</td>
<td>Yea</td>
<td>No</td>
</tr>
<tr>
<td>Daggett</td>
<td>Board Member</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Duchesne</td>
<td>Board Member</td>
<td>Yea</td>
<td>No</td>
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<tr>
<td>Emery</td>
<td>Board Member</td>
<td>Yea</td>
<td>No</td>
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<tr>
<td>San Juan</td>
<td>Board Member</td>
<td>Yea</td>
<td>No</td>
</tr>
<tr>
<td>Sevier</td>
<td>Board Member</td>
<td>Yea</td>
<td>No</td>
</tr>
<tr>
<td>Uintah</td>
<td>Board Member</td>
<td>Yea</td>
<td>No</td>
</tr>
</tbody>
</table>

Approved 4-0-3 absent

Co-Chair: Casey Hopes

Co-Chair: Greg Miles

ATTEST:

Heather B. Hoyt

Meeting Minutes June 18, 2021