SEVEN COUNTY INFRASTRUCTURE COALITION

SEVEN COUNTY INFRASTRUCTURE COALITION (SCIC)
MEETING MINUTES
June 13, 2019 at 1:00 p.m.
Uintah Conference Center
313 East 200 South, Vernal, UT 84078
(435) 219-1362

Board Members Present: Brad Horrocks (Uintah County), Willie Grayeyes (San Juan County). Casey Hopes (Carbon County), Greg Miles (Duchesne County), Lynn Sitterud (Emery County)
Absent: Garth "Tooter" Ogden (Sevier County) and Jack Lytle (Daggett County)
Board Members Attending Telephonically: None
Also in Attendance: Mike McKee, Bart Haslem, Cheryl Meier, Heather Hoyt, Brian Barton, Fraser Guy, Marc Eckels, Blaine Roberts, Mike Hawley, Greg Tserg, Ken Sauagason, Matt Carlson, Carol Moosman, Susan Carlson, Ryan Beam, Garrett McMullen, Jason Blankenagel, Bret Reynolds, Sylvia Wilkins, Troy D. Ostler, Bergen Eskildsen, Aaron Averett, Justin Atkinson, Greg Todd, Clay Crozier, Doug Hammond, Joel Brown, Darrel Fordham, Sara Stock, Becca Fordham, Mark Michel, Tim Fisher, Rick Bertel, Nathan Bertel, Chris Bertel.

1. **Welcome/Pledge of Allegiance** (Brad Horrocks) – please note that the pledge was not recited as there was no American flag in the meeting room.

2. **Public Comment** (Brad Horrocks)

   Commissioner Horrocks, meeting Chairman, opened a public comment period for 15 minutes. He requested each person limit their comments to 3 minutes each.

   - ***Comments of Darrell Fordham,*** representing Argyle Wilderness Preservation Alliance. They are opposed to this railway project. He was quite upset with the process. He did not feel that property owner's concerns were being taken seriously. He had met with Brian Barton with Jones and DeMille. Brian committed to look at route modifications to keep the rail out of Argyle Canyon. He had attempted to follow up with Brian three times but Brian had not gotten back with him and he felt like they were not interested in working with him. There had been no follow-up or additional information provided to him. He stated that his request for information on the route selection process was denied. He believed that SCIC is blatantly ignoring the Open Meeting laws. He was concerned that the audio for the April meeting had not been posted and made available. He questioned the transparency of this process

Also, the public comments from the May 2nd and 9th neighborhood meetings had not been made public nor had the audio recordings from those meetings been made available. He stated that these meetings do not satisfy the public meeting requirements set forth by the Community Impact Fund Board (CIB). He, also, stated that SCIC members had outright lied to the CIB Board. Mr. Fordham believed that the SCIC is squelching any and all opposition to the rail project and the project reeks of government corruption and conflict and is a waste of public money. Mr. Fordham emphatically stated that the rail should not be brought through Argyle Canyon.

- ***Comments of Fraser Guy***, Vernal resident since 2010. He stated that he loves the community and wants to see SCIC move forward in a positive direction. He has worked for many businesses over the years, including equipment suppliers to major corporations. He brings an international market perspective. His concern is oil oversupply. This winter he had a chance to speak with the Acting Ambassador to Saudi Arabia. He confirmed that the Saudis are planning to produce oil just short of oversupply levels. They plan to be the sole exporter of oil by 2050. He is concerned about this rail project and that we'll get fleeced. He believed gas has a safer future. Natural gas is the fastest growing sector. In his opinion that's the direction in which we should be funneling infrastructure funds.

- ***Comments of Sara Stock***, individual. Ms. Stock stated her belief that the funding for this project was a huge waste. The need to address climate change should preclude any money spent for fossil fuel infrastructure. We should be transitioning to clean infrastructure. There is a younger generation rising up who believe strongly in saving the environment and who want to pursue environmentally friendly projects. She stated that she was disappointed that in the past year SCIC had received almost $30 million dollars from the CIB. That amount is approximately equal to the sum of all other projects funded by the CIB. This rail project will only benefit big companies. The SCIC Board should be focusing on projects that benefit people. She stated that the reason the Grand County Commission was not represented on this Board was their opposition to such projects and specifically their opposition to the Book Cliff's Highway. Many Grand County residents have been in opposition to the Book Cliff's Highway project since the 1990's. They do not want to see any more fossil fuel production in the Book Cliffs. They value its wilderness characteristics.

- ***Comments Ryan Beam***, Public Lands Program for the Center for Biological Diversity. Mr. Beam stated that the SCIC had recently received $21.4 million and $6.4 million dollars of public funding. This project is not what it is meant for. Using the SCIC funds in this manner is improper and illegal. It represents a massive waste of public funds. SCIC is throwing money down the drain for a multi-million-dollar boondoggle that will never happen. This project is a massive "train wreck"! He stated that SCIC had provided the public precious little information about the project. SCIC cherry picks projects. SCIC is less than transparent. Projects such as the rail project

take money away from local projects like fire, roads, sewer, etc. Climate change is real. Fossil fuels are becoming a thing of the past. Continuing to sink millions of dollars into fossil fuel projects is dangerous and unethical. It is just a bad investment. We must work to transition away from fossil fuels. Stop this insanity.

- ***Comments of Becca Fordham***, representing the Argyle Wilderness Preservation Alliance. They oppose the Uinta Basin Railway Project. This project the SCIC is pushing will destroy the landscape, water shed, and negatively impact springs and wells. The SCIC has demonstrated a clear disregard for their concerns. Their properties have been rendered valueless by the SCIC's actions. They've expressed their concerns and tried to be cooperative but they have been lied to, ignored, and kept in the dark. The SCIC has demonstrated no accountability, except to big business, the oil companies, the Tribe, and to special interest groups. This Board claims the project will boost the local economies but refuses to provide any data or financial information to support that claim. With oil prices at their current levels, no one is going to expand their drilling programs in eastern Utah. By the time this rail is built you will have destroyed our canyon and our families, wasted these funds, and all to build an unnecessary and under-utilized railroad. May this railway be your ticket to Hell!

- ***Comments of Bart Haslem***, representing himself as a private citizen of Uintah County. He very much supports the rail project. People need to be aware that this money is generated from oil and gas revenues and is not, as such, public funds. It is mineral lease monies, not taxpayer dollars. 93% of the funds generated for these projects comes from the 7 eastern Utah counties. People are upset about this not being an environmentally friendly project, but those same people have no problem driving cars, flying in airplanes, and using oil-based products. You can't have it both ways. This project will generate jobs for citizens in these counties. This rail will allow the movement of products from many different industries to get to market. It will stabilize our economy.

- ***Comments of Melissa Peck***, property owner. Ms. Peck has a cabin. She brought a blown-up picture of the cabin and her family. They have owned it since 1996. Potentially the rail could go right through her cabin. Where her main residence is, in Lehi, she is close to a railroad. It is miserable at times. There are times when she has to sleep with earplugs. Her windows rattle and shake. She and her family head up to the cabin to get away from the noise of the railroad, among other reasons. This is their sanctuary that could potentially be taken away if the rail is built. Oil is a geologically finite resource. Taking that much oil out of the ground could result in sink holes. She did not believe enough research had been done on the long-reaching impacts of this project. The route should be altered even if it costs a little money to keep from negatively impacting property owners. She has a lot that was for sale on the mountain and the sale fell through when she disclosed the possibility of the rail

project being constructed there. She needed the money from that sale. The North Fork Route goes through predominately public lands and should be seriously considered.

- *Carol Moosman*, a Carbon County resident. Years ago, in Carbon County, everyone was all in for coal. It was going to provide jobs for families and revenue for the area and it did, for a while. Today the coal industry is nothing like it once was. There use to be 15 to 17 coal mines, now there are about 5 of them. Their children are not able to work where their parents did and jobs are fewer. Times change, resources change. There is a veteran who lives on the mountain. What is this going to do to his need for peace and quiet? She asked the Board to seriously consider how what is happening will negatively affect the lives of the property owners. This may end up being a short fix for a long problem!

Commissioner Horrocks closed the public comment period and invited the Drexel Hamilton team and PFA (Project Finance Advisory Ltd) to introduce themselves to the Board.

- ***Drexel Hamilton, Rail Developer***. Mark Michel, managing partner at Drexel Hamilton, Tim Fisher a partner, Rick Bartell with Rio Grande Pacific, and his team Nathan and Chris Bertel. Drexel Hamilton is a New York based, Wall Street investment firm that invests in infrastructure asset classes. They represent the investment development and operations team to conduct business on this railroad, commercialize it, finance it, develop it, operate it and maintain it. Mr. Michel began by stating that he knows and understands where many of those speaking today are coming from as concerns the routes being considered and the nature of the hydrocarbon industry. It's never easy to determine a specific route. There are different engineering and permitting questions that have to be addressed. There are many regulatory bodies who evaluate each route and mull over these issues. They try to lessen the impact as much as possible. Drexel Hamilton takes great pride in their ability to lessen impacts, as much as possible, on people's lives. It's their intent to do the best they can for the public good. These projects are not easy to do. Every project they undertake has to be supported by a sound business case. This project has a business case. Drexel Hamilton has canvassed the market, talked to leaders in various industries with a common carrier purpose for using the railroad. This railway is really just another highway of commerce. Instead of a road and trucks, it's a rail with rail cars. Goods have to be gotten to market. Drexel Hamilton has also worked with other energy asset classes like solar and wind. Many people today consider these to be "cleaner" and they are an important part of overall energy development. There was a prior discussion about Saudi oil and market saturation. Many people don't realize that not all oil produced is equal. There are different types of oil, each used for a different purpose. You can't equate Uinta Basin crude with Saudi crude. They are not necessarily the same. Drexel Hamilton believes in renewables and they play an important part in an overall energy plan, however the energy plan has to be all

inclusive. Each has a role to play. We empathize with those who have spoken and strive to put together a plan that will help Utah and the nation be energy independent.

- *Rick Bertel*, CEO of Rio Grande Pacific out of Fort Worth. They operate railroads across the United States. Currently, they are in 6 states. Mr. Bertel stated that he had been in the industry for over 40 years and has been an international consultant working on 5 continents. He has seen a lot of applications for railroad all around the world. Rio Grande Pacific works in a lot of small towns and on many different short line railroads (like this one). Short lines are different from the big railroads that travel from coast to coast. They become part of communities. Their employees live in the communities. They try to contribute positively. Railroads are heavily regulated by the U. S. Department of Transportation, Federal Railroad Administration. He stated that he appreciated being able to address the Board and looked forward to helping with this project.

- ***Greg Tseng***, PFAL (Project Finance Advisory Ltd.), selected as the rail project Financial Advisor. PFAL is independent. They are advisors. They provide no actual capitol to the project. They are there to help evaluate financial plans and assure SCIC's financial interests are protected and insure the proper use of public funds. PFAL focuses on public infrastructure and has many years of experience with different types of rail projects. Most of PFAL's team members are former bankers, financial advisors, accountants, professionals, and some come from technical backgrounds. That give SCIC a very robust, well rounded team. They specialize in advising the public sector and are squarely SCIC's advisor and their fiscal responsibility is to SCIC.

  Prior to the meeting continuing, Commissioner Sitterud recognized Carol Mooseman's comments about the veteran living on the mountain in Carbon County and offered up the Board's appreciation for the veteran's service to his country.

3. Approval of May 10, 2019 Minutes

There was no discussion on this item.

Motion to approve May 10, 2019 meeting minutes by Commissioner Miles, seconded by Commissioner Hopes. Unanimously approved 5-0-2 absent.

4. Executive Director's Report

Executive Director McKee expressed the belief that having Drexel Hamilton and PFAL introduce themselves and discuss their participation on the rail project adequately addressed that project for today.

He turned the time over to Commissioner Sitterud to discuss the San Rafael Energy Research Lab. Commissioner Sitterud stated that the original vision for the lab was to research molten salt, thorium (a radioactive metal used in nuclear research) and nuclear

power. The long-term vision is still to prove the effectiveness of nuclear power and medical isotopes. But, in the shorter-term we have been presented the opportunity to add other types of research. We have been able to acquire a machine from the University of Utah and BYU which will allow us to conduct additional research on clean air as concerns coal combustion. There will be a portion allowing hydrogen research and possibly a portion working with carbon fiber research. We just received a $2.6 million-dollar grant from the CIB allowing SCIC to bring needed gas, water and upgraded electricity to the lab. Once this is completed, it is hoped research can begin the first of the year.

The time was turned back over to Executive Director McKee who added that he appreciated all of the board's hard work on these projects and appreciated the high level of professionalism from the teams working to assist the board.

5. **Discussion and consideration of expanding the San Rafael Research Lab to the San Rafael Energy Research Lab**

This resolution will expand the scope of the lab to include all forms of energy research. The SCIC's attorney states that the resolution will now read that the lab is for "molten salt, coal, and all forms of energy research".

Motion to approve Resolution No. 2019-06A, authorizing the expansion of the San Rafael Research Lab to the San Rafael Energy Research Lab to include molten salt, coal, and all forms of energy research, was made by Commissioner Hopes, seconded by Commissioner Miles. Unanimously approved 5-0-2 absent.

6. **Discussion and consideration allowing travel for the Research Lab**

Last month the Board authorized travel as related to the rail project. Licensing for the research lab will be very important. It is anticipated that a few board members and our attorney Eric Johnson will need to travel out of state to work on licensing. Commissioner Hopes stated that he is in favor of the travel but wants them to be fiscally responsible when deciding how many board members are really needed for the trip. He has cleared his calendar and is willing to go, if it's deemed necessary. Commissioner Horrocks stated that he felt the board members involved in this lab needed to be there to oversee the licensing process. Commissioner Horrocks called for a vote on the resolution at which time our attorney Eric Johnson requested the resolution be changed to reflect up to 3 authorized representatives traveling to Birmingham. The resolution also authorized future travel related to the Research Lab.

Motion to approve Resolution No. 2019-6B, allowing travel for the Research Lab, was made by Commissioner Miles and seconded by Commissioner Horrocks. Unanimously approved 5-0-2 absent.

7. **Discussion and consideration of the need for up to $25 Million Dollars to develop raw and culinary water for the Leland Bench project.**

Executive Director McKee turned the time over to attorney Eric Johnson. Previously, this Board contracted to provide industrial grade utilities to Uintah Advantage which has proposed to build a crude oil refinery in the Uinta Basin. The contract includes the construction of industrial grade utilities to include natural gas, water, and electricity. The first utility needed is water, as it's needed for construction. There has been an application made to the Board of Water Resources for a loan. Up to $25 million-dollars may be needed to purchase water and construct the water lines. This includes both raw and culinary water. This location is remote and far away from any existing utilities. It is believed the actual cost will be less than that applied for. The $25 million-dollars represents the worst case scenario, high end cost to do the water project..

Uintah Advantage will be the one actually signing to secure the funding through the Board of Water Resources. By this resolution we are calling for a public hearing to discuss the funding for this part of the project, at the next meeting. This is the first of a two-step process. Commissioner Hopes asked what SCIC's liability would be if Uintah Advantage defaulted in paying back the bonds? Executive Director McKee explained that since Uintah Advantage was securing the note, SCIC would have no liability. Commissioner Hopes said he felt there needed to be more discussion on this issue.

Executive Director McKee went on to explain that part of SCIC's mission is to provide a public service. The construction of the refinery, eventually, will trigger the building of housing and convenience stores. Therefore, its participation in the project would ultimately provide a public service. In addition, another one of SCIC's missions is to generate a revenue stream. In the future, this water project will provide a revenue stream for the Coalition.

Commissioner Horrocks stated that Commissioner Hopes brought up some good questions which will hopefully all get answered by the end of the public hearing.

Motion to approve Resolution 2019-06C, authorizing a public hearing, next meeting, on the water revenue bonds for raw and culinary water for the Leland Bench Project, was made by Commissioner Hopes, seconded by Commissioner Sitterud. Unanimously approved 5-0-2 absent. Roll call vote was as follows:

SEVEN COUNTY INFRASTRUCTURE COALITION VOTING:

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

8. Ratification of Non-disclosure Agreement with Savage Services Corporation.

Executive Director McKee reminded the board that it had given him the authority to enter into Non-disclosure Agreements as needed, then bring them back to the board for ratification. Commissioner Horrocks stated that all the paperwork seemed to be in order and he would accept a motion on the matter.

Motion to approve Resolution 2019-06D a Resolution ratifying Non-Disclosure Agreement with Savage Services Corp was made by Commissioner Grayeyes, seconded by Commissioner Miles. Unanimously approved 5-0-2 absent.

9. Media Railroad Update.

Pam Juliano began by informing the Board that there have been a number of successful elected official briefings, both of local, state, and federal officials. They are meeting with the Governor in a couple of weeks. There have been successful meetings with the Native American Tribal leaders. They, also, are continuing to do stakeholder outreach. The people they speak with are developing a much better understanding of the value of this project, improved accuracy of the messaging, route locations, and the planning process.

Tammy Champo next addressed the Board. She told the Board that they are sending out and tracking media outreach. They have done 15 new articles, some in niche railroad/oil and gas media markets and some in more regional publications. They are putting all of this info together on a website they will be ready to show at the next meeting. They are also tracking social media and online conversations. All of this exposure hit high gear in May and on the graph shown you can see an increase in positive reactions.

She noted with interest that although this is a Uinta Basin project most of the comments are coming from those on the Wasatch Front. Also of interest is the fact that as people post questions online there are others in the online community answering their questions, and most of the information is correct. The message is starting to get out there. There is much more positive support for the project being voiced. Moving forward they are working on an animated video to show the positive nature of the Uinta Basin Railway. They are preparing a complete print report for the Board recapping a lot of this information. It should be available shortly. They will be wrapping up the Colorado outreach in the next couple of weeks.

10. Discussion and consideration of Capitalization Policy.

Executive Director McKee turned the time over to accountant Doug Rasmussen. Mr. Rasmussen stated that because of capital expenditures that are beginning to occur and will continue to occur, the Coalition needed a Capitalization Policy to describe how the board would track these purchases for depreciation purposes. Considering the size of the organization it was suggested the limit be set at $5,000. With no further comment:

Motion to approve Resolution 2019-06E, Resolution to adopt a Capitalization Policy was made by Commissioner Grayeyes, seconded by Commissioner Miles. Unanimously passed 5-0-2 absent.

11. Resolution approving expenses and approving financial report.

The information before you reflects invoices and expenses thru May 30, 2019. The total amount of the invoices to approve for payment is $1,094,355.79.

Commissioner Miles was unable to open the invoice attachment and requested some additional time for his review. Smuin, Rich & Marsing will work with him to make sure this is resolved.

SEVEN COUNTY INFRASTRUCTURE COALITION
Financials
June 13, 2019 at 10:00 a.m.
313 East, 200 South, Vernal, UT 84078

Vendor	Invoice #	Amount	Description	Grant
CIVCO Engineering, Inc	2019282	24,603.04	I-70 Transportation Corridor - Engineering	Book Cliffs Transportation Corridor
ESRI	93646972	2,505.00	Mapping Software	General
ETJ Law – Legal Services	1482	12,000.00	Uinta Rail Line	Uinta Basin Railway Project -Legal S
ETJ Law – Legal Services	1484	583.33	Molten Salt/Res Ctr. Facility	General
ETJ Law	1481	1,000.00	Legal Services	General
ETJ Law – Legal Services	1483	1,000.00	Leland Bench Utilities	General
Smuin, Rich & Marsing	40150	3,610.00	Consulting Per Contract - May 2019	General
Mike McKee	5/2 – 6/4, 2019	687.08	Director's Travel/Expenses	General
HDR	1200193896	447,499.75	Uinta Rail Line - Engineering	Uinta Basin Railway Project – Conceptual Engineering/Environmental Services
HDR	1200193898	34,762.50	Uinta Rail Line - Engineering	Uinta Basin Railway Project – Strategic Communication Services
HDR	1200193897	55,012.50	Uinta Rail Line - Engineering	Uinta Basin Railway Project - Strategic Communication Services

Vendor	Invoice#	Amount	Description	Grant
HDR	1200193900	16,275.00	Uinta Rail Line - Engineering	Uinta Basin Railway Project – O&M/Freight and Commercial Analysis
Jones & Demille	0120194	15,551.75	Engineering, Planning, Coordination	General
Jones & Demille	0120193	72.00	I-70 Transportation Corridor - Engineering	Book Cliffs Transportation Corridor
Jones & Demille	0120192	3,027.50	Leland Bench Utilities - Engineering	General
Jones & Demille	0120191	79,515.00	Uinta Rail Line - Engineering	Uinta Basin Railway Project – Program Management Services
Jones & Demille	0120191	6,144.00	Uinta Rail Line - Engineering	Uinta Basin Railway Project – Conceptual Engineering/Environmental Services
Jones & Demille	0120191	280,720.00	Uinta Rail Line - Engineering	Uinta Basin Railway Project – Mapping Services
Jones & Demille	0120191	12,065.07	Uinta Rail Line - Engineering	Uinta Basin Railway Project – Right-of-Way Planning
ICF Jones & Stokes, Inc	0138542	52,278.75	Uinta Rail Line - NEPA Consulting	Uinta Basin Railway Project - Conceptual Engineering/Environmental Services
Utah Media Group	0001255924	92.50	Amended notice of meeting schedule	General
Utah Media Group	0001252720	31.25	Uinta Rail Line - RFI commercialization, financing operating, etc. rail	Uinta Basin Railway Project - Administrative
Mansfield Printing Inc	5-9-19	130.60	Copying for binders for 5/10/19 board meeting	General
Heather Hoyt	June 3, 2019	1,994.00	Hours/Travel April and May 2019	General
Heather Hoyt	112-4103087-6721839	153.87	Office Equipment/Supplies	General
Venable LLP	2092301	43,041.30	Uinta Rail Line - Legal Services	Uinta Basin Railway Project - Legal Services
Total Payment Approval		**$1,094,355.79**		

Mr. Rasmussen continued informing the Board that as accountants they are required, monthly, to report the balance sheet and income statement to the board. These financials being presented today are thru the end of April, 2019. There is also a Profit and Loss Statement by class. It shows the income and expenses for each project. Every quarter the board must receive a Detailed General Ledger. It does not have to be in print, it can just be supplied to board members electronically. If provided electronically, the board must codify at the next meeting, reflected in the minutes, that the detailed general ledger was received electronically.

Commissioner Miles stated that he was good just receiving it electronically. No other board members opposed this suggestion. In the future, the Detailed General Ledger will be provided to board members electronically and not be included in the board books.

The next section of the financials shows each funding source in detail. The grants from the CIB, the project the funding was received for, and the remaining balance in each fund.

Mr. Rasmussen reminded the Board and vendors that the State's (CIB) end of year is June 30th. All invoices to be paid in the month of June must be to their office by that date, June 30th. Any late invoices will have to be paid in the following month. There can be no exceptions to this.

Motion to approve the invoices for payment and the financial statements was made by Commissioner Miles, seconded by Commissioner Grayeyes. Unanimously approved 5-0-2 absent.

Roll call vote for invoice payment and financials was as follows:

SEVEN COUNTY INFRASTRUCTURE COALITION VOTING:

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

12. Engineer's Report.

Mike Hawley was sitting in for Brian Barton, both are from Jones & DeMille Engineering. There is a lot of work going on with all of these projects. On the program management side there was work done on CIB applications, various funding streams, engineering work, baseline environmentals, and surveying. For conceptual engineering services they have been looking at rail route alignments and trying to be responsive to public concerns.

As to Milestone One, mapping services and aerial target layouts, these are all moving forward. They are focusing on the Indian Canyon and Craig alignments. They are holding off on the other routes for the time being. Right-of-Way planning is underway. They have met with several property owners on a weekly basis to discuss concerns and alignments. The baseline environmental is underway as well.

A question was asked as to whether Jones & DeMille could prepare some maps of the different proposed routes so the property owners could actually see what is envisioned and not just be guessing and worrying. Mr. Hawley stated that until the Surface Transportation Board gets further along in the environmental process, they won't be able to move forward with that mapping.

There was presented to the Board a "Uinta Basin Railway Milestone One, Executive Summary". This summary describes the project in more detail. It is a public document and will be posted as a .pdf on the Uinta Rail website www.uintabasinrailway.com once it has been updated.

As to the Book Cliff's corridor project there has been a little bit of environmental review work done this past month. Jones & DeMille has also done a lot of work updating the SCIC website to reflect the most current information and projects. The Petroleum Pipeline data is also posted to the website.

13. **Closed (executive) session pursuant to §52-4-205** (Eric Johnson)
(For the purpose of potential real estate acquisition, trade secrets related to procurement, reasonably imminent litigation, and/or personnel competency.)

Motion to enter closed session was made at 2:45 p.m. by Commissioner Hopes, seconded by Commissioner Sitterud. Roll call vote and unanimously approved 5-0-2 absent. All Commissioners attended the meeting, along with Commissioner Brad Haslem, Jones and DeMille engineers, Eric Johnson, SCIC's attorney, Doug Rasmussen from Smuin, Rich and Marsing, and Heather Hoyt.

Roll call vote for the closed session was as follows:

SEVEN COUNTY INFRASTRUCTURE COALITION VOTING:

Carbon	Board Member	Yea X No ___
Daggett	Board Member	ABSENT-
Duchesne	Board Member	Yea X No ___
Emery	Board Member	Yea X No ___
San Juan	Board Member	Yea X No ___
Sevier	Board Member	ABSENT
Uintah	Board Member	Yea X No ___

14. **Motion to re-enter open session** was made at 3:15 p.m. by Commissioner Hopes, seconded by Commissioner Sitterud. Roll call vote and unanimously approved 5-0-2 absent.

Roll call vote to re-enter open session was as follows:

SEVEN COUNTY INFRASTRUCTURE COALITION VOTING:

Carbon	Board Member	Yea X No ___
Daggett	Board Member	ABSENT-
Duchesne	Board Member	Yea X No ___
Emery	Board Member	Yea X No ___
San Juan	Board Member	Yea X No ___
Sevier	Board Member	ABSENT
Uintah	Board Member	Yea X No ___

15. Motion to adjourn

A motion to adjourn was made by Commissioner Hopes, seconded by Commissioner Sitterud. Unanimously approved 5-0-2 absent.

A motion to approve the June 13, 2019 meeting minutes was made by Commissioner Hopes, seconded by Commissioner Miles.

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 ___

absent
Co-Chair: Brad Horrocks

Co-Chair: Lynn Sitterud

(COALITION SEAL)

ATTEST:

Eric T. Johnson (Legal Counsel)