SEVEN COUNTY INFRASTRUCTURE COALITION
MEETING MINUTES
January 21, 2022 at 10:00 a.m.
Electronic Meeting
(435) 219-1362

Board Members Present: Casey Hopes (Carbon County), Jack Lytle (Daggett County), Greg Miles (Duchesne County), Garth (Tooter) Ogden (Sevier County by Zoom), Willie Grayeyes (San Juan County) and Bart Haslem (Uintah County)
Also, in attendance: Mike McKee, Eric Johnson, Brian Barton, Doug Rasmussen, Heather Hoyt.
Attended telephonically: Kelly Carter, Melissa Schnee, Clay Crozier, Keith Heaton, Albert Elmgreen, Aleta Brown, Bret Reynolds, Drew Cooper, Dusty Monks, Jonathan Johansen, Monica Hilding and Stan Holmes
Absent: Lynn Sitterud (Emery County), Brad Horrocks (Uintah County)
Others Present: Troy Ostler, Joel Yellowhorse, Diego Carroll, Gaylen Stewart, Aaron Averett and Joel Brown (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:

Public Meeting Participation Information:

Please click the link below to join the webinar:
https://jonesanddemille.zoom.us/j/81812623532

Or Join by Telephone:
1-253-215-8782 or
1-346-248-7799 or
1-669-900-6833

Webinar ID: 818 1262 3532

1. Welcome and introduction (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 will be 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 Schnee who gave instructions on how to participate verbally and by Zoom.

For this meeting there were no public comments offered.

3. Approval of Meeting Minutes for December 17, 2021 (Greg Miles)

Motion to approve December 17, 2021 meeting minutes as presented by Commissioner Hopes, seconded by Commissioner Haslem.

Chairman Miles called for a vote to approve the minutes. Commissioner Lytle abstained as he was not at the December meeting. The motion passed unanimously by the other Commissioners in attendance.


Commissioner Hopes began by reminding everyone of the site visit at the end of today’s meeting. He noted that construction is moving forward and Senator Hinkins is working on some legislative opportunities to help keep the lab moving forward. The Build Back Better (Phase 1) monies were awarded. This is funding that will help support the lab. There will be a future application for the Phase 2 funding. Letters of support for the project would be helpful. Commissioner Miles stated that this research facility is a great thing for the whole State.


Commissioner Ogden stated that there was a lot happening in the Salt Lake Port area. An agreement with the Port of Long Beach, the Port of Oakland, and the Union Pacific Rail is being worked on. They are expecting more Conex shipping containers in the next couple of weeks. Also, the transloading facility construction is soon to begin. Things are really starting to come together. There will be a meeting tomorrow between key leaders, the Port of Oakland, Port of Long Beach, EDCU (Economic Development Corporation of Utah), Go Utah, UDOT, WGC and the rail and shipping companies. They will be joined by Senate President Stuart Adams and Speaker of the House Brad Wilson. There is not as much happening in the rural areas but the project as a whole is advancing.


Commissioner Miles began by saying they are waiting on the final Record of Decision (ROD) from the Forest Service. That is expected late February 2022 or the first of March.

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Executive Director McKee continued that one of the things they’ve been working on is closing out the work with HDR. There is a tremendous amount of information that has been compiled and they need to be assured they have a complete record. They’ve also been working with Kyle Robe at HDR as he has quite a bit of the needed information. Most of the info has been compiled but they are still working at it. Later in the agenda there will be an item to approve closeout of the finances for HDR but hopefully it can be made conditional to allow some last-minute work. There are still some last-minute loose ends to tie up.

Overall, the rail budget is in really good shape. There is more contingency money today than when the project started. That really is amazing!

Commissioner Miles stated that Director McKee and Mark Hemphill were invited to speak in Roosevelt before the Business Alliance. There was a large group of people. Possibly as many as 200. There were a lot of great questions and a lot of excitement about the project.

7. Executive Directors Report.

Director McKee began by stating that each year organizations like the Coalition are required to update their state registration. Doing so keeps the Coalition a legal entity. Eric Johnson has completed that process. We are now fully compliant for 2022. If there are any changes in the board during the year, the Coalition is required to submit notice of such changes to the state.

As you know, we respond to a lot of GRAMA requests. Chelsy Conk with Jones and DeMille compiles the responses for the Coalition. We would like to recognize the excellent job she does and congratulate her on receiving her State of Utah Record’s Officer certification.

Just a reminder about today’s field trip to the San Rafael Research Center. Jones & DeMille has arranged for lunch on the way down, in Huntington, at the Ponderosa Restaurant.

It’s been requested by a couple of board members that we revisit our monthly meeting date. A few years ago, our meetings were on Thursdays. Director McKee asked Eric Johnson, attorney, about the process for making such a change. Eric stated that once the board had made a decision to change it would be memorialized in a resolution at a future meeting. A discussion ensued. The resulting discussion suggested looking at the 2nd Thursday providing the Commission Chambers at Carbon County were available. Commissioner Hopes will check their calendar. Director McKee commented that this change would require everyone to get their invoices submitted sooner. Doug Rasmussen with Smuin, Rich and Marsing stated that they usually have 90% by the 2nd week of the month.

Commissioner Lytle suggested they do a Doodle Poll to determine the best meeting date and to leave the meeting date the same until a different date can be established. Possibly it could be put on the agenda for next month.

Director McKee went on to say they had spent some more time with Commissioner Grayeyes looking at the Navajo Mountain Transportation Plan and they received some good info as well as an update. In the past the board was supportive of going to the legislature to request $1 million dollars for planning. In visiting with Senator Hinkins they recognized they should probably seek
enough funds to carry the planning all the way through the EIS process. So, they are increasing the legislative request to $2 million dollars. The full project cost is expected to be around $4 million. Commissioner Grayeyes will arrange a meeting with the appropriate people to request some matching funds from the Navajo Tribe.

Commissioner Lytle stated that where the board had previously approved the project they should just continue to move forward. Commissioner Ogden wanted to clarify that they were going to request $2 million from the legislature and a $2 million dollar match from the Navajo Nation? Director McKee confirmed that was going to be the ask.

President Nez, with the Navajo Nation, has several times expressed his support for this project. Now, they need to move forward with discussions to see if that verbal support will become financial support.

Senator Hinkins has told them that February 10th is the deadline for submitting fund requests. Commissioner Lytle asked if San Juan County was participating or only the Tribe?

Commissioner Grayeyes requested the project map be projected. He listed all of the parties he was planning to invite to a meeting. He referenced the map stating that all of the project was within San Juan County. The Arizona portion would be addressed at a later date. He noted that two routes were being considered off of Piute Mesa. But the main route would connect Navajo Mountain and Oljeto. That is probably the main undeveloped area. Parts of the transportation route being considered are undeveloped and parts developed and maintained. There are trail connections in the area and they would like to preserve those and not have them damaged by development. The estimated cost of the project has escalated to $150 million dollars. But, the first thing to be done is the EIS, as well as establish rights-of-way from the BIA, through the Tribe.

Director McKee commented as concerns the rights-of-way that there could be no decisions made until the EIS is completed. Once that is done, they will be able to confirm alignments. During the EIS process there will be several alternatives considered.

Director McKee stated that he had been asked some questions about the transportation project funding. Just to clarify, no CIB funds will be used. All of the funds requested will be a direct appropriation from the legislature. Today he was just offering an update and informing the board of the intent to increase the amount of the legislative request.

Commissioner Grayeyes mentioned some controversy between similar projects in two different areas as concerns maintenance and up keep costs. He wanted to make clear that the Tribe has agreed to maintain the Navajo route and absorb those costs. With that understanding he is requesting Coalition support for the project.

Chairman Miles thanked everyone for their comments but believed that one part of Commissioner Ogden’s question remained unanswered. Specifically, was this funding going to come to the Coalition? Director McKee stated that the appropriation may be funneled through UDOT but would come to the Coalition.
Commissioner Ogden asked a follow up question. If the funding request falls short, where will the remaining funds come from? Director McKee responded that based on the cost of the Eastern Utah Regional Connection project EIS, they believe there is ample contingency built in to the $4 million dollar request to adjust for any shortfall. Brian Barton commented that they had prepared the best request they could based on what they know. Part of this is $600,000 in upfront money that will be used to refine the plan, prepare a plan of development, refine the alignments and go through corridor analysis. So, although we'd like the full $4 million, they could move forward with the $600,000.

Director McKee said another possibility, knowing all of the funds won't be used in one year, is to accept a portion of the money this year and a portion next year. We think we've submitted a reasonable request and have several options built in.

Commissioner Miles asked if the BIA was going to be involved in the meeting Commissioner Grayeyes was putting together? Commissioner Grayeyes responded that the Navajo Nation and the Department of Transportation would be communicating with the BIA. Commissioner Miles added that as much as this administration has talked about supporting Tribal Nations, they should definitely support this project. He further stated that they have the advantage of being a coalition of 7 counties. This is a big ask and there needs to be a lot of support to get this project across the finish line.

Director McKee had one final comment on another matter. When the finances are approved today there will be a check for slightly less than $2,000. This is a portion of the fee charged to get the required permit, for the rail project, from Fish and Wildlife. It's actually just 10%. The rest will be paid at a later date.

This concluded the Executive Directors report.

8. **Engineers Report.**

Brian Barton started by saying they sent out the monthly summary sheet earlier this week. There are still a lot of projects they are involved in. They are in the wind down phase on the rail project. They have to be careful as they are doing this to make sure they get all the files needed for archiving this project. As previously mentioned, everything is looking good on the budget.

Chairman Miles asked about the natural gas projects. Is it timely to ask Dominion to come in and give an update as to their future plans in the 7 County region? Director McKee responded that they are scheduled to address the board in February.

This concluded the Engineers Report.

9. **Discussion concerning the Eastern Utah Regional Connection Project.**

Executive Director McKee began by reminding the board that last month he discussed being ready to turn in the BLM application for the EIS. The State Legislature initially approved $3.2 million for this project to do an EIS (Environmental Impact Statement). Prior to that the CIB authorized $500,000 for a plan of development along with a matching $500,000 from the Uintah
Transportation Board, to equal $1 million. As you know, the application was in progress and was moving right along when COVID broke out. There were questions raised, in light of COVID, if funding would be available to finish the project once the EIS was complete? At that point, the Coalition asked the legislature whether the funds could be used to maintain the Seep Ridge Road rather than complete the EIS? The request was approved but the legislature did it in such a way that the funds could be used to either maintain the road or complete the EIS.

There has been support out of the Governors office to complete the Eastern Utah Regional Connection project. This board has questioned which way it should go? If it considered completing the EIS it wanted additional assurances that there would be funding in the future to complete the project. In a discussion with President Adams (Senate) he assured the board that if they moved forward there was ample support for the project. At that time the board voted to move forward and complete the EIS.

In May of 2021 the board, by resolution, reauthorized moving forward with the EIS. Then again, in September 2021 this project came before the board in the form of 3 resolutions which future confirmed the board’s intent to move forward with the EIS. Next, several board members and staff met, in Grand County, with the only private property owners impacted by the proposed road, the Elmgreens. As a result of that meeting the Elmgreens were invited to address this board which they did at the December, 2021 meeting.

Next a map of the project showing the Elmgreen property was projected. The preferred road alignment was examined. The road impacting the Elmgreen’s property is a pre-existing County “B” road. There is another alignment that could go around their property. In the minutes from the December, 2021 meeting, where the Elmgreens addressed the board, it states that the preferred alternative road would go about 65 feet from their front door. Since that meeting the engineers have calculated the location of that road (preferred alignment) and it would not be any closer than the existing County “B” road which is approximately 380 feet.

Time was next turned over to Troy Ostler, with CIVCO Engineering, the engineer on this project. As previously stated, the measured distance from the road to the Elmgreen’s front door is 380 feet. As the road continues north it passes through the middle of 2 cliffs that have Native American art on them. They have tried to move the road to the East to keep it as far away from these cliffs as possible. The Elmgreen property is located about in the middle of the 35 miles of proposed road. The Elmgreens have owned the property for about 20 years. A few years back parts of it were used to grow crops but it is no longer used in that fashion.

In looking at the bigger picture, the existing County “B” road goes from the south paved end of the Seep Ridge Road to the Elmgreens property. From there the proposed road would either go South to Cisco or East to Westwater. Westwater is about 4 or 5 miles from the Colorado border. It would be a shorter distance with new construction to tie in at Westwater, but Cisco is the more direct route toward Moab. They have looked at several alignments and this one best balances environmental impacts, construction impacts, costs, etc. Commissioner Hopes asked to see all of the alignments considered. Troy said that he would get them to him.

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Director McKee said that there had been several questions concerning whose responsibility the construction and maintenance would be? The actual language in the BLM application states that the State of Utah would bear these responsibilities (design, funding, construction, maintenance and operation) through the Department of Transportation. The Coalition’s responsibility is solely the EIS. The planning document.

We have had and will continue to have a good public process. The application is ready to turn in. The board has previously authorized Director McKee to submit the application. But before it’s submitted Director McKee asked the board to take one more opportunity to consider the project and decide if he should move forward. Is there any opposition to moving forward?

Commissioner Hopes stated that he had some reservations about distances from Salt Lake to the Seep Ridge Road and whether the distances warrant the expense of the project? His community stands to lose quite a bit of travel and tourism revenue. It seemed to him that they are only looking to shave 20 minutes off the travel time, by using the proposed Seep Ridge Road. What is the value to his community? What might be the loss? They will definitely lose some of the traffic that comes down the Dinosaur Diamond Highway. He stated, at this point, no one really knows how much traffic that might be. Last meeting, Commissioner Hopes mentioned that previously Commissioner Sitterud said he was not willing to build a tourism road. When this road was originally proposed it was to help move oil to I70. So now that we have the rail being built is this road just for tourism? If so, he’d rather see the money spent on Highway 6.

Commissioner Grayeyes said he was concerned with the property line. It seemed like the proposed route cut through their (Elmgreens) property. Will there be compensation? For the loss of the use of their land? The difference in travel time from what he can see is only 14 minutes. At most, less than 45 minutes. Right now, the railroad has been approved and will transport oil. There does not seem to be a high need to truck oil down this road. Also, in those canyons there is evidence of archeological sites. Within Cedar Mesa there has been damage to these kinds of sites and the same will be possible here once the word gets out.

Director McKee stated that they previously met with Dave Ure with SITLA (State Institutional Trust Lands). They discussed these sensitive sites. He guaranteed Director McKee that they knew how to protect them. Troy Ostler confirmed that the State could protect the sites. Most of the sensitive sites follow along the western slope. It’s a steeper slope, a rock face. Most of the sites have been identified by SHPO (State Historic Preservation Office) and the State Historical Preservation Office. Troy Ostler continued that they shifted the alignment to the East as much as possible to get further away from these sites.

Commissioner Grayeyes stated that is all well and good but once the highway is complete there will be increased traffic. How will the State control that? Once again, he referred to Cedar Mesa in the Bears Ear area. There is still a lot of (illegal) digging despite everyone’s efforts. The State doesn’t patrol the area local law enforcement does and there are only a couple of them. How will this area be protected?

Commissioner Lytle stated that there will be DWR and BLM people in the area, along with County law enforcement. From his perspective paving this road makes it safer for everyone.
using this road. He does understand all of the concerns but thinks we need to apply data in assessing them.

Commissioner Miles stated that they paved the 9 Mile Canyon Road to cut down on the dust and now evidence shows the dust may actually help preserve the petroglyphs! But this is an arid dry area and cutting down the dust pollution should be considered a positive thing. It’s a high desert area prone to a lot of dust. Currently, between hunters, oilfield workers, and recreation there is already traffic on the road.

Commissioner Lytle asked if there is an expectation that the extended Seep Ridge Road to I70 would be equivalent to Duchesne, Indian Canyon to Price? Specifically, in terms of road type and speed? Brian Barton stated it would be built to UDOT standards, 2 lanes with passing lanes. Similar to the existing Seep Ridge Road.

Troy Ostler added that the design speed is anticipated to be a little faster travel than through Indian Canyon. Indian Canyon is mostly 50 to 60 mph. This road is anticipated to be designed for 60 to 65 mph, except through some canyon areas which may be a little slower. Time is a difficult analysis depending on where you start from. But, the analysis so far, if you traveled Vernal to Moab, based upon current posted speeds, is a savings of 40 minutes.

Commissioner Hopes asked if everyone could see his concern? If they lose a lot of traffic from Highway 6 because this new proposed route is faster, what happens to all of the small businesses along the Highway 6 route?

Troy Ostler stated that he understood the concerns and his office was already looking into and assessing those impacts.

Commissioner Hopes asked for the finished cost of the project? Troy said the estimates are $146 million. Commissioner Hopes said that it was frustrating to them because they have been asking UDOT for years to make Highway 6 a 4-lane highway. The State will look at building a new road but not upgrade existing roads.

Brian Barton pulled up a map from Google maps. He posed the question, what does it take to get from Salt Lake City to Grand Junction? Google’s analysis shows the shortest route to be 4 hrs. 21 minutes and that is going through Price on Highway 6. Taking Highway 40 through Vernal and Rangely is an hour and 10 minutes longer, 5 hrs. 31 minutes. If the Seep Ridge Road were finished it doesn’t appear to reduce the time but by 40 minutes going to Cisco.

Commissioner Lytle reminded everyone that this is the purpose of the EIS, to make these assessments and calculations.

Commissioner Hopes questioned whether the EIS would answer the community impacts question. The NEPA question is what is the impact to the road alignment, not what traffic is it going to take away from communities.

Commissioner Haslem stated that he had listened to the comments and concerns. He understands that a lot of money is spent on travel and tourism to develop counties and get people
to stop and spend money. Although this road will serve tourism there still is the oil and gas and freight aspect. It is part of the EIS process. It has to be discussed. At PR Springs there are several opportunities. There is native asphalt right on the surface of the ground that Uintah County is purchasing and using on its “B” roads. This is an incredible product. In order to get it to other small communities this road is essential. For less than $30 a ton Uintah County is installing this on all the “B” roads. Hotmix is currently $80 a ton. That is a big savings. The native asphalt is better for the environment because it is straight out of the earth. For non-heavy haul traffic there is not a better road surface. The oil content is about 12% so they have to add aggregate to cut it down to about 7 to 8%. This cuts the cost almost in half. They are also looking at recycling asphalt shingles which is an environmental concern. This is just another impact/benefit that needs to be assessed.

Commissioner Hopes mentioned that at the last meeting there was a discussion about rare earth elements. The potential for rare earth elements actually surpasses the value of the oil. Commissioner Haslem stated that he sits on the board of two companies developing rare earth elements out of tar sands and oil shale. They processed 2 tons of tar sands and the value of the rare earth elements far surpassed the value of the oil. He went on to say again that he totally understands Commissioner Hopes concerns but there are benefits to this transportation project that have not received enough attention.

Chairman Miles noted that there had been a lot of great discussion. This project has already been put to a vote but today they wanted to hear any opposition. Commissioner Ogden had a few additional comments. He said that prior to today he had not understood that they were talking about an existing “B” road. He stated he was a little sensitive to the folks who lived there. But, to Commissioner Grayeyes concerns, many times when highways are built, they fence sensitive areas. Many people won’t even know the petroglyphs are there unless someone points it out to them. But this is an existing road and if it’s going to be used to take oil out of the Basin and not just be a tourism route it is another alternative to be considered.

Commissioner Haslem added that there has been a lot of money spent developing load-out facilities in this country and they are not going to go away. If there is another way to get oil to them it’s going to be a benefit.

Chairman Miles asked the board in light of the fact that there had already been an affirmative vote on submitting this application, was there any opposition to moving forward? Commissioner Hopes stated that he opposed until after he got answers to some of his questions. He stated that he thought the reason this was back before the board was because there were still unanswered questions.

Director McKee said that taking into consideration that this had already been approved it could just be submitted. But, being respectful of the public process and Commissioner Hopes, he wanted to know the board’s thoughts about moving forward. The application was ripe to submit and they were getting a little pressure to get it submitted. He would like to either drop the application process altogether or get it submitted. This board is usually 100% aligned, but it is okay for there to be dissenting votes and still move forward. But if the board directs him not to
turn in the application the agenda is worded in such a way that he could follow the board’s wishes.

Commissioner Haslem asked if it was possible to turn this in and still do additional studies to answer some of Commissioner Hopes questions? He did not support holding up the application but did support additional studies to look at any potential loss to these communities and neighboring counties.

Director McKee added that there is contingency money in the budget that could be used. There is enough to allow an additional study. That seemed to make a lot of sense to him.

Troy Ostler stated that he believed that as part of the cumulative impact question in the EIS these things would all be considered. That part of the EIS looks beyond just the corridor of the road. He believed that this would address Commissioner Hopes concerns. If not, then there is enough contingency to do an additional study assessing the economics of diverting traffic.

**Commissioner Lytle made a motion to move forward with the application including an additional study of cumulative impacts, specifically as concerns Carbon, Emery and Duchesne Counties. The motion was seconded by Commissioner Haslem. A roll call vote showed San Juan County abstaining from the vote and all others voting affirmatively.**

10. **Discussion and consideration of approving the HDR Task Order 11 Tribal Participation and Research and Survey Plan, re-scoping.**

Executive Director McKee noted that items 10 and 11 pretty much went together. The Tribal Participation Plan is complete, although there are still a few things that need to be finalized. By this resolution the Coalition is accepting the plan. Note that the project came in under budget with a savings of $24,230.

**Motion to approve Resolution 2022-01A approving the HDR Task Order 11 Tribal Participation and Research and Survey Plan** was made by Commissioner Lytle, seconded by Commissioner Hopes.

Chairman Miles called for a vote to approve Resolution 2022-01A. **The motion passed unanimously.**

11. **Discussion and consideration of approving the 12th Amendment to the Master Professional Services Agreement.**

Director McKee stated that similar to item 10 there remain a few details to wrap up but the Coalition has approved the 12th Amendment to the Master Professional Services Agreement and notes that this also came in under budget with an approximate savings of $27,000.

**Motion to approve Resolution 2022-01B approving the 12th Amendment to the Master Professional Services Agreement** was made by Commissioner Ogden, seconded by Commissioner Lytle.
Chairman Miles called for a vote to approve Resolution 2022-01B. **The motion passed unanimously.**

12. **Presentation, approval and adoption of monthly expenses**

Doug Rasmussen with Smuin, Rich and Marsing presented the monthly expenses to the board in the amount of $193,436.34. There were no questions from the board.

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**Motion to approve the monthly expenses in the amount of $193,436.34,** was made by Commissioner Lytle, seconded by Commissioner Hopes.

Chairman Miles called for a vote to approve Resolution 2022-01A. **The motion passed unanimously.**

Doug Rasmussen with Smuin, Rich and Marsing next referred the board to the Balance Sheet as of November 30, 2021 which shows the assets, liabilities, and equity. On the second page they
have the Profit and Loss Statement, the next page shows the breakout by class and this continues for several pages.

**Motion to accept the balance sheet and profit and loss statements as presented** was made by Commissioner Lytle, seconded by Commissioner Ogden.

Chairman Miles called for a vote to approve Resolution 2022-01A. **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 remaining funds. If a project had been closed it shows as being zeroed out. In addition, these pages show any other expenses right up to today’s board meeting. These are for the board’s information and require no approval.

**13. Motion to enter closed (executive) session pursuant to Section 59-1-404 related to real estate acquisition, potential litigation, professional competency and trade secrets at 12:20** was made by Commissioner Hopes, seconded by Commissioner Grayeyes.

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

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<th>Vote</th>
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<td>Emery</td>
<td>Yea ___ No ___ Absent</td>
</tr>
<tr>
<td>San Juan</td>
<td>Yea X  No ___</td>
</tr>
<tr>
<td>Sevier</td>
<td>Yea X  No ___</td>
</tr>
<tr>
<td>Uintah</td>
<td>Yea X  No ___</td>
</tr>
</tbody>
</table>

Approved 6-0-1 absent

**Motion to leave closed/executive session at 12:35** was made by Commissioner Grayeyes, seconded by Commissioner Hopes.

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

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

Approved 6-0-1 absent

Meeting Minutes January 21, 2022
17. Motion to Adjourn

A motion to adjourn was made by Commissioner Hopes.
A motion to approve the January 21, 2022 meeting minutes was made by Commissioner Miles, seconded by Commissioner Grayeyes.

SEVEN COUNTY INFRASTRUCTURE COALITION VOTING:

<table>
<thead>
<tr>
<th>County</th>
<th>Position</th>
<th>Vote</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carbon</td>
<td>Board Member</td>
<td>Yea ✓ No</td>
</tr>
<tr>
<td>Daggett</td>
<td>Board Member</td>
<td>Yes ✓ No</td>
</tr>
<tr>
<td>Duchesne</td>
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<td>Yea ✓ No</td>
</tr>
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<td>Emery</td>
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<td>Sevier</td>
<td>Board Member</td>
<td>Yea ✓ No</td>
</tr>
<tr>
<td>Uintah</td>
<td>Board Member</td>
<td>Yea ✓ No</td>
</tr>
</tbody>
</table>

Co-Chair: Brad Horrocks
Co-Chair: Lynn Sitterud

ATTEST:

Heather B. Hoyt

Meeting Minutes January 21, 2022