



SEVEN COUNTY INFRASTRUCTURE COALITION
MEETING MINUTES

November 19, 2021 at 10:00 a.m.
Carbon County Commission Chambers
751 East 100 North
Price, Utah
(435) 219-1362

Board Members Present: Casey Hopes (Carbon County), Greg Miles (Duchesne County), Lynn Sitterud (Emery County), Willie Grayeyes (San Juan County) and Brad Horrocks (Uintah County, Zoom)

Also, in attendance: Mike McKee, Eric Johnson, Brian Barton, Mike Hawley, Eric Johnson, Kristi Sharp and Heather Hoyt

Attended telephonically: Melissa Cano, Kelly Carter, Keith Heaton, Deeda Seed, Garrett McMullin, Tad Greener, Stan Holmes, Representative Phil Lyman

Absent: Jack Lytle (Daggett County), Garth “Tooter” Ogden (Sevier County)

Others Present: Senator Ron Winterton, Senator David Hinkins, Joel Brown, Troy Ostler, Commissioner Greg Todd, Gaylen Stewart, Reed Page, 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/81812623532>

Meeting ID: 818 1262 3532

Dial by your location

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1. **Welcome, Introduction and Pledge of Allegiance** (Greg Miles)
2. **Public Comment** (Greg Miles)

Public comment was accepted verbally, during the meeting, telephonically by Zoom, and by electronic written submission at hhoyt@7county.utah.gov. Electronic written comments are forwarded to the Board Members. All comments are 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.

There were no public comments by Zoom. For the November 19, 2021 meeting, there were no other comments made or submitted. No written comments were received.

3. Approval of Meeting Minutes for the October 22, 2021 meeting. (Greg Miles)

Motion to approve the October 22, 2021 minutes as presented was made by Commissioner Grayeyes, seconded by Commissioner Sitterud.

Chairman Miles called for a vote to approve the minutes. **The motion passed unanimously.**

4. Report on San Rafael Research Lab

Commissioner Sitterud began by saying that on the nuclear side contractors are making good progress. They are working on the ventilation system and pulling in natural gas.

On the coal side another test has been completed for the University of Utah and Rocky Mountain Power, since the last meeting. Presently, they are modifying the system in preparation for future tests.

They had meetings yesterday with Utah State University and the State of Utah. They are looking at having a director hired for the research facility by the first of the year (2022).

This concluded the report on the San Rafael Research Lab.

5. Report on Satellite Transportation Hub

Commissioner Ogden was not in attendance and Director McKee stated there was nothing new to report that he knew of.

This concluded the report on the Satellite Transportation Hub.

6. Report on Uinta Basin Railway Project

Commissioner Miles stated that the project was in a holding pattern waiting on a decision from the Forest Service. The 404 Permit is out for public comment. People have been asking how to make new public comment. This round is for those who have previously made comment. If an individual has not previously made public comment they can not do so at this time. There is currently a 45-day comment period. It could be followed by an additional 45 days. So, potentially, it could be 90 days before there is a decision from the Forest Service.

In addition, they are still waiting on a final decision from the Surface Transportation Board and waiting on the Army Corp permits.

Director McKee noted that Chair Miles made a great report and added that there is still a lot going on even though some of this is just waiting. It is hoped that the Army Corp 404 Permit will be done by the end of the month. One additional item...the budget remains in good shape.

Chair Miles added that it's pretty incredible on a project of this size to still have ample contingency funds. Hats off to the entire team. It's been a great project and a super effort by all.

This concluded the report on the Uinta Basin Railway Project.

7. Executive Directors Report

Director McKee wanted to take the board back to the Daggett County Planning Study. This concept was first approved, by resolution, in February, 2021. It was brought back before the board a couple of months ago to clarify that the amount allocated was \$50,000. The board originally discussed this amount but it never made it into the written record. As he was thinking back over this discussion, he wanted to make sure the board members understood that the money was coming out of the Coalition's \$750,000 allocation. If that was not your understanding and you have questions, please let Director McKee know.

The next thing he wanted to mention concerned the State's Energy and Innovation Plan. The State will be having some public meetings, one on Tuesday, December 7th at the Uintah County Commission Building, from 5:30 to 7:00pm. Another will be on Thursday, December 9th at the Capitol Board Room in Salt Lake City. In these meetings they will be addressing the State's energy plan. So, if you have any thoughts on this be sure to make comment. They are trying to develop a futuristic plan.

Director McKee stated that when they interviewed him, he told them that 7 County was a coalition of counties that supported traditional fuels and natural resources. These were very important issues to these counties. It's important to see that these fuels continue to be used. He continued that the Coalition recognizes that there may be transitions in the future and they look forward to considering other types of energy, but they favor an "all of the above" approach.

There is a lot of pressure out there to move away from traditional fuels but it's important that 7 County stress that these are important to our communities and our economies. Any future transition cannot hurt our economies. There is a place for traditional fuels for a long time to come.

This concluded the Executive Directors Report.

8. Engineers Report

Time was turned over to Mike Hawley who introduced the discussion on the project ranking criteria. He wanted to note that this meeting, today, marked exactly 3 years since the CIB awarded funds for the Uinta Railway project. It's interesting to note that the budget that was presented at that initial CIB meeting is the same budget they are working with today. No

increases or decreases! In fact, there is more in the contingency fund today than when the project began. That's pretty remarkable.

The monthly summary provided to the board and posted on the website details the various tasks performed over the past month. So, he will not take time with that now.

Next followed a power point presentation on the project ranking criteria with Brian Barton. While waiting to start the presentation Director McKee mentioned that this process has been streamlined since the beginning of the Coalition. The hope today is to get additional input that will help refine it even further. The question is, does this process serve the board's needs or does it need to be refined further?

Brian Barton added that this process began in 2015. It's been 6 years of trying to find the best way to help the board make decisions on projects. The Coalition covers such a broad geographic area with unique issues in play. Today, we will review the ranking matrix criteria we are using to help the Coalition achieve its goals (See Matrix Ranking Update at scic-utah.org, November, 2021 meeting)

The 3 goals the Coalition has used to guide its way are 1) Cooperative Regional Planning, 2) increased economic opportunity and, 3) is a project sustainable, will it last and be good for a long time to come.

Each of these goals has a sub-list of criteria. As the board considers a project using the matrix it is asked to rank the project on a scale from 1 to 10 based on each criterion. Every project considered is reviewed and scored according to this matrix. The weighting of the criteria has been set by the board, also.

Brian Barton next reviewed the criteria under each goal with the board. The question is do these still serve the board's needs or are their factors that need to be added?

Director McKee pointed to one item that concerns him. There is a criterion that addresses whether a project serves more than one community. Does it benefit multiple counties? He wanted to make sure the board understood that a project did not have to benefit multiple counties to be considered but it did rank higher if it did.

Commissioner Miles stated that he agreed and believed that for most projects it could be shown that they benefited the region. He could not think of a project the Coalition had undertaken that hadn't benefitted a region.

Brian Barton further pointed out that the criterion asked whether a project benefitted "multiple counties", not multiple Coalition counties. That makes a difference.

Commissioner Grayeyes wanted to comment on their Transportation Project. He pointed out that the sections of their road potentially serves a region. He is working with the Arizona section of the road as well and the Western Navajo Agency Council has already approved a section and they are moving forward. There is support from both sides of the border for this project.

Brian Barton, in conclusion, let the board know that they would be sending out a prioritization survey. They asked that the board please take a few minutes to consider what is more important between two compared elements. This helps establish the weighting within the matrix analysis process; which elements are most important to the board.

Commissioner Miles commented that it has been brought up several times a concern about the Coalition getting too spread out in its projects. He wanted everyone to realize that this is the process created to keep that from happening.

This concluded the Engineers Report.

9. Presentation by Dominion Energy

Commissioner Miles began by stating that they have been requesting an update on the Green River Gas Project but unfortunately a Dominion Energy representative was unable to attend the meeting.

Director McKee stated that Scott Messersmith had called him to say that the work the Coalition did to help further gas concepts in the Green River area is what got them going and helped them do what they've been able to do. He said the Coalition deserved some credit for what it had done.

Dominion was hoping to have a representative at the meeting to discuss the project and thank the Coalition. This is a great example of the Coalition supporting a project in the beginning then stepping back when private industry steps forward.

Commissioner Miles commented that he gets a lot of comments about communities that are bypassed by natural gas. There are so many benefits to having natural gas available. As an example, in the center of Altamont there are 14 homes not served by natural gas. They are still on propane. Every other member of the town has natural gas. Maybe the Coalition could explore using some of this infrastructure money to run natural gas to these 14 homeowners.

Director McKee stated that Mr. Messersmith mentioned the possibility of getting Coalition support to reach out to some of these small areas not being served.

10. Presentation by the new Northern Utah Regional Director for Senator Lee's office.

Joel Brown who previously was the Vernal Chamber of Commerce Executive Director has taken Carolyn Phippen's place as the Northern Utah Regional Director for Senator Mike Lee's office. His responsibilities have been expanded to also work with local leaders and business owners.

Joel went over some of the provisions for Utah in the Infrastructure Bill. The bill passed a couple of weeks ago. His goal will be to make sure his areas are represented equally. Based on formula funding Utah is expected to receive \$2.4 billion for Federal Aid to Highways Programs as well as \$225 million for bridge replacement and repairs. Utah can compete for the \$12.5

billion bridge investment program for economically significant projects. There is nearly \$16 billion of national funding dedicated for major projects that would offer substantial economic opportunity to Utah communities. Utah can also expect to receive \$623 million over 5 years which will be very beneficial to rural communities.

The bill will invest \$7.5 billion nationwide on EV chargers (Electric Vehicle). Utah can expect to receive \$36 million over 5 years to support the expansion of its EV network. Utah will also have an opportunity to apply for the \$2.5 billion in grant funding dedicated to EV charging networks. Utah can expect to receive a minimum allocation of \$100 million to help provide for broadband coverage across the State. That is another pot of money that could benefit rural Utah. Another allocation is \$19 million over 5 years to protect against wildfires and \$13 million to protect against cyber-attacks. And, also, \$360 million over 5 years to improve water infrastructure throughout the State and assure clean, safe drinking water which should be a right for all communities.

In closing, there is \$181 million for infrastructure development for airports over the course of 5 years. These are approximate numbers provided by the U. S. Chamber of Commerce, but either way this is a substantial amount of money coming to the State of Utah.

If you need to contact Joel, his contact information is as follows:

435-219-5150, he is available 24/7
Joel_brown@lee.senate.gov

He will stay in touch. In the coming weeks as this money starts arriving into the State, we have to be on top of it if we want our fair share. Let him know how he can help.

Commissioner Miles said that Duchesne County has previously had a good working relationship with Joel and he looks forward to working with him this new capacity.

Joel's area will cover Uintah, Daggett, Duchesne, Wasatch, and parts of Summit, Carbon and Grand Counties.

Commissioner Miles commented about all of the money allocated for charging stations and he hopes there will be enough power to serve them. He noted that peak demand on a charging station, especially a rapid charger, takes a lot of energy. Power providers may not be willing to sell power cheaper than what they are paying for it. There may need to be some concessions made with the rates. Right now, you can charge a car for less than you pay to put gasoline in your car. There needs to be some equality. Also, there is no tax assessed at the charging stations to help pay for road maintenance.

Commissioner Hopes added that the State is also concerned about electric vehicle owners not contributing toward road impacts. Currently, it is the gas tax that pays to maintain roads. Electric vehicles are using these roads without contributing to the infrastructure. Director McKee said that this actually was a point of discussion last year at legislature. So, these discussions are on the horizon.

11. Report on Navajo Mountain Transportation Project

Director McKee began by reminding the board that some of them, including Senator Hinkins and Representative Lyman, had an opportunity to go down to San Juan County to meet with Commissioner Grayeyes (and others) to discuss their transportation and culinary water needs. Since then, the alignment of the road has been redefined. A map showing the new alignment was projected. Brian Barton explained that in the right corner of the map you could see Blanding, Utah. On the left side was Navajo Mountain and at the south end of the map, Kayenta, Arizona. There were red lines depicting existing roads and yellow and green lines representing corridors that were being discussed. (See Regional Transportation Map for San Juan County Project posted in November, 2021 documents on the website, scic-utah.org)

Time was turned over to Commissioner Grayeyes. He began by explaining that he thought that this was a good regional project. It benefited the Navajo Nation, the County, the State of Utah, and the State of Arizona and some of their counties. He went on to explain that the Navajo Mountain Chapter was situated in two states, almost divided in half between the two. It, also, sits under three county seats.

This is a very remote area with great vistas. It has very interesting geography. The elevation is approximately 3,000 feet. To the top of the mesa about 6,500 feet and to the top of the mountain 10,380 feet. There is very little infrastructure or conveniences. Most of the people use fire for heating and cooking. Just recently, 25 residences received power! In Commissioner Grayeyes area there is no electricity, natural gas or running water.

Back in the 1930's when the rest of the country was experiencing an economic depression the Navajo people did not experience any of the hardships because they have always lived without modern conveniences. Another change since the 1930's is the amount of moisture they receive in this area. Back then rain and snow were plentiful and the crops grew. The grass was as high as a horse's belly and you could barely see the backs of grazing cows. Now, the jet stream has moved way to the north and they receive very little rain or snow. They now live in a desert and with no supplemental water they cannot grow crops.

Now, economic opportunity happens on the other side of the mountain, not for his people. As a Tribal Councilman it is not his responsibility to take care of local government on a day-to-day basis. It is his job to go over the mountain and look for resources to bring back. This is hard to do. Because of the lack of resources and opportunities the highly skilled and educated people have packed their bags and moved on to find jobs and better living conditions. This is a disadvantage to his Nation.

This transportation and water plan will bring some revitalization. These two plans are intertwined. As the roads are constructed the culinary water infrastructure will be buried in the road rights-of-way. Bringing in water will allow them to revitalize agriculture. His people would rather grow their own food than go to shopping centers. Using self-determination, self-sufficiency and the help of our communities we will be able to make this happen.

As a result of this revitalization, jobs will be created. Maintenance of roads, fences, and the water system will create jobs.

In this area they have a hidden treasure – Navajo Canyon. It is right in their back yard next to the mountain. In that area they could build a community that could be an example for other communities. Commissioner Grayeyes would like to also ask the State for planning money and possibly money for construction for such a community. But the transportation and culinary water must be the priority. He must be able to bring some of this State money back for his people. There was \$67 million dollars appropriated for communities in northern Arizona. The Western Navajo Agency Road Construction Project is only \$13 million. He is hopeful that some of these infrastructure bill monies will come to them and make a difference. They must be ready when the monies come available. The engineering, planning, rights-of-way acquisition and federal requirements must have been met in order for them to move forward quickly.

Commissioner Grayeyes ended by saying that he needs the Coalition's support. Please consider his remarks to see what can be done as we work together. He is only one person (but, not the Lone Ranger!). He is a part of the Navajo Nation and proud of it.

Chair Miles thanked Commissioner Grayeyes. He said that it is tough to paint a picture of how great the Navajo Nation's need is, but he thought the Commissioner had done a great job.

Time was turned over to Senator Hinkins who stated that part of the bill that got passed has \$210 million dollars allocated for the Navajo Water Settlement. The million dollars needed for planning is part of that. There are a lot of projects planned and going on in San Juan County.

As to the transportation project, they have met with President Nez. In addition, Lieutenant Governor Henderson came down for the meeting they had and toured the Piute Mesa. They even toured where Willie used to herd sheep on top of the mesa. It was very educational and interesting.

At Monument Valley, in the old hospital, there is a small school. Right next to this school there is an \$8 million dollar college campus planned. It will be a Utah State University campus. Part of the challenge will be getting the infrastructure ready for this project. Last year, they were able to obtain \$4.5 million dollars for cellular towers.

Because of COVID and children not being able to attend school they were able to get internet to many homes that already had power. They are now working to bring solar to other homes still without power as well as culinary water.

In talking with President Nez, he learned that one thing that increases the cost of road construction is the inability to crush rock. They need to get with the Department of the Interior to remove their prohibition against crushing gravel. It really increases the cost of the project when they have to bring in gravel from out of the area.

President Nez also told him that they might be able to help pay half the cost of the project. Currently, the project contemplates constructing a county road but they'd like to make the road from Navajo Mountain to Monument Valley a state road.

With the designation of the Bears Ears Monument there will be an increase in tourism. A loop road going up Navajo Mountain could bring tourism revenue to this area. Senator Hinkins has seen "if you build it they will come" become a reality. Not having adequate infrastructure puts a big burden on the County.

Westwater, near Blanding, across the ravine, has money allocated for infrastructure so this is a good time for this project as well. Commissioner Grayeyes mentioned that many of them are still using wood to heat and cook. They are trying to get some coal mines in Colorado to provide coal which would help with this until the infrastructure can be built.

Senator Hinkins referenced another project. Natural gas coming in to Green River which has been a great help. There are folks looking to build a fertilizer plant there. Bringing in natural gas made that possible. This will create jobs for people in Emery and Grand Counties. It's essential we all stick together to make these things possible.

Chair Miles turned some time over to Representative Phil Lyman who joined the meeting by Zoom. Representative Lyman began by saying how much he appreciated what the Seven County Coalition does. He also appreciated Joel Brown and the report he made on the federal monies. As a nation we are pushing \$30 trillion dollars in debt. This is money our children and grandchildren and future generations will have to pay back. As you look at all of these projects the one thing essential thing is good planning. He appreciated all of the planning that is being done for these projects. He thinks when you look at the whole State of Utah, it's the southern half of the State that is really crying out for infrastructure.

A few years ago, he helped form the North Lake Powell Accord, very similar to the Seven County Coalition in structure. They are working to obtain planning money to study water levels in Lake Powell. That will have a trickle effect up to Flaming Gorge, the Green River and the Colorado River.

In years past, the Colorado River Authority was formed but Southern Utah has no representation on that board, and they should have. That is another thing he is working on. He believes that all of them working together will make a difference. He stands ready to help.

Chair Miles asked Brian Barton to go back to the map concerning the Navajo transportation project. He asked if any of those were proposed roads? Brian said that some of them exist in one form or another, but the green lines were proposed and some of the blue lines were 2-track roads. The rest needed to be built. There is also a proposed bridge across the San Juan River. From a regional perspective the plan is to find the shortest route from Navajo Mountain to Blanding. Creating this route will take 2 hours off the current drive to Blanding.

After everyone came to San Juan County for the field trip there was a hunger to find the shortest route possible. The one thing we do know is that no route is going to be cheap or easy. It's a

very expensive and difficult project. There is a lot of cutting and filling, along with drainage features. The cost in today's dollars is probably upwards of \$150 million dollars.

Director McKee asked, for example, if Phase 1 of the green route were to happen, just to creating enough of a road that it could be traveled, were they looking at around \$50 million? Brian said that was correct.

Senator Hinkins pointed out that preliminary work on the green route might be more expensive than the blue route because there are 2 steep canyons that must be crossed. But, that's why they need the planning money to be able to study all of the options so they can really understand what they are working with.

Senator Hinkins also pointed out that one highway exchange in the Salt Lake Valley is \$100 to \$150 million so when you put this project in perspective they aren't asking for much money! It's all in the perception.

Representative Lyman mentioned that they are looking at building a bridge from Halls Crossing to Bullfrog. If that comes to pass it would cut a couple of hours off the trip down to Monument Valley.

Director McKee said they will continue to work with the legislators and are asking for the \$1 million for planning ahead of this infrastructure money. This planning will begin to answer some of the NEPA questions but will not totally pay for the NEPA process.

Commissioner Grayeyes was asked about any endangered species they might encounter? He stated that there may be some on the top of the mesa but he didn't think they'd encounter any in the road construction areas. Also, most of the archeological ruins were in Piute Canyon and should not pose a problem.

12. Discussion and consideration of adopting the 2022 annual meeting schedule.

Director McKee presented the 2022 annual meeting schedule. It indicated meetings on the 3rd Friday of every month. There was a notation made for February as most of them will be at legislature so, the February 18th meeting will be in Salt Lake at a location yet to be determined.

Motion to approve Resolution 2021-11A adopting the 2022 annual meeting schedule was made by Commissioner Horrocks, seconded by Commissioner Grayeyes.

Chairman Miles called for a vote on Resolution 2021-11A. **The motion passed unanimously.**

13. Review, consider, and adopt the 2022 Tentative Budget.

Director McKee began by noting that there were some pretty big numbers in the budget. This is in anticipation of \$28 million coming back to the Coalition at the completion of the rail project. Remember, these represent our best guess at this time.

Time was turned over to Kristi Sharp with Smuin, Rich and Marsing. On the income side you will see the general operating grant from CIB, about \$750,000. Then, we are estimating about \$3

million to complete the rail project. For the San Juan Mountain Regional Plan, we are looking for \$1 million dollars. For the Eastern Utah Regional Connect Project about \$2.7 million. For the San Rafael Energy Research Center, \$675,000. This is from the grant we already have received and are still spending. From the 2022 BYU Energy Research Center around \$400,000. For the rail project purchase it's the \$27.9 million. This makes up the largest portion of the budget. Then, we have the Uinta Rail Project annual payment of \$500,000. Next is the BLM Cost Recovery at \$98,000 but there is a possibility this money might come back to us next month in December. If that happens then this would come off the 2022 budget. So, that brings the 2022 budget total income to \$37,023,000.

On the expense side, there are bank charges at \$1,000. Board education and training also \$1,000. Equipment, supplies and maintenance is \$1,500, with insurance \$10,000, office supplies which includes software at \$6,000, newspaper/legal notices of \$2,500 and administrative expenses of \$240,000. Moving onto the projects, there is the Research Center at \$675,000, the Navajo Mountain Regional Planning at \$1 million, finishing the rail estimated at \$3 million, the Eastern Utah Regional Connect at \$2 million 798,000, the BYU/Department of Energy's Energy Research Center contract of \$400,000, and the \$27.9 million rail purchase which will be passed on to the CIB. The next 3 numbers, if we get the \$500,000 rail annual payment, represent:

- Uintah/Duchesne County reimbursement for legal expenses
- Contribution to fund balance of \$183,000
- General studies and planning \$250,000

Then there is General Engineering and Planning of \$250,000, General Accounting at \$65,000, General Legal of \$150,000, Reimbursable Expenses of \$5,000 and Travel at \$15,000.

Director McKee stated that this is a preliminary budget. The final budget will be presented for approval in December. This gives a period for both the board and the public to provide input before adopting the final budget.

Kristi added that the 2022 Final Budget Hearing will be December 17th, 10am in the Carbon County Commission Chambers.

Motion to approve Resolution 2021-11B adopting the 2022 Tentative Budget was made by Commissioner Grayeyes, seconded by Commissioner Horrocks.

Chairman Miles called for a vote on Resolution 2021-11B. **The motion passed unanimously.**

14. Presentation, approval, and adoption of monthly expenses

Kristi Sharp presented the monthly expenses in the amount of \$237,241.28. Director McKee noted that he had gone through the invoices very carefully, made several phone calls, asked questions, and believed everything was accurate. There were no questions from the board concerning the expenses.

SEVEN COUNTY INFRASTRUCTURE COALITION PAYMENT APPROVAL					
November 19, 2021 at 10:00 a.m.					
Carbon County Commission Chambers					
751 East 100 North, Price, UT 84501					
Checks Currently Being Approved:					
Vendor		Invoice #	Amount	Description	Funding Source
Smuin, Rich & Marsing	1970	42170	3,085.55	Consulting Per Contract - October 2021	General Grant
Heather Hoyt	1971	November 10, 2021	847.68	Contract Labor	General Grant
Mike McKee	1972	Oct 15-Nov 12, 2021	173.19	Director's Travel	General Grant
Jones & Demille	1973	0126292	23,228.15	Program Management and Engineering	General Grant
CIVCO Engineering, Inc	1974	2021480	13,130.00	Eastern Utah Regional Connection - Engineering - Phase 2	State Legislature Funding (UDOT)
Jones & Demille	1975	0126291	2,000.00	Eastern Utah Regional Connection - Engineering - Phase 2	State Legislature Funding (UDOT)
HDR	1976	1200384009	35,610.00	Uinta Rail Line - Engineering	Uinta Basin Railway Project Grant - Engineering Services - Phase 2
HDR	1976	1200384009	21,629.50	Uinta Rail Line - Engineering	Uinta Basin Railway Project Grant - Baseline Environmental Services - Phase 2
Jones & Demille	1977	0126293	49,062.00	Uinta Rail Line - Engineering	Uinta Basin Railway Project Grant - Program Management Services - Phase 2
Jones & Demille	1977	0126293	10,073.62	Uinta Rail Line - Engineering	Uinta Basin Railway Project Grant - Strategic Communications - Phase 2
ICF Jones & Stokes, Inc	1978	0159038	3,028.86	Uinta Rail Line - NEPA Consulting	Uinta Basin Railway Project Grant - Baseline Environmental Services - Phase 2
Venable LLP	1979	2409590	26,356.90	Uinta Rail Line - Legal Services	Uinta Basin Railway Project Grant - STB Regulatory and Other Legal Services - Phase 2
Emery County LBA	1980	10/5/2021	7,533.75	Molten Salt/Research Center Facility - Consulting Services	Energy Research Center
ETJ Law	1981	1950	11,550.00	General - Legal Services	General Grant
ETJ Law	1982	1951	4,287.50	Uinta Rail Line - Legal Service	Uinta Basin Railway Project Grant - STB Regulatory and Other Legal Services - Phase 2
ETJ Law	1983	1953	7,889.58	CBD Rail Litigation	Uinta Basin Railway Project Grant - STB Regulatory and Other Legal Services - Phase 2
ETJ Law	1984	1952	17,755.00	Molten Salt/Research Center Facility - Legal Services	Energy Research Center Grant
Total Payment Approval			\$ 237,241.28		

Motion to adopt the monthly expenses in the amount of \$237,241.28 was made by Commissioner Hopes, seconded by Commissioner Sitterud.

Chairman Miles called for a vote to adopt the monthly expenses. **The motion passed unanimously.**

Kristi next referred the board to the Balance Sheet as of September 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 September, 2021. She also noted that the board had received the 3rd Quarter Detail General Ledger for review. The board had no further questions.

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

Chairman Miles called for a vote. The motion passed unanimously.

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. Kristi noted that Commissioner Sitterud had been over to review a few months of bank reconciliations and she appreciated the time he spent to do this.

This concluded the financial reports.

15. There was no Closed Session for the month of November, 2021.

16. Motion to Adjourn

A motion to adjourn was made by Commissioner Hopes.

Unapproved

A motion to approve the November 19, 2021 meeting minutes was made by Commissioner _____, seconded by Commissioner _____.

SEVEN COUNTY INFRASTRUCTURE COALITION VOTING:

Carbon	Board Member	Yea ___ No ___
Daggett	Board Member	Yes ___ No ___
Duchesne	Board Member	Yea ___ No ___
Emery	Board Member	Yea ___ No ___
San Juan	Board Member	Yea ___ No ___
Sevier	Board Member	Yea ___ No ___
Uintah	Board Member	Yea ___ No ___

Approved -0- absent

Co-Chair: Casey Hopes

Co-Chair: Greg Miles

(COALITION SEAL)

ATTEST:

Heather B. Hoyt