Scoping
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Alton Coal Tract Lease By Application
ENVIRONMENTAL • IMPACT • STATEMENT

FINAL
SCOPING REPORT

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ALTON COAL TRACT LEASE BY APPLICATION (LBA) EIS
PUBLIC SCOPING REPORT

Background Information

Alton Coal Development, LLC has filed a "Lease By Application", known as the Alton Coal Tract LBA, to mine federal coal on approximately 3,600 acres of land near the town of Alton, UT. In accordance with requirements under the National Environmental Policy Act (NEPA), the Bureau of Land Management (BLM) is preparing an Environmental Impact Statement to analyze and disclose the impacts of the proposed lease on the human environment.

To satisfy the requirements of NEPA for public involvement, the objectives of this scoping report are to clarify tentative issues, determine the appropriate scope of environmental analysis, and gather new input on alternatives development from public comments received in response to the November 28, 2006 Notice of Intent (NOI) outlining the Bureau of Land Management's (BLM) plan to prepare an EIS for the proposed action to offer the Alton Coal Lease Tract for competitive leasing in response to Alton Coal Development, LLC's application for leasing under the LBA process set forth under 43 CFR 3425.

Document Organization

This document contains summary descriptions of:

- scoping meetings, including advertising leading up to the meetings,
- opportunities for public comment during the scoping period,
- the scoping content analysis process, including how individual letters and comments were coded and tabulated,
- comments received during the 90-day scoping period (November 28, 2006 – February 26, 2007) in a tabular format, and
- comments organized by resource.

All comments were given equal consideration, regardless of method of transmittal. Appendix A consists of public response origination and contact information. Appendix B consists of contact information for those who attended the public scoping meetings.

Description of Scoping Meetings

Five public scoping meetings were held for the Alton Coal Tract LBA EIS (Table 1). At each meeting 19 informational boards were displayed (Appendix C). These informational display boards included:

1. Welcome message to meeting attendees
2. Explanation of the NEPA Process
3. Explanation of the general timeline and sequence of events associated with this EIS
4. Explanation of the Purpose and Need for the proposed action
5. Description of the history of coal exploration in the Alton Coal Field
6. Explanation of the Proposed Action
7. Map showing the LBA and surrounding lands including land ownership
8. Explanation of opportunities for participation in the NEPA process

9. Five (5) boards explaining the conceptual mining and reclamation sequence and the proposed facilities
10. Transportation information including the proposed transportation route, tons of coal/year, truck operating days/year, truck operating hours/day, truck payload (tons), truck tons/day, truck round trips/day, and the proposed truck departure interval
11. Resources to be addressed in the EIS with an explanation that the range of resources addressed could be expanded or reduced based on public input
12. Four (4) maps depicting the Alton Coal Tract LBA area and the immediate vicinity

Two videos were available for viewing by the public in addition to the 19 display boards listed above. One video provided an explanation of the conceptual mining and reclamation sequence and was associated with the five (5) mining and reclamation display boards. The other video explained the proposed transportation route and provided details about the proposed truck type and was associated with the transportation information display board.

Table 1. Public Scoping Meeting Dates, Times, and Locations

Date	Time	City	Address
January 30, 2007	5:00 – 8:00 pm	Alton	Alton Town Hall 11 S 100 W, Alton, UT 84710
January 31, 2007	5:00 – 8:00 pm	Kanab	Kanab City Library 374 North Main St., Kanab, UT 84741
February 1, 2007	5:00 – 8:00 pm	Panguitch	Triple C Arena 50 E 900 N, Panguitch, UT 84759
February 6, 2007	5:00 – 8:00 pm	Cedar City	Cedar City Library 303 N 100 E, Cedar City, UT 84720
February 7, 2007	5:00 – 8:00 pm	Salt Lake City	Salt Lake City Public Library 210 E 400 S, Salt Lake City, UT 84111

At each meeting, the "Welcome" message display board was posted just outside the meeting hall. Attendees were greeted at the entrance and asked to sign in (see Appendix D for example sign in sheet). They were asked to specify whether they would like a CD or paper copy of the Draft Environmental Impact Statement (DEIS). Attendees were informed about the open house meeting format, shown a comment card (Appendix E) and informed about ways to submit a completed comment card to the BLM (including the locations of comment boxes in the meeting hall during the meeting), and informed about the flow of information (display boards) in the room.

Display boards were arranged in stations, based on topic, in the following order: 1) NEPA Process, Project Timeline, Purpose and Need; 2) History of Coal Exploration in the Alton Coal Field, Proposed Action, Proposed Mining Facilities; 3) The Conceptual Mining Sequence; 4) Transportation; 5) Resources to be addressed in the EIS; and 6) Opportunities for participation. At each information station, except those dealing specifically with the mining process, BLM personnel were available to answer questions. Representatives from Alton Coal Development, LLC were available to answer questions about proposed mining facilities and the conceptual mining sequence. Personnel from SWCA Environmental Consultants and Fehr and Peers Transportation Consultants (except at the Cedar City scoping meeting) were also available to answer questions or to direct

attendees to the appropriate parties for additional information. Refreshments were provided at each meeting.

Advertising of Public Meetings

Pursuant to NEPA requirements, the scoping meetings were advertised in a variety of formats, at least two weeks prior to their scheduled dates (Table 2). In each format, the advertisements provided logistics and explained the purpose of the public meetings, gave the schedule for the public comment (scoping) period, outlined additional ways to comment, and provided methods of obtaining additional information.

Table 2. Meeting Advertisement Locations

Publicity Item	Venue		
Notice of Intent (NOI) (Appendix F)	Federal Register		
Fliers / Posters (Appendix G)	Posted in the following communities in the given locations a week before the scheduled meetings:		
	Cedar City • Post Office • Library • Walmart **Kanab** • Post Office • Library • County Offices • BLM Kanab FO • Grand Staircase-Escalante National Monument (GSENM) Headquarters • GSENM Visitors Center in Kanab	**Mt. Carmel** • Thunderbird Inn/ Restaurant • Kane County Mobile Library **Orderville** • Post Office • Grocery Store **Glendale** • Post Office **Hatch** • Restaurant/Resort	**Panguitch** • Ace Hardware • Chevron station • City Hall • County Courthouse • County Clerk • Conoco station • Dixie National Forest Ranger Station • Garfield Memorial Healthcare Foundation Thrift Shop • Ice Cream Parlor • Library • Main Street Market • NAPA auto parts store • Post Office • Sinclair Station • State Liquor Store • Cowboy Corner • C Stop Pizza • Country Corner Cafe • Ice Cream Shop
Press Release (Appendix H)	**Newspaper** Deseret News Garfield County Insider Salt Lake Tribune Southern Utah News Spectrum	**Television** KSL-TV Channel 5 KUTV Channel 2 KTVX Channel 4 KSTU Channel 13	**Radio** KXAZ 93.3 FM KPGE 1340 AM

Opportunities for Public Comment

Members of the public were afforded several methods for providing comments:

- At the scoping meetings there were three stations with comment cards (Appendix F) on which attendees could write and submit comments.
- Emails could be sent to a dedicated email address: UT_Kanab_Altoncoal@blm.gov
- Public letters could be mailed to: BLM Kanab Field Office, Attn: Keith Rigtrup, 318 N 100 E, Kanab, UT 84741
- Public letters could be faxed to: Attn: Keith Rigtrup 435-644-4620

Scoping Content Analysis

During the scoping period public letters were received at the scoping meetings, via fax or mail to the BLM Kanab Field Office, or by email to the dedicated email address. Each public letter received at the scoping meetings, or by mail, or fax was first numbered (beginning with 001) and then labeled with a commenter code indicating the entity from which it was received (i.e., individual ; government agency; non-governmental organization or special interest; business; or tribe) (Table 3). This combination of number and commenter code results in a unique alpha-numeric identifier for each individual public letter submitted. This system provides ease in referencing and cross-checking public letters received and the comments contained within them.

Table 3. Comment Type

Type	Type Code
Individual Submittal	I
Government Agency	G
Non-Governmental Organization (special interest)	O
Business	B
Tribe	T

Public letters received via email were first sorted into 3 groups and identified by group using codes: 1) Unique Emails (UE); 2) Email Form Letter[1] 1 (EF1); and 3) Email Form Letter 1 plus additional comments (EF1+). The number of emails received in each category are provided in Table 4 along with the number of comment letters (L) received by other means.

Table 4. Quantities of Emails Received in Each Category

Categories of Emails Received	Number Received
Unique Emails (UE)	167
Email Form Letter 1 (EF1)	7,352
Email Form Letter 1 plus additional text (EF1+)	178
Letters received by mail, fax, or at scoping meetings (L)	91

[1] A form letter was defined as an email that was sent separately by numerous individuals that contained identical text.

After grouping, all emails classified as UE and EF1+ were numbered and labeled with commenter codes as above. Email form letter 1 (EF1) emails were not numbered and labeled with commenter codes due to the large number of these emails received (Table 4).

After all public letters (emails and letters received by mail, fax, or at scoping meetings) were numbered with unique alphanumeric identifiers, each letter was reviewed and comments were categorized by resource issue. Comments were assigned Resource Codes corresponding to their respective resource issue (Table 5). Additional number codes were added to all comments to identify specific comments within identified resource issues. For example, a comment concerning flow in Kanab Creek would first be coded as WR, to identify this as a water resource issue, and then 1 to identify that the specific comment concerns flow in Kanab Creek. Numbers were assigned in the order in which the specific comments were encountered in the comment analysis process. For each public letter received there may be several comments, each coded separately based on resource issue and then specific issue. This form of analysis allows for specific comments to be captured and then grouped under the umbrella of a general resource issue. It also allows for cross-referencing and comparison purposes. To avoid repeated comments and assist in cross-referencing and comparison, comments of similar content were only recorded once. However, the frequency of each specific comment was recorded and noted in the analysis.

All comments contained in EF1 emails were coded and recorded as explained above. However, only one EF1 email was used for coding purposes due to the large number of these emails received and the fact that all emails coded as EF1 contain identical comments. For EF1+ emails only unique comments were coded and recorded as the form portion (EF1 portion) of EF1+ emails is represented by EF1. Alpha-numeric codes for each EF1+ email are provided in Table 6 for cross-referencing purposes.

Table 5. Resource Issue Identification

Resource Code	Resource Issue
ALT	Alternatives
AQ	Air Quality
CR	Cultural Resources
CUM	Cumulative Impacts
FI	Fire
GR	Grazing
HAZ	Hazardous Materials
LR	Lands and Realty
MN	Mining
MS	Miscellaneous
MT	Mitigation
NO	Noise
PAL	Paleontology
PN	Purpose and Need
PR	Process

Table 5. Resource Issue Identification

Resource Code	Resource Issue
REC	Recreation
RLM	Reclamation
SD	Special Designations
SE	Socioeconomics
SG	Soils and Geology
SSS	Special Status Species
TR	Transportation
VEG	Vegetation
VR	Visual Resources
WC	Wilderness Characteristics
WL	Wildlife
WR	Water Resources

Table 6. Alpha-numeric Codes for Each EF1+ Email Received

I-234	I-260	I-291	I-314	I-337	I-363	I-390	I-418	I-445
I-235	I-262	I-292	I-315	I-338	I-365	I-391	I-419	I-448
I-237	I-267	I-293	I-316	I-340	I-366	I-393	I-421	I-449
I-238	I-268	I-294	I-317	I-341	I-367	I-396	I-422	I-450
I-239	I-269	I-295	I-318	I-342	I-368	I-401	I-423	I-456
I-240	I-270	I-296	I-319	I-343	I-369	I-402	I-424	I-457
I-241	I-273	I-298	I-320	I-344	I-370	I-403	I-425	I-459
I-243	I-274	I-299	I-321	I-346	I-371	I-404	I-426	I-460
I-244	I-275	I-301	I-322	I-347	I-372	I-405	I-427	I-461
I-245	I-276	I-302	I-323	I-349	I-374	I-406	I-428	I-464
I-246	I-277	I-303	I-324	I-350	I-376	I-407	I-430	I-465
I-247	I-278	I-304	I-325	I-351	I-377	I-408	I-431	I-467
I-248	I-279	I-305	I-326	I-352	I-378	I-409	I-432	I-468
I-249	I-280	I-307	I-327	I-354	I-379	I-410	I-433	I-469
I-252	I-281	I-308	I-328	I-355	I-380	I-411	I-436	I-470
I-254	I-282	I-309	I-330	I-358	I-381	I-412	I-437	I-472
I-255	I-283	I-310	I-332	I-359	I-382	I-413	I-438	I-473
I-256	I-284	I-311	I-333	I-360	I-383	I-414	I-439	I-474
I-257	I-288	I-312	I-334	I-361	I-385	I-415	I-440	
I-259	I-290	I-313	I-335	I-362	I-387	I-417	I-443	

After specific comments were identified through analysis of each public letter they were classified and coded according to their disposition. A comment's disposition refers to the way in which it can be addressed in the DEIS. Within this analysis, comments fell into one of 6 identified disposition categories (Table 7). Comment disposition strategies include: 1) changing or providing additional information in the project purpose and need discussion; 2) developing alternatives to address issues raised; 3) addressing comments through impact analysis; or 4) implementing and documenting certain elements of the NEPA process. Comments receiving disposition codes of Out of Scope (OOS) or No Response (NR) are not addressed in the DEIS. These are comments that are not within the scope of the decision before the BLM concerning the Alton Coal Tract LBA or are otherwise not substantive. Examples of these include comments: in favor of or opposed to the proposal; expressing disappointment or displeasure with the BLM or other entities involved with decisions regarding the proposal; expressing anger concerning environmental laws and/or bureaucracy; etc.

Table 7. Comment Disposition

Disposition Code	Comment Disposition
PN	Purpose and Need
ALT	Alternative Development
IA	Impact Analysis
PRO	Process
OOS	Out of Scope
NR	No Response

For organization and cross referencing purposes, in Table 8 comments are tabulated by Comment ID Number, Comment Resource Code, and Comment Disposition.

Alton Coal Tract LBA Summary of Scoping Issues

Comments are summarized below, in narrative form, for each resource issue area (i.e., all specific Wildlife comments are summarized under the banner of Wildlife, all specific Water Resource comments under the banner of Water Resources, etc.) as well as issues and concerns related to NEPA Process, Purpose and Need, Alternatives, Mining and Reclamation, Transportation, and Cumulative Impacts. Miscellaneous comments are also summarized in narrative form.

The narrative summary is organized in the following order:

- NEPA Process
- Purpose and Need
- Alternatives
- Mining and Reclamation
- Transportation
- Resources Issues (listed alphabetically)
- Cumulative Impacts
- Miscellaneous Comments

NEPA Process

Scoping comments about NEPA process issues fell into the following 9 categories:

Project Timeline. It was suggested that the initiation of the DEIS was premature, if the buyer of the lease had not yet submitted detailed plans. It was also recommended that there be a signed contract with a buyer for the coal itself before proceeding any further with the project. General timeline comments included the desire to approve the project faster and start mining as soon as possible.

Previous NEPA Decisions and Legislation/Need for DEIS. Commenters questioned the need for this DEIS because of previous studies done in the area, noting that similar mining project(s) were found to be unacceptable 30 years ago that the environmental risks and concerns were (at the very least) no less in 2007. Respondents wondered why this particular project area was even being considered again. Conversely, other respondents remembered a previous NEPA process resulting in the *approval* of a mining project in the mid-1980s, and wondered why another NEPA process was needed if the area had been already studied and a similar project approved. It was also noted that Bryce Canyon is afforded special protection under the Surface Mining Control and Reclamation Act of 1977.

Project Scope. The comment was made that Alton Coal's proposal to mine both federal and state lands are *connected actions* and must be evaluated in a single NEPA document because the mining of adjacent federal and non federal coal are so closely related that they represent a single course of action.

BLM's Role and Policies Regarding Public Land Use. Scoping letters included numerous comments on the role the BLM and the federal government should play in the protection of the environment, the development of alternative energies, and what actions are appropriate to take place on public lands. The majority of those who commented on this issue felt that as a steward of public lands, the BLM had a duty to do what was best for the environment first, and to protect the interests of all citizens by preserving these public lands for future generations. For these respondents, "responsible stewardship" meant that the BLM should not allow public lands to be used for "dirty" activities such as coal mining, stating it was especially inappropriate for public lands to be used for an outdated and environmentally unfriendly technology at a time when we reaching an environmental crisis due to global warming. Numerous respondents expressed the opinion that our government should be at the forefront of renewable energy development and as well as energy conservation to meet future energy needs. It was also suggested that the BLM ban the sale and use of coal permanently.

Respondents frequently suggested solar and wind power alternatives, but also recommended that the BLM investigate geothermal energy, microhydropower, and plant based fuel production, as well as non-combustive/natural (biological) methods of extracting solar energy trapped in coal. Commenters suggested the BLM should actively discourage coal mining as a way to promote alternative technologies.

It was also suggested that Alton LLC should use its resources to develop alternative energies.

Commenters less opposed to the concept of coal mining merely suggested that the role of the BLM was to ensure that potential impacts to federal lands be examined and mitigated to ensure that energy development is conducted in a manner that protects these lands for the public.

Cooperating/Consulting Agencies. The City of Panguitch, Dixie National Forest, and Bryce Canyon NP both requested to be part of the NEPA DEIS planning process. One commenter from the general public also expressed a desire for the NPS to be involved in the planning process to help

minimize impacts to Bryce Canyon. Respondents also requested that the BLM consult with USACE and USFWS in regard to any Section 404 or Section 7 permits.

Resources to be Analyzed/Affected Environment. Many respondents included in their comment letters a list of what resources they felt needed to be analyzed in the DEIS, including air quality, cultural resources, livestock grazing, health and safety, lands and realty, noise, recreation, socioeconomics, soils, special designations (especially Bryce Canyon), special status species (especially sage grouse), transportation issues, vegetation, visual resources, water, and wildlife. Commenters mentioned qualities such as pristine beauty, solitude and peacefulness of the area, but did not specifically request that "wilderness characteristics" be analyzed as a resource.

Data/Expertise for Impact Analysis. Respondents repeatedly requested that the BLM fully consider and disclose "all impacts" of the lease and noted that agencies must take a "hard look" at direct, indirect, and cumulative impacts of the proposed action (including the mine and the hauling of the coal to market), and disseminate their conclusions of those analyses to the public.

Commenters also wondered if there was sufficient data available to adequately assess all impacts from the proposed mine. Several respondents sent in newspaper articles, fact sheets, reports, or website addresses and requested that these sources be considered in the DEIS. One commenter questioned to what degree peer-reviewed scientific literature would be used, and wondered if non-peer reviewed scientific info would be allowed.

Respondents also felt that the cumulative impacts of the project on global warming needed to be included in the DEIS, but wondered about the BLM's expertise in evaluating the analysis. It was noted that NEPA process requires that the BLM independently evaluate the environmental information provided by a Third Party Consultant such as SWCA, and that if the BLM lacked the technical expertise to review ANY of the analysis, then an independent 3rd party contractor must be obtained by BLM to provide the analysis.

Public Input in NEPA Process. Numerous respondents expressed a desire to be placed on a mailing list to receive any updates or additional information on the project, and/or to receive copies of the DEIS. A few respondents used the scoping comment email address to request information about scoping meeting times and comment periods. Several of the comments were media/agency requests for interviews and project information or requests for project information for personal research projects.

Some commenters expressed concern that their scoping letters might not be read or acted upon, or felt that the public was not adequately informed of the project with sufficient time to respond, perhaps because of a fear of public outcry. Commenters requested an opportunity to comment on the DEIS and suggested a public meeting following DEIS publication to discuss the findings of DEIS.

NEPA Decisions. Several commenters on both sides of the issue wrote that the locals should be the decision makers. Those supporting the mine said if the locals want to mine, they should be allowed to do so. Those opposing the mine said the BLM should listen to the locals who moved here for peace and quiet. In both cases, the idea that someone who didn't live in the area would decide what was best for locals was highly offensive.

Commenters expressed concern about impacts to Bryce Canyon. The question was asked if the importance of Bryce Canyon was such that if impacts could not be minimized, the project scope would be modified or rejected outright.

Purpose and Need

It was suggested that the BLM cannot narrowly define the project's purpose and need so that only an alternative which allows for maximum development is acceptable; the project purpose and need, according to some commenters, can be met without authorizing full development. It was also suggested that the coal is needed to allow the Utah coal industry to continue to supply coal to electric utility generators in Utah since 65% of Utah's remaining coal is off limits because of Grand Staircase Escalante National Monument (GSENM) designation. Respondents commented on the need to develop new domestic energy sources to reduce our dependence on foreign energy sources, and questioned whether or not there may be any additional benefits or needs for the State of Utah and local residents resulting from the mine.

Alternatives

Recommendations regarding alternatives development included the need for a reasonable range of alternatives that are not dictated by the applicant's objectives, and that are non-speculative. It was requested that the BLM fully consider and analyze an alternative to the proposed action that would delay offering this tract for lease until the Kanab FO completes its RMP revision, to make sure that a decision to lease does not foreclose the option of designating this area unsuitable to surface coal mining in the land use planning process. Underground mining and shaft mining were suggested as reasonable alternatives to surface mining.

A number of suggestions were made for new alternatives specifically related to transportation due to concerns related to increased truck traffic. This included consideration for route changes over the life of the mine and the need to seek energy efficient transport of the coal. Specific alternative recommendations for routes include the following:

- Using the route south of Alton and go through the cut north of the Alton "A",
- Transporting coal to rail destination via Johnson Canyon Road to Kanab,
- Transporting the coal via Highway 14,
- Constructing a bypass road around Panguitch,
- Routing the coal south through Kanab,
- Constructing passing lanes on Highway 89 prior to the project,
- Providing an exit road east of Alton to keep the road outside the city limits of Alton,
- Transporting the coal by slurry,
- Transporting the coal by railroad generally, and specifically a rail from the mine to Highway 89, Cedar City, Salina, or Alton,
- Using a conveyor system to move the coal to Highway 89, and
- Transporting the coal to Salina via Highway 89.

It was recommend that an alternative be fully addressed in the DEIS which analyzes the potential for development of a combination of new solar, wind and geothermal energy sources on BLM lands to move our focus onto renewable energy sources. Respondents questioned the amount of energy being expended to develop the energy from the mine.

Alternatives recommended for air quality concerns included an analysis of transportation routes and impacts if the mine sells coal to currently permitted but unconstructed Utah plants at Sigurd and Intermountain Power Project Unit 3 (IPP3), since air permits have been granted to these areas. Related to this issue, it was recommended that additional transportation routes should be analyzed if

the coal goes to in-state power plants. An alternative was also recommended to control NO_2 so that all toxic releases remain at or below safe levels on areas of public access.

Alternatives were recommended regarding the use and processing of the coal including using the coal locally, building a power plant next to the mine, and the possibility of coal gasification or liquification.

Mining and Reclamation

Mining. Respondents requested that the DEIS analyze and disclose information about certain aspects of the mine and mining process. Respondents wanted to know about the quality of the coal, about the possibility of discharges into Kanab Creek, and about safe guards or guarantees against underground coal fires. Respondents asked that the DEIS explain how the proposed project will meet the suitability needs of the Surface Mining Act and that the DEIS clarify the anticipated rates at which the Alton coal mine will produce coal under the proposed action and alternatives. There were also requests that the DEIS address how mining operations will not require blasting to remove overburden and what may happen if there is a future need for alternate haul routes, blasting, or expansion of the proposed mine site. Concerns about the state of the local environment and community at the end of the mine's life and trade offs between energy gained from the mined coal versus energy used to mine and transport the coal were also expressed. A question was raised regarding the potential negative impacts to the coal economy and coal use by the rising threat of global climate change.

Reclamation. Many respondents expressed concern about the reclamation process and the extent to which it may be successful. Concern was expressed about the possibility of a large hole being left in the ground (from removal of the coal) and the need for erosion prevention after reclamation. Some respondents commented that the reclamation plan should focus on restoring native vegetation, including biological soil crusts, that the area should be monitored for invasive species, and that following reclamation, the area should be returned to its natural state and support livestock and wildlife, including mule deer, elk, and sage grouse. Concern was expressed about enforcement of the coal company's obligation to reclaim the area noting that the coal company has the financial responsibility to repair the lands but questioning whether they have the financial ability. Some respondents noted that they liked the reclamation plans and appreciated all efforts to minimize environmental impacts. Respondents wanted to know who was responsible for reclamation and about the long term potential use of the Federal land after mine reclamation.

Transportation

Many of the concerns raised in the scoping comments were about the level and schedule of coal truck traffic, and the impacts of coal trucks to communities along the proposed haul route. Some commenters felt that if the transportation route issues could be addressed or the route changed, they might feel differently about the project. Respondents asked that the BLM analyze all related transportation impacts in the DEIS.

Most respondents felt that the primary industries along the proposed route were tourism and recreation, and that these were completely dependent upon retaining the quaintness and visual beauty of the area. Commenters felt that the addition of coal trucks would be very detrimental to these tourist and recreational experiences. Respondents noted the proximity to the national parks and other tourist destinations and felt that the pristine beauty of the area would be forever tainted if the project came to pass.

Commenters who were owners of tourist-based businesses (B&B, resorts, hotels, etc) expressed concern that noise, traffic congestion, emissions/coal dust, and visual degradation associated with coal trucks along with the proposed route would result in the area being less than desirable for tourism. Commenters wrote about their current struggle to make ends meet, and felt that this would push them over the edge financially. Noise was mentioned frequently as an impact for communities along the proposed route, affecting both residents who had moved there for the peace and quiet and visitors who would have to listen to coal trucks 24 hours a day and might not choose to stay at hotels along the highway.

Commenters also noted that the area's tourism has a growing recreation component involving bicycling and motorcycling tours and ATVers, and concern was expressed that the increase in traffic would make those recreational experiences both less aesthetically desirable and less safe along Hwy 89.

Respondents warned that the truck traffic would result in more accidents, increased animal mortality (elk, deer, antelope) and habitat fragmentation, and pointed out several areas where there were known deer herds that regularly crossed the highway. Some commenters suggested putting in overpass/underpass to allow herd movement; other commenters noted that fencing would not be a viable solution, as it would result in habitat fragmentation.

Commenters saw special concern with the proposed transportation route going through the town of Panguitch, due to the town's National Register of Historic Places (NRHP) designation and associated historical nature and quaintness. Sought as a means of increasing tourism, highlighting and preserving the town's history, concern was expressed that coal truck traffic would threaten the very qualities that led to the NHRP designation, and maybe even the designation itself. Respondents also expressed concern that increased truck vibrations could damage those historic structures and that coal dust along the route would impact the homes and businesses along Main Street. Commenters pointed out that the double coal trucks would be too large to make Panguitch's Main St/Center St turn safely and would need to turn into the oncoming lane, impeding oncoming traffic, and causing traffic to back up behind them while maneuvering. Commenters also expressed concern that trucks might attempt to bypass this intersection by taking side streets. Many respondents noted this section of Hwy 89 is routinely closed during Panguitch's local festivals, and wondered if that tradition would end and if not, how the trucks would be rerouted during those events, the additional cost for directing coal truck traffic, and expressed safety concerns about coal trucks being rerouted through residential neighborhoods. Respondents suggesting a bypass road also noted it would have to be paved. Commenters also noted that Panguitch and other towns along the route already have significant parking issues during the tourist season and wondered if the additional truck traffic would exacerbate the problem.

Respondents noted the special status of Highway 89 (Heritage Highway), as well as the status of Highway's 23 and 143 (current and proposed all-American Highways) and wondered if the addition of 300+ coal trucks would threaten those designations as well. Again, they saw coal trucking and scenic or historic highway designations as incompatible in their very nature. It was noted that these designations were tied to increasing tourism of the area and that a good deal of time and money had been spent getting those designations in an effort to increase tourism. With the potential for Hwy 89 to become a trucking route for coal, they wondered if that money had been spent in vain. Commenters noted that the proposed route, a scenic route, is a tourist destination in and of itself and that the addition of coal trucks would greatly detract from the driving experience.

Many commenters pointed to the small town feel and the peaceful lifestyle as being the very reason they moved to the area. The concern was that the increased traffic and its accompanying pollution would ruin that feeling. Respondents wrote passionately about their lifestyle there, the peace and quiet, the beauty, the "small town feel", and how that lifestyle would simply be ruined by the addition of numerous coal trucks passing through the area.

Commenters felt that the proposed transportation route would diminish their property values. This concern was expressed about a variety of property types: personal homes, second/retirement homes, speculative homes people were building as a means of financing their retirement, and tourism-based business such as resorts and B&Bs that people felt would lose value and that they would be unable to sell once the mine went in. Several respondents mentioned their personal financial situations (had put all their money into buying or building a business, or had invested everything in a retirement community, e.g.) and felt the potential decrease in property values could spell financial disaster for them.

Respondents asked for a careful socioeconomic analysis of all communities along the proposed route, and noted that the towns in Garfield County located along the proposed route would experience many negative impacts, but were unlikely to reap any of the positive socioeconomic benefits, as truck drivers would likely contribute far less to the economy than the tourists they would displace. Additionally, Garfield County would have to shoulder the burden for increases in road repairs, safety and traffic control personnel, road cleanup, etc.

Commenters expressed concern about diesel truck emissions and coal dust leaking from trucks affecting homes, vehicles and natural resourced such as air quality, vegetation, wetlands and the water quality of fishing streams, nearby rivers, and in particular the Sevier River. It was noted that the valley through which the transportation route runs is subject to inversions and that the emissions from the coal trucks would therefore not dissipate easily. Respondents suggested that the trucks have tarps put on top to help keep the coal dust from escaping. Many respondents indicated that the clean fresh air, clear skies, visibility and dark night skies were part of the reason they chose to live or recreate in the area, and expressed concerns that these qualities would diminish.

Respondents expressed concern about trucks spreading noxious weeds along the proposed route and noted that the Sevier River is part of a watershed that provides municipal drinking water. Other commenters expressed concern about those pollutants eventually reaching waters used for irrigation and livestock grazing and that recreational fishing could also be impacted.

Commenters had numerous safety concerns associated with the transportation of coal along the proposed route, due to the size and weight of the coal trucks and the shear increase in traffic counts on an already heavily traveled road. Respondents questioned the true number of trucks that would be traveling along the proposed route and also said that the private vehicles from the mine workers and truckers needed to be accounted for in the transportation analysis. Risks discussed included: an increased risk to those residents, ranchers and other motorists pulling on or off of the highway; an increased risk to tourists who may be unfamiliar with the area, or stop suddenly to take pictures, or try to pass slower vehicles; an increased risk to school children at bus stops (and homes) along the highway, as well as while crossing Main Street to/from school and the library; an increased risk of spills along the proposed route, and/or cleanup following traffic accidents.

Respondents pointed to a resulting need for increased traffic control and an increase in the area's safety/medical force, and noted that the increased traffic would result not only in an increase of accidents but also a decrease in response time by personnel responding to fires, medical emergencies, etc. Commenters noted that the only medical facilities were in Panguitch, Kanab, and

Cedar City and felt those facilities would be taxed beyond their capacity and that additional facilities would need to be built. Respondents who noted such concerns also wondered where the money would come from and wondered if Alton coal would provide reimbursements.

Concern was also expressed that trucks would not be stopped for speeding or other issues due to the potential for traffic backups, and the perception of a community being a "speed trap", and that this would result in further safety risks, such as drivers who speed intentionally or use drugs and alcohol, knowing they won't be stopped. Respondents also sent in sources of information they would like considered in the DEIS, which discussed safety issues associated with truck driving.

Commenters noting numerous safety concerns associated with increased traffic along the proposed route, a 2 lane road with no shoulders or pullouts, and suggested additional turning lanes, pullout lanes or widening to safely accommodate the increase in heavy truck traffic. Commenters noted that the proposed route is a winding road with few straightaways where people can safely pass, and expressed concern that with the addition of coal trucks, the route would become very unsafe and unpleasant to drive. It was pointed out that if the road is indeed widened, the environmental impacts of that action would need to be evaluated.

Respondents expressed concerns that the increase in heavy coal truck traffic would result in increased damage to roads and bridges, and that roads on the transportation route would need a more frequent maintenance schedule. Some commenters wondered who would shoulder the financial burden for those repairs, noting that some roads are already overdue for resurfacing. Respondents noted that while much of the haul route is in Garfield County, most of the revenue generated by the project would benefit Kane and Iron counties, and wondered where the monies for the additional road maintenance made necessary from the proposed project might come from. It was suggested that Alton Coal or the BLM might be the appropriate entity. Other commenters made note of less measurable impacts, such as the fact that drivers would have to deal with the inconvenience and traffic delays associated with those repairs, as well as a decrease in safety while repair crews were working on roads. Commenters also noted that the increase in truck traffic will result in increased garbage along the highway and wondered who would clean this up.

Writers noted that bad weather on Hwy 20 might cause coal truck traffic to be rerouted to other highways, or that with the increase in truck traffic on Hwy 89, residents might choose to take other roads instead, and this would result in additional impacts to those area, which would need to be analyzed, even though they are not part of the proposed truck route.

Resource Issues

Air Quality. Requests were made for the DEIS to analyze the impacts of mining and burning of coal on air quality. Concerns included coal dust, exhaust from trucks and power plants, and impacts to the air quality of canyons in the area including hoodoos of Red Canyon, Bryce Canyon, Capitol Reef, Canyonlands, Arches, Grand Staircase Escalante National Monument, Zion, and Capitol Reef National Parks. Concern was also expressed that some of these areas are Class I air sheds under the Clean Air Act which allows for no significant degradation of air quality. Concerns were also expressed regarding contribution that air quality degradation would have on regional haze.

Respondents questioned how air pollution would be controlled including impacts to the health of residents in the area. Health concerns included residents that received oxygen along the transportation route, long term lung disease, pneumonia, heart disease and contribution to the illness of those who may suffer from allergies or asthma. Concerns were expressed regarding the impacts

of dust and erosion to rivers in the area. Concerns included how the black dust, arsenic and mercury would affect recreational fishing, irrigation water for crops, cattle, and wildlife.

It was requested that an impacts analysis be conducted to evaluate the direct, indirect, and cumulative impacts of the proposed project on air quality before leasing and development are authorized. Requests for analysis include the distribution of coal off-site and its use in regionally located, coal fired power plants, dispersion modeling, development of stakeholders group with air quality expertise to represent affected agencies to develop a modeling protocol, proximity of blasting operations to population centers including the mine site located less than one mile from the town of Alton, use of data sheets from ambient air monitoring programs in the vicinity, categories of emissions that will occur from the project itself as well as the cumulative impact of other reasonably foreseeable development in the area and other energy-related activities that may affect air and water quality in the area, current and projected PM emissions near the study area, and cumulative particulate emissions from soil surfaces disturbed by such activities such as coal mining, development of other leasable, locatable, or saleable minerals, OHV use, and transportation and access. Another commenter suggested the air quality analysis use the projections in the Western Regional Air Partnership (WRAP) Point and Area Source Emissions Projections for the 2018 Base Case Inventory as the baseline conditions from which impacts must be evaluated.

Concern was expressed for dust particulates from construction activities and recommendations were made for how to minimize these impacts. It was suggested that the DEIS detail plans for addressing dust control for the project, including, dust suppression methods, inspection schedules, documentation and accountability processes. It was also suggested that the DEIS disclose the contribution of emissions from coal combustion as a source of atmospheric mercury and the inclusion of existing information on mercury emissions from power plants that would burn coal from the Alton mine. Mitigation measures for air quality impacts were recommended, even if they are outside jurisdiction of BLM including impacts from blasting. Additionally, it was suggested that the DEIS should examine mitigation and monitoring techniques that will be undertaken to minimize exposure to NO2 and particulates.

Cultural and Paleontological Resources. Respondents questioned if and how the historical, architectural, paleontological, and cultural values showcased in the "Mormon Pioneer Heritage Area Bill" would be adversely impacted by coal mine related activities including designations such as Hwy 12, Hwy 89, and Panguitch.

It was pointed out that the Surface Mining Law prohibits mining in areas which will adversely affect sites listed in the NHRP and within a restricted distance of occupied dwellings, public roads, etc. and that the DEIS must disclose how the proposed project will meet federal laws that require, whenever possible, preservation of important historic, archaeological, and cultural aspects of our national heritage.

Respondent's requested that the BLM consider the degree to which studies will be conducted on possible Native American sites, structures, ruins, etc. Concern was also expressed regarding the cultural and historical meaning of the Alton Amphitheatre as well as the rich history of the area including the Mormon trails and hideouts for the Hole in the Wall Gang.

Respondents requested that the BLM address provisions for ongoing paleontological monitoring on the Federal lands throughout the life of the mine and a plan for recovery of significant paleontological resources if terrestrial fossils are exposed by mining.

Fire. Respondents expressed concern that the ongoing nature of mining activity could impact the public agency's ability to conduct prescribed burns and treat Wildland Urban Interface (WUI) areas if air quality is degraded to the point of risking compromise to a Class I air shed.

Grazing. Respondents expressed concern regarding impacts to livestock and open range including that Alton's pasture and grazing lands may be permanently fouled, in spite of promises to reclaim the area, due to toxic minerals and runoff, over the life of the operation.

Hazardous Materials. It was requested that the DEIS should address the potential for water contamination from spills and natural overland flow. Impacts to the safety of citizens was expressed as well as questions regarding how Alton Coal will insure against a coal spill, and how will they dispose of fuel and oil runoff.

Lands and Realty. Respondents expressed concerns that the mine and ongoing traffic will degrade private property values and hinder land development of upper end resort areas and communities. It was suggested that decreasing property values would result in negative impacts to economic, environmental and safety issues. Additionally, it was requested that the DEIS address the impacts on persons owning recreational property in the affected counties including impacts to the values of recreation properties. General concerns were also expressed for how the coal dust would affect the buildings and homes in the area.

Concern was expressed that lands proposed for mining are close to the Alton Cemetery at the northwest portion and that there is a need to analyze the potential impacts the mine may have on the city, including the cemetery.

Concerns for impacts to the beauty and integrity of public lands resulting from the mine were also expressed including lands around Bryce which harbors plant and animal species. It was requested that lands and the local region be examined and mitigated to ensure that energy development is conducted in a manner that protects these lands for the public. Respondents expressed concerns about the effects of the mine on Bryce Canyon National Park, BLM lands managed by the Kanab Field Office, and GSENM. It was suggested that interagency efforts would be used to coordinate services to the public including working closely with the Forest Service.

Noise. It was requested that the DEIS analyze the noise associated with mining equipment, blasting, coal transportation, and other mining activities including how natural soundscapes will be protected to reduce impacts to animals, adjacent communities, transportation corridors, natural forest, and national parks, in particular Bryce Canyon National Park.

Recreation. Respondents requested that the BLM consider impacts of the proposed project on hunting and fishing and on primitive recreation, tourism, and the scenic quality of the area. Specific concerns include impacts on trophy big game in the area and on hunting in the Paunsagaunt Plateau generally. See the transportation section for additional recreation concerns.

Special Designations. Respondents expressed concern about potential impacts to resources in and adjacent to (within the viewshed of) Bryce Canyon National Park. There were requests that the BLM analyze and disclose impacts to air quality, night skies (light pollution), vistas, soundscapes, natural quiet, water quality, and wildlife including sage grouse. A number of respondents cited the need to preserve the unique character of Bryce Canyon National Park. There were also concerns about impacts to Kodachrome State Park, Grand Staircase Escalante National Monument, Red Canyon, Arches National Park, Canyonlands National Park, and Zion National Park. Impacts to areas around each of these locations were also of concern. Respondents also asked that the BLM, in

the DEIS, address mitigation measures to protect Bryce and Zion National Parks and Grand Staircase Escalante National Monument.

Socioeconomics. Respondents expressed concern about socioeconomic issues generally, about job opportunities and job creation resulting from the mining operation, and about impacts to tourism and local businesses including whether or not business owners will be compensated for socioeconomic impacts. Some respondents commented that jobs created by the mining operation are badly needed and that the mine would give the area an economic boost for a few generations depending on the life of the mine. Other respondents commented that the jobs that would be created would not be substantial enough to compensate for the loss of the quality of life in the greater area and that there is no guarantee that jobs will go to members of local communities. Some respondents commented that skilled jobs would likely go to people from outside while more dangerous 'grunt work' would be completed by locals. Other comments about job creation included that the construction job market is already short-handed for skilled workers and that these workers would become even scarcer if the mine is approved, creating ripple effects in the construction industry. Also, some mentioned that it is already difficult to fill jobs locally and it seems unlikely that residents will remain or return for undesirable jobs. It would be better to 'grow recreational opportunities' or another form of business that would have fewer negative impacts on the area.

Respondents frequently commented on the potential impacts of the project on tourism. Most of these Respondents were concerned that the project would harm the tourism industry in Garfield and Kane Counties.

Respondents further commented that there is a need to perform cost/benefit analyses to determine the costs and benefits of allowing or not allowing the mine. Some said that positive economic development in Panguitch would offset the negative effects of the project. There were various requests to analyze socioeconomic impacts in Panguitch, Alton, Hatch, and Cedar City as well as Kane County and Garfield County as a whole. Some were concerned about the discrepancy between economic benefits gained by Kane County and adverse impacts incurred by Garfield County (largely from trucking) with fewer benefits. Taxes for schools, taxes for each county, and increased medical costs were noted in particular. A number or respondents were concerned about quality of life issues in the vicinity of the mine and along the proposed trucking route. Respondents also expressed concerns about the safety of mine employees and the life of the mine including the possibility that, if the price of energy drops, the mining company may abandon the mine. Finally, a number of respondents raised issues of negative impacts of the project weighed against the benefits of the project. These respondents commented that the short-term gains from the project were not worth the long term negative impacts. Finally, there were some comments that though ranchers and farmers add little to the local economy damage to crops and animals would diminish the small towns along the proposed trucking route. See the transportation section for additional socioeconomic concerns.

Soils and Geology. Respondents expressed concerns about the contamination, compaction, and erosion of soils, in particular impacts to cryptobiotic soil crusts. Other issues raised include impacts to the geology of the Alton Amphitheater and to the alluvial valley floor, in which the Alton coal tract lies, and associated farm lands and near-surface aquifer. See the transportation section for additional soils and geology related concerns.

Vegetation. Respondents expressed concern about damage and remediation to native vegetation and the introduction of new invasive species. Some concerns about traffic impacts on vegetation were raised. These are located in the transportation section.

Visual Resources. Respondents commented that visual resources were a concern, requesting that BLM, in the DEIS, analyze impacts on visual resources and visibility from dust and smoke plumes, light from the mine, dust plumes from haul routes, truck traffic, and the mine site itself. Some respondents asked if the mine would be visible from specific locations in surrounding areas. Concern about potential degradation of Class I non-degradation areas was also expressed. Some said that the DEIS should address impacts to night sky quality, particularly in Bryce Canyon National Park, and provide mitigation measures if night sky quality would be compromised due to round-the-clock mining operations. See the transportation section for additional visual resource concerns.

Wilderness Characteristics. Comments largely revolved around concerns for the pristine beauty and nature of the area (peace, solitude, etc.). There was also a request that, in the DEIS, BLM analyze the impact of the proposed project on the Utah Forest Network proposed wilderness designation.

Wildlife and Special Status Species. Respondents expressed general concern for wildlife and wildlife issues and requested that the DEIS address these concerns. There were numerous comments regarding potential impacts to sage grouse and sage grouse habitat in the areas surrounding the mine and along the proposed haul route. Concern for big game, avian game, waterfowl, trout and other fish species, amphibians, and the Bryce Canyon Prairie Dog Towns was also expressed. Some respondents raised the issue of inhibiting corridors for migratory species, including the effects of potential fencing along the highway to reduce road-kill. Further, some Respondents were concerned that an increase in light in Bryce Canyon National Park would impact nocturnal wildlife there. Finally, concerns for habitat fragmentation and habitat loss (including cumulative habitat loss) were also raised. A number of concerns about traffic impacts on wildlife were raised. These are located in the transportation section.

Respondents expressed general concern about increased risk of extinction of threatened and endangered and sensitive species if the lease is approved. Species noted in comments include Bonneville Cutthroat Trout, Northern Goshawk, Greater Sage-grouse, Pygmy Rabbit, Burrowing Owl, Utah Prairie-dog, Utah Physa, Bald Eagle, Golden Eagle, and Ferruginous Hawk.

Water Resources. Respondents submitting comments regarding water resources were largely concerned with surface and groundwater quality and surface and groundwater availability (quantity). Concerns over specific impacts (diversion, erosion, mine discharge, riparian areas, water supply, wildlife impacts, and atmospheric deposition) to Kanab Creek and the Sevier River were raised, in addition to concerns over impacts to Asay Creek, Robinson Creek, and Mammoth Creek. Other issues and concerns regarding water quality included the need to comply with state water quality standards, impacts to water quality from acid mine drainage, and requests to disclose information on how fuel and oil runoff from the site will be contained. Many respondents were concerned about water resources on the watershed level (specifically citing Kanab Creek, Robinson Creek, Virgin River and Sevier River watersheds and possible impacts to the Colorado River which eventually receives water from Kanab and Robinson Creeks) and requested watershed analyses be completed for the DEIS. Further concerns included possible impacts on the water table (lowering) and on groundwater recharge and regional aquifer levels. Some respondents requested an evaluation of the interaction between groundwater and surface water in the area and specific concerns were raised regarding the Navajo Sandstone aquifer (associated with the Virgin River watershed). Possible slurrying to transport coal was discouraged by some respondents due to the degree of water usage involved. Concerns over wetland and riparian area impacts were raised including impacts to wetlands along the road to Alton, impacts to wetlands and waters of the US generally, and impacts

to riparian habitats generally. Some comments included recommendations to avoid fen wetlands completely and, in the event of unavoidable wetland disturbance, recommendations to mitigate wetland losses at a 2-to-1 ratio concurrently with wetland disturbance. Some respondents commented that washes cross the proposed mining site and asked where water will go during a flash flood. Finally, respondents requested that BLM provide detailed maps and information about road development and proximity to streams (perennial and intermittent) and that BLM analyze cumulative impacts to water bodies in the area, specifically the Upper Sevier River Watershed including Navajo Lake; Panguitch Lake; Piute Reservoir; and sections 1, 2, and 3 of the Sevier River; all of which were listed as impaired in 2002. A number of concerns about traffic impacts on water resources were raised. These are located in the transportation section.

Cumulative Impacts

Respondents expressed concern for the contribution that the mine would have on global warming, specifically the burning of fossil fuels and carbon emissions. Respondents suggested that the DEIS analyze, in each alternative, the extent to which it would contribute to or help reduce the fossil fuel emissions that cause global warming. Commenters noted that this analysis should include the full energy budget of each alternative, including extraction, processing, transportation and use. Respondents also asked that the DEIS disclose how an increase in coal combustion and new emissions of CO_2 would contribute to global climate change, noting that the analysis should also consider the efforts of Governor Huntsman's administration to reduce the state's greenhouse gas footprint.

Concerns were expressed regarding melting glaciers and the potential reduction of the Rocky Mountain snow pack due to excessive levels of atmospheric carbon dioxide. Concerns were that this would adversely alter important water sources to rural western cities, including those in Utah. Economic losses to the outdoor recreation industry, to existing economic patterns, and to high altitude regional economies from lack of snow were also a concern. Respondents suggested that global warming will likely cause increased changes in traditional weather patterns, including the prospect of more intense and prolonged future droughts. Concerns for species reliant on colder climates that would be impacted by global warming were also expressed.

A number of articles were also suggested for the BLM to consider when conducting their analysis including articles related to coal mining technology, and greenhouse gases. Respondents requested that future legislation aimed at reducing global warming include incentives for power companies to find cleaner alternatives.

It was requested that the DEIS address the cumulative impacts of light pollution, dust, noise, and traffic as singularly they may not degrade the area but cumulatively they might. Respondents pointed out that cumulative effects on air quality values include regional haze, visibility from national parks, night sky viewing, and fugitive light. It was requested that the DEIS include a comprehensive examination of the cumulative impacts of building and operating a surface coal mine in this area including the impacts of blasting, transportation, coal production and combustion, and ancillary operations, etc. that are constructed for this project. Additional impacts suggested by commenters include, existing truck traffic along the proposed route, logging, proposed oil and gas leasing, and residential expansion in the area.

Commenters noted that the cumulative effects of concurrent proposals deserve careful analysis. They asked the BLM to address the reasonably foreseeable impacts resulting form projected rapid and sustained regional growth pointing out that the 200,000 additional residents (See Utah's Long

term Projections, 2007 Economic Report to the Governor) anticipated to come to the region will directly impact ambient environmental quality. It was also suggested that cumulative impacts be analyzed according to air sheds and watersheds, rather than political, state or ownership boundaries.

Miscellaneous

Comments placed in the miscellaneous category included comments that were not specifically represented by any other resource. Such comments included general support and opposition to the project as well as general requests for protection of the environment.

Comments received supporting the mine included suggestions that the environmental concerns have been adequately addressed and even if impacts were to occur, the benefits would outweigh the negatives. Respondents cited a number of reasons for why it would be beneficial to the area the main one being the need for the economic value the mine would bring to the area. Additional benefits related to support for the mine included that natural resources should be utilized, and that energy produced in this country would reduce dependence on foreign energy. Some respondents indicated that the mine would result in beneficial impacts to the environment as it would eliminate useless woody plants, stabilize the watersheds, and improve wildlife habitat and livestock grazing. It was also suggested that efficient use of the available energy will cut the need to further exploit resources and build unnecessary and inefficient power plants (like those that a coal mining operation would supply).

Comments received opposing the mine cited reasons related to the environmental impacts that occur from mining and that the BLM should deny the lease. Specific concerns and opposition include global warming, safety, truck traffic, loss of air quality, dark skies, water quality, and quality of life. Other concerns include impacts to special designations in the area such as Zion, Bryce, Red Canyon, Red Rocks, Escalante National Monument, state parks, Lake Powell and Glen Canyon Recreation area, Heritage Highway, Panguitch and the Paunsagaunt Plateau. Respondents expressed the need to preserve our natural environment and the beautiful and pristine areas including places such as Bryce, Redrocks, and Zion for future generations suggesting that the areas should be left for our children and our children's children to enjoy with their families.

Respondents cited the effects of mining in other areas such as Pennsylvania, Montana, and Wyoming and that we should not allow these same actions to occur in Utah. Specifically respondents opposed the BLM's plans to offer the Alton coal lease for lands just west of Bryce as the proposed Coal Hollow mine would have devastating effects on a variety of natural and historic resources. Opposition also stemmed from the transport of coal through such beautiful areas between Alton and Cedar City.

Respondents from other countries outside the US expressed opposition to the mine based on the negative impacts on the environment that this mine would produce. The method of strip mining was opposed. General requests to protect the environment by respondents in order to preserve beautiful areas, ecosystems, natural, and wilderness areas. It was also suggested that the mine would scar the land and have negative impacts on the ecosystem.

Table 8. Public Scoping Comments Summary Table

Commenter ID No.	Comment	Comment Resource Code	Comment Disposition
NEPA PROCESS ISSUES			
I-007	Wish the project could be starting up sooner than planned.	PRO01	PRO
I-119	What is the EIS timeline for the proposed development?	PRO01	PRO
I-013, I-060, I-154	Don't let people from CA or back east tell us western people and coal miners what we can do. It would be a shame to let some congressman or environmentalist back east to be able to shut this down and deny the people in Kane County their right to their own natural resources. The mining should begin at once if residents who live in the county want the industry.	PRO02	OOS
I-021	Please listen to the locals who have moved here for peace and quiet.	PRO02	PRO
I-054	Is there a signed contract with a buyer for the coal? This should be arranged before moving forward.	PRO03	PRO
I-065	Is there enough data available to know whether or not there enough water in Kanab Creek to support the needs of the town as well as the mine?	PRO04	IA
I-203	What expertise and qualifications does the BLM possess in assessing impacts to global warming?	PRO04	PRO
G-039	It is imperative that the potential impacts to federal lands and the local region be examined and mitigated to ensure that energy development is conducted in a manner that protects these lands for the public	PRO04	IA
I-037, O-040, I-074, I-090, I-101, I-103, I-108, I-124, I-120, I-136,I-148, I-165, I-168, I-172, I-175, I-187, I-188, I-193, I-194, I-213, I-225, I-233, I-248, I-251, I-263, I-264, I-266, I-336, I-348, I-355, I-394, I-395, I-398, I-415, I-429, I-434, I-448, I-449, I-466, EF-1	Give the environmental impact analysis honest, sincere thought and consideration. NEPA mandates that the BLM describe the direct and indirect and cumulative impacts of federal actions. Agencies must take a 'hard look' at the potential environmental impacts of their proposed actions and disseminate the conclusions of its analyses to the public. BLM must fully consider, analyze, and disclose the impacts of the mine and its related operations (hauling the coal to market) on this spectacular and historic part of Utah. Careful analysis and reporting of the impacts that the mine would generate on the environment, Hwy 89, and the surrounding historic area is a must. Prepare to answer the questions you are now ignoring concerning employment, new and existing business, hunting, fishing, pollution, accident prevention, health care concerns, and traffic congestion to mention a few. Fully consider the environmental and cultural impacts of the Alton coal lease for this unique and irreplaceable area before subjecting it to the vastly destructive effects of strip mining. I'm sure after fully examining the lease you will reject it.	PRO04	IA
I-176	I understand that environmental impact and other studies need to be done but there should be serious thought	PRO04	PRO

Table 8. Public Scoping Comments Summary Table

Commenter ID No.	Comment	Comment Resource Code	Comment Disposition
	put into it before shooting it down.		
I-066, G-089, I-136, I-148, I-183, I-186, I-277, I-306, I-324, I-343, I-348, I-351, I-355, I-383, I-410, I-470, I-213	30 years ago, the DOI declared the natural and cultural treasures of this fragile region's pristine wild lands "unsuitable" for coal mining and rejected a proposed mine in the same area. There is no less at stake today. Mining in this area was a bad idea in the 60's and 80's and is a worse idea now. Long ago it was determined that siting a mine so close to the string of important parks and monuments in Southern Utah was unacceptable. If this land was deemed unsuitable for mining several years ago, how can it be any different now? Could it be that money talks? The decision 30 years ago is precisely why it's still pristine today.	PRO05	OOS
I-060, I-154	Residents of Alton wish to mine their coal. Why the expense of an EA now when the project was cleared in the 80's? A mine at Alton has been studied to death and the studies approve of a mine. Don't waste taxpayer money duplicating work that has already been done.	PRO06	OOS
G-093	City of Panguitch wants to be involved in the EIS process. We look forward to mitigating some of the problems if the proposed mine is approved. We realize alternatives may be available and we are willing to explore them.	PRO07	PRO
G-089	BLM should engage the FWS early in the analysis to ensure BLM meets its responsibilities under the Endangered Species Act. Section 7 of the ESA directs all federal agencies to use their existing authorities to conserve threatened and endangered species and, in consultation with the Service, to ensure that their actions do not jeopardize listed species or destroy or adversely modify critical habitat.	PRO07	PRO
G-089	The BLM should consult with USACE to determine whether any of the project activities require a Clean Water Act Section 404 permit	PRO07	PRO
G-142	Forest Service would like to work closely with the staff from KFO as this is developed. Concerned about effects on BCNP and BLM lands managed by KFO and GSENP which include interagency efforts to coordinate services to the public.	PRO07	PRO
I-106	Technical leading edge US companies no longer exist in the US because of all your analysis and lawyering. If you can't keep the process flowing the get out of the process and let someone who wants to work do it. Prove to me that you do your job	PRO08	OOS
I-106	If producers can't work in Utah because someone thinks it all needs to be wilderness, then we don't need resource managers to manage the solitude.	PRO09	OOS
I-119	BLM will be preparing an EIS on the lease sale. The EIS is premature unless the buyer of the lease has	PRO10	PRO

Table 8. Public Scoping Comments Summary Table

Commenter ID No.	Comment	Comment Resource Code	Comment Disposition
	already submitted detailed mining plans to the BLM.		
G-039, I-119	The NPS is interested in working with the Alton Coal Mine planning effort and assisting in getting the most value from mitigation efforts. We are optimistic that the adverse effects of outdoor lighting can be sharply reduced. The park is able to provide technical assistance on lighting selection and modeling of night sky impacts, and we look forward to working with neighboring communities and businesses to protect this valuable resource and in sharing it with the America public. As part of our efforts to minimize impacts to resources in the parks, we would like to work closely with staff from the Kanab FO as this analysis is developed. Please contact Kristin Legg, Chief of Resource Management, to arrange a time to discuss our concerns. Given the proximity of the mine to Bryce Canyon NP I would expect the BLM to work in concert with NPS to minimize impacts to park resources and the tourist industry in that part of Southern Utah	PRO11	PRO
I-119	Will BLM address concerns raised by NPS and modify the scope of the project as necessary or reject it outright if concerns cannot otherwise be met?	PRO12	ALT
I-054, I-085, I-86, I-92, I-99, I-119, G-162 I-192, I-209, I-232, I-475, I-476	Please include me on your mailing list to receive additional information regarding this proposal. BLM should communicate (public meeting, mailing/emailing study to people who gave input) with public regarding findings of EIS	PRO13	NR
I-122	I'm a reporter for The Spectrum and Daily News. I'm trying to gather information for the Alton Coal mine and was referred to you. Please let me know how to contact you.	PRO13	NR
I-127	I was wondering if we could do a 10 minute radio interview about the Alton Coal project. I would like to air TU 1/23 and would like to pre-record it--maybe Monday afternoon by telephone.	PRO13	NR
G-156	The Utah State Tax Commission would be interested in having someone from the BLM come to one of our staff meetings to talk about the overall process that happens with a proposal of this kind. Information about the current status of oil and gas leasing in the state would also be informative.	PRO13	NR
I-214	I am writing a research paper on Alton Coal Development's proposed coal mine in southern Utah. Please provide specific information on the company as well as information on the last application for a permit.	PRO13	NR
I-220	When do Panguitch/Hatch residents need to have comments submitted?	PRO13	NR
I-222	Is it possible to get a legal description of the 3,581 acres covered by the coal lease application?	PRO13	NR
I-227	Can you tell me what time the meeting in Panguitch on Feb. 1 is going to be?	PRO13	NR
I-119	I assume the public will have the opportunity to comment on the proposed mine development once the DEIS	PRO13	PRO

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Commenter ID No.	Comment	Comment Resource Code	Comment Disposition
	is released		
G-022	I would like to know about the plans for locating the coal company's executive offices etc.	PRO13	NR
I-046	request another open meeting to discuss the findings of the EIS and to verify all concerns have been addressed	PRO14	PRO
I-217	Address degree to which peer reviewed scientific literature will be used. Will non-peer reviewed information be used?	PRO15	PRO
B-061	Attachment Only: Fact Sheet from Alton Coal Development, LLC	PRO15	NR
I-068	Please consider the attached research I conducted on coal mining in other areas of the US, including Emery county, our neighbor.	PRO15	NR
B-081	attached "Panguitch citizens concerned about proposed coal mine" article	PRO15	NR
O-083	Attachment 1: Coal Resource Report to the Utah State Legislature.	PRO15	NR
O-083	Attachment 2: Pie graph of Remaining Recoverable Reserves by Utah Coal Field, 2003	PRO15	NR
O-083	Attachment 3: Map of Location of Utah Coal Resource Areas	PRO15	NR
I-180	consider information included in email string	PRO15	NR
I-029, I-044, I-054, I-059, I-066, I-071, I-073, I-073, I-074, I-081, I-097, I-098, I-108, I-121, I-121, I-128, I-150, I-159, I-165, I-170, I-175, I-192, I-207, I-212, I-241, I-246, I-249, I-259, I-262, I-270, I-273, I-274, I-276, I-278, I-283, I-284, I-288, I-290, I-293, I-302, I-308, I-309, I-312, I-312, I-316, I-	The BLM has an obligation as stewards of large tracks of national lands to address all environmental issues both on BLM lands and nearby national parks and monuments what will be impacted by coal mining on BLM lands. BLM has to take full responsibility for its actions and will be held accountable for its actions. BLM should consider their responsibility over the environment and people who live here. BLM is meant to protect public lands for the interests of the public, not for the interests of a couple of business concerns for quick profit. I ask that you as a public steward stand up for what is best for your fellow citizens since it is your responsibility to protect our interests. Instead of leasing this site for coal mining, the BLM should first consider leasing the site for wind or solar power production, both of which are much better technologies. Our county needs people such as yourself to lead the way in the endeavor. BLM should discourage coal mining to encourage the development of solar energy. BLM should encourage non-combustive and natural (biological) methods of extracting solar energy trapped in coal. BLM needs to transition away from short-sighted approval of energy leases and fossil-fuel extraction projects at a time when the country needs to shift to sustainable, less polluting forms of energy. The last thing BLM should be doing is providing coal from public lands to enable this pollution and reduce the cost of coal relative to renewable energy. BLM should use funds that would be allocated for this project towards building wind	PRO16	OOS

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Commenter ID No.	Comment	Comment Resource Code	Comment Disposition
316, I-319, I-320, I-324, I-339, I-340, I-345, I-346, I-347, I-355, I-369, I-393, I-398, I-402, I-409, I-410, I-413, I-427, I-431, I-436, I-438, I-448, I-459, I-461, I-470, I-474	mills, solar power grids, and other forms of renewable energy. If BLM were asking for a solar or wind farm or geothermal exploration instead of a strip mine, we could hardly fail to support it. But fouling the area with a coal strip mine in 2007 is ridiculous. No satisfactory ways to burn coal have been developed so why produce a product that is not wanted while destroying land and setting in motion a vast waste of resources and source of CO2 from hauling coal to Cedar City. Absurd. Alton LLC should use its resources to develop alternative energies. Solar panels in the same area would not meet the same rejection as the mine. If BLM thinks this is a great idea near Bryce Canyon and Panguitch, why don't you first try out the idea by proposing a strip mine near Kanab. BLM will be run out of town by citizens and then maybe come to its senses and pursue alternative energy sources. Listen to the public and take heed of what we want, instead of big business. We don't need more coal-burning power plants in the U.S. especially not in the west. We do not want dirty fossil fuels for energy. We want to change investments for energy into green energy such as solar, wind, hydro, and wave. Utah would be perfect for those types of energy sources. Let's find a way to harness these energy sources instead. This administration needs to focus on non-polluting sources of energy like solar energy. The US needs to work towards renewable energy sources to become a world leader in economics and development. With this leadership and example of America, we can provide a sustainable future for generations to come. We need energy, but our government should promote energy conservation and use of renewable energy sources. The future of energy is not coal or oil, but other forms of environmentally friendly energies. Other energy source will not adversely affect the economy; rather, those who implement them are a step ahead in the future of the energy market. We need to go for renewable energy resources to create jobs and preserve the environment. Why do you want to kill the land to extract very finite fossil fuels? It makes no sense. Put money into long term solutions to our energy problem that don't rely on fossil fuels. We should be developing green technologies rather that continuing to more greenhouse fuels. There are a number of viable energy sources that are better than continuation of an outdated and environmentally disastrous coal industry. Please support solar voltaics, windfarms, microhydropower and geothermal plants and other nonpolluting energy sources. What about plant based fuels? The technology of burning coal is from the 19th century. This is old technology. It is time to move on to newer technologies and to not continue down the path of environmental destruction. The time for coal is behind us. We need to look to the future with renewable energy sources such as the sun and water instead of languishing in the past with pollution, outdated methods of extracting energy such as coal mining and oil drilling. We don't need biofuels either. The future of energy is in the use of non-polluting, non-fossil fuels. Move beyond coal, invest in renewables. We must make more effort to get people to use renewable energy and use public lands for environmentally beneficial energy sources. It is time that we should be using		

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	alternative forms of renewable energy and foregoing dirtier energy like coal that contributes to global warming. Now is not the time to add dirty energy sources to our air and ground here or elsewhere. Instead of searching for the easiest solution, I implore you to find real answers that will not result in destruction to the ever shrinking areas of wilderness and natural beauty we have left in this country. We should utilize alternatives to coal mining before destroying such sacred places. We have plenty of alternative technology to turn to for energy needs, please think green. We need to invest in clean energy and not waste our national resources. It is time to look into alternative energy sources that won't damage the land or the environment. People's time, efforts, and money would be better spent on developing renewable sources of energy, such as wind, water, and solar power, which would last much longer and would not be nearly as destructive to our country's natural resources and landscapes. Our country should be focusing on cleaner sources of energy. We do not need this coal, we have much cleaner and safer ways to make energy, including solar and wind power. We should be moving towards clean energy policies not permanently spoiling our most precious natural areas for outdated, polluting energy options. Why are we mining coal anyway with global warming being and issue we should be abandoning fossil fuels and in favor of wind and solar power and green efficient building, not an environmentally unsound power source. This country needs to develop alternative sources of energy besides coal, which puts CO2, sulphur dioxide, nitrogen oxide, and mercury into the air and contributes to global warming. Haven't we moved past the destruction of land as a result of mining coal and not properly funding clean/non-invasive energy initiatives? We should not be investing in these polluting industries that have a history of exploitation and destruction. We need to be investing in alternative, clean renewable sources of energy. Coal is not the way of the future for the US and there is no such thing as clean coal. Why don't we concentrate on putting more of an effort in developing alternative energy sources instead of the old, inefficient sources like dirty coal? It's time to turn our attention to renewable resources and stop this boom and bust exploration. We as a nation should start scaling back our coal use. We need alternative energy sources that do not damage the environment as much as coal burning does. To allow a strip mine today is further a mistake due to the pressing need to switch energy use patterns to renewable solutions. Strip mining is a destructive practice that harms the natural environment and is not sustainable in the long run. Coal mining also increases our nation's dependence on dirty polluting natural resources that will run out. We need to place our energy future in clean energy alternatives that will not destroy the planet. What we don't need is increased fossil fuel extraction and consumption. Conservation and better technology and new technology are better choices for the future. Government should develop a comprehensive nationwide energy policy emphasizing conservation rather than production, including mandatory--not voluntary--energy efficiency targets. Let's get our energy sources from		

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	conservation, not decimation. Encourage solar, wind, and other renewable energy power sources to serve our people's need but also encourage that our needs be reduced. We do not need all this luxury if that luxury is endangering the existence of living treasures on our planet. Country should be funding conservation efforts and renewable energy efforts that make coal mines unnecessary. Increasing energy efficiency on the demand side both reduces environmental impacts and helps the economy. Progressive campaigns in CA and elsewhere have shown that environmentally progressive systems when appropriately applied are economically favorable. Let's focus on clean renewable power sources like wind and solar, and on efficiency improvements and conservation, to meet projected growth. I will do my part in urging my government and myself to use less energy and/or alternate renewable energy sources.		
O-040, I-203	Will the impacts analysis of global warming be a rigorous scientific analysis and include an independent review. BLM's EIS website states that SWCA will prepare the EIS. NEPA's implementing regulations require that BLM "independently evaluate" the environmental information provided by SWCA. Independent evaluation must be documented in the administrative record. If BLM lacks the technical expertise to conduct any part of this review then an independent 3rd party contractor must be obtained by BLM to provide the required analysis.	PRO17	OOS
I-050	The Alton Coal Tract Lease was kept from the public until just a few days ago. We think this was done on purpose to stop the outcry. This proposal was in the works for a long time, why was the public not informed?	PRO18	PRO
O-132	Please give the comments from the Utah Heritage Highway 89 alliance your utmost consideration.	PRO18	PRO
I-282	I do not expect this letter or any of the other letters sent on behalf of stopping this atrocity to have any effect, but I do want you to know that the public is aware and angry and taking notice of all you and this administration are doing to injure this county and its environment.	PRO18	OOS
G-039	The special protection afforded under the Surface Mining Control and Reclamation Action of 1977 to Bryce Canyon National Park needs to be accounted for in the EIS (December 16, 1980, First designation of lands unsuitable for coal mining, an area adjacent to Bryce Canyon National Park)	PRO19	PRO
I-057	Alton coal's concurrent proposal to mine from federal and state lands are connected actions and must be evaluated in a single NEPA document. This is a single course of action because 1) Alton is concurrently proposing to lease contiguous fed and non fed lands to mine coal; 2) There is no meaningful difference in the overlying surface strata or coal bearing formation underlying federal and non federal lands. 3) mining fed and non fed lands would impact common watersheds, airsheds and ecological communities, thus impacting the same or similar resources 4) mining of fed and non-fed lands will trigger the same federal permitting requirements (section 404, section 7) and 5) all disclosures made at the open houses were based upon BLM assumption that if federal lands are leased, Alton's mining plan will be applies to federal coal resources.	PRO20	PRO/IA

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Commenter ID No.	Comment	Comment Resource Code	Comment Disposition
	Accordingly, mining of adjacent fed and non fed coal are so closely related that they represent a single course of action requiring analysis in a single NEPA document.		
045	Your email address does not work.	PRO21	OOS
PURPOSE AND NEED			
O-083, I-299	BLM estimates that the Alton Coal tract, as currently delineated, contained approximately 46 million tons of in place federal coal. This coal is needed to allow the Utah coal industry to continue to supply the electric utility generators in the State of Utah. As the cost of mining increases, so does the cost of Utah coal, making it more difficult to compete with cheaper coal from Wyoming and Colorado. As consumption continues to increase, new mines and increased productivity at mines will be needed to meet consumer demands. With 65% of Utah's remaining coal off limits because of GSENM, the need for the Alton coal field is even more critical. As an American, I understand the desire to develop new domestic energy sources.	PN1	PN
I-160	Are there any additional benefits or needs for the state of Utah and local residents?	PN2	PN
O-040	The BLM cannot narrowly define the project's purpose and need to conclude that only an alternative which allows for maximum development--which will result in significant environmental and natural resources damage--is reasonable. Here, the purpose and need can be met without authorizing full development; indeed Alton Coal Development, LLC has acknowledged that it will likely proceed with development of the adjacent private surface/private mineral strip mine regardless of the outcome of this EIS and even if Alton Coal Development is not the high bidder on a future coal lease.	PN3	ALT
ALTERNATIVE DEVELOPMENT			
I-002, I-005	Use road south of Alton and go through the cut north of the Alton "A". Would like to see the road out of town to come from the site and come below town and exit over the "A" hill, and not come through Alton.	ALT01	ALT
I-008	Would like the coal company to look at a conveyor system to move the coal to Hwy 89.	ALT02	ALT
I-008	Would like the coal company to look at a RR to move the coal to Hwy 89.	ALT03	ALT
I-008, I-013, I-026	Why do we need to move the coal to a different location, can we build a power plant next to the mine? Which is cheaper, haul the coal to a plant, or build plant and send energy by wire? Hope company can use the coal on site for coal gasification or diesel or a power plant.	ALT04	ALT
I-010, I-011	Exit road should go east of Alton. Keep outside of the city limits of Alton.	ALT05	ALT

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I-023	Consider railroad to Salina; contact Jody Gale at Sevier Co extension for more info.	ALT06	ALT
I-023	Consider truck to Salina using Hwy 89; contact Jody Gale at Sevier Co extension for more info.	ALT07	ALT
I-027	Coal liquification is the way to go!	ALT08	ALT
I-033, G-039, I-071, G-89, G-142	What are potential alternative transportation routes if the mine markets coal to in-state power plants (IPP, Hunter, Sigurd etc) EIS should analyze proposed and any potential haul routes, especially if there is a chance that the route may change over the 20 years of operation of the coal mine. If this does not occur during the EIS process, there may be no opportunity to address this issue in the future. There are other ways of transporting this material other than the means proposed. DEIS should explore a range of alternatives for transporting the coal from the mine, including rail. DEIS should analyze proposed and potential haul routes especially if there is a chance it will change over the 20 years of operation, otherwise there may not be a chance to address it in the future. DEIS should address impacts to future needs for alternate haul routes, blasting, expansion of the mine site.	ALT09	ALT
I-048, I-223	The coal should be used in the area (coal fired generation or coal gasification) to add still additional value to the resource and produce additional economic value to an extremely depressed area of the state. Confine coal to the area around Price where there is existing rail and infrastructure	ALT10	ALT
I-54	Consider transporting coal to rail destination via Johnson Canyon Road to Kanab	ALT11	ALT
I-054, B-182, I-217, I-357	Consider transporting coal by slurry transport coal by slurry to nearest railroad connection consider transportation of coal by slurrying Use of a slurry pipe considered?	ALT12	ALT
I-049, I-217	A train from the mine to Cedar City would possibly support public safety consider transportation of coal by railroad	ALT13	ALT
I-050, I-057, I-116, I-163	An alternative would be Hwy 14 which is 10 miles closer to Cedar City. Add this up in time, fuel, road damage it is more logical. Only 2 towns -- Alton and Cedar -- would suffer damage. We request that the BLM consider upgrading and utilizing Hwy 14 as a means of mitigating impacts associated with the proposed transportation route. Utilizing Hwy 14 would reduce one way trip distances from 105 miles to 49 miles and travel time from 2 hours to approx 1 hour 10 minutes. Using Hwy 14 would cut daily	ALT14	ALT

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	driving miles by more than half, from 31,500 to 14, 700. Over the anticipated lifetime of the project, this would result in 131.1 million miles net reduction in vehicle miles driven. Cutting travel distances would: significantly reduce air emissions associated with diesel truck operations, 2) eliminate the impact of 300 trucks/day through Hatch and Panguitch, protecting the peaceful and rural lifestyle and 3) significantly reduce the amount of road surface subject to impact by 2.34 million truck trips. In the public meetings, there was a map that showing the route the haul trucks would make. There was another road that looked as though it would make the trip about 1/3 shorter. Taking this route would decrease the amount of traffic on the main highway as well as reduce the amounts of accidents and the amount of animal vehicle collisions. Another key point is the pollution levels would be reduced in the area as well. [BLM must address] the potential of the mine eventually using alternative transportation routes, especially SR14, which is more direct, but more sensitive. Unless use is permanently and legally prohibited this possibility must be considered in the analysis despite any voluntary assurances by the proponents.		
G-078, I-169, I-178, I-180	I would like to see a coal truck only access road that bypasses Panguitch's Main and Center St. Figure out an alternative plan, such as a truck haul route around town. For the peace of mind [of drivers] as well as safety for Panguitch citizens and tourists, let the trucks take an alternate haul route around town. The haul route can have a restriction saying its use is limited to large trucks; thereby requiring regular travelers go through Panguitch. Allen Childs did not even flinch when I suggested his company build such a road. He would like to know if anyone but me cares about not having all those trucks come through Panguitch. The more people who request an alternate route around Panguitch, the more impact our voice will have. I suggested a route on the east bench of Panguitch. I like to ride 4-wheelers on dirt roads in that area and know that with several existing roads, there must be some right-of-ways for roads through part of the area. The area is mostly dirt, so to build a road in it would be easier than having to dig through hills of lava rock or big rocks in alluvial fans from canyons. I suspect that a lot of the land might belong to BLM who would cooperate with the company building a haul route through public land. I know of the road to Sanford Canyon going back to Hwy 89. Do the trucks have to go through town to get the positive impact? How about an alternate route around town so the trucks don't negatively impact the safety of the citizens. Please consider a truck by-pass route, or another alternative to address the increase in truck traffic, safety problems, threat to our wildlife herds, etc. Perhaps the town of Panguitch might also get a by-pass?	ALT15	ALT
I-055, I-198, I-217	It seems likely that coal hauling truck traffic could increase through Kanab, Utah and south to Cedar City, as an alternative route. Although the permit applicant only referred to the Panguitch route, rerouting of the trucks to the south over Highway 89 and through Kanab during times of inclement weather (in Panguitch and on Hwy	ALT16	ALT

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	20) seems highly likely. This would be extremely detrimental to Kanab and its sister border town, Fredonia, AZ., in terms of aesthetics and road safety. Under what circumstances will coal trucks be routed through Kanab? consider transportation of coal south on Hwy 89		
O-040, I-085, I-119, I-192, I-209, I-475, I-476	SUWA requests that the BLM, at a minimum, fully analyze and consider an alternative that would delay offering this tract for lease until the Kanab FO completes its RMP revision. This way BLM will make sure that a decision to lease does not foreclose the option of designating this area unsuitable to surface coal mining in the land use planning process. I recommend that an alternative be fully addressed in the DEIS which postpones any decision on the lease until the BLM Kanab field Office completes its RMP. This would allow this more comprehensive RMP revision process to consider whether this area is suitable for unsuitable for surface coal mining in the broader context of other potentially connected actions or decisions. I strongly suggest that BLM consider and analyze an alternative to the proposed action that would delay offering the lease until the Kanab FO completes its RMP revision Is there a compelling reason why the lease sale must proceed prior to completing the Kanab FO RMP revision? I request that the BLM fully consider and analyze an alternative to the proposed action that would delay offering this tract for lease until the Kanab FO completes its RMP revision. This will allow BLM to make sure that a decision to lease does not foreclose the option of designating this area unsuitable to surface coal mining in the land use planning process.	ALT17	ALT
I-350	No-one seems to be counting the energy use in developing this energy. The trucking of this coal so far and so often should be a stop sign all by itself.	ALT18	OOS
I-037, I-226, I-178	Is it possible to run the train line to Alton? The Alton Coal Development will make millions, even billions on this project, the least they could do is have a rail spur brought to the mine. Please consider a rail spur from Cedar city to Alton, or another alternative to address the increase in truck traffic, safety problems, threat to our wildlife herds, etc. Although an addition to a rail spur may be costly, the cost of losing lives on the highway is high as well. What is a human life worth? A rail spur may dip into some of the profit made by the coal company and even into the revenue generated back to the public, but it would most-likely save more lives and reduce the number of accidents.	ALT19	ALT
I-037	The consequences are high with moving the coal to Milford from Alton. How about a train?	ALT20	ALT

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O-040	NEPA requires federal agencies to consider a reasonable range of alternatives...While an agency may not "completely ignore a private applicant's objectives" in evaluating the reasonableness of alternatives, neither may it let these objectives control its consideration of alternatives. Evaluation of alternatives is to be an evaluation of alternative means to accomplish the general goals of an action; it is not an evaluation of the alternative means by which a particular applicant can reach his goals. A reasonable alternative is one that is non-speculative and bounded by some notion of feasibility.	ALT21	ALT
I-075	I feel the mining company should pay for the construction of several passing lanes for the section of Hwy 89 between Alton and Panguitch. The operation should also be delayed until the completion of the passing lanes. Failure to do so will make Hwy 6 look like a safe highway when compared to this section of Hwy 89.	ALT22	ALT
G-089, I-191, I-195, I-199	DEIS should evaluate underground mining as a reasonable alternative to surface mining. If the BLM must accommodate private companies looking to harvest fossil fuels, those private companies should at least be required to meet more stringent environmental standards. At the very least, shouldn't Alton Coal be required to utilize underground mining techniques? I realize that underground efforts are more expensive, but I do not believe that the profit margin of a private company should be more important than the health of our public lands. Shaft mining would be an acceptable alternative to minimize air and sound pollution. Abandon the plan or restrict it to underground mining.	ALT23	ALT
I-293	Seek energy efficient transportation	ALT24	ALT
I-085	I recommend that an alternative be fully addressed in the DEIS which analyzes the potential for development of a combination of new solar, wind and geothermal energy sources on BLM lands. This analysis would allow the public to compare choices between renewal and non-renewable energy sources in term of the capital investments. In other words, this analysis would help answer the question of whether it would be better to spend limited energy dev't dollars on the initiation of new renewable versus non renewable energy sources. This analysis should obviously take into consideration that a cap will be placed on carbon emissions, and that burning coal for power will likely become more regulated, difficult and expensive in coming years	ALT26	ALT
I-163	[BLM must address] the transportation routes and impacts if the mine sells coal to currently permitted but unconstructed Utah plants at Sigurd and Intermountain Power Project #3. Since air permits have been granted these are reasonably foreseeable options and need to be in the analysis	ALT27	ALT
G-089	EPA recommends an alternative that controls NO2 so that all toxic releases remain at or below safe levels on areas of public access.	ALT28	ALT

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MINING AND RECLAMATION			
G-089	DEIS should explain how the proposed project will meet the suitability needs of the Surface Mining Act.	MN01	PN
G-089	The DEIS should clarify the anticipated rates at which the Alton mine will produce coal under the proposed action and any alternatives. If the actual rate of production were to increase in the future, then coal combustion could also increase.	MN02	ALT
I-065	Will coal be allowed to discharge into the Kanab Creek?	MN03	ALT
I-467	Leave the coal in the ground until less harmful extractive processes are developed	MN04	ALT
I-100	Is the quality of the coal good or bad?	MN05	OOS
G-039	EIS needs to analyze and demonstrate how mining operations will be conducted so that no blasting would occur especially when needing to remove up to 200 feet of overburden.	MN06	ALT
G-039	Address what may happen if there is a future need for alternate haul routes, blasting, or expansion of the proposed mine site.	MN07	ALT
I-179	How will the company guard against underground coal fires such as those in CO and PA? Fires are blazing in underground coal seams around the globe, sending tons of soot, toxic fumes and greenhouse gases into the atmosphere. Are there any legitimate guarantees from the coal company that a catastrophe like that can't happen here?	MN08	ALT
I-211	I've seen first hand how coal companies ruin the beauty of a place, leave huge toxic messes to clean up when they eventually shut down, and generally screw over the communities they come into.	MN09	OOS
I-029	Coal mining and transportation require high grade energy like gas, electric and diesel; are we netting much energy in the end?	MN10 (ALT 18)	OOS
I-050, I-090, I-108, I-136, I-172	Concern for the affect on hunting and fishing Prepare to be held responsible for the decline of hunting and fishing availability due to shrinking herds of deer and pollution of streams. For our hunters, this has always been a proven area for culling herds and finding trophy big game. All this would, again, be lost to a strip mine. Trophy big game hunting would also suffer if the region is degraded. I am an avid hunter and I know that hunting in the nearby Paunsagaunt Plateau will suffer as a result of the mine	REC1	IA

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O-040, I-046	Proposed project area (and areas that will be visible from the project area) and coal haul road provides numerous recreation opportunities. The BLM must consider the significant impacts the proposed project will have on primitive recreation, hunting, and tourism and on the scenic quality of the area. consider impacts on recreation areas	REC2	IA
I-008, I-012, I-020, I-030, I-033, G-039, I-046, I-049, I-051, I-052, I-053, I-090, I-129, I-130, I-131, G-142, I-178, I-195, I-217	Concerned about settlement of ground after reclamation-may have large hole that needs to be filled. Who is responsible for reclamation? The area after mining should be reclaimed to where it would support livestock and wildlife; it currently hardly supports a jackrabbit. I like your reclamation plans, specifically the skimming and stockpiling of topsoil and the transferring the overburden from currently active pit to the previous pit. I appreciate your plans to minimize environmental impact. Land should be returned to as natural a state as possible. What is the long term potential use of the federal land after mine reclamation? EIS should address restoration of the impacted site consider ecological restoration values and a plan and financial guarantee for restoration Reclamation for the project. Many of the native plants are slow growing and I am concerned about how many years, how to provide water to the plants, erosion prevention during the process Overall I was impressed with the potential coal mining operation near Alton. The way they are mining the coal and reclaiming the property immediately appears to be a great way to use the natural resources without causing a big problem to the environment. As long as mining process follows established rules and regulations of reclamation and is accomplished in a timely manner, not harm will be inflicted on the environment. Concerned that restoration will not be adequate. What about cheatgrass, erosion, etc? Is there a restoration done by this contractor that we can see? Prepare for the recovery process that will follow this venture - if in fact recovery is possible. Strip mining results in negative impacts such as land laid waste. Concerned about the reclamation process in that over time, depending on the amount of coal extracted, replaced soil will compact and sink lower than the present state of grade. Will the document provide evidence or provisions that this will not occur? How has this been handled on similar projects in areas with similar soil composition and how have these areas held up over time? Once areas are reclaimed, the sage grouse and trophy bucks will be most appreciative.	RLM1	ALT

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Commenter ID No.	Comment	Comment Resource Code	Comment Disposition
	DEIS should address impacts to restoration of the impacted site. Please address rehabilitation of (sage grouse) habitat post-mine. The 200 ft of dirt removed to access coal will have a negative impact on the terrain used to store the removed dirt. Address ecological restoration values and a plan and financial guarantee for restoration		
I-065	Reclamation plan should focus on restoring native vegetation including biological soil crust rather than non-native grasses	RLM2	ALT
I-065	Will restoration seed mix consider habitat and forage needs for wildlife, especially mule deer, elk, and sage grouse.	RLM3	IA
I-043, I-191, I-207, I-054	No one enforces their (the coal company's) obligation to repair the scars and damage [to the environment I seriously doubt the ability of Alton Coal to successfully reclaim and remediate the land after such a large scale strip mining effort Strip mines destroy the land irreparably impacts on natural habitat, trees, prairie grasses, etc. in the proposed mine area and the financial responsibility and ability of the company to repair lands	RLM4	OOS
I-163	[BLM must address] the long term use of the mine site after reclamation	RLM5	IA
I-100	How will the reseeding process be handled? Will you use Utah native seeds? Will it be monitored for invasives and for how long?	RLM6	ALT
TRANSPORTATION ISSUES			
I-008, I-016, I-022, I-033, I-038, I-043, I-044, I-047, I-050, I-051, I-053, I-054, I-055, I-064, I-065, I-068, I-069, I-071, I-073, B-076, I-077, I-077, I-080, I-084, I-100, I-101, B-107, I-108, I-114, I-119, I-123, I-126, I-169, I-	Primary concern in regard to the proposed coal mining project is the large projected increase in truck traffic along Utah Highway 89, through Panguitch, Utah and over Highway 20 to Interstate 15. At full capacity, the mine would require more than 150 round-trip truck hauls daily between Alton and Cedar City. Can you imagine the effect of 153 coal trucks--both loaded and returning unloaded--315 days/year, 24 hours/day 85-foot long two-trailer semi trucks loaded with coal rolling through Panguitch and Hatch every four minutes? The trucks presently on Hwy 89, the National Heritage Hwy, are already bothersome to say the least. Picture 10 times as many trucks as that when all the coal trucks start rolling. It sounds like a terrible nightmare, but is very likely to happen, if you sit by and let it. We are opposed to the volume of coal truck traffic that the mine will generate for the towns of Hatch and Panguitch. Panguitch and Hatch are already experiencing heavy traffic and adding 300+ would result in many negative side effects. Additional truck traffic will result in traffic delays when the double trucks try to make the	TR01	IA

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Commenter ID No.	Comment	Comment Resource Code	Comment Disposition
169, I-169, I-169, I-170, I-179, I-192, I-193, I-198, I-198, I-205, I-206, I-212, I-224, I-226, I-228, I-229, I-233, O-236, I-339, I-351	turn from Center St. to Main St in Panguitch and have to use the oncoming lanes to make the turn. Summer traffic is very heavy here. Coal trucks will impede oncoming traffic AND back up traffic behind them. Other options are very necessary. The mere number of loads coming through Panguitch make me skeptical that the benefits outweigh the costs of mine. Local towns should not have to bear the burden of the traffic through town. The heavy and increasing truck traffic of the mine would blight a large tract of Utah. Concerned about truck traffic and traffic congestion, especially during tourist season. Who wants to drive across country to see Bryce Canyon then to have to follow a coal truck for miles on Hwy 89? What will the impact be on residents and visitors using 245 access roads (104 of which are major) pulling off/on to Hwy 89 of an additional 300+ trucks per day? Hwy 89 won't be the same scenic byway it once was between Alton and Panguitch with trucks passing every 10 minutes. Coal truck traffic will overwhelm Heritage Hwy 89 and Hwy 20, changing the beautiful Hwy 89 to another polluted and dangerous highway and cause congestion at intersection of Hwy 89 and 143, backups on Hwy 89 which will cause tourists to become impatient and frustrated while driving. Can't think of anything worse coming to Garfield County than a coal mine with 300 trucks per day navigating highways. To allow any activity that puts this many coal trucks on the roads to benefit just a few and that is a detriment to many is bad planning and public policy. I have seen what heavy truck traffic has done to other areas where the BLM has ignored the value of resources in the area. I do not want to drive the wonderful drive along Hwy 89 and have it littered with coal trucks and mining operations-neither do any of the hundreds of thousands of people who come to this amazing area to take in the vistas, breathe clean air, find small town hospitality, create artwork and get away from some of the very things you are now proposing. Words cannot describe how we love living here. I can't imagine having to live in a coal mining town. Our family did not invest in this area to live with the constant irritation of coal trucks. We moved here for the clean air and peace and quiet the long valley has to offer. We will experience 306 trucks per day running past our house for the next 20 years. If Panguitch via Hwy 89 and Hwy 20 becomes further congested with hundreds more trucks per day I will have lost the 2 reasons for living here (avoid congestion in traffic and air pollution).		
I-050, I-084, I-092, G-093, I-105, I-128, I-164, I-169, I-226	Hearing about the Alton Coal route I was absolutely opposed to the idea. The proposed routing is a detriment to local and tourist traffic routing. The proposed truck route is a primary route for myriad travelers, especially during the tourist season, March through October. We have few transportation alternatives in the area. Very concerned about the possible negative impact of coal trucks passing through our City in connection with the Alton coal mining operation, and especially with trucks having to drive through towns and having to stop	TR02	ALT

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Commenter ID No.	Comment	Comment Resource Code	Comment Disposition
	and start right in downtown Panguitch. Trucks may start using residential streets to avoid the congestion at Main and Center St in Panguitch. I don't want Panguitch changed by such an aggressive and negatively impactful transportation plan as is submitted as part of this proposal. The highway through Long Valley, the preferred route, is a narrow, 2-lane road that lacks adequate passing zones or even substantial shoulders. It is winding, characterized by steep grades, and passes through several small, rural communities. These driving conditions deteriorate as we follow the route up over Cedar Mountain. Will the transportation corridor be by Navajo Lake, Duck Creek, and near Cedar Breaks, or Hwy 14 and coal trucks would be using Hwy 10 aka the Bear Valley Cutoff? I can't imagine coal trucks navigating Cedar Canyon especially in the winter. Each time I visit the area I make sure my route leaves I-15 to Hwy 89 to enjoy the slower, more peaceful and more beautiful route. I would be afraid to take the Hwy 89 route if the mine was approved as it would put a damper on our moods.		
I-033,I-037, G-039, O-040, I-046, I-047, I-050, I-054, I-056, I-057, I-064, I-067, I-072, I-078, B-076, G-078, B-079, B-081, I-084, I-090, G-093, I-100, I-123, O-125, G-142, I-169, I-178, I-179, I-224, I-226	What kind of road damage will 300 or more large coal trucks a day (4.8 million tons of additional truck traffic) cause to the roads? Consider impact of proposed level of truck traffic and size/weight of trucks on roads and bridges along the proposed route. DEIS should address additional heavy equipment and increased traffic loads on surrounding highways, especially 89, 20, and I-15. Hwy 89 and 20 are major routes and cannot stand worse road delays due to congestion or repairs. Please address additional heavy equipment and increased traffic loads on surrounding highways especially Highways 89, 20, and 15 in the DEIS. The current road system is already overburdened with the current summer traffic load; with this additional truck traffic the roads will be worn out way before their projected life. This will mean lots of road damage and costly repairs. Maintenance has been hard due to weather conditions and now the increased traffic will make it impossible. It is hard to believe UDOT can maintain reasonable road conditions. Most surfaces, particularly between "Long-Valley-Junction" and the Hwy 20 intersection are already in desperate need of re-surfacing. If that occurs, it will be just that - a "resurface" designed for "normal" traffic. Road base will not be increased and the replacement surface will again be "black-top" which will sink and separate within the first six months of the proposed usage. Heavy trucks would cause damage and nuisance and possible flooding during reconstruction. DEIS should analyze whether the proposed project will result in a need to expand existing infrastructure? If so, by how much and at what cost? A lot of revenue will be generated and turned back into Iron and Kane counties; however much of the haul route is in Garfield county. Considerable additional impact will be placed upon the road system in Garfield County. It has not been explained sufficiently how Panguitch or any of the surrounding communities will gain from this mine, as the few jobs that may come available aren't enough to offset the damage done to the roads. How will additional dollars be generated to manage the increase in road use and road damage that will occur?	TR03	IA

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Commenter ID No.	Comment	Comment Resource Code	Comment Disposition
	Who will be handling maintenance of the paved roads? Will BLM be kicking in some to help the counties? If the State of Utah allows this to go through, I hope they are fully prepared to foot the bill for the extensive road repairs and reconstruction. The cost to repair roads is a burden to taxpayers who already are some of the highest taxed in the country. If a true inspection of said surfaces were to be undertaken it would become obvious to the most untrained eye that the weight amounts proposed are absolutely out of any realm of imagination. I don't know what the weight limits are on our highways are but to see what truckers will do, check out [number of websites included].		
I-037, I-038, O-040, I-046, I-050, I-057, I-062, I-067, I-068, B-070, I-071, I-072, B-076, I-077, I-081, I-084, I-087, G-093, I-123, I-179, I-193, I-198, I-207, I-211, I-224, I-294	DEIS must assess how the increased road traffic will impact communities like Alton, Hatch, and Panguitch in terms of air quality. How many tons of coal dust will fall from these trucks as they make their passage along Hwy 89? How many tons of particulates will be released into the local atmosphere from more than 300 trucks per day? How many tons of diesel soot? Of sulphur? Please address the impact 300+ trucks will have on our clean air and on the cleanliness of our streets and building. We have wonderfully clean air most of the time, but even so the wind kicks up dust occasionally and it often stinks on Main St in Panguitch when a truck goes by and you have to hold your breath til the dust cloud settles. Now add 300 more truck per day. The pollution of our air by coal dust and truck emissions will become intolerable. We have enough pollution with RVs, tour buses and regular truck traffic as it is without adding over 300 diesel trucks 600 4" exhaust stacks belching smoke and dust leaking coal trailers to the mine. We live a valley subject to temperature inversions which keeps any type of pollution from escaping, so we only get relief what it rains or the pressure equalizes. This confined valley will not easily be able to shed the tons of diesel soot and coal dust generated by all the trucks in a month, let alone 20 years. Some people are taking about a bypass around Panguitch, but unless it were paved, the dust would hang over this valley and smother it. This valley does not need to end with a brown cloud hanging over it like SLC. It has not been explained sufficiently how Panguitch or any of the surrounding communities will gain from this mine. The few jobs that may come available aren't enough to offset the damage done to the air quality. Any coal transported should have tarp covers to limit dust, but truck traffic will result in coal dust regardless of if trucks are covered. No matter how they are constructed, these trailers will leak coal dust. I know from experience.	TR04	IA
I-033, I-037, I-038, O-040, I-045, I-046, I-049, I-050, I-051, I-054, I-055, I-057, I-056, I-062, I-065, I-067, B-068, I-073, I-075, B-076, I-077, I-	DEIS must assess how the increased road traffic will impact communities like Alton, Hatch, and Panguitch particularly in terms of traffic safety. Heavy overloaded trucks cause road damage and do not mix with normal traffic, particularly motorcycles and bicycles. Project route will cause increased danger to: people pulling out of or into their driveways along Hwy 89; children, bicyclists and tourists along highway 89 and city streets; kids crossing Center St to and from the high schools and library; tourists who stop frequently or unexpectedly to take pictures of the scenic byways of	TR05	IA

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Commenter ID No.	Comment	Comment Resource Code	Comment Disposition
178, B-079, I-081, I-086, I-090, I-092, G-093, I-100, I-105, I-117, I-119, O-125, I-126, I-134, I-135, I-137, B-140, G-142, I-169, I-178, I-179, I-181, B-182, I-198, I-200, I-212, I-217, I-226, I-228, I-230	southern Utah; children at school bus stops along Hwy 89; ATV traffic crossing Hwy 89. There are many homes up and down Hwy 89. It already takes extreme caution when puling out of the driveways or slowing down to turn in. There is a boy's ranch along Hwy 89. Many of the people pulling onto the highway from the ranch are families of the boys who live there, not from the area and are unaware of the dangers posed by heavy coal truck traffic. When the double trucks try to make the turn from Center St. to Main St, they will have to use the oncoming lanes to make the turn, endangering oncoming traffic. Panguitch has several festivals, during which people frequently cross the highway. Additionally, several times a year the highway is closed for parades, etc. Will we still be allowed to do that? What kind of safety hazard will be created as trucks detour through our neighborhoods when the street is closed, or just when they attempt to bypass the congestion on Main St? There is a school crossing zone on enter St (Hwy 89) in Panguitch. How much danger will the kids be in going to and coming home from school? There will be increased impacts on safety including school bus stops, property owners, local businesses, city street crossings in Hatch and Panguitch, potholes and road damage requiring road repair subjecting road crews to danger. When you add in road crews to repair a highway overloaded with trucks you have a dangerous situation and another frustration further deter tourism. Consider any UDOT or other studies regarding the safety of adding 300 more trucks to Hwy 89 at the intersections of Hwy14/Hwy 89 and Hwy 12/Hwy 89. Community impacts include potential for spills on the haul route. Conduct in-depth studies on the types of hazardous materials being transported on Hwy 89 and 20 and how collisions with these trucks could endanger the lives of emergency personnel and residents. Trucks through town could jeopardize the lives of children and seniors. Home located right on Main St in Panguitch may have children playing in the front yard. If one of them strays just a few feet it could be disastrous. Medical infrastructure is another public safety concern. Consider impact on local hospital and volunteer EMT/fire department due to increased accidents from heavy traffic. Increased truck traffic means the number of highway accidents would also increase. Medical care is in Panguitch, Kanab, and Cedar City, so response time becomes important. Will emergency vehicles be able to maneuver through heavy truck traffic for medical or fire emergencies? Local communities have limited finances to increase medical services. Local police and emergency services are concerned as to what will happen when they are called out to assist or enforce their duties Prepare to dig very deeply into the coffers of the state of Utah for highway patrol and emergency services which will absolutely be needed. Prepare to build new hospitals and emergency care facilities to treat injuries from all quarters because the current availability of those facilities will be taxed well beyond their ability to respond in a meaningful way. We already have horrendous accidents on Hwy 89. They often involve tourists trying to pass slower vehicles (like a coal truck?) and are head-on collisions. With 300 more trucks		

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Commenter ID No.	Comment	Comment Resource Code	Comment Disposition
	there will most certainly be an increase in accidents. Is our hospital and emergency services prepared to handle that and will the mine be reimbursing us for our additional expenses? Local police have said that they will not stop the trucks for speeding or noticeable mechanical problems or to check licenses or logs due to the back up of traffic and not wanting Panguitch to be known to truckers as a speed trap. Now add 300 more trucks that don't feel the need to obey speed limits. Just watch the accidents start to add up, especially when you add in the tourists. We wonder if they will even have insurance checks. If the police do not stop the trucks, what will stop the drug and alcohol use? Increased traffic would create a dangerous situation increasing accidents along Hwy 89. Hwy 89 and 20 have little or no roadside shoulders or pull offs, therefore safety is a major concern. Any accident or backup will be a disaster. Hwy 89 is the main route which Kane county and Arizona residents use to travel north to Salt Lake City, as well as tourists, RVs and tour buses traveling to Zion, Bryce, and Grand Canyon, and boaters traveling to Lake Powell. It has become a more heavily traveled road in recent years, especially during the tourist season, and is already being used by commercial trucks heading for Flagstaff and points south. Hwy 89 is 2 lanes, with no center lane. How many accidents will there be with slow trucks pulling out across traffic into the highway or making left turns off the highway? The vast majority of the road between Hatch and Alton has very short passing sections or it is double lined so you cannot pass. There are 2 constructed passing lanes between Alton and Panguitch, one northbound and a very short southbound section just prior to the long valley intersection. Sections of straight road that are safe to pass are almost nonexistent after you are a few miles south of Panguitch. The highway is fairly winding and hilly in parts, and when there is a lot of traffic, it is common to see lots of cars passing slower moving vehicles between the curves and the hills. There are occasional head on collisions, particularly during the busy tourist season, which is the same season that the coal truck traffic would be increasing. There have been several fatal accidents at hwy89/12, those will likely increase. Last year alone there were 5 fatalities at Hwy 89/14 Consider impacts on Hwy 20 congestion especially with bad weather. Hwy 20 has some very steep and during the winter months the roads may be icy, snowy, or wet or have whiteout conditions. Is it safe enough for all those trucks to be traveling over it? Hwy 20 has recently undergone a widening and resurfacing. The switchbacks may well be negotiable during summer month with a tractor pulling doubles. But consider what it will take in winter to negotiate that same road. The very last curve at the top of the hill will see trucks sliding into the side of the hill going up due to lack of traction and running through the guard rail and over the hill coming down for the same reason. Chaining will only lead to delays and more damage to the "new" road. The cost of reconstruction is astronomical not to mention the logistical nightmares. Accidents, including roll-overs will occur, particularly on Hwy 20 in bad weather, threatening the safety of area residents in Panguitch, Hatch, and Cedar City as well as thousands of tourists using these routes year round.		

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Commenter ID No.	Comment	Comment Resource Code	Comment Disposition
	Should it become necessary during bad weather to re-route coal trucks through Kanab, the same unacceptable impacts to the safety and scenic character of US89 and Kanab City enjoyed by tourists, the lifeblood of Kane County's economy, will result. Will BLM evaluate the increase in traffic along Hwy 89 from haul trucks and mine workers' private vehicles and its potential impact on hwy safety, especially during summer months when tourism peaks? If a driver plans to just pass through town they would rather not be slowed down by having to stop in Panguitch or having to worry about the safety issues of someone darting out in front of them in town. Tourists are the lifeblood of Panguitch? Heavy truck traffic and tourism doesn't mix. On a summer evening I see many tourists enjoying a leisurely stroll down the quiet, peaceful main street of Historic Panguitch chatting as they look in the windows of various shops. They have their hotel for the night and they frequently ask a local, "Where's a good place to get dinner?" Fast forward a few years and visualize the same scene. A tourist looking for a place to spend the night drives through Panguitch and slows down to look at the motel they're going past. A 42-ton payload in a double-trailer 90-foot long coal truck slams on its brakes trying to avoid hitting into the back end of the tourist's car that has slowed to see the motel. Too late! Statistic: totaled car, one dead, two seriously injured. Not only ruined a vacation but destruction to many lives that are changed forever. (Was it worth it to give a tow truck and hospital some extra business?) Tourists trying to pull into traffic after stopping in Panguitch will be in danger from on-coming traffic. Traffic issues in Panguitch need to be addressed in the EIS and planning phases, with speed limits, extra truck lanes and other things to lessen the impact of the trucks using a very busy highway. Consider mitigation to prevent accidents at the intersections of Hwy14/Hwy 89 and Hwy 12/Hwy 89. We recognize that BLM may lack jurisdiction to prescribe activities occurring on private land. However, CEQ directs "that all relevant mitigation measures that could improve the project are to be identified, even if they are outside the jurisdiction of the lead or cooperating agencies and thus would not be committed as part of the RODs of these agencies...This will serve to alert agencies or officials who CAN implement these extra measures and will encourage them to do so." (see 40 Most asked questions concerning CEQ national Environmental Policy Act Regulation, 46 Fed Reg 18026, 18031-32; March 23, 1981). BLM has an opportunity to directly address an extremely impactful aspect of the proposal by evaluating mitigation (using Hwy14) to significantly reduce traffic related impacts. We urge the BLM to comply with CEQ guidance and consider these obvious measures to mitigate traffic-related impacts.		
I-035, I-036, I-037, I-	Traffic and pollution generated will have a severe effect on tourism in Garfield County. The DEIS should	TR06[2]	IA

[2] Because many of the transportation concerns expressed regarding impacts to tourism are also socioeconomic issues, comments and concerns related to tourism and the transportation route may be coded as TR06 and/or SE06, and contained in both the transportation and socioeconomics sections of this table.

Table 8. Public Scoping Comments Summary Table

Commenter ID No.	Comment	Comment Resource Code	Comment Disposition
038, I-046, I-050, I-051, I-054, I-062, I-067, I-068, I-074, B-076, G-078, B-079, I-080, I-081, G-089, G-093, I-105, I-108, I-121, I-163, I-169, I-170, I-178, I-179, I-181, I-198, I-207, I-212, I-217, I-221, I-223, I-226, I-232, I-321, I-357	discuss how increased truck traffic will impact local communities and their tourism- and recreation-based economy. Concerns have been expressed regarding Panguitch as a tourist town and increased traffic may cause problems for tourists and the events and festivals sponsored by Panguitch City. Please address: the impact 300+ trucks will have on our number one industry, tourism, tour busses, bicycle activity, motorcycle rally's, antique car runs, hot air balloon festivals, etc. The dirt, dust and noise, dangers will surely cause Hatch and Panguitch great harm. They are both tourist towns with the need for drive through patrons. Mixing tremendous tourist crowds in the Spring summer and fall with 80,000 lb coal trucks would be disastrous. Trucks every 4.5 minutes through the towns of Panguitch and Hatch would cause tourists to never return. The many tourists who stay in our town while visiting our famous sights will be adversely impressed and tourism is our major financial support. Panguitch, as a destination, will suffer major losses. Tourists come for Utah's unspoiled land, million dollar skies and views -and even the scenic highways. Tourists will have no desire to spend time in the area with noisy, dirty coal trucks throwing rocks and hauling coal, not to mention the pollution that just the trucks alone would cause. Tourism will be ruined and several towns will die out. BLM must address impacts of the mine on local tourism especially the increased traffic on the main access roads to National Parks and the national monument. Local business owners are concerned that businesses that rely on the natural beauty of Bryce Canyon and surrounding area to attract tourists will be harmed by the mine and trucking operations. Consider how the tourist industry in the numerous national parks of this area will be negatively affected by the increased truck traffic and added pollution. Consider impact on tourism to Bryce Canyon due to excessive traffic, noise and air pollution from trucks on Hwy 89. Consider impact of decrease of tour buses from Zion to Bryce on local economies in these areas. How many tourists will stop coming to the Bryce Zion area via Hwy 89 when they find out that there will be more than 300 trucks a day on the road 24 hours a day? All the effort and money spent to make this area a destination is wasted when tourists are annoyed and endangered by trucks. Project will result in loss of income for motels along the hwy due to truck noise. Hundreds of coal trucks blundering along Route 89 will not be pleasant for visitors or residents. It is unacceptable that the proposed haul road would run directly along Utah's nationally recognized "Heritage Highway", taking tourist dollars away from this recreational area. Our tourist director gets groups of travel agents to come here to see the area. What kind of impressions will they get? Will they recommend our area after they see the huge number of trucks and shrinking number of business that can serve tourists? Over the years, I have had guests who stayed at my hotel because it is off the highway, and they were bothered by the truck noise at other hotels. But how many others just decided not to stay in Panguitch again? How many more will not even stay in Panguitch when they see the tremendous amount of coal trucks?		

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Commenter ID No.	Comment	Comment Resource Code	Comment Disposition
	Before approving the lease for this enterprise please consider the effect that this traffic will have on tourism and what little other commerce that these towns have.		
I-010, I-011, I-038, I-050, I-050, I-054, I-062, I-062, B-076, I-081, I-081	Concerned about the devaluation of our lots as a result of the continual unending truck traffic within Alton city limits. Trucks coming past every 9.4 minutes would greatly devalue our property and sale thereof. Property values in Panguitch will suffer. If this mine is approved, I will sell my business in Panguitch as soon as possible, because the longer we wait the harder it will be to sell it and our property values will fall. Consider desirability/value of housing lots from Hwy 20 to Alton and along Hwy 89 if the Hwy is polluted with coal dust, diesel fumes, and noise. Concerned about the destruction that trucks running 24 hours a day will have on property and surrounding area in Garfield County. Owners of real estate in Garfield County are worried about the impact of the 6-day a week, 24 hour traffic to the area. The "outsiders" who are buying land, homes and businesses (which support the community thru taxes) will cease. The property values are going to decline. Second home sales and retirement home sales will fall. Why would anyone want a second home here or retire here to deal with a non stop parade of coal trucks? More homes will stand empty or sell for less because and property taxes will dwindle. What financial reserves are in place to compensate property owners for decreased property value in the event of a coal spill?	TR07	IA
G-028, I-037, I-043, I-050, I-050, I-054, I-054, I-056, I-062, I-067, I-072, I-073, I-077, B-079, I-081, G-093, I-126, I-169, I-178, I-179, I-179, I-179, I-226, I-226, I-228	Concerned about effects of wildlife/vehicle collisions along Hwy 89 and Hwy 20. Roadkills will absolutely increase with the amount of trucks going to/from coal site. There is a healthy mule deer herd that will be affected greatly by the increase in all traffic associated with the coal mine. Haul trucks as well as service oriented vehicles threaten to greatly reduce the numbers in this herd from direct collisions with vehicles. Deer, elk, antelope, bald eagles, and countless species of small game and even pets will be killed by the increased truck traffic. Project will impact our deer herds in Paunsaugunt Wildlife Mgt Unit (a "premium limited entry" deer unit). Hwy 89 and 20 are migration routes for deer and elk. How and when will the deer, elk, and antelope cross the road? Trucks will flat out hit them. Wildlife (deer, elk, antelope) migration patterns will be disrupted by the project route and more will be hit on the highways. There will be numerous carcasses of migratory animals, killed on the highway from the steady stream of trucks, at night, mesmerizing them in their headlights With all the oil and gas development going on (in CO) between Meeker and Ryde and Meeker and Rangley the migratory elk and deer herds are being slaughtered on the highway by the continuous barrage of oil rigs and trucks. More elk were dead and killed by oil truck boomers every day, than by all the hunting in two years.	TR08	IA

Table 8. Public Scoping Comments Summary Table

Commenter ID No.	Comment	Comment Resource Code	Comment Disposition
	Truck drivers at the "Big 4 Truck Stop" say they are instructed to hit anything that moves in their path, animals, etc. due to loss of the trucks and cargo. Pollution from coal dust and diesel will impact waterfowl and fisheries. Traffic and pollution generated will have a severe effect on wildlife in Garfield County. Concerns have been expressed regarding possible negative impact to wildlife and fisheries.		
I-054, I-077, I-224	Wetlands will be impacted by [increased traffic]. Concerned about contamination to riparian and other areas along the Sevier River by airborne contaminants from the coal dust (even covered trucks lose some amount of their load). It has not been explained sufficiently how Panguitch or any of the surrounding communities will gain from this mine. The few jobs that may come available aren't enough to offset the damage done to the water.	TR09[3]	IA
I-046, I-050, I-054, G-078, I-081, I-100, I-134, I-169	Consider impact on recreationists such as bicycle, antique cars and motorcycle tours using Hwy 89. Hwy 89, 20, and 12 are scenic byways. How do commercial tours (bicycle tours, antique car rallies, motorcycle rallies, etc.) compete with dual tractor trailer rigs every 3-4 minutes apart on these highways? There have been 3 large Harley rallies in the last 4 years in Panguitch, bringing a lot of money to the town. And all summer we have lots of motorcycle groups coming through. They love the area, but will they ever come back once they have contended with hundreds of trucks? The area is praised by motorcyclists due to its beauty and uncongested roads but the project will change that by making it filthy and creating damaged, unsafe roads. There are quite a few bicycle tour companies bringing groups through this area. How safe will they be? Most likely, they will go somewhere else. Highways 89, 12, and 14 are very popular with the road bike crowd. There are a number of tours on Hwy 12 and 14 near Brian Head with Panguitch right in the middle. There is a paved trail in Red Canyon and to get there from Panguitch you have to ride on 89. Consider impacts on parade events in Panguitch and Hatch. There are many great weekend activities enjoyed in Panguitch. With monster trucks rolling through every few minutes, what impact will it have on the Moon Glow at the hot air balloon festival? How about the truck parade joining your annual July 24th parade? They sure dwarf the motorcycles in the Hog Rally Parade. How about a band playing on the street corner, can you hear what tune they're playing over the noise of the trucks? And the Quilt Walk Pageant.... Consider impacts on fishing and hunting access and impact to fishing streams along Hwy 89.	TR10	IA
I-033, I-037, O-040, I-	DEIS must assess how the increased road traffic will impact communities like Alton, Hatch, and Panguitch	TR11	IA

[3] Because many of the transportation concerns expressed regarding impacts to wetlands/water quality are also water resources issues, comments and concerns related to wetlands and the transportation route may be coded as TR09 and/or contained in the water resources section of this table.

Table 8. Public Scoping Comments Summary Table

Commenter ID No.	Comment	Comment Resource Code	Comment Disposition
045, I-050, I-062, I-064, I-068, I-077, B-079, I-092, G-093, I-169, I-178, I-193	particularly in terms of increased noise along the haul route. Trucks through town would increase noise pollution to tourist dependent businesses such as our motel on Hwy 89.I don't think anyone will want to stay at our place given the fact that our rooms are right next to highway and coal trucks will be rumbling by all night long. If the trucks were ever held up by a slow moving RV or other traffic problems, we would still be assaulted by their sound about twice as often as we're told. My house sits one block west of Main Street, which where the trucks will be routed. Thinking about those trucks so close to my home extinguishes all hopes of a quiet second home. Will traffic noise be audible in the Park? Noise will affect tourism and the quaint character of Panguitch...You buy a painting that Veda just finished of a red brick home and...as you talk in the studio, the noise of the trucks having to stop/start at the light right downtown, drowns out your conversation. Tourists arrive in town with a reservation at a local motel. They take a walk on the main street and try to talk but their conversation is continually interrupted by truck traffic and they comment: "I'd have to wear earplugs to live in this town. I don't know how local people put up with it! I'll bet a lot of them have damaged hearing." The biggest complaint from our customers is the road noise on Hwy 89 and difficult access when traffic is present. Adding 300 trucks will increase this.		
I-064, G-093, I-226	A coal truck roaring through the area every 9 minutes would be a horrible intrusion and my math tells me that is not an accurate projection. Concerns have been expressed regarding 24-hour traffic causing sleeping problems for those living along the highway and sleeping in motels. 153 round trips per day will cause increased inconvenience and danger of being behind a coal truck every time you drive on Hwy 89.	TR12	IA
I-050, I-266	Concerned about the impact on vegetation. Truck traffic will result in increased threat of invasive species, which is the 2nd biggest threat to biodiversity according to conservation biologists	TR13	IA
G-039, I-049, I-062, I-068, I-072, I-077, B-182, I-207, I-211, I-224	EIS should address impacts to the scenic values of the Hwy 89 corridor, which is a primary travel route for visitors to the area. Tourist in the area appreciate the scenery, including the colorful Paunsaugunt Cliffs. If this project is approved the focus will no longer be on the scenery but on the dirty, dusty noisy parade of coal trucks. Coal trucks on the road will detrimentally affect the otherwise scenic drive into the Park. There will be impacts of trucks traffic on light pollution; night skies would be greatly affected. It has not been explained sufficiently how Panguitch or any of the surrounding communities will gain from this mine. The few jobs that may come available aren't enough to offset the damage done to the beauty of the	TR14	IA

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	area There will be a great visual impact of truck after truck coming down the highway in an area that is known for its scenic beauty. I have seen the trucks on the road in Emery County; it would be a travesty to introduce that impact on our scenic highways. Long Valley itself is very beautiful with the Sevier River, which would be a great concern for road construction.		
I-046, I-054, I-062, B-076, I-081, I-181, I-226	Consider impacts on the historic brick homes, businesses as well as in-ground wells due to vibration from coal trucks traveling through Hatch and Panguitch. Panguitch and Hatch have many brick homes with brick manufactured from native clays from the area. Many of these homes are over 100 years old and are already impacted by the constant vibration of the truck traffic. Adding 300 more trucks will only hasten their demise.	TR15	IA
I-059, I-062, I-074, B-076, B-079, I-081, I-095, I-115, I-124, I-136, I-137, I-148, I-165, I-169, I-172, I-175, I-179, I-187, I-192, I-208, I-209, I-213, I-231, I-251, I-263, I-264, I-266, I-301, I-336, I-357, I-475, I-476, I-EF1	BLM should fully discuss and analyze in the DEIS the impact that truck traffic will have on local communities and businesses, including impacts to businesses along businesses along Hwy 89 that provide hotel accommodations, restaurant service, antique shopping, etc. BLM must fully analyze and disclose any and every possible impact of a coal mine operation in this area, including truck traffic and coal dust through and near the quaint towns on the route from the mine. 300 trucks a day hauling coal for 23 years will impact quality of life for small communities such as tranquil Alton and the small town atmosphere of Panguitch. Having huge trucks constantly barreling through would suck the life out of local communities and ruin quality of life. Increased traffic from the mine could pose a threat to the economy of the small sleepy towns surrounding this beautiful national park. How will the coal trucks impact the economy of Panguitch and Hatch? Would trucks fill up with gas in Hatch or Panguitch or at the transportation company's maintenance station? Will a truck driver stop for dinner at a Panguitch restaurant or head home to eat dinner with their family? Do you suppose a trucker would get a motel in Panguitch for the night, or finish his route back to the station for the next driver to use the truck 24 hours a day? Is there a chance a driver would stop in Panguitch to buy a painting or souvenir at the Indian store? (or would the presence of the trucks just drive away the tourists who would stop at Cowboy Collectibles to buy a souvenir?) The only stop the trucks will likely make in Panguitch is at the red light/four way stop. So what economic advantage is there to having a huge increase of traffic? I see no positive impact on the city's businesses to a noisy truck going by every three or four minutes. I see no economic advantage of all those trucks having to go through town. A trade off is not necessary; trucks driving through town do not bring economic relief. They cause major problems instead. The trucks will not add to the local economies, they will not stop here. The will fuel at the main terminal in Cedar City. How will these trucks affect the businesses along 89? Especially the hotels and motels. How many customers will they lose when their guests realize that there will be 24hr truck traffic?	TR16	IA

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	Traffic will kill commerce. Lori Maximenko, owner of the Bryce-Zion Resort in Hatch, said the traffic would harm economics of their business. "People come to my resort for peace and quiet. We're going to lose that with coal trucks going by around the clock." Adding 300 trucks a day would be catastrophic to our business.		
B-079, G-039, G-089, G-142, I-035, I-046, I-049, I-068, I-072, I-074, I-081, I-085, I-095, I-115, I-121, I-124, I-148, I-157, I-165, I-169, I-172, I-175, I-187, I-192, I-207, I-209, I-213, I-226, I-231, I-251, I-266, I-301, I-336, I-348, I-351, I-475, I-476, I-EF1, O-040	BLM must fully assess the impacts of the proposed action to Hwy 89's status as a "Heritage Highway". The historical aspect of the towns along State Route 89 has already been recognized with the passage of the "Mormon Pioneer Heritage Bill", which recognized the history, architecture, and culture along Hwy 89. President Bush just signed a bill making Hwy 89 the Mormon pioneer Heritage highway and setting aside 10 million dollars to preserve the heritage of this highway and promote heritage-based tourism. How can we possibly consider letting this nationally recognized treasure be destroyed by tens of thousands of coal trucks every year? The route through Panguitch and the Heritage Highway makes the plan an abandonment of the federal government's responsibility to protect public lands. Is using Hwy 89 as a coal haul road consistent with these special designations? Will using Hwy 89 as a coal haul road adversely affect Hwy 89's Heritage Highway status? If so, how? Hwy 89, Heritage Highway, a designated scenic highway and historic treasure worthy of millions in tourist dollars will have coal trucks thick as ants at 10 minute intervals, 24 hours/day, 7 days/wk. Hwy 89 has recently been designated as "The Mormon Pioneer Heritage Hwy" and is also the main artery for tourist travel between Bryce Canyon and Zion NPs and the Grand Canyon NP. Traffic includes cars and RVs. Increased traffic would have a negative impact on residents and visitors to the area who would not be able to fully appreciate the new designation of this corridor as a result of the increased truck traffic. All American Hwy designation for Hwy 12 would be rendered meaningless Pending Scenic/All American Hwy designation for Hwy 143 would be rendered meaningless. Mormon Pioneer Heritage Highway designation for Hwy89 would be rendered meaningless The trucks would be ruining Utah's "Heritage Highway" Preserve the integrity of this remote area so others can experience this part of Utah canyon country and its heritage highway like it is instead of the noisy, polluted site of a coal mine proposed haul road would run along Utah's nationally recognized "Heritage Highway" Traveling on the National Heritage Highway 89 will not be the same between Todd's and Bear Valley Junction! Imagine trying to pass all those semi trucks and dead deer splattered all over the road. Hwy 89 will not be what it was when it received the designation of National Heritage Hwy. It is unacceptable that the proposed haul road would run along Utah's nationally recognized "Heritage	TR17	IA

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	Highway" I expect that BLM, in the DEIS, will analyze the impact that truck traffic will have to the Mormon Pioneer Heritage Area along Utah state Hwy 89 Hwy 89 was recently designated as a Mormon Pioneer Hwy. A large grant is available to develop tourism for that purpose.		
I-226, G-039, O-040, I-068, I-074, B-076, I-077, I-081, I-084, I-085, G-089, I-114, I-124, I-136 , B-140, G-142, I-165, I-169, I-172, I-175, I-178, I-187, I-207, I-209, I-213, I-226, I-232, I-263, I-266, I-301, I-348, I-356, I-466, I-475, I-476, I-EF1	How will traffic impacts affect Panguitch's historic main street? The DEIS analysis should include how the increased truck traffic would impact the city of Panguitch, recently nominated to the National Historic Register. BLM must fully assess the impacts of the proposed action to the town of Panguitch's historic main street (recently on the National Historic Register). Will using Hwy 89 as a coal haul road adversely affect the National Historic District? If so, how? Our beautiful town of Panguitch was recently placed on the NRHP. This designation for Panguitch would be rendered meaningless. Panguitch actively sought a national Historic district designation to promote tourism and preserve the city's heritage....years of effort and lots of money would be for nothing. Increased truck traffic the last 3 years is already destroying the quiet, peaceful, western, pioneer town. Add all the coal trucks and there is a major problem that can damage the image Panguitch has recently earned of being listed on the National Historic Register. Effects on town of Panguitch will be devastating; it will be known more as a truck route than a historic town on a heritage highway. Panguitch would take the burnt of the damage of such a misguided plan. Panguitch just received historic district designation and is listed on the NRHP. Having non stop coal trucks coming and going will destroy Panguitch. It is unacceptable that a proposed haul road would run through the town of Panguitch Panguitch recently received the distinction of the whole town being placed on the National Register of Historic Places. This honor will draw travelers to stop in town to take photos of the courthouse, red brick houses, quiet Main Street, and the peaceful serenity of a small historic pioneer town. Coal truck traffic will ruin this. Are you going to let the trucks ruin Panguitch's Historic Town ranking? You have a voice that needs to be heard now. Please consider an alternative other than trucking the coal through the towns of Panguitch and Hatch. Panguitch is a historic community.	TR18	IA
125	Consider recommended transportation studies [websites included].	TR19	IA
I-057, B-076, B-081, I-084, I-108, I-121, I-	Panguitch is one of the last western small towns still around and you want to run your coal trucks through the middle of it. This will irreparably damage the city and its peaceful nature, which is what draws us to the area.	TR20	IA

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147, I-157, I-172, I-179, I-226	The mine will have negative impacts on the quality of life for residents along the truck route. Big truck traffic already pollutes the town of Panguitch with noise and smoke and takes away the small town feel. I would hate to see this increase with the possibility of the mine. Citizens of Panguitch will lose quality of life with all the heavy traffic The proposed level of truck traffic would negatively impact the communities of Hatch and Panguitch and the quality of life will decline. I've enjoyed the peaceful ambiance of small town life and an increase in truck traffic due to the mine would hinder me from staying in these towns and would affect the locals as well Which does Panguitch want to be, a coal town or quaint historic town that encourages tourism? I don't want to see this charming historic little town degenerate into a noise dirty shabby ghost town. The proposed haul route has more traffic than this thoroughfare can withstand while at the same time attempting to keep the area looking as it is. Quality of life will be affected. Every time I drive somewhere, I will be behind a coal truck. Coal trucks will become part of the landscape, their rumble and smell part of everyday life. I didn't move here to live with the constant irritation of noisy, smelly, dangerous coal trucks.		
I-065, I-090	Will roads be widened to accommodate coal trucks and if so what are the environmental impacts? Consider the turning radius it takes to swing a double trailer 90 degrees. The intersection in Panguitch will either have to be designated "for trucks only" and all other traffic re-routed or it will have to be widened in both directions to accommodate locals, tourism, and the proposed truck traffic.	TR21	ALT
I-081, I-226	The shops on main street struggle to keep their merchandise, store fronts and sidewalks clean now because of the road dust. Add 300 more trucks (and coal dust) and it becomes impossible to have a clan and presentable business. More road grit plus coal dust for businesses and homes on Center and Main St.	TR23	IA
I-178, I-179	Road-side garbage such as blown truck tires should be addressed as well How many additional plastic bottles full of yellow liquid human waste will be thrown on the side of the road from the drivers of these trucks? Who's going to clean up the biohazard from these bottles of human waste?	TR23	IA
I-046	consider impacts on events at Triple C Arena	TR24	IA
I-081	Even if they did stop here, where would they park? There will be serious parking problems in the summer with tourists.	TR24	IA
I-046	consider impacts from increased costs to local police to direct traffic along Hwy 89 for local events, funerals, etc.	TR25	IA
I-'046	consider impacts on Hwy 14 from local residents choosing this route to Cedar City and St. George	TR26	IA

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AIR QUALITY			
EF1, I-206, I-208, I-217, I-232, I-233, I-246, I-251, I-263, I-264, I-266, I-283, I-284, I-294, I-298, I-301, I-306, I-336, I-345, I-351, I-355, I-357, I-364, I-394, I-413, I-057, I-029, I-037, I-044, I-046, I-050, I-054, I-057, I-066, I-068, I-071, I-086, G-089, I-095, I-100, I-108, I-114, I-115, I-124, I-128, I-136, B-140, G-142, I-148, I-151, I-163, I-165, I-166, I-170, I-175, I-179, I-183, I-187, I-191, I-192, I-195, I-197, I-198	What about the terrible environmental impacts of mining and burning up coal and cleaning up powerplant's exhaust? What about the health impacts? Our lungs, rivers, streams, wildlife, landscaping are all at danger from coal dust. Air quality concerns for local residents Consider impacts on air quality in surrounding areas Health concerns exist. Pollution of air cannot be avoided. The proposal raised many questions, including but not limited to air quality. We trust the BLM will carefully address these obvious issues. One of the great assets in S Utah is the clear air. I have always loved the Bryce canyon area because of its clean air. We have spend every cent we saved over a lifetime so we could live out what years we have left breathing fresh clean air. There are over 100 people on the transportation route that receive oxygen. What are we supposed to do, move so some millionaire coal operator can make a few more million? Concerned about the impacts that a project of this magnitude will have on local air quality and regional haze Based on our current understanding of the project and its proximity to Bryce Canyon National Park and other national protected areas, EPA's primary concern is protection of regional and local air quality. This mine would harm local air quality How about air quality? Although you may not be able to see this mine you will certainly see its negative impact on the entire ecosystem from the air... Please fully analyze impacts to air quality The DEIS should address the mine's impact on local air quality. What will the mine do to the air quality of the nearby areas including Bryce, Panguitch? Mining would degrade the clean air of the area. Regional air quality has deteriorated in quality over the last 6 years and emissions and dust from blasting and vehicular transport on dirt and gravel roads in and to and from the mine will prove to be a significant contribution to AQ degradation. Concerned about air pollution	AQ01	IA

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	Alton, Hatch, and other residential subdivisions should be considered when analyzing impacts to AQ. Dust plumes may affect air quality. Air pollution would detrimentally impact the experience of visiting this resource (Bryce Canyon). How will this coal dust affect the air? harm this mine would do to airshed...is not worth the tradeoff for the jobs and energy Mining efforts will be accompanied by dust What about the fact that this mining effort may degrade local air quality concern that lease will lead to dirty air The 200 ft of dirt removed to access coal will have a negative impact on air quality. Air quality would be destroyed by running the mine Air pollution caused by mining coal The increase in air pollution...from the mining activity and trucking the coal...will hurt the quality of life to humans, animals, and plants from the Bryce area all the way over to Cedar City 30 years ago I worked hard to oppose the Kaibab coal power plant because of air quality degradation and I oppose this lease for the same reason. Air quality in the vicinity is at stake. Pollution from the Coal Hollow mine would degrade air quality over Bryce Canyon National Park Pollution from the mine will degrade air quality The DEIS should address the mine's impact on air quality. The air is polluted enough without putting toxic fumes from the coal plants you purpose to have in place.		
I-073, I-97, I-179, I-228	Local air quality for the residents of Alton will be degraded significantly, resulting in long term lung disease Concerned that coal dust will make me sick as an allergy/asthma sufferer. How will this coal dust affect the health of the people along the 89? There are seriously health concerns from coal dust emitted into the atmosphere.	AQ02	IA
I-165, I-179	Impacts of dust and erosion to Kanab Creek How will this coal dust affect the rivers?	AQ03	IA
I-172	Black dust, full of arsenic and mercury from 3,851 acres of strip mining will end up in water and affect the recreational fishing in Delta area	AQ04	IA

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I-172	Black dust, full of arsenic and mercury from 3,851 acres of strip mining will end up in water and affect irrigation water for crops.	AQ05	IA
I-172, I-179	Black dust, full of arsenic and mercury from 3,851 acres of strip mining will end up in water and affect water for cattle. How will this coal dust affect the wildlife?	AQ06	IA
I-049, I-055, I-075, O-125, I-160, I-218	dust pollution from the operation itself and also wind A surface coal mine, however modern, will still cause many unacceptable environmental impacts including dust. There will be dust pollution by the method of mining. How will the mine control this type of pollution? Please consider article [website included] regarding what coal dust will do to the town when winds blow it from the south. Do you have a good management idea on how to handle the problem of respiratory ailments of coal dust? Concerned that air quality will be affected due to dust from strip mining.	AQ07	IA
O-040, I-054, I-072, I-073, I-112, I-121	Concerned that the proposed project will impact air quality within the Bryce Canyon airshed and other southern Utah National Parks. Bryce Canyon is a class I attainment area, which means that very little deterioration of its ambient air quality is allowed. concern about damage to hoodoos of Red Canyon and Bryce Canyon from coal dust and pollution Summer breezes from the south turn in to frequent 40-60 mph gales and will carry the dust north onto the fragile pinnacles of Bryce Canyon, Capitol Reef, Canyonlands, and Arches. Between the dust and smog, we should see our national monuments decay and crumble; pollution is the major cause of destruction of the archaeological sites around the world. Coal dust is a major pollutant which will be widely carried on prevailing winds over Bryce Canyon NP and surrounding areas including Grand Staircase Escalante National Monument. This is unacceptable Protect Bryce Canyon from bad air and waste from a busy coal mine. winds will carry dust over Bryce Canyon National Park	AQ08	IA
O-040, G-089, I-112	BLM must evaluate the direct, indirect, and cumulative impacts the proposed project will have on air quality. BLM must revisit the issue of air quality before leasing and development are authorized. DEIS should evaluate impacts to local air quality given the proximity of blasting operations to population centers including the mine site located less than one mile from the town of Alton. DEIS should include and air quality analysis and disclose all possible air quality impacts. Air quality	AQ09	IA

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Commenter ID No.	Comment	Comment Resource Code	Comment Disposition
	assessment should document current air quality conditions, using data sheets from ambient air monitoring programs in the vicinity. The assessment should consider the direct impact of all categories of emissions that will occur from the project itself as well as the cumulative impact of other reasonably foreseeable development in the area. Preserve the air and do the studies that need to be done.		
G-039, G-089, G-142	Bryce Canyon, Zion, and Capitol Reef NPs are Class I areas under CAA so no significant degradation of air quality should be permitted under the proposed actions in the EIS. Class I areas are the most protected, having the least allowable degradation of air quality. The EIS should thoroughly examine potential impacts to visibility including particulate matter (PM 10 and PM2.5) and regional haze. DEIS should also address potential visibility impacts at the BCNP Class I area and levels of concern for deposition. BCNP, Zion, and CRNP, are Class I airsheds under the CAA so no significant degradation of AQ should be permitted under the proposed actions in the EIS. Analysis should address cumulative impacts from the distribution of coal off-site and its use in regionally located, coal fired power plants which could increase air pollution to these Class I airsheds.	AQ10	IA
I-055, G-089	A surface coal mine, however modern, will still cause many unacceptable environmental impacts including methane gas releases DEIS should assess cumulative impacts of energy-related activities, other reasonably foreseeable development (i.e. the proposal for oil and gas leasing on the Dixie National Forest, coalbed methane development), and any other activities that may affect air and water quality in the area.	AQ11	IA
I-179	How will this coal dust affect the buildings and homes in the area?	AQ12	IA
G-089	Air quality assessment should include dispersion modeling. Consistent with the guidance from the Federal Leadership Forum, BLM should establish a stakeholders group with air quality expertise to represent affected agencies. The stakeholders group could help BLM develop a modeling protocol based on estimates of the emissions that are likely to occur from operating the mine and hauling the coal. BLM should compare concentrations predicted by the dispersion modeling to the NAAQS and, for screening purposes to the Class I and Class II increments under Prevention of Significant Deterioration regulations.	AQ13	IA
G-089	BLM should give special attention to emissions of PM including PM 10. In a dry climate such as the Kanab planning area, mining can emit significant amounts of PM and can worsen under drought conditions. AQ assessment should evaluate PM10 emissions form the proposed action and any alternatives.	AQ14	IA

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G-089	The cumulative AQ analysis should take into account the combined, incremental effect of the human-caused air emissions in the area as well as an evaluation of the current and projected PM10 emissions near the study area. Analysis should evaluate cumulative particulate emissions from soil surfaces disturbed by such activities such as coal mining, development of other leasable, locatable, or saleable minerals, OHV use, and transportation and access.	AQ15	IA
G-089	Dust particulates from construction, vehicle travel on unpaved roads, and ongoing operations are an important concern. Airborne dust may not only be a visual nuisance, but can potentially be dangerous to asthma sufferers. Sedimentation from storm water run-off can also severely impact the aquatic environment. Construction techniques such as 95 percent base compaction prior to placement of gravel, culverts for water drainage, steep slope construction measure to prevent erosion, and appropriate dust control methods (such as watering or placement of a non-chlorine based dust abatement chemical treatment), are proven dust suppression techniques. The DEIS should detail plans for addressing dust control for the project, including: dust suppression methods, inspection schedules, documentation and accountability processes. "it is difficult to manage dust and particulates during excavation The DEIS should identify all relevant, reasonable mitigation measures for air quality impacts, even if they are outside jurisdiction of BLM." "DEIS should examine mitigation and monitoring techniques that will be undertaken to minimize exposure to NO2 and particulates. If blasting is to be conducted, the EIS should discuss and commit to a mitigation strategy that addresses short-term exposure to nitrogen dioxide." Mitigation actions for a blasting strategy should include: closure of roads during blasting to avoid hazardous concentrations of NO2 on public roads; the use of low NO2 blasting techniques (bore hole liners, improved blasting agents/additives, etc); limiting the blast size to 50,000 pounds or less; and only allowing blasting to occur during daylight hours when wind and atmospheric conditions are favorable for adequately dispersing air pollutants (i.e. not blasting when inversion exists). In addition, all public access should be restricted at the time of the blast to a safe setback distance. These mitigation measures are especially important given the proximity of the proposed mine to residences.	AQ16	IA
G-089	DEIS should disclose that emissions from coal combustion have been identified as a significant source of atmospheric mercury. Concentrations of mercury emitted through combustion vary depending on the chemistry of coal deposits and the type of air pollution controls. For purposes of the DEIS we recommend including existing information on mercury emissions from power plants that would burn coal from the Alton mine.	AQ17	IA

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Commenter ID No.	Comment	Comment Resource Code	Comment Disposition
CULTURAL RESOURCES			
O-040, I-054, G-089, I-136, I-163, I-232	Will the historical, architectural and cultural values showcase in the "Mormon Pioneer Heritage Area Bill" be adversely impacted by coal mine related activities? If so, how? Consider cultural/historical designations such as Hwy 12, Hwy 89, and Panguitch when doing EIS Surface Mining Law prohibits mining in areas which will adversely affect sites listed in the NHRP and within a restricted distance of occupied dwellings, public roads, etc. The DEIS must disclose how the proposed project will meet federal laws that require, whenever possible, preservation of important historic, archaeological, and cultural aspects of our national heritage. Traffic and coal dust would impact the Heritage Highway and Panguitch as a NRHP. The DEIS should address the effects of heavy truck traffic on the town of Panguitch. [BLM must address] impacts to historic sites Oppose strip mining of coal near Alton because Panguitch is on the National Register of Historic Places.	CR01	IA
I-100	Does the Alton Amphitheatre have any cultural or historic meaning?	CR02	IA
I-046, I-065, I-105, I-108	Consider the degree to which studies will be conducted on possible Native American sites, structures, ruins, etc. Surface disturbance impacts to paleontological and archeological artifacts Nearly 70 archaeological sites would be destroyed by the mining of the Alton tract. This would represent a substantial sacrifice of cultural resources. the area is so rich with history-the Mormon trails, hideouts for the Hole in the Wall Gang What mitigation is proposed for impacts to paleontological and archeological artifacts	CR03	IA
FIRE			
G-142	Ongoing nature of mining activity could impact the public agencies ability to conduct prescribed burns and treat WUI areas if AQ is degraded to the point of risking compromise to a Class I airshed.	FI1	IA
GRAZING			
I-073	Alton's pasture and grazing lands will be permanently fouled, in spite of promises to reclaim the area, due to toxic minerals and runoff, over the life of the operation.	GR1	IA
I-046	consider impacts on livestock/open range	GR2	IA

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HEALTH AND SAFETY			
I-062, G-142	How will Alton Coal insure against a coal spill? DEIS should address the potential for water contamination from spills and natural overland flow (rain runoff).	HAZ1	ALT
I-190	Such a large undertaking would impact the safety of its citizens.	HAZ2	IA
I-190	How will you dispose of fuel and oil runoff?	HAZ3	ALT
LANDS AND REALTY			
I-058, B-079, I-082, I-134, I-135, I-138, I-228	Concerned that mine will hinder the development of the upper end community and resort of Mountain Harvest Lodging, Restaurant, and Gift shop as well as Mammoth Creek. This includes a conference center, amphitheater, resort, and hotel. Negative impact of coal mine in terms of economic, environmental and safety issues would be damaging in terms of decreasing property values. Ongoing traffic will lessen property values. If the project is approved, mine will be one of the first homes for sale hopefully before the inevitable decline of property values. I am a property owner in Kane County and oppose the project. I believe a strip mine would reduce my property value. I recently purchased property and am considering another but not with the controversy of the mine. I am fearful that our investment will be devalued by this issue even if the project is delayed or disapproved. By losing sales to such as issue as this, realtors and land owners will realize an economic downside. Our property values will drop drastically.	LR1	IA
I-110	Concerned that lands proposed for mining are close to the Alton Cemetery at the northwest portion. Need to analyze the potential impacts the mine may have on the city, including the cemetery.	LR2	IA
G-142, I-160, I-199, I-218, I-339, I-341, I-448	It is imperative that lands and the local region be examined and mitigated to ensure that energy development is conducted in a manner that protects these lands for the public. Concerned about effects on BCNP and BLM lands managed by KFO and GSENP which include interagency efforts to coordinate services to the public. Forest Service would like to work closely with the staff from KFO as this is developed. What are the natural impacts of the project to public lands? Public lands would be marred by a surface mining operation. Concerned that public land around Bryce which harbors plant and animal species will be disturbed.	LR3	IA

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	Look at nine mile canyon. Once these areas are destroyed there will be nothing left to use or enjoy. Use of coal threatens the beauty and integrity of our public lands Long term effects on nearby lands is inexcusable.		
I-163, I-217	[BLM must address] impacts on persons owning recreational property in the affected counties address impact on values of recreation properties	LR4	IA
NOISE			
I-021, O-040, I-049, I-054, I-055, I-066, I-067, I-082, G-089, I-100, G-142, I-166, I-191, I-195, I-206, I-217, I-230, I-232, I-233	Ruining beauty of Alton with noise. The DEIS should evaluate how additional traffic and other noise associated with the proposed project when combined with existing noise will impact natural soundscapes in the surrounding communities such as Alton, Hatch, and Panguitch. noise pollution including blasting and large equipment consider impacts from noise pollution A surface coal mine, however modern, will still cause many unacceptable environmental impacts including noise. One of the great assets in S Utah is the relative quiet. The noise pollution would definitely affect the serenity of the area. Ongoing traffic will subject us to real and unpleasant noise. Analyze the noise associated with blasting, coal transportation, and other mining activities under the Noise Control Act and Quiet Communities Act. The Noise Control Act declares that it is a national policy to promote and environment free from noise that jeopardizes the health or welfare of Americans. Considering the proposed project's proximity to BCNP and other important landscape treasures, the EIS should discuss how natural soundscapes will be protected to reduce impacts to adjacent communities, transportation corridors, natural forest, and national parks. How about noise pollution? Concerned about natural quiet Noise pollution would detrimentally impact the experience of visiting this resource (Bryce Canyon). Mining efforts will be accompanied by noise and explosions The 200 ft of dirt removed to access coal will have a negative impact on sound pollution. The increase in noise pollution...from the mining activity and trucking the coal...will hurt the quality of life to	NO1	IA

Table 8. Public Scoping Comments Summary Table

Commenter ID No.	Comment	Comment Resource Code	Comment Disposition
	humans, animals, and plants from the Bryce area all the way over to Cedar City address noise impacts on animals and serenity of nearby properties [while working on the Paunsaguant Plateau] I relished the gift of silence Oppose strip mining of coal near Alton because blasting and other noise would reduce the quality park experience. Concerned about noise pollution.		
G-039, G-142	If there is any potential that blasting could occur during the life of the mine, the EIS should address this potential impact. In the 1980s staff from Bryce Canyon NP documented hearing explosions in the Yovimpa Point area of the park. These explosions were also measured on noise monitoring equipment in the same area. Investigation revealed that the explosions originated in the Dixie NF in the Mount Dutton area, about 35-38 air miles from the Yovimpa Point area. This is a significantly greater distance than the 10 miles between the proposed coal mine and the park boundary. This memo is on file in the park and available for review. DEIS needs to analyze and demonstrate how mining operations will be conducted so that no blasting would occur especially when needing to remove 200 ft of overburden. If there is any potential that blasting could occur over the life of the project the EIS should analyze this potential impact	NO2	IA
G-039	Noise from mining equipment should be analyzed; it is possible under the right conditions that operations could be heard in the park if loud enough.	NO3	IA
PALEONTOLOGY			
I-163	[BLM must address] provisions for ongoing paleontological monitoring on the Federal lands throughout the life of the mine and a plan for recovery of significant paleontological resources if terrestrial fossils are exposed by mining	PAL1	IA
SPECIAL DESIGNATIONS			
O-040, I-044, I-049, O-063, I-064, I-067, I-074, I-075, G-078, I-085, I-087, I-101, B-107, I-108, I-110, I-113, I-114, I-115, I-124, I-128, I-136, I-	The natural soundscape of Bryce Canyon NP has already been heavily impacted. The proposed project would significantly increase traffic and associated noise around the Park. Further, the machinery and general operations of the mining project will result in additional noise pollution. The DEIS should evaluate how additional traffic and other noise associated with the proposed project when combined with existing noise will impact natural soundscapes in the Park. Water quality concerns in Bryce Canyon NP With the project so close to Bryce Canyon National Park I am concerned it will harm the scenic beauty and	SD1	IA

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Commenter ID No.	Comment	Comment Resource Code	Comment Disposition
147, I-149, I-151, I-152, I-157, I-165, I-170, I-172, I-175, I-187, I-192, I-207, I-209, I-212, I-213, I-223, I-226, I-231, I-233, I-263, I-264, I-266, I-279, I-301, I-310, I-311, I-336, I-337, I-356, I-357, I-364, I-367, I-395, I-404, I-414, I-475, I-476, I-168, I-211, EF1	destroy the visual resources that are special to the area. The various scenic areas Yovimpa Point and Bristlecone trail it would be impossible not to hear the noise, see the dust and the lights at night. Concerned about the impacts that the mine will have on air quality in Bryce Canyon National Park. Long term impacts of burning coal at plants up wind from Bryce and other southwestern parks should be considered. I am concerned about the Park's clean air due to all the trucks coming and going from the coal mine. Pollution of mine and transportation of coal will have an irreparable effect on the wonders of the canyon. The pristine Bryce Canyon National Park will be affected substantially All this proposed new mining development will no doubt seriously affect aspects (wildlife, water quality, dark night skies) of the area surrounding Bryce Canyon There will be light pollution, since there will be round the clock mining. The mine is very close to Bryce. Will this light pollution be visible from Bryce? It if is, it will adversely affect the Park experience. Consider loss of Bryce Canyon's famous night skies from nighttime mine operations I would like to know what steps will be taken to ensure that the visibility of Bryce Canyon will not be affected by this project. Each alternative should address all potential direct, indirect and cumulative impacts on Bryce Canyon National Park. Resources for this analysis should include visual, auditory and night sky resources. Will the strip mine affect air quality and ability of tourists to see distant features? Could equipment, traffic and explosions affect the natural quiet of the park? Could the mine fragment wildlife habitat or disrupt wildlife movement corridors or patterns? Could any special status of other wildlife species be affected such as sage grouse? [coal strip mining] will not enhance Bryce Canyon National Park's attractiveness It is beyond my comprehension that a coal mine on the flanks of Bryce Canyon National [Park] could be considered BLM must analyze what burning from a coal mine will do to our great national treasure that is Bryce Canyon Concerned about impacts on the land near Bryce Canyon.Lease would impact the experience provided by Bryce Canyon. Bryce Canyon is a national treasure, don't screw it up. I am worried about the stunning views of Bryce Canyon I am concerned that the sale of this coal lease and the resulting Coal Hollow mine devastate natural and historic resources that I treasure and compromise Bryce Canyon's unique values. The sale of this coal lease and the coal hollow mine will destroy much of, if not all, of the magnificent land at scenic Bryce Canyon. Proximity to Bryce Canyon is a major concern. A strip mine in the Alton area so close to national parks will		

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Commenter ID No.	Comment	Comment Resource Code	Comment Disposition
	destroy its beauty. Ensure that BCNP and its resources are protected. I can't imagine the impacts this would have on the peace and natural setting of BCNP. It is conflicting now that they have to shuttle to limit the amount of traffic to the park. Why limit the amount of small vehicles only to allow big diesel trucks? Fully consider impacts of the lease on natural resources of BC surrounding lands and the rural character of the area. The mine will ruin the experience and have negative impacts of visitors to Bryce Canyon. I appreciate the clean air, dark night skies, and tremendous views of Bryce Canyon and coal dust from the mine would affect my decision to come back to Bryce Canyon Sale of coal lease and resulting coal hollow mine will compromise Bryce Canyon's unique and important values. BLM should go the extra mile to make sure the Park's resources are protected BLM should protect unique and important values of Bryce Canyon Before you ok the right to move ahead with this action please visit BCNP for yourself. I suggest you take a camping trip in Bryce Canyon to truly appreciate what would be lost. This kind of operation is entirely inappropriate near a National Park. It's noisy and ugly defacement of an area of extreme natural beauty. Do not allow dust pollution, noise pollution, light pollution, and air pollution to degrade scenic value of Bryce Canyon BLM must fully analyze and disclose any and every possible impact of a coal mine operation in this area, including protection of air quality in and around the park, keeping in mind the amazing vistas. Bryce Canyon is a national treasures we must protect them completely. Photos cannot capture the beauty of the area. Bryce Canyon is unique among our canyon parks. Preserve the unique area of Bryce Canyon National Park because it belongs to humanity. I will be less likely to return to BCNP if projects like this take place. Visitors to Bryce Canyon deserve to have the experience of clear, clean air where it is possible to see into bordering states. Increased air pollution, caused by dust and other particulates from the mining process (including all the diesel fumes from all the trucks and equipment) would seriously affect the scenic beauty of the park [Bryce Canyon].		
I-067	The pristine Kodachrome State Park will be affected substantially	SD2	IA

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Commenter ID No.	Comment	Comment Resource Code	Comment Disposition
I-067, B-140	The pristine Escalante National Monument will be affected substantially The designation of GNEM has encouraged tourism because of the pristine and clean environment. It makes no sense to degrade and destroy the environment for a measly 50 jobs.	SD3	IA
I-085, I-172, I-311, I-128, I-469, I-085	Each alternative should address all potential direct, indirect and cumulative impacts on the scenic Red canyon area. Resources for this analysis should include visual, auditory and night sky resources. Will the strip mine affect air quality and ability of tourists to see distant features? Could equipment, traffic and explosions affect the natural quiet of the park? Could the mine fragment wildlife habitat or disrupt wildlife movement corridors or patterns? Could any special status of other wildlife species be affected such as sage grouse? I appreciate the clean air, dark night skies, and tremendous views of Red Canyon and coal dust from the mine would affect my decision to come back to [Red Canyon] Arches and Canyonlands are our national treasures we must protect them completely. Photos cannot capture the beauty of the area. BLM should analyze and disclose impacts of the mine including on BCNP, Brian Head Resort, and Cedar Breaks National Monument. Bryce, Zion, the Grand Canyon and their surrounding lands are some of the most incredible places in the country. Each alternative should address all potential direct, indirect and cumulative impacts on Zion National Park and Red Canyon. Resources for this analysis should include visual, auditory and night sky resources. Will the strip mine affect air quality and ability of tourists to see distant features? Could equipment, traffic and explosions affect the natural quiet of the park? Could the mine fragment wildlife habitat or disrupt wildlife movement corridors or patterns? Could any special status of other wildlife species be affected such as sage grouse?	SD4	IA
I-163	[BLM must address] mitigation measures to protect Bryce and Zion NP and Grand Staircase Escalante NM	SD5	IA
SOCIOECONOMICS			
I-001, I-006, I-007, I-009, I-014, I-034, I-051, I-060, I-067, I-081, I-090, I-096, I-134, B-140, I-143, I-161, I-169, I-176, I-226, I-126, I-200	We need more job opportunities here [in Alton]. This will bring jobs, which are so badly needed in the area... if it lasts as long as they say it will, it will give a few generations a job with benefits and retirement. Project will provide jobs of different types and close to home. County needs industry to project jobs for the locals; coal project will give kids the opportunity to come back and make a living here. The project will bring more jobs and opportunities. The mine will bring much needed jobs, directly and	SE01	IA

Table 8. Public Scoping Comments Summary Table

Commenter ID No.	Comment	Comment Resource Code	Comment Disposition
	indirectly. The area needs something positive to happen economically; this will provide a big boost and may even provide opportunities for higher wages and family incomes. The area needs something that will create jobs and add sustainability to the area. The jobs created by this cola mining operation could be positive for Kane and Garfield County. The 50 jobs that will be created will not be enough to compensate for the loss of the quality of life in the greater area There is no guarantee of any jobs being generated for local communities, only of the tremendous truck traffic. The skilled positions will most likely be filled by workers form outside the area leaving more dangerous grunt work to our locals. I don't call that a great employment opportunity. Prepare to dig very deeply into the coffers of the state of Utah for the welfare rolls which will surely increase/result from this endeavor. The mine will not hurt business rather they will have more jobs which will bring more money to support businesses. These are not the types of jobs the area needs from small industry that will destroy quality of life. The construction job market is already short-handed for skilled workers and the market to hire these employees will become even harder if the mine is approved. Alton had a small mine some years ago and Kane County could use the tax revenue and jobs. With the loss of the Kaibab sawmill, many residents have had to leave for employment and children in the area will eventually have to leave the area for good employment. Our local economy is mainly minimum wage jobs based on tourism. The Alton job prospects will serve the community and their economy. Alton Coal Development estimates the surface mining activities would create about 50 jobs for the area, not just for Panguitch Who will get the jobs to be a truck driver? I imagine that there will be people from Cedar City, Parowan, Kanarraville, New Harmony, Paragonah, Enoch, Summit, Hatch, and Panguitch. Yes, there will likely be 5 to 10 drivers hired from Panguitch and a few from Hatch that will bring the "economic relief that you've been waiting for" In favor of the mine because it will help Kane County's economic situation by providing much needed jobs in the area. "Grunt" labor work might be available for local workers but coal mines are inherently dangerous and unhealthy, making these not very desirable jobs.		

Table 8. Public Scoping Comments Summary Table

Commenter ID No.	Comment	Comment Resource Code	Comment Disposition
	It is already difficult to fill jobs here and it seems unlikely that the kids are going to move back or stay in their home towns to work in a coal mine. Trucking company is an outside, independent firm whose terminal will be in Cedar City. It is unlikely that qualified truck drivers will live in Panguitch or Hatch and commute back and forth. Skilled mine workers will probably come from somewhere else (other than the Panguitch area), and are unlikely to live in a town overrun with trucks. They are more likely to live in Cedar City or south of Alton. There are no guarantees of jobs; most will be filled by outside contractors leaving the grunt work to locals who will breathe coal dust and work around explosives and heavy equipment...not a great job opportunity. I would hate to see Kane County suffer in the long run to create 50 jobs. It would be better to grow recreational opportunities or another form of business that would have less impact on this beautiful part of our state.		
I-022, I-050, I-064, G-078, I-100, I-217, I-128, I-228	If there is positive economic development in Panguitch, that would offset the negative effects The towns of Hatch and Panguitch will not benefit by the increased traffic. No Fuel, lodging, food, or etc. will come our way. We believe that the towns of Alton, Hatch, Panguitch and Cedar City will be negatively impacted The ranchers and farmers do not add much to the local economy but the damage to crops and animals will be felt and as a result help to kill the small towns along the proposed route The business owners in town and the general populace agree that this venture would not benefit the community. No fuel, services, rent, lodging, food will be spent here If the proposed route is allowed, the area in and around Panguitch would no longer be a viable vacation land. I know I'd take my dollars and go somewhere else. Making the area a delivery route for coal trucks will soon make the area totally dependent on trucks alone for income. As a member of the Panguitch city council, I am interested in anything that might help the economic development of our community. But unless concerns about impacts to Panguitch are addressed to my satisfaction I will not support this project. How will local communities, Panguitch, Alton handle all the new infrastructure that will be required? address impacts to Hatch and Panguitch in terms of economic issues What impacts will the mine have on the citizens of Alton and property owners in Duck Creek Village along Hwy 14? BLM should analyze and disclose impacts of the mine including Alton and its citizens, city of Panguitch and other residents and areas along the Hwy 14 route as it is likely a number of other citizens, visitors,	SE02	IA

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Commenter ID No.	Comment	Comment Resource Code	Comment Disposition
	businesses, and environments will be negatively effected. As residents and business owners in Panguitch we are extremely concerned about the negative impact this project will have on our community.		
I-038, I-054, I-056, I-062, I-067, I-077, B-079, I-081, O-125, B-140, I-147, I-181, I-183, I-198, O-236, I-261, I-413	Our quality of life [in Panguitch] will be severely impacted quality of life and safety of mine employees should be considered Concerned about the changes to local culture as mining towns tend to be "rough". Impacts to quality of life A project this size will have a dramatic effect on the quality of life in this region quality of life for all residents within a half mile east or west of Hwy 89 Air and noise pollution would damage the quality of life for residents. Negative impact of coal mine in terms of economic, environmental and safety issues would be damaging in terms of quality of life. Are these the kinds of jobs we want? Breathing coal dust is a tremendous health hazard as is working around explosives and heavy equipment. The main truck terminal will be in Cedar City. So why would anyone want to live in Hatch and Panguitch and have to drive back and forth to Cedar City? They won't; they'll live in Cedar City. Besides why would anyone want to live in a town inundated with truck traffic noise, dust and pollution? When I attended the meetings I didn't hear much concern for the people living in and around the project itself. People and locals are here for the peace and quiet, beauty, wildlife, our national and state parks. Impacts to social resources including the appeal and marketing of scenic vistas if the area is polluted by dust, traffic, and pollution. Small town people founded their existence on small meager means and someone is always trying to take that and make it "bigger and better". We need to respect the heritage they hold. Impact is certain to change your quiet community of Alton forever. harm this mine would do to health, safety, and well-being of rural Utah residents…is not worth the tradeoff for the jobs and energy Health hazards to residents and coal mine workers The quality of life to residents along the travel corridor would be impacted. More coal mining will affect the people's health in the area. People die in coal mines.	SE03	IA

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Commenter ID No.	Comment	Comment Resource Code	Comment Disposition
I-064, B-070, I-100, I-116	With the growing damage fossil fuels are doing to the earth, it would be wise to consider that the demand for fossil fuels will be less and less over the 20 years causing irreparable damage to the economy as well as the physical beauty and ambiance of the area. A 20 year life span does not seem like a very long life span for a mine. Are you sure this mine will be productive for 10 years? The public meetings gave short time frames for each step of the process but didn't ever say how long the entire mine would produce.	SE04	ALT
I-037, O-040, I-068, B-070, I-081, I-108, I-129, I-146, I-289, I-426, I-464, I-192, I-137	We have already lost one business to the possibility of coal trucks through town, what's next? BLM must fully assess the impacts of the proposed action to the socioeconomics of local communities and businesses in towns like Panguitch and Hatch that rely on tourism for their livelihoods. Impacts from truck traffic, coal dust, noise, and loss of air quality to these communities and their businesses must be considered, analyzed, and disclosed. Consider the retirement and vacation communities being developed along Hwy 89. These people are not investing in this area so they can see coal trucks driving by every day. I think the Alton coal hollow mine project does not make, long term, economic sense The Hatch-Panguitch corridor is really beginning to flourish economically. It has the perfect industry for sustained growth, tourism! New families have moved in over the last 10 years and revitalized Hatch and Panguitch businesses employing hundreds of people who wish to work. The Mine and its traffic will do much more harm than good to this sensitive area. A great deal of Ruby's Inn business is bus tours; will they be willing to contend with the trucks? Ruby's contributes tax revenue and jobs for the county. Our beloved towns will be harshly impacted and lost, along with the history that the area holds and we have been so careful to protect Towns once bustled with mining activity become areas of poverty after coal companies leave and Utah does not need this failure. We need the development of major industry in our area and mines like this will benefit our economy. Schools and businesses will be improved with the growth the mine will bring. Environmental safeguards will insure the mines will not impact the area. The effects on local communities cannot be ignored. Real people actually live in southern Utah and would be impacted by this move. The damage would last for generations and would impact the citizens living in the area. It would change the	SE05	IA

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Commenter ID No.	Comment	Comment Resource Code	Comment Disposition
	entire environment and potentially ruin the calm, picturesque environment. concern that lease will lead to decrease in unique communities A coal mine within reach of Bryce Canyon is counterintuitive to the economic plans for the area. The unsightly hole is bad enough without adding the dust and water pollution created by the mine.		
G-039, I-065, I-072, I-074, B-079, I-081, I-101, B-107, I-126, I-134, I-135, B-140, G-142, I-158, I-163, I-183, I-190, I-191, I-195, I-197, I-198, I-199, I-200, I-201, I-207, I-213, I-221, I-226, I-228, I-230, I-231, O-236, I-321, I-365, I-406, I-450, I-068	Bryce Canyon NP receives 1.5 million visitors annually, most of whom travel on Hwy 89 either coming to or from the park. Bryce Canyon NP is the main visitor attraction to Garfield County, where tourism represents 60% of the economic base. As such, visitor expenditures contribute substantially to employment and economic activity of Garfield County. We believe that activities such as coal extraction could adversely impact the park's resources and visitors, and potentially diminish tourism in the area. Impacts of coal development on tourism of the area should be included in the impact analysis and should include users of National Park System units and National Forests, and visitors traveling through the area on highways and scenic byways. Visual impacts of mine to tourism I hope if the State of Utah allows this to go through, they are fully prepared to bear the burden of the loss of tourism. [Bryce Canyon and the area surrounding it] are a significant part of the local economy. The BLM must consider the impacts of this proposed project on these unique qualities. Air and noise pollution would damage the tourist industry, our greatest economic contributor. Panguitch and Garfield County have worked hard to draw tourism, including getting the special designations of Hwy 12, 143 and 89, and Panguitch. The county has worked hard to improve tourism and so has the entire state of Utah with its new "life elevated" program. The coal hollow project will do nothing to "elevate" visitors. We have spent millions to increase tourism and in one fell swoop it can all be destroyed. The mine is a 20 year project. How long will it take and how much will it cost, to rebuild tourism? Even if the mine brings jobs, there will be an overall loss of income due to the damage this does to tourism. [coal strip mining] will not help tourism I think [the mine operation] could be disastrous to our tourist economy. The losses to tourist income would greatly outweigh any advantages [of the mine]	SE06[4]	

[4] Because many of the socioeconomic concerns expressed regarding impacts to tourism are also transportation route issues, comments and concerns related to socioeconomics/ tourism and the transportation route may be coded as SE06 and/or TR06 and contained in both the transportation and socioeconomics sections of this table.

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Commenter ID No.	Comment	Comment Resource Code	Comment Disposition
	Tourism will be seriously damaged and that's our main economic base. Tourism is the lifeblood of the area and project approval will ruin that. Who would pay to stay in a hotel or campground with trucks rumbling through every day? Opening a new coal mine will have a significant negative impact on tourism in Kane County. This proposal threatens to compete not only with the construction industry but the huge investment made in tourism and recreational businesses in the area. Concerned about impacts to tourism Many visitors to the area seek out campgrounds, scenery, trails and other recreation services provided by DNF. The outstanding visual, recreational, and resource values found in DNF should be addressed in the EIS since coal extraction could adversely impact tourism in the area. DEIS should address impacts to tourism in Garfield County including users of NF, NP, BLM lands, and visitors just traveling along the highways and scenic byways. [mine] would be a death blow for the Southern Garfield County economy. Tourist industry is barely scratching out a toe hold [BLM must address] impacts on tourism dependent businesses deleterious effects on the tourist-based economy of nearby communities will outweigh gains from the siting of industry in the area Such a large undertaking would potentially ruin the tourist business in the area. Degradation of local air quality may lead to potential tourism losses at nearby parks? The mine would make the area a less attractive travel destination. Mine would lead to negative impacts to tourism particularly Bryce Canyon Impact on tourism dollars Mining jobs will come at a loss to tourism jobs because people will opt for other national parks to vacation to with less impact by industrial activities. Mine would lead to negative impacts to the environment and tourist trade in Kane County several local business owners who rely on the natural beauty of Bryce Canyon NP and the surrounding public lands to attract tourists are concerned that the mine and its related operations will drive them out of business People spend their money to go to Bryce. It rakes in thousands of tourist dollars every year. I know it will definitely change my decisions to visit the area with the increases in the pollution and traffic as well as ruining the charm and atmosphere of all the towns as well.		

Table 8. Public Scoping Comments Summary Table

Commenter ID No.	Comment	Comment Resource Code	Comment Disposition
	The worldwide attraction of the southern Utah scenery is far more to the state than any mine ever would be. Project will result in loss of tourism, resulting in closed business and decreased tax revenue Tourism will be seriously damaged and that's our main economic base. The indirect effects upon tourism in Kane County and the resulting economic consequences need to be addressed within the conjunctive EIS BLM must fully analyze and disclose any and every possible impact of a coal mine operation in this area, including the impact on small business owners who rely on the natural beauty of the area. Opposed to the Alton coal mine because Garfield and surrounding counties depend on tourism and other renewable resource activities. Local businesses and livelihoods rely on Hwys 12 and 89 provide annual tourism and access and anything that damages that experience would hurt the entire area. Tourists come to these unspoiled areas precisely because they offer beautiful nature unspoiled by mining and other types of development. The traffic, noise, and dust will negatively impact the tourism industry of Alton and other small communities in the area. Fully consider the environmental impacts on scenic and eco-based tourism over the long-term. If the coal mine goes through, it may not be worth it to tourists to come back and spend money. Turning the area which attracts visitors from all over the world and feeds the local tourist industry in a depressed state is foolish and short-sided. Destroying the beauty of the area is fiscally irresponsible, a burden on the people of the state of Utah, and criminally negligent. We own a resort just south of Hatch on Hwy 89. We work very hard for very little return but we are happy because we get to live in a clean area, meet interesting people from all over the world, and raise our son in a clean and safe environment. Now our future dreams are being threatened because of the proposed mine.		
I-090, I-169	Prepare for a new wave of depression in southern Utah because the local businesses will be "out" of business. I am aware that Panguitch leaders like to promote businesses and want all traffic to go downtown. A few years ago when other trucks started using Hwy 89 and SR 20, I've heard that UDOT even suggested building an alternative route around Panguitch, but city leaders showed no interest.	SE07	NR
I-062	What financial reserves are in place to compensate business owners for impacts of project?	SE08	ALT
I-043, I-044, I-065, I-	Utah would make more money from a clean tourist dollar than a coal mine that will peter out and be left to	SE09	IA

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Commenter ID No.	Comment	Comment Resource Code	Comment Disposition
073, I-169, I-208	nature to repair over thousands of years. Tourism brings in as much, if not more, money than this type of operation Cost/benefit analysis to determine the economic benefit of mine vs detriment to tourism. Studies by the Sonoran Institute and other foundations have shown that Southern Utah's future economic growth and vitality is already assured by the presence of protected natural amenities such as beautiful open spaces found on BLM lands, spectacular National Parks and other protected public lands, and the myriad recreational amenities afforded by those natural geographical features, served by Heritage Highway 89. A continuing migration of "quality of life seekers" moving to Southern Utah for its unspoiled natural beauty will guarantee business growth which will provide the basis for a robust and sustainable economy. Please don't allow this long term process to be spoiled for short term extractive industrial profits that will ultimately continue the legacy of boom/bust resource based economics which has plagued the rural West for many decades, by issuing a permit for the Alton Mining Project on BLM lands. Would you say that the extra dozen sandwiches sold to truckers was worth the lives lost in an accident? Is that the "extra windfall from the project that would be worth the increase in traffic." What a trade off! please include in the EIS: cost benefit analysis of who will be employed during construction, during production and how much money this mine is predicted to make "coal-wise", the amount expected for extraction and how that will influence climate change in the US		
I-072	I hope if the State of Utah allows this to go through, they are fully prepared to foot the bill for the added medical costs	SE10	NR
I-046, I-060, I-217, I-198	consider impacts on area public schools and tax rates in Garfield County The mine will bring taxes for the county and schools address impact on schools and tax rates in Kane County Impact on Kane County budgets and the taxpayers of Kane County	SE11	IA
I-067, I-068, G-093, I-226, I-126	The financial gains in Kane County will not offset the negative costs of Garfield County with the road maintenance, traffic congestion, and loss of tourism. We cannot find any benefit for Garfield County at all, especially because the county has worked so hard to draw tourism. The proposed coal mine does not mix with our present and future plans for retirement communities and tourism. Concerns have been expressed regarding all of the economic development will go to Kane County with little positive impact to Garfield County. Panguitch City is not opposed to development and understands the need for jobs and power generated by coal. The concern is that Panguitch will only get the traffic without the	SE12	IA

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Commenter ID No.	Comment	Comment Resource Code	Comment Disposition
	benefits of economic development. Job projection of 50-150 jobs would probably not help those in Hatch or Panguitch; Kane county will push for those jobs to come from their own county. The project will have full blown impacts to the rural area of Garfield County with no benefits.		
B-070	The 80 mile, one way trip to the train depot, per truck, will be expensive for the operators. If the price of energy drops, will they continue to operate the mine or abandon it and the community jobs?	SE13	ALT/PN
I-226, I-055, I-062, I-064, I-084, I-126, I-133, I-137, I-138, I-186, I-191, I-207, I-223, I-238, I-278, I-327, I-334, I-344	The amount of jobs created is not worth the damage the mines and the trucks will do to the area. The impacts far outweigh the small economic benefit to the mining company and a few local citizens, if any, who would receive temporary employment with this project. Risks to environment, public safety and private property outweigh the benefits Do not let this happen. Damage from the mine and trucks will be greater than the benefit of a few jobs. It is too bad the coal is located where it is. We should avail ourselves of our natural resources as long as the benefits outweigh the burdens caused by extraction, but in this case they benefits don't add up. The night sky, wildlife, peace and quiet are worth more to the area than money. Short-term needs must not outweigh long-term benefits to future generations of people as they will need beautiful areas. The economic benefit of jobs is not proportionate to the economic damage the mine will do to our social, environmental, and economic well-being. The economic benefit of jobs and profit is not proportionate to the loss of such a valuable way of life in the quiet country. Trade-off of environmental impact and coal truck traffic for a few local jobs is not worth it in one of the most environmentally sensitive areas in the country. Although the coal mine would bring a few jobs to the area, those jobs cannot possibly outweigh the inevitable environmental damage. It is time that we as a society begin to learn from our past mistakes and figure out how to look past a quick dollar so that our land and our environment can be saved for future generations. Damage to one of the great pristine vistas of America outweighs the economic benefit of the mine Environmental trade-offs for money are not worth it. Look at the long term effects, not the short term pocketbook increase. Although I see the positive aspects of mining I oppose the BLM's plans to offer the Alton coal lease for lands	SE14	IA

Table 8. Public Scoping Comments Summary Table

Commenter ID No.	Comment	Comment Resource Code	Comment Disposition
	just west of Bryce. Although such a mine would provide jobs and other benefits to the community, it's long term and irreversible impacts far outweigh the economic incentives for such an operation. The plan will not provide more revenue for the area when compared to the irreversible destruction of the ecosystem. Consider something that may not contribute to the pocket of the wealthy but may sustain the wealth of our future.		
SOIL AND GEOLOGY			
I-017, I-191, I-206, I-062	Want to be assured that the water does not contaminate the soil when discharged. The sediments and soil quality of the area will likely be irreversibly altered The increase in ground pollution...from the mining activity and trucking the coal...will hurt the quality of life to humans, animals, and plants from the Bryce area all the way over to Cedar City Impacts of increased pollution on geology and waterways of surrounding counties.	SG1	IA
I-055, I-191, I-289	A surface coal mine, however modern, will still cause many unacceptable environmental impacts including soil erosion. We will likely see large-scale erosion and native vegetation loss, which will have far reaching impacts on the ecosystem The effects on soil erosion cannot be ignored.	SG2	IA
I-289	The effects on soil compaction from exploration equipment cannot be ignored.	SG3	IA
I-100	Does the Alton Amphitheatre have any geologic meaning?	SG4	IA
I-105	seems like the coal tract lies in an alluvial valley floor, associated with prime farm lands and a near-surface aquifer	SG5	IA
I-208	please include in the EIS: loss of cryptobiotic soil areas	SG6	IA
VEGETATION			
G-039, I-191, I-208	EIS should address habitat We will likely see large-scale erosion and native vegetation loss, which will have far reaching impacts on the ecosystem please include in the EIS: damage and remediation to indigenous plant species	VEG1	IA

Table 8. Public Scoping Comments Summary Table

Commenter ID No.	Comment	Comment Resource Code	Comment Disposition
I-266	Concerned that the project will introduce new invasive species	VEG2	IA
VISUAL RESOURCES			
I-021, G-039, O-040, B-079, G-142, I-228	Ruining beauty of Alton with dust and smoke. we ask that you examine the visibility of dust plumes from haul roads, surface mining, coal preparation, and loadout activities in the impact analysis though it is unlikely that the proposed coal mine would be directly visible from the park it is likely that disturbances that cause dust plumes may be visible. Dust plumes could also affect the day and night visibilities from Bryce Canyon since the prevailing winds come from the south and west. DEIS must analyze how proposed project will impact visibility in and around Bryce Canyon and other southern Utah NP units. Specifically, will the mine and coal hauling result in dust plumes? Will these plumes be visible from the parks? Will the project result in obstructed viewsheds from the parks? How will this impact the experience of park visitors? Will ozone levels be increased and how will this effect visibility? Coal dust pollution would damage the beautiful landscape and structures. Examine the visibility of dust plumes from haul routes, surface mining, coal preparation, and loadout activities in the impact analysis. The air quality will deteriorate so much that it will impact the pristine nature of our skies.	VR1	IA
I-035, I-043, I-046, I-057, I-082, I-100, I-101, I-108, I-136, I-183, I-195, I-200, I-217, I-229, I-233, G-142, I-163	This is million dollar coal in terms of the scenery it will destroy and the 1600 acres that will be stripped. I would hate to look down from Bryce's National Park and see an ugly open scar with coal trucks and dust belching from the project. Consider impacts on visibility The proposal raised many questions, including but not limited to visibility and fugitive light. We trust the BLM will carefully address these obvious issues. Ongoing traffic will subject us to visual displeasures. Will this be visible from Thunder Mountain Trail in Red Canyon? Sunset Cliffs? Grand Staircase Escalante? Grand View Trail? Strip mines are ugly The area is noted for its clean air, crisp gorgeous nights and astounding beauty. The BLM will ruin this. Mining would degrade the dark skies of the area. Harm this mine would do to viewshed…is not worth the tradeoff for the jobs and energy	VR2	IA

Table 8. Public Scoping Comments Summary Table

Commenter ID No.	Comment	Comment Resource Code	Comment Disposition
	The open pit design would negatively impact the view and ambient [ambiance?] of the area. Concerned about the visual impacts from surface mining such as those at Kennecott address visibility degradation including Class I non-degradation areas The mine itself will create a visual impact. Concerned about visual impacts on tourists. Concerned about the loss of scenic vistas DEIS should address impacts to the scenic values of the Hwy 89 corridor which is a primary travel route for visitors to the area. It is likely that the mine and dust plumes would be visible from the Paunsaugunt Plateau. [BLM must address] impacts of the mine on scenic values including night time dark sky, regional haze, plume blight from fugitive dust		
G-039, I-049, O-063, I-074, I-075, I-081, I-100, I-108, I-126, G-142, I-166, I-218, I-228, I-230, I-232, I-298, I-306, I-351, I-355, I-470	Bryce Canyon ranks in the top 5 in night sky quality of a survey of 45 park units. Light pollution and atmospheric clarity play a role in degrading night sky quality. Potential impacts to night sky quality from the originally proposed Alton Coal Mine were previously analyzed in 1989. That report found a possible substantial impact to the park, especially around Yovimpa Point. The degree of impact is highly dependent on the combined brightness of the facility lights at the Alton Coal Mine, the amount of airborne particulates generated by mine and mine-related activities, and what mitigation measures are applied. The impact could potentially extend to the northern portions of the park and substantially change the character of the nighttime environment at Yovimpa Point and other key viewpoints. Light pollution with a 24-hour operation Concerned about the impacts that the mine will have on night skies in Bryce Canyon National Park. All this proposed new mining development will no doubt seriously affect the dark night skies There will be light pollution, since there will be round the clock mining. Bryce is known for its dark skies, some of the darkest in the county. The lights from the mine would compromise this. How about light pollution? Although you may not be able to see this mine you will certainly see its negative impact on the entire ecosystem from the night skies... Lights from the 24 hour operation will dim our dark night skies since the mine is only 10 miles from Bryce Canyon. DEIS should address impacts to night sky quality and provide mitigation measures if night sky quality would be compromised due to round-the-clock mining operations.	VR3	IA

Table 8. Public Scoping Comments Summary Table

Commenter ID No.	Comment	Comment Resource Code	Comment Disposition
	Night sky light pollution would detrimentally impact the experience of visiting this resource (Bryce Canyon). Concerned that the dark night sky around Bryce will be affected by lights from the mine. There is less dark sky each year and we should try to preserve as much as possible. Lights from the 24 hour operation will dim our dark night skies since the mine is only 10 miles from Bryce Canyon. We are considered a world renowned viewing area for astronomers. [while working on the Paunsaguant Plateau] I enjoyed the incredibly unobstructed view of constellations Oppose strip mining of coal near Alton because lighting would reduce the quality of the park experience. Sky of BCNP is at stake. The DEIS should address the mine's impact on clear night skies of BCNP. Pollution from the mine will taint the clear night skies over BCNP Pollution from the mine will taint the clear night skies over BCNP The mine would taint the beautiful night skies that cannot be seen anywhere else in this country.		
I-208	please include in the EIS: change in light during the night and what that will mean for migratory birds, coyotes, elk, deer, and other small animals that live in the desert	VR4	IA
WATER RESOURCES[5]			
I-013, I-137, B-140	Slurrying is my last choice to move the coal; water very important here. Where will water come from for the slurry? Whether the issue is a slurry or truck line, there exists a negative impact from the mine. The last application was denied partly due to the amount of water that would be exported to Nevada as well as the pollution of the water from the slurry line.	WR1	IA
I-017, I-046, I-049, I-075, I-119, I-149, I-217	Want to be assured that the water used does not lower water table. Consider impacts on ground water quantity we are very concerned with conservation of water in Utah. If wells are drilled what is the effect on the ground water table and how will it get replenished Mining operations use a considerable amount of water. How much water will this mine use? Where will it come from? What effect will this have on aquifers in the future?	WR02	IA

[5] Because many of the concerns expressed regarding impacts to wetlands/water quality were along the transportation route, comments and concerns related to wetlands may also be coded as TR09 and contained in the transportation section of this table.

Table 8. Public Scoping Comments Summary Table

Commenter ID No.	Comment	Comment Resource Code	Comment Disposition
	Potential impacts to groundwater flow Coal mines are likely to result in large piles of coal with a high sulphur content that can cause metal-laden acid mine drainage when exposed to rain or other water sources which will negatively affect the surrounding water tables. address impact on groundwater quantity		
I-018, I-033, I-044, I-046, I-050, I-053, I-054, I-055, I-057, I-073, I-074, G-089, I-100, I-105, I-108, I-119, I-129, I-137, B-140, G-142, I-163, I-206, I-208, I-211, I-215, I-217, I-266, I-294, I-306, I-351, I-355, I-394	If a pit should reach the water table, how would it be protected from contamination? Risk of sedimentation (leakage, breeching of ponds) into Kanab Creek needs to be addressed water quality concerns for local residents Health concerns exist. Pollution of water cannot be avoided. What about pollutants to the [Kanab] creek? Consider impacts to water quality consider well contamination The area streams are part of the Kanab Creek Drainage, which is in the drinking watershed area for Kanab City. Even the smallest negative impacts on water quality in this area could pose health risks for the local population and that would be unacceptable. The proposal raised many questions, including but not limited to impacts on surface and groundwater. We trust the BLM will carefully address these obvious issues. Contamination of surface water with coal dust will introduce toxic heavy metals to the ecosystem, as well as Kanab City's irrigation water system All this proposed new mining development will no doubt seriously affect water quality DEIS should clearly describe and analyze potential water quality impacts to both groundwater and surface water from the proposed mining activities. How will water quality for irrigation be impacted by the proposed project? strip mines are notorious for poisoning the water, which, in this arid land, is our life blood Although you may not be able to see this mine you will certainly see it's negative impact on the entire ecosystem from the clean water... potential impacts to groundwater quality Strip mining results in negative impacts such as rivers carrying runoff that are poisoned and unable to sustain aquatic life. As a farmer, I constantly watch winter skies to ensure ample water for summer. What will happen with another	WR03	IA

Table 8. Public Scoping Comments Summary Table

Commenter ID No.	Comment	Comment Resource Code	Comment Disposition
	lean year and if there is enough water, what insurances will there be that our other water sources are not contaminated? Concerned about water pollution [BLM must address] effects on groundwater quality The increase in water pollution...from the mining activity and trucking the coal...will hurt the quality of life to humans, animals, and plants from the Bryce area all the way over to Cedar City Water quality will be reduced Coal sludge would undoubtedly foul the water Adding a mine could do unforeseeable damage including destroying what little water is available for the delicate ecosystem in the area. Address impact on groundwater quality address impact on surface [water] quality concerned about keeping water clean [mine] would alter the water Water in the vicinity is at stake. The DEIS should address the mine's impact on water quality. Pollution from the mine will degrade water quality Impacts of an open pit mine on water would be long standing		
I-053, I-065, I-073, I-198	Concerned that Kanab Creek will be damaged when it is diverted. How realistic is it to assume the creek will be returned to its original condition? impacts to hydrological regimes of rivers from diversion Any relocation of the [Kanab Creek] stream bed will be harmful Impact of pollution on Kanab Creek and underground water	WR04	IA
G-039, B-070, I-072, B-079, I-126, I-226, I-228	Analysis should include the Sevier River watershed along the proposed haul route the coal truck corridor...runs parallel to the Sevier River for many miles. Thus increasing the chance for environmental degradation with a coal truck accident spilling coal and diesel into these pristine waterways. What kind of pollutants are going to be in the Sevier River, right next to Hwy 89? Coal dust would damage the fish in the Sevier River just as it has in other areas where coal is present. Coal dust will pollute the Sevier River and surrounding areas.	WR05	IA

Table 8. Public Scoping Comments Summary Table

Commenter ID No.	Comment	Comment Resource Code	Comment Disposition
	Pollution of the Sevier river and other waters by coal dust and heavy contaminants, road dust truck exhaust and coal dust. Coal dust would damage the fish in the Sevier River and surrounding areas.		
B-070	The coal truck corridor crosses the Asay Creek...thus increasing the chance for environmental degradation with a coal truck accident spilling coal and diesel into these pristine waterways.	WR06	IA
G-039, I-105, I-119, G-142, I-191, I-062, G-089	Concerns for water quality arise from ground disturbing activities within the Robinson Creek and Kanab Creek watersheds within the boundaries of the proposed mine. Waters from these creeks eventually reach the Colorado River within Grand Canyon NP. What short- and long-term effects will development of the coal tract have on the culinary watershed? Isn't restoration of such a delicate watershed an uncertain gamble? Under the most favorable scenario, if the regional aquifer(s) is sufficiently deep, degradation of groundwater quality may not occur, and the need to drawdown the aquifer below any mineable coal reserves would be obviated. Alternatively, if groundwater is relatively shallow, both water quality and the regional flow regime could be significantly affected. I trust that the BLM will fully address potential impacts to the groundwater resources (and for that matter any streams or surface water bodies) from the proposed mining operation DEIS should address impacts to water quality specifically the Robinson Creek and Kanab Creek watersheds. Hydrology of the area will be irreversibly altered. Impacts of increased pollution on geology and waterways of surrounding counties. If mining activities, including transportation of coal, will alter seasonal water level and/or water quality in nearby streams, the DEIS should include an analysis of impacts to resident fish species and invertebrates, stream morphology and sediment flow, including and identification of mitigation measures for adverse impacts.	WR07	IA
G-089	The interaction between groundwater and surface water should be evaluated.	WR08	IA
G-089	Studies indicate that traditional mitigation is generally not successful in fully restoring wetland function. If disturbance is unavoidable, EPA suggests that BLM require a two to one mitigation of wetland disturbance. Due to the time it can take to adequately reclaim disturbed wetlands and the potential life of this project, BLM may consider requiring mitigation to begin concurrent with the disturbance.	WR10	IA
G-089	BLM should require complete avoidance of disturbance to any fen wetland, (a Category 1 resource).	WR11	IA
I-046, I-065, I-073, I-086, I-100, I-105, I-	Consider impacts on surface [water] quantity	WR12	IA

Table 8. Public Scoping Comments Summary Table

Commenter ID No.	Comment	Comment Resource Code	Comment Disposition
189, I-198, I-208, I-217	Is there enough water in Kanab Creek to support the needs of the town as well as the mine? The future growth of Kanab City depends in part on a reliable volume of clean water from Kanab Creek for irrigation concern that mitigation often includes use of water which is scarce in southern Utah where will you be getting water for the wash bays? How many acre-feet of water will be consumed or contaminated? water is already scarce in these areas; don't let more be used for the consumption of this non-renewable resource Impact of water quantities in Kanab Creek and underground water considering that there isn't much water in those desert areas, it would be wasteful to use any of it on non-renewable energy resources please include in the EIS: where the water will come from and how it will be altered address impact on surface [water] quantity		
I-077, G-142	Impact on the watershed which ultimately flows toward Kanab or Sevier River drainage Watershed analysis should include the Sevier watershed along the proposed route.	WR13	IA
I-065, I-163	Impacts to Kanab Creek from soil erosion [BLM must address] impacts on the Kanab Creek watershed and on downstream areas including Grand Canyon	WR14	IA
I-065	Impacts to Kanab Creek from discharge from coal mine	WR15	IA
I-065, I-073	Impacts to Kanab Creek riparian vegetation, wildlife and water supply Water consumption for dust management from Kanab Creek will adversely impact the Upper Kanab Creek riparian ecosystem, including plants and wildlife that depend on clean, steady, dependable volume flows.	WR16	IA
I-062	Impacts that a coal spill in the Sevier River could have on fish, waterfowl, and predatory birds.	WR17	IA
I-055	A surface coal mine, however modern, will still cause many unacceptable environmental impacts including acid mine drainage	WR18	IA
I-046	consider impacts on wetlands along the road into Alton	WR19	IA
I-046, G-091	Consider impacts on Asay Creek, Kanab Creek, Mammoth Creek, and the Sevier River from coal dust and diesel exhaust	WR20	IA

Table 8. Public Scoping Comments Summary Table

Commenter ID No.	Comment	Comment Resource Code	Comment Disposition
	The State also requests, at the appropriate time, analysis of the impacts of coal dust on water quality. Haul trucks, if not properly covered, may produce coal dust that could impact Asay, Kanab, and Mammoth creeks, as well as the Upper Sevier River.		
I-057	The proposal raised many questions, including but not limited to impacts on wetlands and waters of the US. We trust the BLM will carefully address these obvious issues.	WR21	IA
I-163	[BLM must address] effects on groundwater recharge and aquifer levels	WR22	IA
I-100, I-179	You will be digging a huge pit (pit 2) for the coal where washes occur. Where will the water go in the event of a flash flood? At the site itself, what if there is a flood and the catch ponds overflow into the surrounding waterways?	WR23	IA
G-039, I-100	The potential for water contamination from spills and natural overland flow (rain runoff) should be addressed where will the fuel and oil runoff be contained?	WR24	IA
I-105	What short- and long-term effects will development of the coal tract have on riparian habitats?	WR25	IA
O-040, I-208	BLM must comply with state water quality standards BLM must ensure that the project complies with Utah's numeric and narrative water quality standards, Utah's anti-degradation regulations, and the requirement to implement BMPs for non-point sources of pollution. please include in the EIS: kinds of permits you must get from the state of Utah for water use	WR26	IA
O-040	Agency should provide a detailed map and information about road development and proximity to perennial or intermittent streams	WR27	IA
O-040	SUWA is particularly concerned about the impacts of the proposed project on water quality to the Virgin River watershed and the related Navajo Sandstone aquifer.	WR28	IA
O-040, I-230	The upper Sevier River watershed, within the Alton area, has already been impacted by a severe fire on Mt. Dutton, past large scale terracing practices of the USFS, spruce beetle infestation, and widespread agricultural practices/inputs. Only 4% of the total tributary inflow reaches the terminus of the Sevier River (Sevier Lake) and then only on an intermittent basis. Degradation to water quality within the watershed through agricultural inputs (TP), sediment loading through erosion, dissolved oxygen content, and habitat alteration has prompted EPA to list 6 water bodies within the Upper Sevier River Watershed as impaired in 2002: Navajo Lake; Panguitch Lake; Piute Reservoir; and sections 1, 2, and 3 of the Sevier River. The flooding which regularly occurs within the area would clearly transport pollutants into an already overloaded and overused system. This system has unmistakably been negatively impacted by past and present land-use and the additional stresses the proposed strip mine would incur surpass acceptable limits.	WR29	IA

Table 8. Public Scoping Comments Summary Table

Commenter ID No.	Comment	Comment Resource Code	Comment Disposition
	BLM should identify any and all rivers and tributaries within the project area that are either category 1 or that are on the 303(d) list. BLM must provide a careful analysis of how the proposed action will impact these water bodies when taken in conjunction with other past, present, and reasonably foreseeable actions.		
WILDERNESS CHARACTERISTICS			
I-021, I-031, I-190	There is value in the peace and stillness of the mountains, as well as the plants and animals here; Paiutes and others want this to stay the same. Should not destroy our beautiful wilderness for our need for energy. Such a large undertaking would significantly impact the pristine beauty and nature of this valley.	WC1	IA
I-230	The negative impact that industry would have upon the Utah Forest Network proposed wilderness designation needs to be addressed within the conjunctive EIS	WC2	IA
WILDLIFE AND SPECIAL STATUS SPECIES			
G-028, O-040, I-056, I-059, I-065, I-074, I-087, G-091, I-105, I-108, I-124, I-136, I-165, I-172, I-175, I-178, I-187, I-192, I-209, I-213, I-263, I-264, I-266, I-301, I-306, I-336, I-351, I-355, I-357, I-394, I-475, I-476, EF1	Concerns about destruction of sage grouse lek. Even with adequate restoration and rehabilitation, concerned that the grouse will not longer use the lek site. How will the proposed project impact sage grouse habitat on the Paunsagaunt Plateau? Will the proposed project impact known or potential sage grouse habitat? BLM is instructed to implement management plans that conserve sensitive species and their habitat and should not authorize any action that might contribute to the need to list the species under the ESA. The sage grouse is listed as a sensitive species by the State of Utah DWR. The mining operation could be fatal to sage grouse and will advance their status on the endangered species list. Need to analyze impacts of the mine on sage grouse habitat quality and behavior BLM should fully discuss and analyze in the DEIS: the mine's impact on sage grouse The coal mine would impact sage grouse The state (through Division of Wildlife Resources) has identified a greater sage-grouse lek on private land south of the town of Alton, adjacent to the federal lands subject to the LBA. The State, as a signatory party to a Conservation Agreement concerning the greater sage-grouse, has committed to the continued viability of the species. Peer reviewed research on the distribution of the sage-grouse in the Western United States indicates that this lek is currently the southernmost lek within the current range of the species. The UDWR advises that, to date, there are no documented reparations of sage-grouse by way of experimental reintroductions. Therefore, the State recommends that the Kanab Field Office anticipate evaluating the potential impacts to the species, in consultation with the state during mining and reclamation planning. How will native sage grouse be impacted by the project? Do we have adequate information on this fragile	WL01	IA

Table 8. Public Scoping Comments Summary Table

Commenter ID No.	Comment	Comment Resource Code	Comment Disposition
	species and the local population to allow for destruction of its habitat? "...not to mention the endangered grouse of the area." BLM should fully discuss and analyze the mine's impact on sage grouse Sage grouse are on a decline throughout the west. The Sage Grouse in the Alton area are considered to be the southernmost population of this species anywhere in North America. There is a breeding site (lek area) smack in the middle of where the proposed mine site buildings are proposed. This disturbance threatens the viability and persistence of this population as does most of the entire mine. Please address this and the potential loss of this population as well as alternatives such as timing restrictions, alternatives, building locations, and impacts to habitat. DEIS should address mine's impact on sage grouse concern about sage grouse Pollution from Coal Hollow mine would put sage grouse at risk Concerned that mine will impact sage grouse I expect that BLM, in the DEIS, will analyze the mine's impact on sage grouse The DEIS should address the mine's impact on sage grouse. The State also recommends the BLM evaluate the efforts of other field offices around the West in addressing similar issues (impacts to sage grouse.) BLM should avoid management that would contribute to the listing of sage grouse with FWS. The State recommends that the Kanab Field Office anticipate evaluating mitigation measures to greater sage grouse, in consultation with the state during mining and reclamation planning.		
G-039, O-040, I-049, I-057, I-074, I-087, I-095, I-101, I-108, I-114, I-115, I-124, B-140, G-142, I-147, I-151, I-165, I-166, I-175, I-183, I-187, I-192, I-207, I-208, I-211, I-230, I-251, I-261, I-263, I-264, I-266, I-289, I-293, I-294, I-301, I-305, I-306, I-336, I-345, I-357, I-364, I-374, I-394, I-417, I-418,	How much wildlife habitat will be lost due to the presence of mining operations? Will the proposed mining operation impact migration corridors, or impact water resources important to wildlife and fish? Concern for wildlife. As per some research done in Wyoming the large equipment and noise has had a negative effect The proposal raised many questions, including but not limited to impacts on wildlife. We trust the BLM will carefully address these obvious issues. All this proposed new mining development will no doubt seriously affect wildlife The coal mine would impact wildlife mine will also negatively impact wildlife in the area although you may not be able to see this mine you will certainly see it's negative impact on the entire ecosystem from the animal life... I am worried about the wildlife Concerned about wildlife habitat DEIS should address impacts to habitat Fully consider impacts of the lease on wildlife.	WL02	IA

Table 8. Public Scoping Comments Summary Table

Commenter ID No.	Comment	Comment Resource Code	Comment Disposition
EF1	The impact on sensitive wildlife needs to be carefully evaluated. harm this mine would do to wildlife...is not worth the tradeoff for the jobs and energy concern that lease will lead to land bereft of wildlife wildlife in the area will virtually disappear please include in the EIS: damage and remediation to indigenous animal species because the desert landscape has such a specific niche, you must take into consideration what affect this mine will have on each individual species Noise from the operation would seriously affect the wildlife, including the big game, that travel in and out of the park. I worked on land within the Paunsagaunt Plateau directly adjacent to the proposed project location and I observed very large herds of elk, mountain lion tracks, bear scat, sage grouse, numerous birds of prey, and many other links in the food web which appeared to be recovering in the protection that the [Dixie] National Forest and [Bryce Canyon National] Park provided More coal mining will affect the wildlife in the area. DEIS should address mine's impact on wildlife The effects on local wildlife cannot be ignored. Destruction to animal life Wildlife in the vicinity is at stake. Concerned about wildlife We cannot forget the very first inhabitants of this marvel of nature: the wildlife which create diversity and preservation of a great country. The DEIS should address the mine's impact on wildlife. Concerned that the mine will threaten the integrity of the region's wildlife. If we don't stop destroying habitat for our wildlife we will soon realize our own habitat will no longer support us. Impacts of an open pit mine on habitats would be long standing Preserve the quality of our ecosystems for the wildlife in these areas whose existence depends on the decisions of human beings. Coal mines seriously hurt earth's fragile environments. I am concerned about the effects the mine would have on local wildlife, particularly with BCNP unique natural treasures.		
I-178, G-028	Fencing will cut off migration and movement by wildlife. In addition, wildlife habitat effectiveness is reduced from the mine as well as the increased traffic. There is a medium size herd of deer that crosses highway 89 just north of Todd's junction every night. This 4-5 mile stretch of highway already has significant mortality. If the truck route cannot be moved from highway 89, please consider high fences with multiple overpass/underpass areas where migration can occur safely for this herd.	WL03	IA

Table 8. Public Scoping Comments Summary Table

Commenter ID No.	Comment	Comment Resource Code	Comment Disposition
O-040, I-046, I-059, I-072, I-074, I-100, I-136, I-170, I-172, I-192, I-209, I-213, I-217, I-306, I-351, I-355, I-475, I-476	How will the proposed project impact big game habitat on the Paunsagaunt Plateau? Consider impacts on trophy deer, elk, and antelope What kind of pollutants are the mule deer, elk and antelope going to be drinking from the Sevier river? How will this affect deer/elk migration patterns? The Paunsaugant and Markagunt Plateaus are prime hunting areas. The DEIS should address the mine's impact on big game. negative impact on one of the state's prime big game units is a major concern BLM should fully discuss and analyze the mine's impact on big game I request that the BLM analyze in the DEIS: mines impact to sensitive species such as big game Pollution from the Coal Hollow mine would put elk, pronghorn and other wildlife at risk I expect that BLM, in the DEIS, will analyze the mine's impact on big game	WL04	IA
I-046	consider impacts on turkey, grouse, and chukar	WL06	IA
I-046, I-072, G-089	Consider impacts on trout fisheries what kind of pollutants are the fish going to live in? (in the Sevier River) If mining activities, including transportation of coal, will alter seasonal water level and/or water quality in nearby streams, the DEIS should include an analysis of impacts to resident fish species and invertebrates, stream morphology and sediment flow, including and identification of mitigation measures for adverse impacts.	WL07	IA
I-046	consider impacts on waterfowl	WL08	IA
I-057, I-230	The proposal raised many questions, including but not limited to impacts wildlife habitat and habitat connectivity. We trust the BLM will carefully address these obvious issues. Activities inherent within the mining operations would inhibit corridors used by migratory species	WL09	IA
I-055	A surface coal mine, however modern, will still cause many unacceptable environmental impacts including disruption of local biodiversity	WL11	IA
G-039	Concerns [about light pollution] also extend to the nocturnal wildlife of the park that depends on darkness.	WL12	IA
I-108	In Bryce Canyon is one of the last of the Utah Prairie Dog Towns	WL13	IA
I-191	Mining efforts (accompanied by disturbances like dust, noise, and explosions) will increase the fragmentation of habitat by forcing wildlife to move elsewhere	WL14	IA
I-357	The DEIS should address the mine's impact on amphibians	WL15	IA

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Commenter ID No.	Comment	Comment Resource Code	Comment Disposition
I-191, I-178	Unfortunately, due to development efforts like this one, the amount of suitable and available wildlife habitat is ever-diminishing In addition, please address the reduction in habitat and habitat effectiveness for mule deer as well as all other species that will be affected by this project such as elk, turkey, sage grouse, and TEPC species	WL16	IA
I-033, I-230	TES species issues. Negative actions within the watershed subsequently effect wildlife within the region. Threatened, endangered, or sensitive species known to occur in the area are: Bonneville Cutthroat Trout, Northern Goshawk, Greater Sage-grouse, Pygmy Rabbit, Burrowing Owl, Utah Prairie-dog, Utah Physa, Bald Eagle, and Ferruginous Hawk. All of these species will be at further risk of extinction if installation of the proposed strip mine is approved	SSS1	IA
G-039, I-046, I-074, I-105, I-108, G-142, I-163, I-217, I-231, I-475, I-476	EIS should address sensitive species (surveys for such species should be done multiple years and during times when species are most likely to be present) consider the degree to which T&E species will be evaluated BLM should fully discuss and analyze in the DEIS: the mine's impact on sensitive species are there other T&E species at risk in the area of the Alton coal tract? Although you may not be able to see this mine you will certainly see its negative impact on the entire ecosystem from the sensitive species... DEIS should address impacts to sensitive species (including surveys for such species following scientific protocol). [BLM must address] impacts to endangered species address degree to which T&E species will be evaluated BLM must fully analyze and disclose any and every possible impact of a coal mine operation in this area, including impacts on sensitive species I expect that BLM, in the DEIS, will analyze the mine's impact on sensitive species	SSS2	IA
I-046, I-072	Consider impacts on bald and golden eagles What about the bald eagles that migrate from AK every year, eating contaminated fish from the Sevier river and preying on numerous carcasses of migratory animals, killed on the highway from the steady stream of trucks?	SSS4	IA
MISCELLANEOUS COMMENTS			
I-001, I-003, G-004, I-005, I-006, I-007, I-009, I-010, I-012, I-	Project should come to Kane County. Positives greater than the negatives of this project, let's do it. Economic value is needed in this area, am in full support.	MS01	NR

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013, I-014, I-015, I-019, I-020, I-024, I-025, I-026, I-030, I-034, I-048, I-052, I-060, O-083, I-088, G-091, I-096, I-106, I-131 I-143, I-145, I-146, I-161	Let's start mining. Project will allow a needed resource to be utilized. Natural resources should be utilized; it you don't use it you lose it. I hope this project will be successful. Pros far outweigh the cons; project should go as soon as possible. The project would be a good thing to boost the economy of the area. Coal resource here for use of man; we should mine it. Small mining projects in past benefited the economy; we should have them again. Coal is here to be used. This is a great thing. While all projects have some issues, this one is within mitigation measures and has been studied for 20 years. Project should proceed for the economic value to Kane County. I strongly support the project and think it will be good for citizens of Kane County. Coal is an important resource and should be used. Lease the coal and get some value. I like the idea of using our natural resources; mine the coal. BLM needs to do EIS and let someone use the coal resources that are under its jurisdiction in Kane County. Hope land is opened to leasing. I am in favor of the lease being issued to the applicant. I believe the coal lease should be approved. Mining is an important part of the economy. Energy produced in this country will reduce our dependence on foreign energy. I am in favor of this mine. On behalf of UMA, we support the federal lease by application submitted by Alton Coal Development, LLC for the Alton coal tract in Kane County, Utah and ask the BLM to consider the urgent need to approve the lease. Let the coal be mined for the good of the area as well as the country. The people receive the benefits. The State of Utah generally is in favor of the responsible development of natural resources, such as coal, and understands that determining the nature of responsible development can be difficult, and is dependant upon the situation in each particular area. The State of Utah cares about every issue that will be examined in the EIS, and looks forward to discussions with BLM on its scope and content. We hope the coal mine goes through. Open the coal mine now because you want the electricity and you need cheap energy to keep poverty down The project will be beneficial to Kane County and those who will benefit from use of the resource. People who object to the project are not familiar with the area. I am in full agreement for the mine. I am a citizen of Tropic and I support the Alton Coal mine.		

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Commenter ID No.	Comment	Comment Resource Code	Comment Disposition
	Let the Alton Mine plans go forward. I support the mine. I attended the project presentation and feel that this project addressed environmental concerns and how long-term mining will be conducted.		
I-398, I-021, I-031, I-032, I-035, I-038, I-044, I-047, I-050, I-053, I-059, I-066, I-067, I-068, I-069, I-071, I-072, I-073, B-081, I-084, I-086, I-087, I-090, I-094, I-095, I-097, I-098, I-101, I-103, B-107, I-108, I-109, I-111, I-113, I-121, I-123, I-124, I-126, I-128, I-133, I-134, I-137, I-144, I-148, I-150, I-157, I-158, I-165, I-166, I-167, I-168, I-170, I-171, I-172, I-174, I-175, I-179, I-183, I-184, I-187, I-188, I-189, I-190, I-191, I-192, I-193, I-194, I-196, I-197, I-199, I-201, I-205, I-206, I-207, I-208, I-209, I-211, I-212, I-213, I-215, I-218, I-221, I-223, I-226, I-228, I-229, I-231, I-232, I-233, I-234, I-237, I-243, I-245, I-247, I-251, I-259, I-	I oppose the BLM's plan to offer the coal lease west of Bryce Canyon National Park. Keep BCNP and surrounding areas pristine and eliminate the possibility of this coal mine project. There are other options for mining coal, we don't have to do it in a place that will wreck our national parks This type of fuel will only ruin a national treasure. Don't ruin my Bryce Canyon area just because somebody else doesn't want to pay the real cost of clean energy. Do not allow coal mining to desecrate the natural beauty of the area of Bryce canyon and the redrock canyons of the area. Stripping of the land is always unnecessary. Am against the Alton coal tract lease. Feel you should not mine the area; we should be looking for sustainable and renewable energy sources instead. Polar bears are being listed as threatened because of global warming; don't add to the problem. Kill this project. People behind Alton coal just interested in money. Opposition to the mine because of truck traffic Loss of air quality, dark skies, water quality, and quality of life are not reclaimable. We oppose leasing for a coal strip mine, near Alton, which, of course, is near Bryce and Red Canyon. Strip mining is the most destructive mining activity possible, and leaves the land ruined, the air fouled and the roads congested with hauling trucks. How can this be a benefit to anyone but the mine owners? It is my hope that after reviewing this research and comments made by other citizens of Garfield county, and after conducting the EIS, that you will deny to coal hollow mine project. Attachment: Coal Hollow mine in Alton: what residents of Panguitch, Hatch and Alton should know. Article contains quotes from Emery county residents regarding safety and roads issues associated with their coal trucks, as well as facts and articles from other coal mining areas of regarding safety issues. Article also discusses the importance tourism in Garfield County and how the mine may affect this. Article also discusses mining techniques and safety issues associated with strip mining. Every American owns this land and the land cannot be for lease without the consent of everyone. I for one am against the lease. The proposed coal mining area is one of the most pristine and beautiful areas of our state. It is between Zion and Bryce, and just west of Escalante National Monument, including 3 state parks, all of them gorgeous. The drainage is into Lake Powell and Glen Canyon Rec area. We are not going to sit here and watch this area including Zion, Bryce and other natural wonders and	MS02	NR

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Commenter ID No.	Comment	Comment Resource Code	Comment Disposition
260, I-261, I-263, I-264, I-266, I-279, I-280, I-282, I-288, I-289, I-291, I-294, I-296, I-298, I-299, I-301, I-303, I-304, I-306, I-307, I-308, I-310, I-317, I-318, I-324, I-326, I-327, I-328, I-329, I-330, I-331, I-333, I-334, I-336, I-338, I-345, I-349, I-356, I-357, I-359, I-363, I-364, I-366, I-378, I-380, I-386, I-387, I-391, I-394, I-405, I-410, I-411, I-412, I-413, I-414, I-419, I-421, I-422, I-425, I-429, I-433, I-437, I-445, I-456, I-457, I-466, I-475, I-476, I-EF1, I-128, I-103, I-147, I-153, I-158, I-185, I-206, I-210, I-215, I-226, I-232, I-239, I-263, I-283, I-284, I-322, I-360, I-368, I-372, I-427, I-430, I-432, I-436, I-443, I-466, I-468, I-472	including elk, deer, antelope, wild turkey and the Sevier river turn into a stinking fouled up muckhole like the rest of this continent. We will use every legal means possible, including the governor, Sen Hatch, environ groups, the media and any other system we can to stop this incredibly ludicrous and stupid plan. Opposed to project We oppose this operation because it will cause unacceptable impacts to communities, water resources, regional environmental integrity and traffic patterns on area highways. We have a beautiful and relatively pristine environment surrounding the proposed mine operation and I think we should keep it that way. Project would impact my love for the area Prepare to be under the most damming of public scrutiny and judgment for your lack of foresight. We should just let wild lands be wild. understand Bush administration's drive for energy independence but do not agree with coal strip mining as the answer, especially if it sacrifices the natural beauty of southeastern Utah we object to sacrificing the long-term beauty of that part of the state for short-term economic gain My hope is that within a few years coal burning in any capacity will be banned. Please do not approve a coal mine and destroy our pristine environment in Garfield County Register my rejection of the current proposed strip mine in the area adjacent to and around Bryce Canyon NP. What are you thinking? A strip mine around Bryce Canyon and Red Canyon? A coal road along the Heritage Highway? Surely, you are joking. This area, rich in biodiversity and almost unparalleled in peace these days is a ridiculous place to put a strip mine. Opposed to mine. It was a bad idea 30 years ago and is a worse idea today. There is not one positive point for the impacts the proposed project will have on the landscape. There is large impact for little recovery. Concerned that allowing a mine near Alton will lead to more strip mines all over the state. The impacts of the mine will ruin the beauty of the area not available anywhere else in the world. Southern Utah does not need the same development that will bring similar negative impacts seen from the Black Mesa Coal mine on the Navajo Reservation, the fight with the Hopis over water and air pollution at the Grand Canyon, Northern New Mexico, and Southern Colorado. Only someone who has never been to Bryce Canyon and the surrounding area could think of allowing open pit mining there. I oppose the BLM's plans to offer the Alton coal lease for lands just west of Bryce. The proposed Coal Hollow mine would have devastating effects on a variety of natural and historic resources. Coal mining in the proposed areas will have a significant impact on human health and the environment. Issuing a lease to mine coal is not in the best interests of the public and I encourage you to recognize the sensitivity of the area, its value in being left as is, and not approve the lease Our national park is our last heritage. Please do not take away those areas that people need for their		

Table 8. Public Scoping Comments Summary Table

Commenter ID No.	Comment	Comment Resource Code	Comment Disposition
	psychological and physical well being Those who are close to beautiful things often take them for granted. That combined with a streak of "they are coming to get us" doesn't lead to much protection for the earth. If the high paying extractive industry jobs become a reality, most of the work force will be non-english speakers. Please do not destroy Utah! I know we need to find alternative fuel sources, but digging up this is not going to solve any problems. The precious little wild spaces we have left will never come back if we destroy them. The BLM's plan to offer the Alton Coal lease is government-sponsored vandalism. How on earth is a lease in the middle of a national treasure being seriously considered? There should never be exploration for energy purposes in Utah's red rock wilderness. The project stands only to add profit to an industry that only cares about profit margins and not the common good of the American people and natural lands. Reject the proposal and manage areas for protection through a detailed and scientifically accurate EIS. disregard for desert wilderness is absurd; I believe BLM will reject this proposal; do the right thing I find it disturbing that the BLM may hand over federal lands for destructive coal mining impacts of the proposed mine will be profound, long-lasting, and destructive opposed to lease because of the beautiful area, clean sky, and solitude of the area against lease because of negative environmental impacts of strip mining opposed to lease because of the impacts it would have on the environment, communities, and open space. The Coal Hollow mine would be the very first coal strip mine in the state of Utah, and it couldn't be located in a worse place. The lands proposed for lease are near the small southern Utah town of Alton and just west of Bryce Canyon NP Just read article in the Garfield Insider. My first thought was "What are you thinking????" I am very much opposed to the Alton Coal mine project for all the reasons cited in the Insider article. Strip mines are ugly and the area will never return to normal. Please do not allow this to happen. Bryce Canyon and Panguitch and the Paunsagaunt Plateau are state and national treasures. Each of the citizens who live there deserves clean air and drinking water. Please do not allow this mine to happen. Objections to the mine near Bryce Canyon are well known and I fully endorse them. Coal is the most damaging of all fossil fuels to burn and we should do all we can to limit its use. Utah is famous for landscapes and canyonlands. I doubt it would ever be famous for its stripmines. Coal strip mining has never yet been allowed in Utah for significant reasons. I don't believe as Utah citizens we want this to be a first --especially when the concerned public is strongly desirous of alternatives to burning fossil fuels. Coal is a dirty fuel and we need to wean ourselves off of it not make more available for public lands. This planet does not need the additional pollution that a coal mine would produce. I believe the demand for coal is highly overestimated, in that the huge number of new coal plants that are that are planned for the western states are not going to be constructed for obvious air quality reasons.		

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	We should move past projects such as this especially for fuel with such a poor environmental record as well as that mining has been kept out of the area in the past. It is clear the Bush administration, of which you are a part, care nothing for the environment, and wish to enrich the business friends of Mr. Bush and his cronies. This area is a glorious and unique part of our shared ecological and human history and we would do well to think twice before decimating it forever. Yes again, the Bush administration at its finest. This administration does not get it. Stop with the greed, the ego and every other human trait at its most elemental nature. As a property owner in Kanab, I cannot imagine how any large scale mining operation would be appropriate in this area. I oppose the placing a coal mine in proximity to the redrock canyonland area. My wife and I had the pleasure of cycling through this beautiful county and the thoughts of having coal trucks rumbling along the roads enrage me. It's hard to find any activity that is more destructive to the environment than strip mining. Everyone where I live think what you are doing is terrible and cruel; please listen to the voices of your country. Will you open your eyes and give a damn about something other than polluting OLD technologies. Why wait til you are old and grey to see the error of your ways We have alternatives to coal for energy but once you destroy these beautiful works of art formed by Divine Intelligence they are destroyed forever. It is unfathomable that anyone could put a strip coal mine in pristine area of Bryce Canyon and Zion National Park, no less haul coal over to Cedar City through the beautiful lands between Alton and Cedar City Do not lease any coal land in Utah. Montana and Wyoming have been ruined by coal development; do not do the same to Utah. I will continue to visit, but not if you open a coal mine there. Hope that after analysis you turn it [the lease] down. I am from the Philippines but even though I am far from Utah, I am deeply concerned about the negative impacts on the environment that this mine would produce. Do not allow strip mining in the environmentally fragile southwestern area of Utah as it is one of the most beautiful areas in the lower 48. Disappointed that the Bush Administration is disrespecting the wishes of a majority of Americans by working against protections for Red Rocks Utah landscape and helping grant every wish of its corporate campaign donors in the mining and energy industries I have visited the area of Utah and find it full of original, irreplaceable wildlife, habitat, and vistas. The area of Utah is like no other place. How can the BLM keep coming up with mineral resource leasing plans that can only degrade the environment they should be protecting? We have found that strip mines elsewhere in the nation have created ecological nightmares. Please do not aid in destroying yet another ecologically sensitive area.		

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	The area is God's country and you cannot let it be ruined by coal mining and haul roads. I am fully aware of the Bush Administration's frontal attack on our natural resources and treasures and their complete disregard for environmental protections won over the last several decades. I hope the BLM will not be bullied into participating in Bush's rape of our land. Allowing this project to proceed would be a terrible mistake.		
I-133, I-139, I-147, I-152, I-189, I-213, I-238, O-244, I-255, I-267, I-275, I-277, I-281, I-295, I-307, I-317, I-321, I-322, I-329, I-333, I-348, I-371, I-376, I-377, I-379, I-407, I-408, I-417, I-423, I-424, I-434, I-450, I-462, I-465	These places are sacred, irreplaceable and should be left for future generations to enjoy with their families. I would like to share this area with my son including clean air, shooting stars, a herd of over 100 elk, and the untainted forests on our trek to Bryce, Zion, and all the hidden secrets of the area but will not subject him to dust and degradation of a coal mining region. Do the right thing for not only America but for the world and for future generations. At least believe in the maintenance of such wild areas for generations to come I hope that my comments will urge you to preserve this area for generations to come as well as protect the heritage of our beautiful state. Protect these sacred places and preserve them for future generations. Our children and grandchildren will thank us if we have saved some wild places for future generations. It is important to me to leave a legacy of clean air and natural environments for my children and all children on the American continent which should override all questions of short term gain. Up to us to allow future generations to enjoy these areas without the negative impact of a coal lease and mine near the Park. Consider the environmental impacts of the Alton coal lease for your grandkids and mine since they will be the ones to pay for short-term profitable coal. Surely President Bush does not want to leave a legacy of devastation and irreparable damage for future generations. Do the right thing for not only America but for the world and for future generations. We should be doing everything we can to preserve these spectacular natural assets for future generations. I want my children to be able to experience Bryce Canyon. The redrock canyon lands are a place of such beauty that they need to be preserved for all people as well as for the ecology of the area. We have enjoyed these preserves of nature ourselves, so why not wish the same for our children and their children. I hope to be able to take my children to Bryce canyon someday and I would hope that they could see it in the untouched condition in which I enjoyed it. Your polluting is ruining the earth for your children and children's children. Any one of us could do the terrible things you are doing but we care about the earth. Please don't be the person your grandchildren point to in shame as the one who allowed the destruction of a	MS09	NR

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	natural and irreplaceable work of art. Your grandchildren will point to you in honor if you quit in protest of such planned and unnecessary destruction. It is our responsibility to preserve the proposed area for future generations Do the right thing for not only America but for the world and for future generations. I am only 14 years old; however I think I have the right to see the Earth in the same condition as it is now. The proposed mine would have devastating impacts on a variety of national and historic resources that I have treasured, shared with my children and hope to be able to share with my grandchildren. Please start making a difference and help protect our environment for future generations. Once the land is used this way it will take thousands of years to recover. What kind of country will we be leaving for our children and grandchildren if every proposed coal mine gets a rubber stamp from your office? Let there be something left of the natural beauty of this magnificent country for our future generations to see and appreciate. It is time that we focus on preserving the quality of our ecosystem for ourselves and future generations. Leave something left for our children to enjoy! Preserve disappearing lands for future generations. The mine would devastate natural and historic resources that should be preserved fro all American citizens. It is your job to preserve wildlands for future generations, not destroy them. We are losing public lands for the gain of corporate America. Please protect these lands for the future. I would be mortified if this plan goes through and denies my children their enjoyment of this wonderful area.		
I-157, I-225, I-231, I-235, I-238, I-240, I-252, I-257, I-268, I-269, I-278, I-291, I-292, I- 294, I-295, I-305, I-306, I-313, I-314, I-315, I-318, I-322, I-323, I-324, I-325, I-326, I-335, I-344, I-352, I-358, I-361, I-362, I-364, I-370, I-376, I-381, I-385, I-390, I-413, I-414, I-425, I-428, I-438, I-439, I-440, I-458, I-460	[The mine] will scar the land and have negative impacts on the ecosystem I oppose the BLM's plans to offer the Alton coal lease for lands just west of Bryce Canyon because I care more about natural resources than cheap coal The BLM needs to go the extra mile in protecting this scenic area. Stop stripping the beauty from the rest of the wilderness we have. We need it. Protect the Utah Redrock wilderness areas from this and any other invasive developments. Environmental trade-offs for money are not worth it. This region is recognized by many Americans and citizens worldwide as a unique and important ecosystem. Consider concepts that promote care of the earth rather than focusing on profits Consider the beauty of the natural environment rather than exploiting natural resources The expansive wilderness makes America who she is in addition to the American people. Preserve what we have left of beautiful areas like the red rocks. For once, stop and think, what will be the ripple down effect if I do this? The answer may surprise those who ask that question. Thanks for ruining the earth. Please make the right decision by not choosing coal-wealth over our precious environment.	MS10	NR

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	The pristine wild nature of this area is extremely fragile and once disturbed in this fashion can never be restored. It is important to preserve the natural history of the vast wilderness that inspired our forefathers to choose these lush lands for the purpose of sustaining the populace. Let's follow the example of our first conservationists, Teddy Roosevelt and W.H. Taft and preserve the treasures of America's heartland. Protecting the last gems of wilderness, the last remnant of the unspoiled beauty of American is the number one issue in my life. Saving our national treasures is a bit more important at this time than destroying the landscape with a strip mine. I urge you to fully consider the environmental impacts of the Alton coal lease. You never do and it's time that you help the environment and stop destroying it! The unbridled thirst for fossil energy sources in the US has no end and it's gluttony. Big cars big truck big houses sucking the "American dream" dry. Our irresponsible nature should not embolden others to destroy these beautiful lands for some more wasted kilowatts. One places like Bryce are destroyed, there is no going back. Why do we still ignore the fact of where we are scrambling the earth ruining places of startling beauty or communities by strip mining? Are we going to wreck the whole country in our endless pursuit of energy sources? The idea is to SAVE these areas, not destroy them. So many other parts of the country have already been destroyed by coal mining. The proposed sale could have and most likely will have devastatingly harmful effects on the natural ecosystems of that area. Maybe we should leave some places undisturbed. Save the earth, it's the only one we have. There are more important issues than terrorism, humanities sustainability is what is at stake here. Please keep what is left of America beautiful, clean, green, and natural! The unique beauty of BCNP is worth preserving. Protect the abundant natural and cultural treasures of this fragile region. Do not destroy this wonderful area to gain unsustainable and equally harmful fossil fuels. Do not give in to this administration's disgusting ignorant attitudes about the environment and the future of the American people. Help us protect our environment. Concerned that the mine will threaten the integrity of the region's natural resources. Protect Bryce and Zion areas in Utah because its beauty is wondrous and unique. It is ridiculous and selfish to consider polluting the environment anymore. So little remains unspoiled, we must protect all we can.		

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	Bryce Canyon deserves our serious efforts of preservation and protection. Do not use these lands for mineral extraction, period. It is imperative that we preserve some of our continental US wilderness. Defend your state, it's worth more than the industry of coal could give you...please don't wreck you're God given state. We are counting on you to do what is right. Consider the grave environmental effects the lease will have on the beautiful land of Utah. We must not sacrifice the land's splendor and rich history. Do you know how important it is to preserve land we have left? We have so little "wilderness" left in this country that protection of places as this should be a top priority. We are the stewards of the Earth - we are the ones who must stand forth to protect it. Please see beyond the immediate request to the bigger picture of the Earth. It would be a violation of the spirit of conservation to not fully consider the environmental impacts of the lease. Why should we be sacrificing national treasures for ephemeral energy production? When the coal mine has destroyed the natural beauty it will not be possible to bring it back. Just one more, and one more and before you know it the whole area has gone. At least the war on the environment is going well You keep ruining the earth for greed and disrespect, please stop.		
I-048	I believe this will improve the environment, as it will eliminate useless woody plants, stabilize the watersheds, and improve wildlife habitat and livestock grazing.	MS11	IA
I-312	Efficient use of the available energy will cut the need to further exploit resources and build unnecessary and inefficient power plants (like those that a coal mining operation would supply)	MS12	OOS
CUMULATIVE IMPACTS			
I-031, I-032, I-035, O-040, I-053, I-055, I-059, I-062, O-063, I-069, I-073, I-074, I-085, G-089, I-103, I-105, I-106, I-108, I-113, I-114, I-118, O-125, I-136, I-149, I-150, I-151, I-157, I-163, I-171, I-172, I-177, I-184, I-189, I-	We are warming the earth through burning of fossil fuels. Need to use green energy to keep our awesome snow, which we are losing to global warming Include the effect of burning the coal on global climate disruption in your EIS This is million dollar coal in terms global warming... SUWA expects that BLM will fully analyze and give considerable treatment and attention to the impact that mining, transporting, and burning the coal from this lease will have on global warming and the efforts of Governor Huntsman's administration to reduce the state's greenhouse gas footprint. What about carbon emissions and the effect on global warming? Is coal the way to go for the future? Coal is a fossil fuel. Burning coal results in increased carbon dioxide emissions. It has been too easy to observe the negative impacts of coal burning from the Navajo Power Plant on the air around the Page, AZ, Lake Powell and the Kaiparowitz Plateau. With all of the growing scientific data showing that the burning of	CUM01	IA

Table 8. Public Scoping Comments Summary Table

Commenter ID No.	Comment	Comment Resource Code	Comment Disposition
192, I-193, I-198, I-203, I-207, I-208, I-209, I-213, I-218, I-223, I-226, I-231, I-232, I-246, I-254, I-256, I-259, I-261, I-262, I-283, I-284, I-316, I-320, I-331, I-332, I-341, I-345, I-354, I-396, I-413, I-469, I-473, I-475	fossil fuels directly contributes to global warming and the catastrophic consequences that come with it, scientists are urging societies to find other sources of energy and curtailing the burning of coal and other fossil fuels. The great cost of mining coal includes the burning of it and the impact on not only the local environment, but the global environment as well. To mine for coal until such time as coal burning technology is improved to eliminate the present levels of pollution and carbon dioxide emissions contributing to global warming, is irresponsible. The Alton coal resources should be reserved for the future if absolutely needed, and then only if coal burning technologies are drastically improved. Climate change has been shown to affect our parks. I urge BLM to withhold the lease. It will not be too long before coal is no longer used as a form of fuel; it is another fossil fuel producing too much carbon dioxide. Within a couple of decades we will be using solar power and other forms of renewable energy because of global warming. The BLM needs to be involved in curbing global warming as much as any organization. To develop this coal mine would be very short sighted and also irreversible. Opening another coal mine will be both unwise and destructive to the over all health of our planet because of global warming. Melting glaciers, and the potential reduction of the Rocky Mountain snow pack due to excessive levels of atmospheric carbon dioxide, will adversely alter important water sources to rural western cities, including those in Utah. Economic losses will ultimately be devastating to the outdoor industry, to existing economic patterns, and to high altitude regional economies from lack of snow. The entire concept of burning fossil fuels for energy is something to be severely questioned given the evidence for human caused global warming is apparent I am deeply concerned about this nation's continued reliance on fossil fuels and how emissions from burning these fuels contribute to global warming. This region has already experienced some recent and severe droughts. Global warming will likely cause increased changes in traditional weather patterns, including the prospect of more intense and prolonged future droughts. For each alternative, the DEIS should examine to what extent it would contribute to or help reduce the fossil fuels emissions that cause global warming. This analysis should include the full energy budget of each alternative, including extraction, processing, transportation and use. DEIS should disclose how an increase in coal combustion and new emissions of CO2 would contribute to global climate change. I wonder how coal use will be impacted by the rising threat of global climate change. It seems unrealistic and irresponsible to disregard the negative impact that is likely for the coal economy A global warming study should be completed and issued so we know what impact this will have on present and future generations Please add the editorial and article forwarded below to the admin record on scoping. www.nytimes.com/2007/02/25/opinion/25sun2.html "The truth about coal" http://news.yahoo.com/s/a/20070226/ap_on_sc/climate_change_coal;_ylt=Aq.sCp211NCZV1d4s1c5txAPLBIF		

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	"Top Scientist seeks halt on coal plants."Editorial about group protesting the "environmental excellence" image of Merrill lynch, when they provide financing for coal fired power plants to be built in TX, that although modern, will be using the same basic technology and adding to carbon dioxide emissions. This is distressing because other technologies are available that could capture the gases before they enter the atmosphere. Please add the article forwarded below to the admin record on scoping. http://news.yahoo.com/s/a/20070226/ap_on_sc/climate_change_coal;_ylt=Aq.sCp211NCZV1d4s1c5txAPLBIF "Top Scientist seeks halt on coal plants." Top Scientist seeks halt on coal plants, calls for the US to stop building coal fired power plants and bulldoze older generators that don't capture and bury greenhouse gases. Article notes that burning coal is one of the major sources of carbon dioxide, the chief greenhouse gas causing global warming. Concerned that the BLM is considering leasing for a company's profits when the state has taken a stand and the coal mining industry is a problem to global warming. Check out Tim Wagner's presentation to the Sevier Citizen's for Clean Air and Water meeting [link included.] Concerned that the project will cause a release of greenhouse gasses such as methane that are proven to cause global warming. Coal mining destroys habitats, the ecosystem, and will contribute to the CO2 already in the atmosphere. we need to start weaning ourselves off of coal and other fossil fuels or we'll be headed to a global warming disaster There is no future in coal mining but a beautiful future in preserving land and air, stopping global warming, and saving the land for future generations. Not only will mining despoil the land, the subsequent coal burning will further add to carbon dioxide emissions which are contributing to global warming, threatening lives, and the entire planet. The mine would have devastating impacts on a still-viable natural area that provides climate stabilization ecosystem services against atmospheric overheating. Air pollution and greenhouse gases caused by burning the coal How will the BLM quantify the project's indirect and cumulative impacts to global warming? How will the BLM mitigate impacts to global warming? Will the EIS analyze alternative techniques for burning the coal? I expect that BLM will fully analyze and give considerable treatment and attention to the impact that mining, transporting, and burning of coal from this lease will have on global warming and efforts by Governor Huntsman's administration to reduce the state's greenhouse gas emissions. The last thing we need in this country is more coal mining/burning Consider that coal demand will fall of because of large emissions of carbon dioxide through future legislation aimed at reducing global warming. Added pollution when the coal is burned and less incentive for power companies to find cleaner alternatives. Ban the sale and use of coal permanently.		

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	No more dirty coal plants. America is already producing 30% of greenhouse gas, why erect a power plant that will only add to the damage? Don't fall for the "clean coal" promise as the technology is still years away. Even once it is advanced enough it will still contribute to global warming. Your government is intending to place the polar bear on the endangered species list due to global warming caused by man made pollutants. More coal will just add to the pollution. The burning of coal generates mercury, sulphur and greenhouse gas pollution, which impacts humans and other living populations across the globe, yet those impacts are not mitigated by those profiting. Coal is an extremely polluting form of energy production and its use increases the effects of global warming. It is foolish to promote the use of fossil fuel energy when there is little time left to avoid the effects of climate change. Additionally, consider the environmental impacts on a global scale and how further extraction of coal resources will ultimately raise pollution levels for the US. Given the UN report on global warming, it is irrational to promote coal use. Continued use of coal is not in the public's interest The EIS should address impacts of burning coal to greenhouse gases...I urge you to fully consider the environmental impacts of the Alton coal lease locally and for the critical issue of global warming I urge you and your office to halt the lease until fully considering all the lifecycle environmental impacts, including climate change this is a world issue not just USA Global warming is a world problem, please don't increase the attack! We must stop using fossil fuels to halt global warming. Coal is a cause of global warming. We need to think this through. There is no need to hurry.		
I-035, G-039, O-040, G-089, G-142, I-342	This is million dollar coal in terms of the real costs of burning it, introducing tons more mercury and soot into air and water, hazy skies, habitat destruction, lives sacrificed to asthma, pneumonia and heart disease; lived laid down when sleepy drivers collide into coal trucks. the analysis should address cumulative impacts from the distribution of coal off-site and its use in regionally located, coal fired power plants which could increase air pollution to these Class I air sheds. SUWA is particularly concerned about the cumulative impacts of the proposed project in conjunction with the proposed private surface/private mineral Coal Hollow mine, potential coal bed methane development in Kane County, current and proposed coal burning power plants to a host of resources, including air quality, night skies, and visibility. DEIS should include a comprehensive examination of the cumulative impacts of building and operating a surface coal mine in this area. The environmental impacts of blasting, transportation, coal production and combustion, and ancillary operations, etc. that are constructed for this project must be considered and	CUM02	IA

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	evaluated. DEIS should address impacts to cumulative impacts from other activities (existing truck traffic along route, logging, proposed oil and gas leasing, residential expansion in the area) Coal is a dirty fuel and coal fired power plants are contributing to the grossly accelerated negative impact on the environment that our nation's dependence on fossil fuel causes.		
I-067	Residents will be subject to air pollution from the added truck and trailer traffic and the redistribution of nuclear fallout from the Nevada test site	CUM03	IA
G-039, O-040, G-142	EIS should address cumulative impacts from other activities (existing truck traffic along the proposed haul routes, logging, proposed oil and gas leasing, residential expansion throughout the region) impacts associated with portions of the proposed coal mine occurring on state or private lands should be considered as part of the overall cumulative impacts of the mine SUWA and its members expect that BLM will go the extra mile to ensure that all known or reasonably foreseeable indirect effects and cumulative impacts will be analyze, evaluated, and disclosed to the public. DEIS should address impacts to cumulative impacts of light pollution, dust, noise, traffic as singularly they may not degrade the area but cumulatively they might.	CUM04	IA
I-057	The cumulative effects of these concurrent proposals deserve careful analysis. We urge the BLM to address the reasonably foreseeable impacts resulting form projected rapid and sustained regional growth. The 200,000 additional residents (See Utah's Long term Projections, 2007 Economic Report to the Governor) anticipated to come to the region will directly impact ambient env. quality. Cumulative effects on air quality values--regional haze, visibility from national parks, night sky viewing, fugitive light-are particularly important and must be evaluated.	CUM06	IA
G-089	Cumulative impacts should be analyzed according to airsheds and watersheds, rather than political, state or ownership boundaries.	CUM09	IA

Appendix A: Contact Information for Responders

Contact Information for Responders

Meeting	Org	Comment No.	Entity	First	Last	Address	City	State	Zip	Phone/ Fax	Email	DEIS (No, CD, Paper)
Alton	I	001		Sylvia	Young	91 S Main				435-648-2164		
Alton	I	002		Darol	Heaton	35 E Hortt St	Fredonia	AZ	86022			paper
	I	003		Anonymous						435-648-2650		
Alton	G	004	City of Alton Mayor	Claren	Heaton	154 S 100 E	Alton	UT	84710	435-648-2304	clarenhe@bullockbrother.com	cd
Alton	I	005		Dustin	Cox	156 W 100 N	Alton	UT	84710	435-648-2861		cd
	I	006		Anonymous								
Alton	I	007		Arthur	Andersen	140 W 100 S	Alton	UT	84710	435-648-2142		paper
Alton	I	008		Brent	Judd	174 E 200 N	Alton	UT	84710		brent.jucid@swale.org	cd
Alton	I	009		Ferril	Heaton	111 S 200 W	Alton	UT	84710			
Alton	I	010		Patricia	Swapp	PO Box 100794	Alton	UT	84710			cd
Alton	I	011		Richard	Swapp	PO Box 100794	Alton	UT	84710			
Alton	I	012		Mel	Cox	70 S 200	Orderville	UT	84758	435-648-2494		paper
Alton	I	013		Orval-Gerta	Palmer	11 N. Main	Alton	UT	84710	435-648-2384		
Alton	I	014		Erik	Boron	155 S 100 E	Alton	UT	84710	435-691-0953	erik@xpressweb.com	cd
Kanab	I	015		Bob	Wallen	1602 S Kanab Creek Dr	Kanab	UT	84741	435-644-8104		
Kanab	I	016		Hilda	Fivecoat	PO Box 483	Kanab	UT	84741	435-644-5197		
Kanab	I	017		Liz	Kolle	709 W Navajo Dr	Kanab	UT	84741	435-644-4680	liz_kolle@blm.gov	paper
Kanab	I	018		James	Sortomme	496 W Kane Dr	Kanab	UT	84741	435-644-3678	jsnms@kanab.net	paper
Kanab	I	019		Dale	Spencer	171 N 100 W	Kanab	UT	84741	435-644-2094	mspencer@kanab.net	cd
Kanab	I	020		Dave	Cox	PO Box 147	Kanab	UT	84741	435-644-8353	davecox@xpressweb.com	cd
Kanab	I	021		Charley	B	H.C. 65 Box 2	Fredonia	AZ	86022	928-643-8313		cd
Panguitch	G	022	Mayor of Panguitch	Art	Cooper	PO Box 174	Panguitch	UT	84759	435-676-2110		paper
Panguitch	I	023		Brian	Bremmer	PO Box 77	Panguitch	UT	84759	435-676-1119	engineer@color-country.net	
Cedar City	I	024		Dale	Brinkerhuff	820 W 40 0S	Cedar City	UT		435-586-6830	brinkerhuff6830@msn.com	cd
Cedar City	I	025		Frank	Nichols	2045 N Main	Cedar City	UT		435-586-2424	frank_N@infowest.com	cd
Cedar City	I	026		Ronald	Heaton	920 W 600 S	Cedar City	UT				
	I	027		Anonymous								
Cedar City	G	028	Utah Division of Wildlife Resources	Teresa	Bonzo	1470 N Airport Rd	Cedar City	UT		435-865-6121	teresabonzo@utah.com	cd
Salt Lake	I	029		Sam	Ghosh	1281 E Federeal Heights	Salt Lake City	UT	84103			cd
Salt Lake	I	030		Gary	Gaz	2386S 1440 E	Salt Lake City			801-972-0668	ggaz@juno.com	
Salt Lake	I	031		Chris	Griffin	145 Crest View Dr	D.C.	UT	84028	435-513-1529	chrisgriffin_624@hotmail.com	
Salt Lake	I	032		Bob	Brister	1102 S 800 E #A	Salt Lake City	UT	84105	801-363-0898	bbrister@greens.org	
Salt Lake	I	033		John	Veranth	4460 Ashford Dr	Salt Lake City	UT		801-278-5826	john.veranth@utah.edu	cd
Salt Lake	I	034		Mark	McDonald	856 N Spring pond dr	farmington	UT	84025	801-580-4461	markmcdonald@yahoo.com	
Salt Lake	I	035		Ed	Firmage	2978 Delsa Dr	Salt Lake City	UT		801-272-7176	efirmdge@xmission.com	cd
L	I	036		Eldon	Allison	180 W 400 S/PO Box 284	Panguitch	UT	84759	435-676-8159		
L	I	037		Barbara	Allison	180 W 400 S/PO Box 284	Panguitch	UT	84759	435-767-8159		
L	I	038		Gloria	Clarke					435-676-2841		
L	G	039	Bryce Canyon National Park	Eddie	Lopez	Highway 63 Bryce #1/Po box 170001	Bryce Canyon	UT	84717			
L	O	040	Southern Utah Wilderness Alliance	Stephen	Bloch	425 East 100 South	Salt Lake City	UT	84111	801-486-3161		
L	I	043		Geoge	Hatsis							
L	I	044		Mike	Burkley							
L	I	045		Bill	Prince					801-541-6077	billprince@att.net	
L	I	046		Vince	Solvate					435-676-8951		
L	I	047		Chris	Gum	2640 Circle Drive	Santa Clara	UT	84765	435-628-0792		
L	I	048		DeLynn	Barton	3407 N 600 E	Cedar City	UT	84720	435-586-3629		
L	I	049		Mary	Helsley	7777 Sout Biscayne Drive	Salt Lake City	UT	84121			
L	I	050		Don and Kathy	Scott	PO Box 231/4315 S Hwy 89	Panguitch	UT	84759	435-676-8183		
L	I	051		Allen K	Henrie	PO Box 75	Panguitch	UT	84759	435-676-8585		
L	I	052		Dan	Thebeau	PO Box 55	Kanab	UT	84741			
L	I	053		Bobbi	Chaney	1441 S Kanab Creek Drive	Kanab	UT	84741			
L	I	054		Bobbi	Bryant						broncobobbi@gmail.com	
L	I	055		Tracy	Hiscock	1502 S McAllister	Kanab	UT	84741			
L	I	056		Norman	McKee	PO Box 142	Panguitch	UT	84759	435-676-2289	paws@scinternet.net	
	I	057		Anonymous								
L	I	058		Bill	Doughty					435-616-0820	bdoughty@vzw.blackberry.net	
L	I	059		Gina	Caliendo					435-619-4505		
L	I	060		Cloyd	Brinkerhoff	PO Box 42	Glendale	UT	84729	435-648-2308		
L	O	063	National Parks Conservation Association	David	Nimkin	307 West 200 South, Suite 5000	Salt Lake City	UT	84101	801-521-0785	dnimkin@npca.org	
L	I	064		Pat	Paeper	14656 SW June Court	Sherwood	OR	87140	503-925-0384		

Contact Information for Responders

Meeting	Org	Comment No.	Entity	First	Last	Address	City	State	Zip	Phone/ Fax	Email	DEIS (No, CD, Paper)
L	I	065		Laura	Welp	1117 W Grand Canyon Drive	Kanab	UT	84741			
L	I	066		Gibbs and Catherine	Smith	123 North Flint Street	Kaysville	UT	84037			
L	I	067		Blair and Sally	Smith						bssmith2@verizon.net	
L	I	069		Debby	Walter	56 Grandview Loop	Kamas	UT	84036			
L	B	070	Sunset Creek Land	John T	Morris	10211 Constitution Drive	Huntington Beach	CA	92646			
L	I	071		John W	McClain	Po Box 1064	Panguitch	UT	84759	928-307-3085		
L	I	072		Dee	Barden	PO Box 1064	Panguitch	UT	84759	928-301-1312		
L	I	073		Rich and Debra	Csenge	75 S 100 W	Kanab	UT	84741			
L	I	074		Michael S	Wolfe	PO Box 832	Monticello	UT	84535			
L	I	075		William P	Helsley	7777 S Biscayne Drive	Salt Lake City	UT	84121			
L	B	076	Cowboy Collectables by CZR	Randy and Becky	Yard							
L	I	077		Tracy	Armstrong	PO Box 378	Panguitch	UT	84759	435-676-8878		
L	I	078		Tim	Smith	PO Box 204	Panguitch	UT	84759			
L	B	079	Panguitch Anglers Inn	Dan and Judy	Stoner	Highway 89 MM 123	Panguitch	UT	84759			
L	I	080		Mark	Smith	6904 Moss Rose Cove	Austin	TX	78750-8363	512-838-7336		
L	B	081	Red Brick Inn Bed and Breakfast	Peggy	Egan	PO 779	Panguitch	UT	84759	435-676-2141		
L	I	082		Bryan	Garner	5165 N Polk Ave	Fresno	CA	93722	559-970-4196		
L	I	084		Rand	Padgett	275 North 200 West, PO Box 927	Panguitch	UT	84759	435-676-8152		
L	I	085		Richard	Spotts	1125 W Emerald Drive	St. George	UT	84770-6026		spotts@infowest.com	
L	I	086		Stephen	Canning	PO Box 370, 41700 Chinook Way	Port Orford	OR	97465		canningcom@harborside.com	
L	I	087		Reed	Second	2921 NE 53rd Street	Lighthouse Point	FL	33064			
L	I	088		Truman E	Lynch	244 W 200 N	Kanab	UT	84741	435-644-5284		
L	G	089	United States Environmental Protection Agency	Larry	Svoboda	1595 Wynkoop Street	Denver	Co	80202	800-227-8917		
L	I	090		H. Richard	Hartley	PO Box 454	Hatch	UT	84735			
L	G	091	Office of the Governor	John	Harja					801-537-9297		
L	I	092		Patricia	Hall	95 W 400 N	Panguitch	UT				
L	G	093	Panguitch City	J. Arthur	Cooper	25 S 200 E, PO Box 75	Panguitch	UT	84759	435-676-8585		
UE	I	094		Z	Miner		Salt Lake City	UT			zminder@slco.org	
UE	I	095		Pippa	Stanley	74 River Road	Richmond	ME	04357		woodtools@yahoo.com	
UE	I	096		Wanda	Heaton						heatonw@m.kane.k12.ut.us	
UE	I	097		Victoria	Cooper	976 West Vermillion Drive	Kanab	UT	84747	435-689-0095	msvickster@yahoo.com	
UE	I	098		Vance	Green		Tempe	AZ			vgreen20@cox.net	
UE	I	099		Stephen C	Pace	181 B Street	Salt Lake City	UT	84103		user031147@aol.com	
UE	I	100		Gina	Riggs	3281 West 6695 South	West Jordan	UT	84084			
UE	I	101		Tom and Ann	Yuill		Mapelton	UT			tmyuill@wisc.edu	
UE	I	103		Sharon	Wendt						swendt3422@aol.com	
UE	I	104		Suzanne and Mark	Barraclough						barraclough@comcast.net	
UE	I	105		Susan	Hand	536 South 410 East	Kanab	UT	84741		oasis@kanab.net	
UE	I	106		Dan	Sullivan	8301 Crawford Road	Hotchkiss	Co	81419		sullyranch@aol.com	
UE	I	107		Steve	Roberts						steve@escalenteoufitters.com	
UE	I	108		Stacee	Clayton		Salt Lake City	UT			spirithawk4@yahoo.com	
UE	I	109		Sherrie	Burningham					435-676-8176	sburningham@swcbh.com	
UE	I	110		Seth	Anderson						seth2anderson@hotmail.com	
UE	I	111		Sharon	Beneway	12039 Washington Street	Wolcott	NY	14590		sbeneway@msn.com	
UE	I	112		Sarah	Woolsey		Salt Lake City	UT			swoolseyl@yahoo.com	
UE	I	113		Scott and Susan	Nelson		Escalante	UT			sandsn@color-country.net	
UE	I	114		Steve	Owens	4708 S Bron Breck stret	Holladay	UT	84117		sowens3850@msn.com	
UE	I	115		Robert	Manning	5788 Military Road	Remsen	NY	13438		roblmanning@cs.com	
UE	I	116		Rob	Graham						robg14md@hotmail.com	
UE	I	117		Rick	Miller	PO Box 571	Hatch	UT	84735		rkmiller@infowest.com	
UE	I	118		Richard	Spotts	1125 W Emerald Drive	St. George	UT	84770-6026		spotts@infowest.com	
UE	I	119		Richard	Jirik	5897 W Clover Creek Lane	Salt Lake City	UT	84118		rjirik@msn.com	
UE	I	121		Raymond	Kuehne	2796 Rio Vista Drive	St. George	UT	84790		raykue@sginet.com	
UE	I	122		Ryann	Rasmussen					435-865-4525	rrasmussen@thespectrum.com	
UE	I	123		Rand	Padgett	275 North 200 West, PO Box 927	Panguitch	UT	84759	435-676-8152	taccomman@yahoo.com	
UE	I	124		Paula	Gordon	201B Fifth Street, NE	Atlanta	GA	30308		paulagordon@mindspring.com	
UE	I	125		Jerry and Jan	Drummond	Highway 89, MM 123	Panguitch	UT	84759	435-676-8950	bigfish@color-country.net	
UE	I	126		Paisley		PO Box 203	Tropic	UT	84776-0203	435-679-8872	paisley@scinternet.net	
UE	I	127		Elizabeth	Joseph		Page	AZ		800-498-7741	news@kxaz.com	
UE	I	128		Nancy	Williams		Salt Lake City	UT	84109		nancy.williams@hsc.utah.edu	

Contact Information for Responders

Meeting	Org	Comment No.	Entity	First	Last	Address	City	State	Zip	Phone/ Fax	Email	DEIS (No, CD, Paper)
UE	I	129		Nancy	Orr		Moab	UT		435-259-9122	nancyorr@bigfoot.com	
UE	I	130		Monte	Stewart					801-910-4727	montestewart@hotmail.com	
UE	I	131		Monte	Chamberlain		Kanab	UT			monte@xpressweb.com	
UE	I	132		Monte R	Bona						montebona@hotmail.com	
UE	I	133		Alyce	Brannan		Salt Lake City	UT			mina1in@aol.com	
UE	I	134		Mike	Powell	2455 E Casto Canyon Road	Panguitch	UT			mike@powell65.com	
UE	I	135		Michael	Tate	8713 Kings Hill Drive	Salt Lake City	UT	84121		miketate@xmission.com	
UE	I	136		Merrill	Bitter	1890 E Millbrook Road	Salt Lake City	UT	84106		merrill_bitter@msn.com	
UE	I	137		Melanie	Boone-Reznick						mboone@scinternet.net	
UE	I	138		Rob	McQuay					801-541-0885	rob@mcquayarchitects.com	
UE	I	139		Stephen C	McKay	120 Del Rey Gardens Drive	del Rey Oaks	CA	93940	831-392-2027	steve_mckay@cable.combast.com	
UE	G	142		Boyd	Smith	225 East center Street, PO Box 80	Panguitch	UT	84759	435-676-9300	bsmith07@fs.fed.us	
UE	I	143		Louis L	Pratt Jr						kanerds@kanab.net	
UE	I	144		Louis	Edwards	5115 Calle Vieja	Sierra Vista	AZ	85635		lou_edwards@cox.net	
UE	I	145		Lori	Mecham						horses@color-country.net	
UE	I	146		Linda	Guymon	Box 297	Fredonia	AZ	86022		guymon@fredonia.net	
UE	I	147		Libbey	Cardenas						libby.cardenas@sundance.net	
UE	I	148		Larry	Caswell	PO Box 63	Red Feather Lakes	CO	80545		lcasbike@aol.com	
UE	I	150		Lauren	Cowley						lauencowy@gmail.com	
UE	I	151		Kurt	Becker		Draper	UT			wasatch76@yahoo.com	
UE	I	152		Dave	Potter	3930 Rio Vista Way	Klamath Falls	OR	97603		kpottermom@yahoo.com	
UE	I	153		Kenneth	Lauter	4310 Friar Tuck Dr	Nacogdoches	TX	75965		klauter43@aol.com	
UE	I	154		M	Lawson		Kanab	UT			redhillz@xpressweb.com	
UE	G	156		Ken	Petersen					801-297-4702	kpetersen@utah.gov	
UE	I	157		Kirk	Drager	135 W 6th Street	Leeadville	CO	80461		kdrager@eagleschools.net	
UE	I	158		San and Karen	Sanchez						karynklearer@yahoo.com	
UE	I	158		Karyn	Schulz						karynklearer@yahoo.com	
UE	I	159		Justin	Guay						justinjguay@hotmail.com	
UE	I	160		Jun	Kim	994 University Village	Salt Lake City	UT	84108	801-706-3162	kimjun67@hotmail.com	
UE	I	161		Judy	Habbeshaw		Kanab	UT			rimrockr@xpressweb.com	
UE	I	162		John Robert	Rihs	PO Box 129	Grand Canyon	AZ	86026	928-638-7905	john_rihs@nps.gov	
UE	I	163		John	Veranth						john.veranth@m.cc.utah.edu	
UE	I	164		Joelyn	Stewart						joewrites@yahoo.com	
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UE	I	169		Pat	Henrie					801-254-7518	webnut@msn.com	
UE	I	170		Jeremy	Mahoney						jeremyguns@juno.com	
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UE	I	179		Steve	Maximenko	244 South Hwy 89	Hatch	UT	84735	435-735-4199	heetseaker@aol.com	
UE	I	182	Serenidad Gallery	Philip and Harriet	Priska	360 W Main Street, PO Box 326	Escalante	UT	84726	435-826-4720	hpriska@scinternet.net	
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UE	I	184		Gerrit	Crouse	38 4th Ave Apt 2N	Nyack	NY	10960-2119		gerritcrouse@snet.net	
UE	I	185		Frank	Hagan						fhagan@tularehhsa.org	
UE	I	186		Francis	Battista	5001 Angel Canyon Road	Kanab	UT	84741		francis@bestfriends.org	
UE	I	187		Judy	Cassada	PO Box 1363	Capitola	CA	95010		expresso76@yahoo.com	
UE	I	188		Ethan	Oringel	245 7th Street Apt 3	Brooklyn	NY	11215		ethan@oringel.com	
UE	I	189		Laura	Shorey	1415 Longview Loop, 222 E Bloomington Street	Iowa City	IA	52245		espesophagus@yahoo.com	
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Contact Information for Responders

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UE	I	364		Aleta	Lawrence	500 E. Third St.	Mountainair	NM	87036		aletalawrence@yahoo.com	
EF1+	I	365		Matt	How	4125 N.E. 62nd Ave.	Portland	OR	97218		matthow@comcast.net	
EF1+	I	366		Michael	Roeder		Edmonton				mtroeder@telusplanet.net	
EF1+	I	367		Nancy	Greenlees	10505 Lake Williams Dr.	Odessa	FL	33556-2643		nandersong@hotmail.com	
EF1+	I	368		Anne	Dugaw	385 Ogle St. #C	Costa Mesa	CA	92627		adugaw@pacbell.net	
EF1+	I	369		Monte	Sutton	370 S.E. Silvis Lane	Bend	OR	97702		montesutton@earthlink.net	
EF1+	I	370		Bonnie	Pilcher	P.O. Box 270128	Las Vegas	NV	89127		builderbon@yahoo.com	
EF1+	I	371		Olive	Hernandez	Cubao	Quezon City	Phillipines			o.livemcintosh@hotmail.com	
EF1+	I	372		Maggie	Wineburgh-Freed	4652 Oak Grove Circle	Los Angeles	CA	90041		mwfreed@gmail.com	
EF1	I	373		Hugh	Curran	99 Cross Road	Surry	ME	04684		h.curran@adelphia.net	
EF1+	I	374		Marylou	Palmer	505 Chattooga Place	Wilmington	NC	28412		mlgfp@juno.com	

Contact Information for Responders

Meeting	Org	Comment No.	Entity	First	Last	Address	City	State	Zip	Phone/ Fax	Email	DEIS (No, CD, Paper)
EF1	I	375		Frances	Patch	7112 Sycamore Ave.	Takoma Park	MD	20912		francespatch@yahoo.com	
EF1+	I	376		Patrick	Cardiello	115 Locust Ave.	Scarsdale	NY	10583		wildliferules@msn.com	
EF1+	I	377		Roslyn	Bernstein	6387 Ivarene	Los Angeles	CA	90068		rozzib@earthlink.net	
EF1+	I	378		James	Barg	220 Millbrook Rd.	Hardwick	NJ	07825-9658		jimbarg@bssmedia.com	
EF1+	I	379		Candice	Stein	1111 J Street #94	Davis	CA	95616		cmstein@ucdavis.edu	
EF1+	I	380		H	McFadden	2730 Kid Curry Dr.	Bozeman	MT	59718-8727		hbmcfadden@yahoo.com	
EF1+	I	381		Cary	Robyn	1440 E. 14th St. Apt. D5	Brooklyn	NY	11230		hydrocetacean@hotmail.com	
EF1+	I	382		Sanford	Higginbotham	20912 PCH	Malibu	CA	90265		bottega5@yahoo.com	
EF1+	I	383		Chris	Hudock	638 10th Ave.	Bethlehem	PA	18018		chudock@msn.com	
EF1	I	384		Karine	Adalian	4704 San Sebastian	Oxnard	CA	93035		KarineAdalian@hotmail.com	
EF1+	I	385		Carol	Carranza	23 Woodsong	Rancho Santa Margarita	CA	92688		toepick4@cox.net	
UE	I	386		Linnea	Warren	3497 Yorkshire Rd.	Pasadena	CA	91107-5431		linneamcpw@sbcglobal.net	
EF1+	I	387		Annabelle	Chua	19 Madison	New Manila, Quezon City	Phillipines	1112		annabelleraechua@yahoo.com	
EF1	I	388		Nancy	Rybczynski	306 W 93 Street Apt 31	New York	NY	10025		nrpoet@yahoo.com	
EF1	I	389		Nathan	Urban	2011 Manhattan Ave.	Hermosa Beach	CA	90254		nateurban@yahoo.com	
EF1+	I	390		Adrianne	Ralph	531 Malden Ave. E., Apt. 101	Seattle	WA	98112		driralph@yahoo.com	
EF1+	I	391		Michael	Bologna	21388 Hazel Way	Monte Rio	CA	95404		michaelbolognamsw@sbcglobal.net	
EF1	I	392		Anne	Weller	71 Denton Road	Wellesley	MA	02482-6404		annweller@comcast.net	
EF1+	I	393		Elisa	Dyllan		Melbourne	Australia			little_dyllan@hotmail.com	
UE	I	394		Jacqueline	DeLu	4115 Crondall Dr.	Sacramento	CA	95864		coveydelu@jps.net	
UE	I	395		Paul	Carpenter	2320 Paseo Road	Colorado Springs	CO	80907		pjoecarp92@comcast.net	
EF1+	I	396		Tom	Garrick	37 Wilson Street	Carey Park	Western Australia	6230		endurabletomgee@msn.com	
EF1	I	397		George	Manning	945 24 Road - Tomorrow Hill Farm	Grand Junction	CO	81505-9635		visionairey@gmail.com	
UE	I	398		Laura	Messinger	226 Mystic Valley Pkwy.	Winchester	MA	01890		patina@rcn.com	
EF1	I	399										
EF1	I	400		C	Krone	12015 S.E. 170th Pl.	Renton	WA	98058		cakrone@u.washington.edu	
EF1+	I	401		Marsha	Foutz	313 Main, Box 443	Clarkdale	AZ	86324		mfoutz@commspeed.net	
EF1+	I	402		Emily	Keller	409 E. Willamette Ave.	Colorado Springs	CO	80903		emdahlke@yahoo.com	
EF1+	I	403		Charlie	Peterson	P.O. Box 367	Vashon	WA	98070		staff@booksbytheway.com	
EF1+	I	404		Christian	Cox	102 Brandywine Dr.	McMurray	PA	15317-3600		penguinblotter@yahoo.com	
EF1+	I	405		Jane	Trevelyan	4126 Donna Ave.	San Diego	CA	92115		jtrevelyan@aii.edu	
EF1+	I	406		Julie	Schooling		Kamloops	BC			ju2@shaw.ca	
EF1+	I	407		Taina	Litwak	13029 Chestnut Oak Dr.	Darnestown	MD	20878		litwak@his.com	
EF1+	I	408		Judy	Scarborough	Capitola Rd.	Santa Cruz	CA	95062		jscarbor@ucsc.edu	
EF1+	I	409		Barbaralee	Purcell	1024 Spindle Palm Way	Apollo Beach	FL	33572-2012		blplusjp@thepurcells.com	
EF1+	I	410		Kenneth	Wyberg	5604 Morgan Ave South	Minneapolis	MN	55419		bryan.wyberg@juno.com	
EF1+	I	411		Judy	Wilson	1518 Fatherland St.	Nashville	TN	37206		judy@site-shack.com	
EF1+	I	412		Randall	Ireson	3590 Elderberry Dr. S.	Salem	OR	97302		rireson@comcast.com	
EF1+	I	413		Debrea	Powers	3803 Jasmine Dr.	Midland	TX	79706		rhowenna1@yahoo.com	
EF1+	I	414		Benjamin	Morris	331 Poplar St.	Boston	MA	02131		Bjmorris07@yahoo.com	
EF1+	I	415		Peter	Loeff	P.O. Box 6519	Hilo	HI	96720		ploeff@toast.net	
EF1	I	416		Emlyn	Addison	186 8th Street	Providence	RI	02906		emlynaddison@yahoo.com	
EF1+	I	417		Megan	Bishop	58143 Hooley Drive	Goshen	IN	46528		boilermeg2000@hotmail.com	
EF1+	I	418		Jana	Graudins	1316 West Maple St.	Kalamazoo	MI	49008		jana_graudins@yahoo.com	
EF1+	I	419		Laurel	Seppala-Etra	1460 Oak Cir.	Boulder	CO	80304-1226		l.seppalaetra@comcast.net	
EF1	I	420		Elizabeth	Lowry	1350 Franklin St.	Denver	CO	80218-2427		lizzylowry@gmail.com	
EF1+	I	421		Meryle	Korn	5256 N.E. 47th Ave.	Portland	OR	97218		meryle.korn@gmail.com	
EF1+	I	422		Bonnie	Pederson	19574 Noll Road N.E.	Poulsbo	WA	98370		brpederson2@earthlink.net	
EF1+	I	423		Kimberly	Watson-McGrath	606 W. Fashion Park Nit D	Orange	CA	92866		ocaesthetician@hotmail.com	
EF1+	I	424		Roberta R	Colvin	2854 Bennett Drive	Placerville	CA	95667		robbycolvin@hotmail.com	
EF1+	I	425		Michael	Hendrick	6676 Hallendale Drive	Pensacola	FL	32536		mhendrick09@cox.net	
EF1+	I	426		Teddi	Jensen	1250 Irish Mtn. Rd.	Colfax	CA	95713		tjensen@foothill.net	
EF1+	I	427		Jay	Butera	P.O. Box 126	Gladwyne	PA	19035		jbutera@comcast.net	
EF1+	I	428		Harry	Davis	1031 Altamont Rd.	Greenville	SC	29609		hdavis@dentalhome.com	
UE	I	429		Randy	Marlatt	505 W. Fir Ave.	Flagstaff	AZ	86001		randy.marlatt@gmail.com	
EF1+	I	430		Margaret	Huber	20 Gilsland Farm Rd.	Falmouth	ME	04105		mhuber@maineaudubon.org	
EF1+	I	431		Josh	Valletta	200 Burnet Ave.	Syracuse	NY	13203		eptoe@yahoo.com	
EF1+	I	432		Julie	Collins	3043 N.W. 65th St.	Seattle	WA	98117		tipi4girl@comcast.net	
EF1+	I	433		Ari	Warren	3941 Glen Haven Road	Soquel	CA	95073-9578		pillsberriedoughboy@yahoo.com	

Contact Information for Responders

Meeting	Org	Comment No.	Entity	First	Last	Address	City	State	Zip	Phone/ Fax	Email	DEIS (No, CD, Paper)
UE	I	434		Scott	Cronenweth		South Portland	ME	04106		scronenw@maine.rr.com	
EF1	I	435		Eric	Albright	2211-B Walnut St.	Boulder	CO	80302		eric.albright@colorado.edu	
EF1+	I	436		Christina	Snyder	11994 Pleasant Lake Road	Manchester	MI	48158		CASnyder@ic.org	
EF1+	I	437		Norma	Gorst	45-219 Kokokahi Place	Kaneohe	HI	96744-2424		gorst@lava.net	
EF1+	I	438		Diane	Koehler	P.O. Box 1244	Columbus	NC	28722		dmkoehler@alltel.net	
EF1+	I	439		Graham	Walker	15 Ridgecreek	Saint Louis	MO	63141		G2raham@aol.com	
EF1+	I	440		Terri	Slaven	1525 Aviation Bl. No. 384	Redondo Beach	CA	90278		slavendesigns@sbamug.com	
EF1	I	441		Bruce	Thomas	5203 Amberhill Dirve	Greensboro	NC	27455		bthomas2@triad.rr.com	
EF1	I	442		Lori	Reinherr	2433 W. Leland Ave. #1	Chicago	IL	60625		lorireimherr@hotmail.com	
EF1+	I	443		Jasen	Farmer	308 Wilmer Place	Edgewater	MD	21037-1541		vonnegut313@yahoo.com	
EF1	I	444		Christine	Lang	3674 Riedham Road	Shaker Heights	OH	44120		calgreentara@wowway.com	
EF1+	I	445		Robert	Goodwin	37 Vista Vue Dr.	Omak	WA	98841		goodrf@communitynet.org	
EF1	I	446		Allison	Kozak	4020 18th St.	San Francisco	CA	94114-2502		akozak@earthjustice.org	
EF1	I	447		Clarissa	Ellis-Prudhomme	Rt. 1 Box 237	Sandstone	MN	55072-9604		buffprairie@hotmail.com	
EF1+	I	448		James M	Durbin	Dept. of Geology, USI, 8600 University Blvd.	Evansville	IN	47712		geologyjim13@hotmail.com	
EF1+	I	449		Paul	Kalka	357 W. Elm St.	Conshohocken	PA	19428		pgkzo@yahoo.com	
EF1+	I	450		Kali	Herman	1334 N. 5th Ave.	Tucson	AZ	85705		kali@kalital.com	
EF1	I	451		Hank	Dickinson	PO Box 92	Jamestown	MI	49427		moon_gardens@hotmail.com	
EF1	I	452		Cris	Staubach	127 Black Point Road Unit 35	Niantic	CT	06357-2939		cris.staubach@sbcglobal.net	
EF1	I	453		Teresa	McCormick	1111 3rd	Seattle	WA	98101		mccot@foster.com	
EF1	I	454		Megan	Schwarzman	1423 17th St.	San Francisco	CA	94107		blueredwagon@earthlink.net	
EF1	I	455		Michael	Scott	1061 Key Route Blvd	Albony	CA	94706		scott.michaelscott@gmail.com	
EF1+	I	456		Karen	Turnbull	3606 Towhee Court	Punta Gorda	FL	33950		karen_turnbull@ccps.k12.fl.us	
EF1+	I	457		Gaenolee	Johnson	9617 Gladstone St.	Manassas	VA	20110		gaeschmitt@comcast.net	
EF1	I	458		Kenneth	Bouley	PO Box 816	Bolinas	CA	94924-0816		kbouley@fairisaac.com	
EF1+	I	459		Kathleen	Kline	69 Monroe Road	Delhi	NY	13753		klinek@rpi.edu	
EF1+	I	460		Kris	O'Brien	611 Country Club Rd.	Red Lion	PA	17356		softbrezes45@comcast.net	
EF1+	I	461		Janet	Green	2322 N. Sawyer Ave.	Chicago	IL	60647		jrgreen1@aol.com	
UE	I	462		Pat	Jorgensen	5303 Alaska Rd.	Brier	WA	98036		PCJorgensen@msn.com	
EF1	I	463		Marie-France	Nusbaum	1037 Palos Verdes Blvd.	Redondo Beach	CA	90277-5111		mfnusbaum@earthlink.net	
EF1+	I	464		Carol	Hinkell	9000 Las Vegas Blvd. S. #2207	Las Vegas	NV	89123		clh1@cox.net	
EF1+	I	465		Chloe	Surdyk	714 N. 97th St.	Seattle	WA	98103		bloomingaries@hotmail.com	
UE	I	466		Janice	Watrous	2609 Knob Creek Lane	Knoxville	TN	37912		jamwatro@aol.com	
EF1+	I	467		Jonathan	Knisely	220 Everit Street	New Haven	CT	06511		jonathan.knisely@yale.edu	
EF1+	I	468		James	Wood	7 Escondido Valle	Manitou Springs	CO	80829-2470		james.t.wood@msn.com	
EF1+	I	469		Rav	Freidel	677 Old Montauk Highway	Montauk	NY	11954		rav@agencyrav.com	
EF1+	I	470		Megan	Maurer	931 Healy Place	Lindenwold	NJ	08021		yippy4skippy@gmail.com	
EF1	I	471		Eric	Wilden	427 Carpenter Lane	Philadelphia	PA	19119		ewilden@nim-phila.org	
EF1+	I	472		Ariel	Anderson	3114 S.E. 64th Ave.	Portland	OR	97206		Ariel.Anderson@ceb.ucop.edu	
EF1+	I	473		Ronald	Atwood	2311 NE Hancock Street	Portland	OR	97212		ratwood@ronaldwatwood.com	
EF1+	I	474		Doris	Pfalmer	P.O. Box 70290	Fairbanks	AK	99707		dopfapfo@acsalaska.net	
UE	I	475	Green Building Center	Eric	Anderson	1952 E. 2700 S.	Salt Lake City	UT	84106	801-4846278	eric@greenbuildingcenter.net	
L	I	476		Luke	Dalton	1175 Canyon Road #25	Ogden	UT	84404		ld84404@gmail.com	
L	O	041 (dup of 83)	UMA	David	Litvin	136 South Main Street, Suite 709	Salt Lake City, UT	UT	84101-1672	801-364-1874		
L	O	042 (dup of 83)	UMA	David	Litvin	136 South Main Street, Suite 709	Salt Lake City	UT	84101	801-364-1874		
L	B	061 (dup of 102)	Alton Coal, LLC	Allen P	Childs		Huntington	UT				
L	I	062 (dup of 173)		Jeffrey A	Fields	6300 Elk Horn Road	Panguitch	UT	84759			
L	B	068 (dup of 216)	Bryce-Zion Midway Resort	Lori	Maximenko	244 S Hwy 89, PO Box 579	Hatch	UT	84735	435-735-4199		
L	O	083 (entered UMA letter)	UMA	David A	Litvin	136 South Main Street, Suite 709	Salt Lake City	UT	84101-1672	801-364-1874		
UE	B	102 (dup of 61)	Alton Coal, LLC	Allen P	Childs		Huntington	UT				
UE	B	120 (dup of 035)	Red Brick in of Panguitch	Peggy	Egan		Panguitch	UT			redbrick@color-country.net	
UE	B	140 (dup of 141)		Mark	Austin	PO Box 1375	Boulder	UT	84716		madb@color-country.net	

Contact Information for Responders												
Meeting	Org	Comment No.	Entity	First	Last	Address	City	State	Zip	Phone/ Fax	Email	DEIS (No, CD, Paper)
UE	B	141 (dup of 140)		Mark	Austin	PO Box 1375	Boulder	UT	84716		madb@color-country.net	
UE	I	149 (dup of 155)		Kevin R	Lord					206-658-5809	lauencowy@gmail.com	
UE	I	155 (dup of 149)		Kevin R	Lord					206-658-5809	krl7@u.washington.edu	
UE	I	173 (dup of 62)		Jeff	Field	6300 Elk Horn Road	Panguitch	UT	84759		j_field@earthlink.net	
UE	I	180 (dup of 181)		Harriet	Priska						hpriska@scinternet.net	
UE	I	181 (dup of 180)		Harriet	Priska						hpriska@scinternet.net	
L	O	204 (dup of 083)	UMA	David	Litvin	136 South Main Street, Suite 709	Salt Lake City	UT	84101	801-364-1874	mining@xmission.com	
UE	O	204 (dup of 83)	UMA	David A	Litvin					801-364-1874	mining@xmission.com	
UE	B	216 (dup of 68)	Bryce-Zion Midway Resort	Lori	Mazimanko		Hatch	UT			brycezionmidway@aol.com	
UE	I	219 (dup of 046)		Vince	Salvato					435-690-0055		
EF1Master	F	EF1		Owen	Genzlinger	601 Waverly Lane PO Box 52	Bryn Athyn	PA	19009			

Appendix B: Public Scoping Meeting Attendees

Public Scoping Meeting Attendees										
Meeting	Entity	First	Last	Address	City	State	Zip	Phone/Fax	Email	DEIS (No, CD, Paper)
Alton		Darol	Heaton	35 E Hortt St	Fredonia	Az	86022			paper
Alton	City of Alton Mayor	Claren	Heaton	154 S 100 E	Alton	UT	84710	435-648-2304	clarenhe@bullockbrother.com	cd
Alton		Dustin	Cox	156 W 100 N	Alton	UT	84710	435-648-2861		cd
Alton		Arthur	Andersen	140 W 100 S	Alton	UT	84710	435-648-2142		paper
Alton		Brent	Judd	174 E 200 N	Alton	UT	84710		brent.jucid@swale.org	cd
Alton		Ferril	Heaton	111 S 200 W	Alton	UT	84710			
Alton		Patricia	Swapp	PO Box 100794	Alton	UT	84710			cd
Alton		Richard	Swapp	PO Box 100794	Alton	UT	84710			
Alton		Mel	Cox	70 S 200	Orderville	UT	84758	435-648-2494		paper
Alton		Orval-Gerta	Palmer	11 N. Main	Alton	UT	84710	435-648-2384		
Alton		Erik	Boron	155 S 100 E	Alton	UT	84710	435-691-0953	erik@xpressweb.com	cd
Alton		Caralyn	Avenido	185 W 100 W	Alton	UT	84710			paper
Alton		Cindy	Palmer	po box 100093	Alton	UT	84710			
Alton		Colby	Johnson	899 W Chamberlain dr	Kanab	UT	84741			
Alton		David	Goldsmith	1755 S 1400 E	Salt Lake City	UT	84105			
Alton		Dilbert	Palmer	Box 6	Orderville	UT	84758			paper
Alton		Dixie	Brunnel	1640 Buckskin	Kanab	UT	84741	435-644-8182	dixie@kanab.net	cd
Alton		Doug		291 E 100 N	Alton	UT	84710	435-648-2650	larsonconstruction@yahoo.com	cd
Alton		Duke	Cox	76 N Main	Kanab	UT	84741	435-648-3500		cd
Alton		Gina	Allbright	2873 E 350 N	St Geroge	UT	84790	435-635-3293	allbright9@hotmail.com	cd
Alton		Heather	Wood	Box 100026	Alton	UT	84710			
Alton		Jay	Pace	200 E Lejvo Goodi	Duck Creek			435-648-2061	pacexco@hotmail.com	
Alton		Jim	Johnson	899 W Chamberlain Dr	Kanab	UT	84741	435-644-5345	colbyjohnson_99@yahoo.com	cd
Alton		Jim	Wood	Box 100026	Alton	UT	84710	435-648-3112	woodfamily@altonutah.net	cd
Alton		Julie	Heaton	PO Box 100013	Alton	UT	84710			
Alton		Kari	Heaton	40 S 100 E	Alton	UT	84710		frklfarm@scineternet.net	cd
Alton		Kevin	Heaton	Box 77	Panguitch	UT	84759	435-676-1117	kevin@ext.usu.edu	paper
Alton		Mark	Havnes	1309 N 725 W	Cedar City	UT	84720	801-647-2732		paper
Alton		Mark	Page	375 S Carbon Ave	Price	UT	84501	435-630-0719		cd
Alton		Mark	Palmer	PO Box 100093	Alton	UT	84710	435-648-3038	mwpalmer@scinternet.net	paper
Alton		Mark		76 N Main	Kanab	UT		435-644-4792	markh@xpresswebb.com	cd
Alton		Martin	Nielson	85 West Center	Alton	UT	84710			CD
Alton		Melissa	Goldsmith	1755 S 1400 E	Salt Lake City	UT	84105	801-474-1279	mmg7@utah.edu	cd
Alton		Norma	McKee	PO box 142	Panguitch	UT	84759	435-676-2289	paes@scinternet.net	cd
Alton		Paul	Cox	125 W 90 S Glendale	Alton	UT	84710	435-648-2019		
Alton		Randy	Beckstrand							
Alton		Richard	Heaton		St George	UT	84770			
Alton		Terry	Nelson	245 N 200 W				435-3082	cyberoverlord@xpressweb.com	cd

Public Scoping Meeting Attendees										
Meeting	Entity	First	Last	Address	City	State	Zip	Phone/Fax	Email	DEIS (No, CD, Paper)
Alton		Val	Payne	5110 State Office Bldg	Salt Lake City	UT	84114	801-537-9297	valpayne@utah.gov	paper & CD
Alton		Vane	Campbell	PO box 100021	Alton	UT	84710			paper
Alton		Vaughn	Heaton	PO Box66	Panguitch	UT	84759			paper
Alton		Wade	Heaton	PO Box 100013	Alton	UT	84710	435-648-2029	wheaton@scinternet.net	cd
Alton			Heaton	111 S 200 W	Alton	UT	84710			cd
Cedar City		Dale	Brinkerhuff	820 W 40 0S	Cedar City	UT		435-586-6830	brinkerhuff6830@msn.com	cd
Cedar City		Frank	Nichols	2045 N Main	Cedar City	UT		435-586-2424	frank_N@infowest.com	cd
Cedar City		Ronald	Heaton	920 W 600 S	Cedar City	UT				
Cedar City	Utah Division of Wildlife	Teresa	Bonzo	1470 N Airport Rd	Cedar City	UT		435-865-6121	teresabonzo@utah.com	cd
Cedar City		Andy	Osterhout	PO Box 1162	Cedar City	UT	84762	435-682-2143		cd
Cedar City		Bobbi	Bryant	PO Box 824	Cedar City	UT	84759	435-676-8951	bronabobbi@gmail.com	cd
Cedar City		Brian	Nichols	2045 N Main	Cedar City	UT	84720	435-590-6455	brain@nicholsbuilding.com	cd
Cedar City		DeLynn	Barton	3407 N 600 E				435-586-3629	dbarton@sbsu.com	cd
Cedar City		Jan	Frummond	MM123 HWY 89				435-676-8950	bigfish@color-country.net	cd
Cedar City		Jerry	Drummond	MM123 HWY 89				435-676-8950		
Cedar City		Jim	Case	95 S Columbia Way	Cedar City	UT	84720	435-586-4720	jimcase@netutah.com	paper
Cedar City		Laner	Warky	1137 W Sate Cir	Cedar City	UT	84720	435-586-6966	lwarky@sbsw.com	cd
Cedar City		Lori	Mazimenko	PO Box 579 244 S Hwy 89	Hatch	UT	84735	435-735-4199	brycezionmidway@aol.com	cd
Cedar City		Marilee	Murray	190 S Casa Loma	Cedar City	UT		435-867-4462	marileemurray@yahoo.com	cd
Cedar City		Mark	Harnes	1309 N 725 W						
Cedar City		Rich		2045 N Main	Cedar City	UT		435-586-2424		
Cedar City		Robert	Blackett	2215 N Sumack	Cedar City			435-867-8490	rblackett@netutah.com	cd
Cedar City		Vince	Salvato	PO Box 172	Panguitch	UT	84759	435-676-8957		cd
Kanab		Bob	Wallen	1602 S Kanab Ck. Dr	Kanab	UT	84741	435-644-8104		
Kanab		Hilda	Fivecoat	PO Box 483	Kanab	UT	84741	435-644-5197		
Kanab		Liz	Kolle	709 W Navajo Dr.	Kanab	UT	84741	435-644-4680	liz_kolle@blm.gov	paper
Kanab		James	Sortomme	496 W Kane Dr.	Kanab	UT	84741	435-644-3678	jsnms@kanab.net	paper
Kanab		Dale	Spencer	171 N 100 W	Kanab	UT	84741	435-644-2094	mspencer@kanab.net	cd
Kanab		Dave	Cox	PO Box 147	Kanab	UT	84741	435-644-8353	davecox@xpressweb.com	cd
Kanab		Charley	B	H.C. 65 Box 2	Fredonia	AZ	86022	928-643-8313		cd
Kanab		Allen	Gilberl	536 S 410 E	Kanab	UT	84741	435-644-2163	gilberl@kanab.net	cd
Kanab		Bert	Harris	76 N Main	Kanab	UT	84741	435-644-5312	foreman@kanab.com	cd
Kanab		Betty	Lynd	244 W 200 N	Kanab	UT	84741	435-644-5284		
Kanab		Bob		180 E 300 E	Kanab	UT	84741	435-644-3087		
Kanab		Bobbi	Channey	1441 S Kanab Ck. Dr.	Kanab	UT	84741			
Kanab		Brad	Heap	862 W Grand Canyon	Kanab	UT	84741	435-644-3138		
Kanab		Bryant	Shalhespear	373 S 100 W	Kanab	UT	84741	435-644-3734	bshalhespear@garkaneenergy.com	cd

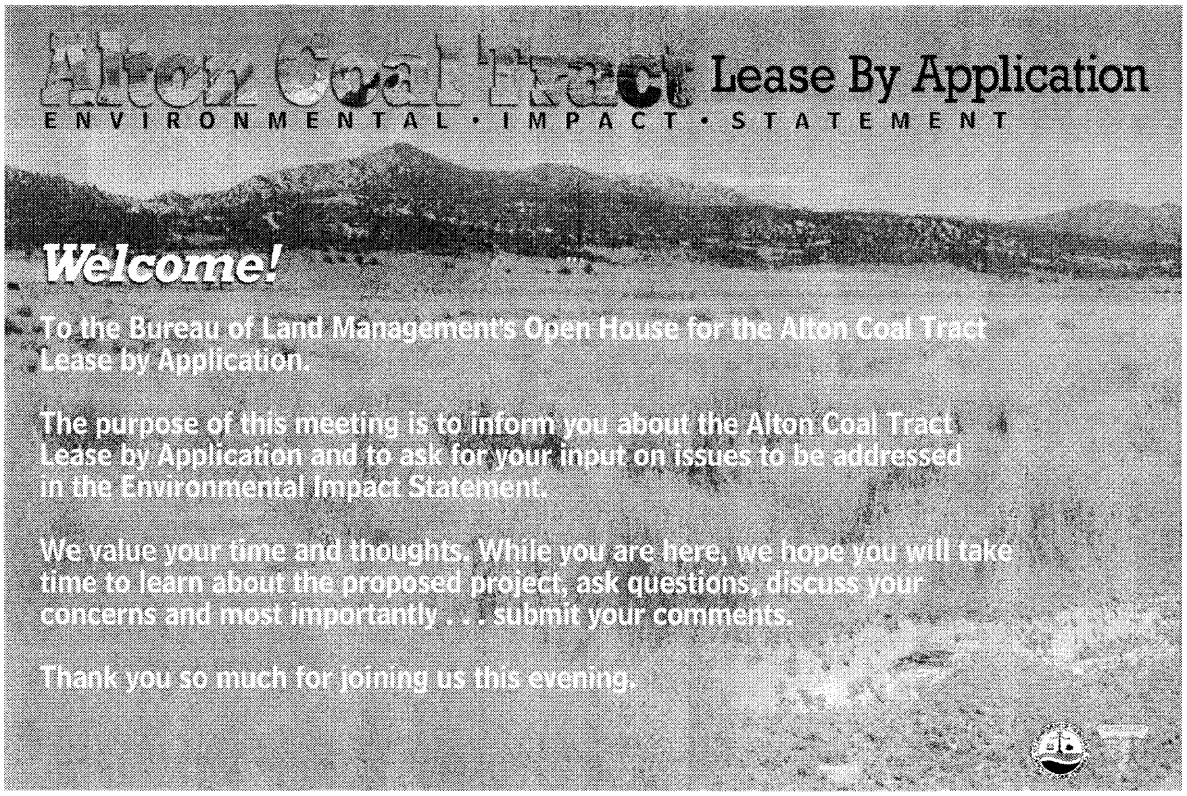
Public Scoping Meeting Attendees										
Meeting	Entity	First	Last	Address	City	State	Zip	Phone/Fax	Email	DEIS (No, CD, Paper)
Kanab		Byard	Kershaw	1753 S Kanab Ck. Dr.	Kanab	UT	84741	435-644-3094	bkershaw@kanab.net	cd
Kanab		Catherine	Ives	4975 E Vermilion	Kanab	UT	84741	435-644-2070	claire@expressweb.com	paper
Kanab		Chester	Reed							
Kanab		Cloyd	Chamberlain	664 E Chinle Dr	Kanab	UT	84741	435-616-7070		cd
Kanab		Colby	Johnson	899 W Chamberlain dr	Kanab	UT	84741			
Kanab		Dan	Thebean	PO Box 55	Kanab	UT	84741	435-644-2031	dant@kanab.net	cd
Kanab		Danielle		208 S 200 E	Kanab	UT	84741			
Kanab		Gary	Hodge	2100 S 5800 E	Kanab	UT	84741	435-644-8370	garypeggy@kanab.net	cd
Kanab		Gay	Brinkerhoff	PO Box 30	Glendale	UT	84729	435-648-2577	gbrinkerhoff@gmail.com	
Kanab		Heam	Heaton	PO Box 435	Fredonia	AZ	86022	928-643-7453		cd
Kanab		Jeff	Frey	1386 S Lee	Kanab	UT	84741			cd
Kanab		Jim	Johnson	899 W Chamberlain dr	Kanab	UT	84741	435-644-5345		
Kanab		Jim	Wells	285 E 450 N	Kanab	UT	84741			cd
Kanab		John	Flatberg	PO Box 198	Orderville	UT	84758	435-648-2073	jflagberg@starband.net	cd
Kanab		John	Goodell	925 S Powell	Kanab	UT	84741	435-644-8050	johng@bestfriends.org	cd
Kanab		John	Scribner	PO Box 93	Kanab	UT	84741	435-644-2038	scribner@csusb.edu	cd
Kanab		Katherine			Kanab	UT	84741			
Kanab		Laura	Fertig	1117 W Grand Canyon	Kanab	UT	84741	435-689-0225	laurawelp@hotmail.com	cd
Kanab		Leonartd	Heaton	224 So Main	moccasia	AZ		928-643-7281		cd
Kanab		Linda	Kollander	438 S 410 E	Kanab	UT	84741	435-644-5736	kollander@kanab.net	cd
Kanab		Margaret	Stewart	758 Chinle Dr	Kanab	UT	84741	435-644-2766		cd
Kanab		Marilyn	Larson	45 E 100 N	Kanab	UT	84741			cd
Kanab		Mike		1601 Bryce Canyon Way	Kanab	UT	84741	435-644-8301	reddirt@kanab.net	cd
Kanab		Monica	Wren	406 E 400 S	Kanab	UT	84741	435-644-5785	mwern@kanab.net	cd
Kanab		Neal	Brown	427 E 570 S	Kanab	UT	84741	435-644-2305	ncbrown@wildmountainfire.com	cd
Kanab		Peggy	Stone	2100 S 5800 E	Kanab	UT	84741			
Kanab		Phyllis	Stewart	311 E 100 S	Kanab	UT	84741	435-644-2945		paper
Kanab		Pixie	Brunner		Kanab	UT	84741	435-644-2900		
Kanab		Randy	Cearn	359 N 100 W	Kanab	UT	84741	435-644-2561		cd
Kanab		Rhonda	Flatberg	PO Box 198	Orderville	UT	84758			
Kanab		Roger	Holland	4655 N Johnson Cyn Dr	Kanab	UT	84741			
Kanab		Roger	Pugh	140 S 100 W	Kanab	UT	84741	435-644-2217	pughcatl@kanab.net	cd
Kanab		Shawnee	Cearn	359 N 100 W	Kanab	UT	84741	435-644-2561	knotve@xpressweb.net	
Kanab		Sky	Channey	1441 S Kanab creek dr	Kanab	UT	84741	435-644-5744	skychaney@kanab.net	cd
Kanab		Susan	Hand	263 S 410 E	Kanab	UT	84744	435-644-8884	oasis@kanab.net	cd
Kanab		Tom	Carter	4507 S Red Cliffs	Kanab	UT	84741	435-644-5532	caemar94@yahoo.com	
Kanab		Tom	Forsythe	6178 W Zion	Kanab	UT	84741	435-644-3412	forsythe@kanab.net	cd
Kanab		Tracy	Hiscock	1522 S McAllister	Kanab	UT	84741	435-644-5180		cd
Kanab		Truman	Lynd	244 W 200 N	Kanab	UT	84741	435-644-5284	tuman@kanab.net	cd

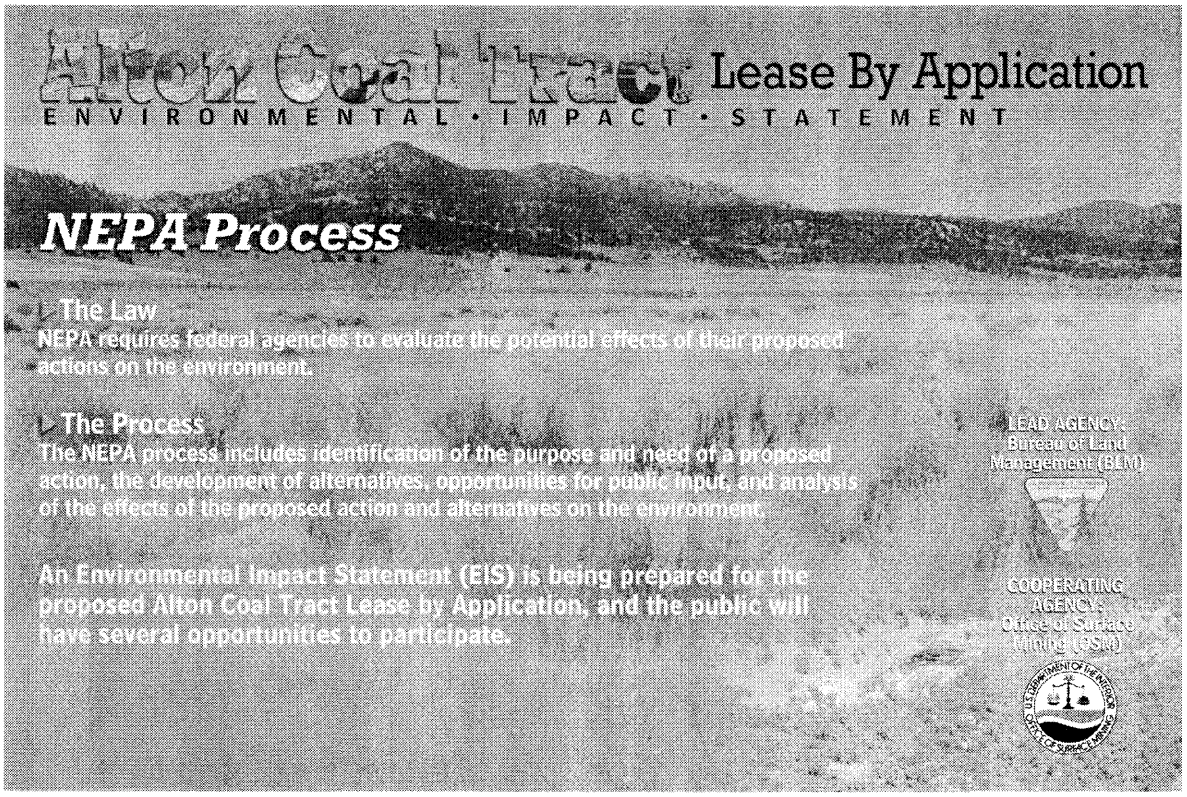
Public Scoping Meeting Attendees										
Meeting	Entity	First	Last	Address	City	State	Zip	Phone/Fax	Email	DEIS (No, CD, Paper)
Kanab		Val	Payne	5110 State Office Bldg	Salt Lake City	UT	84116	801-537-9297	valpayne@utah.gov	
Kanab		Walter	Fertig	1117 W Grand Canyon	Kanab	UT	84741	435-689-0224	Walt@kanab.net	
Kanab			MacDonald	815 S HWY 89 A	Kanab	UT	84741			paper
Panguitch	Mayor of Panguich	Art	Cooper	PO Box 174	Panguitch	UT	84759	435-676-2110		paper
Panguitch		Brian	Bremmer	PO Box 77	Panguitch	UT	84759	435-676-1119	engineer@color-country.net	
Panguitch		Allen	Henrie	PO box 75	Panguitch	UT	84759	435-676-8585		paper
Panguitch		Bruce	Fields	PO box 640201	Bryce	UT	84764	435-834-4912	drfire@hotmail.com	
Panguitch		D. Meloy	Dodds	PO Box 77	Panguitch	UT	84759	435-676-1162		paper
Panguitch		David	Owens	PO Box 80	Panguitch	UT	84759	435-676-9300	dlowens@sfs.fed.us	cd
Panguitch		Ed	Nobibins	PO Box 100062	Alton	UT	84710	435-644-3299		cd
Panguitch		Gaylen	Moore	PO Box 25	Panguitch	UT	84759	435-690-1242	gaylenmoore@utah.gov	cd
Panguitch		Jake	Schoppe	Box 1015	Panguitch	UT	84759	435-676-2043	jschoppe@fs.fed.us	paper and CD
Panguitch		Jason	Childs	PO Box 381	Orderville	UT	84758	435-748-2741	jkchilds@etu.net	cd
Panguitch		Jolene	Costigan	PO Box 263	Panguitch	UT	84759			
Panguitch		Justin	Peterson	PO box 598	Panguitch	UT	84759	435-676-9332	jcpeterson@fs.fed.us	
Panguitch		Kristin	Legg	PO Box 640201	Bryce	UT	84764	435-834-4900	kristin_legg@nps.gov	paper
Panguitch		Linda	Robin	PO Box 972	Panguitch	UT	84759	435-676-8878	cd	
Panguitch		Mark	Havnes	1309 W 725 W	Cedar City	UT		801-647-2731	mhavner@sltrib.com	
Panguitch		Peggy	Egan	PO 779	Panguitch	UT	84759	435-676-2141	redbrick@color-country.net	paper
Panguitch		Richard	Costigan	PO Box 263	Panguitch	UT	84759	435-676-8825	jcostiga@utah.gov	paper
Panguitch		Scott	Christensen	PO Box 709	Panguitch	UT	84759	435-676-8949		cd
Panguitch		Val	Payne							
Panguitch		Wally	Doddi	PO Box 608	Panguitch	UT	84759	435-676-8190	doddi@scinternet.net	cd
Salt Lake		Sam	Ghosh	1281 E Federeal Heights	Salt Lake City	UT	84103			cd
Salt Lake		Gary	Gaz	2386S 1440 E	Salt Lake City			801-972-0668	ggaz@juno.com	
Salt Lake		Chris	Griffin	145 Crest View Dr	D.C.	UT	84028	435-513-1529	chrisgriffin_624@hotmail.com	
Salt Lake		Bob	Brister	1102 S 800 E #A	Salt Lake City	UT	84105	801-363-0898	bbrister@greens.org	
Salt Lake		John	Veranth	4460 Ashford Dr	Salt Lake City	UT		801-278-5826	john.veranth@utah,edu	cd
Salt Lake		Mark	McDonald	856 N Spring pond dr	farmington	UT	84025	801-580-4461	markmcdonald@yahoo.com	
Salt Lake		Ed	Firmage	2978 Delsa Dr	Salt Lake City	UT		801-272-7176	efirmdge@xmission.com	cd
Salt Lake		Anjelo	Deny	342 E Crimson Cir	Salt Lake City	UT		801-485-3646		
Salt Lake		Anne	Huskinson	218 E New Centurty Lane #F	801-487-0226					
Salt Lake		Anne	Stoenworth	119 N 300 W	Cedar City	UT	84720		anne_stenworth@blm.gov	cd
Salt Lake		Anne	Wechsler	2475 Emerson Ave	Salt Lake City	UT	84108	801-467-9297		
Salt Lake		Betsy	Herrmann					801-975-3330	betsy.herrmann@fws.gov	cd
Salt Lake		Bob	Grahm	2507 Willmington Ave						
Salt Lake		Brent	Pugh	533 N 650 E	Linden	UT		801-985-6220		

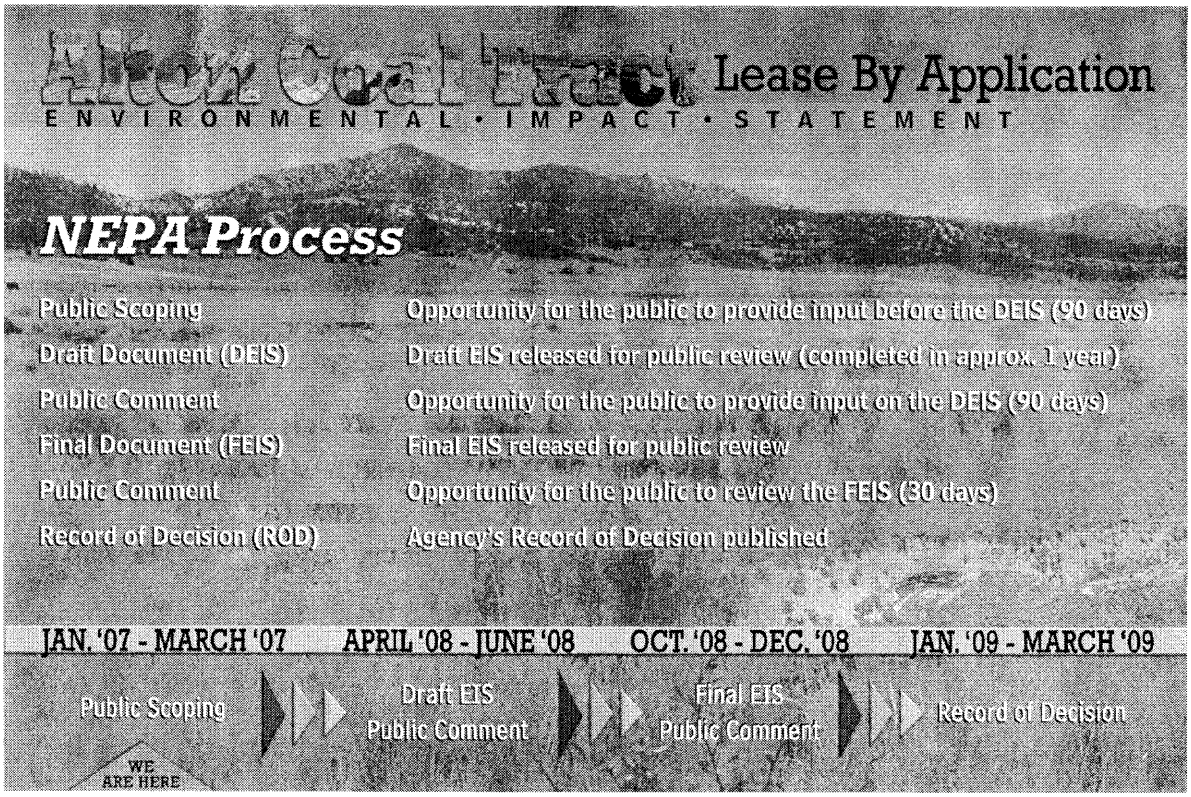
Public Scoping Meeting Attendees										
Meeting	Entity	First	Last	Address	City	State	Zip	Phone/Fax	Email	DEIS (No, CD, Paper)
Salt Lake		Brianne	Emery							
Salt Lake		Burdell	Henrie	14190 Shaggy Mtn Rd	Harriman	UT	84096			
Salt Lake		Cordell	Roy	324 S State #200	Salt Lake City	UT	84111	801-741-1012	cordell.roy@nps.gov	
Salt Lake		D. Wayne	Hedberg	1594 W North Temple				801-538-5286	waynehedberg@utah.gov	
Salt Lake		David	Goldsmith	1755 S 1400 E	Salt Lake City	UT		801-474-1279	mmg7@utah.edu	
Salt Lake		David	Litvin	136 S Main St #709	Salt Lake City	UT	84101	801-364-1804	minne@xmission.com	cd
Salt Lake		David	Brown	219 E 8th Ave	Salt Lake City	UT	84103			
Salt Lake		Del	Orme	39455 Wasatch Blvd	Salt Lake City	UT		801-520-4817	del.orme@yahoo.com	cd
Salt Lake		Emily	Gaines							
Salt Lake		Eric	Anderson	1637 N 500 W	Centerville	UT		801-257-7811	enazz@bah.com	
Salt Lake		Erin Nicole	Smeedomg	3497 Little Tree Rd	Salt Lake City	UT	84108	801-581-1385	nicola_paz@yahoo.com	
Salt Lake		Foster	Kirby		Denver	CO		303-844-1400		
Salt Lake		Gina	Riggs	3281 W 6695 S					titus424@highes.net	
Salt Lake		Jeff	Salt	PO Box 522220	Salt Lake City	UT	84152	801-485-2550	jeffsalt@greatsaltlakekeeper.org	cd
Salt Lake		Jim	Hohler	PO Box 45155	Salt Lake City	UT	84145	801-539-4037	james_kohler@blm.gov	
Salt Lake		John	Baza	PO Box 145801	Salt Lake City	UT		801-538-5340	johnbaza@utah.gov	
Salt Lake		John	Ruple	5110 State Office Bldg	Salt Lake City	UT	84114		johnruple@utah.gov	cd
Salt Lake		Joyel	Dhieux	1595 Wynkoop St	Denver	CO	80202	303-312-6647	dhieux@epa.gov	paper and CD
Salt Lake		Jun	Kim	994 University Village	Salt Lake City	UT	84108	801-706-3162	kimjanggoon@empal.com	cd
Salt Lake		Ken	Pugh							
Salt Lake		Lance	Lee	10653 S Riverfront	South Jordan	UT		801-938-1315		
Salt Lake		Luci	Malin	1594 West North Temple	Salt Lake City	UT	84116	801-538-5323	luciamalin@utah.gov	paper and CD
Salt Lake		Mark	Page	987 N 100 E	Price	UT	84501	435-637-5032		
Salt Lake		Mary	Helsley	7777 S Biscayne Dr	Salt Lake City	UT	84121	801-942-7871		cd
Salt Lake		Melissa	Goldsmith	1755 S 1400 E	Salt Lake City	UT				
Salt Lake		Mike	Gorrell	90 S 1400 W Suite 700	Salt Lake City	UT		801-257-8734	mikeg@sltrib.com	cd
Salt Lake		Monte	Stewart	1319 24th St	Odgen	UT		801-910-4727	montestewart@hotmail.com	cd
Salt Lake		Olivia	Burton	210 E 100 S	Cleavland	UT				
Salt Lake		P.	Brinton	400S 220 E Ste 5001	Salt Lake City	UT				
Salt Lake		Pat	Henrie	14190 Shaggy Mtn Rd	Harriman	UT	84096	801-254-7518	webnut@msn.com	cd
Salt Lake		Prisilla	Burton		Price	UT	84501	435-613-1146		cd
Salt Lake		Quinn	Bahr	865 Whipple dr	Lehi	UT	84043	801-766-9104		
Salt Lake		Ryan	Miller		West Jordan	UT		801-280-4254		cd
Salt Lake		Seth	Anderson	938 E 300 S #20	Salt Lake City	UT		801-359-4899		
Salt Lake		Shelia	Grindstaff	2820 S 2520 E				801-809-3264	sheliarg@hotmail.com	
Salt Lake		Steve	Block	425 E 100 S	Salt Lake City	UT	84111	801-486-3161	steve@svwa.com	cd
Salt Lake		Steve	Fluke					801-538-5259	stevefluke@utah.gov	
Salt Lake		Tim	Wagner					801-484-4334	timwagner@sierraclub.org	

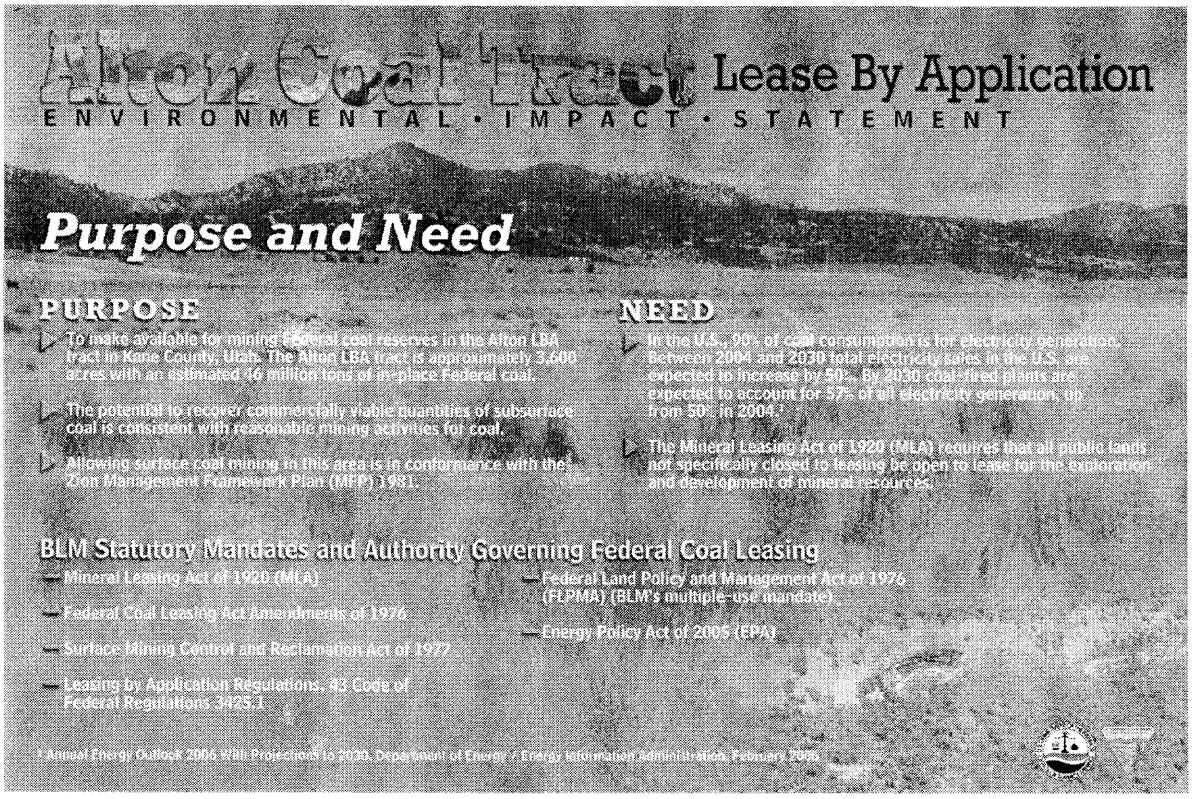
Public Scoping Meeting Attendees										
Meeting	Entity	First	Last	Address	City	State	Zip	Phone/Fax	Email	DEIS (No, CD, Paper)
Salt Lake		Trudy	Decantu	1095 11th St #8	Odgen	UT	84404	801-393-2339	tdecantu@aol.com	cd
Salt Lake		Val	Payne	5110 State Office Bldg	Salt Lake City	UT		801-537-9297	valpayne@utah.gov	
Salt Lake		Verlin	Smith		Salt Lake City	UT		801-534-4055	verlin_smith@blm.gov	
Salt Lake		Wayne	Western					801-538-5263		

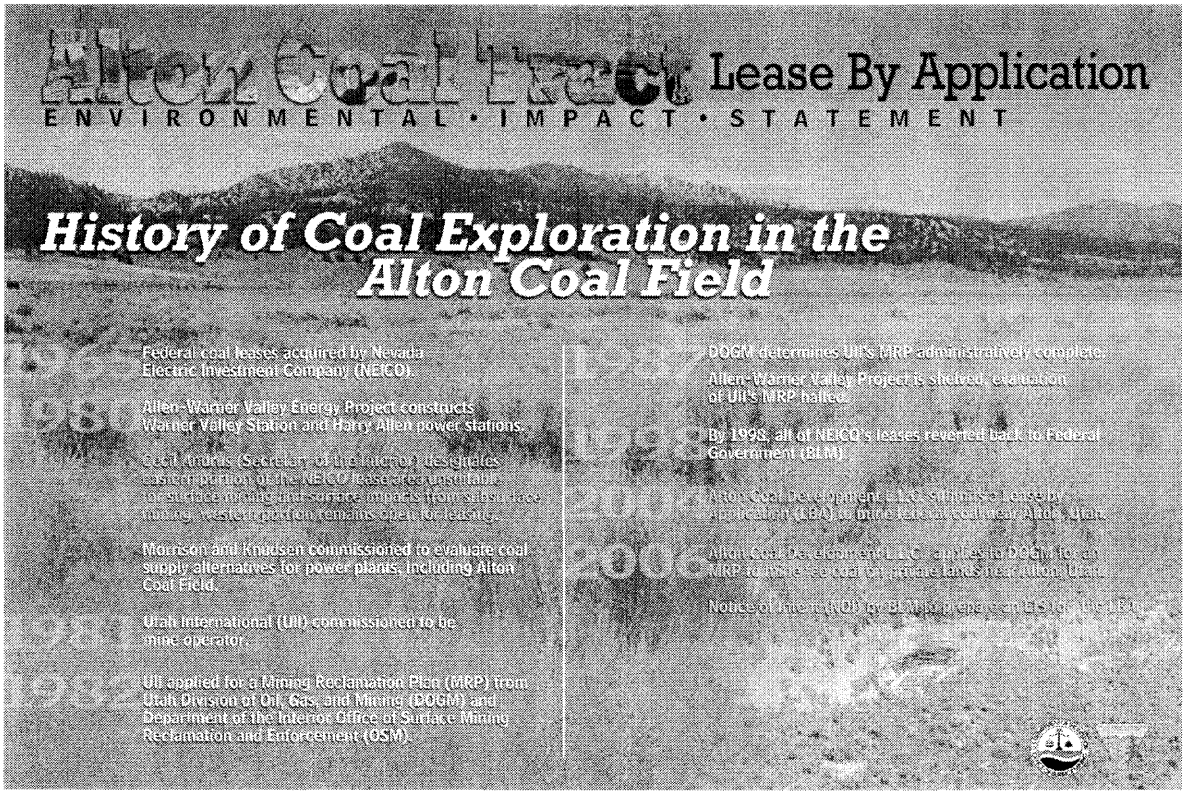
Appendix C: Informational Display Boards

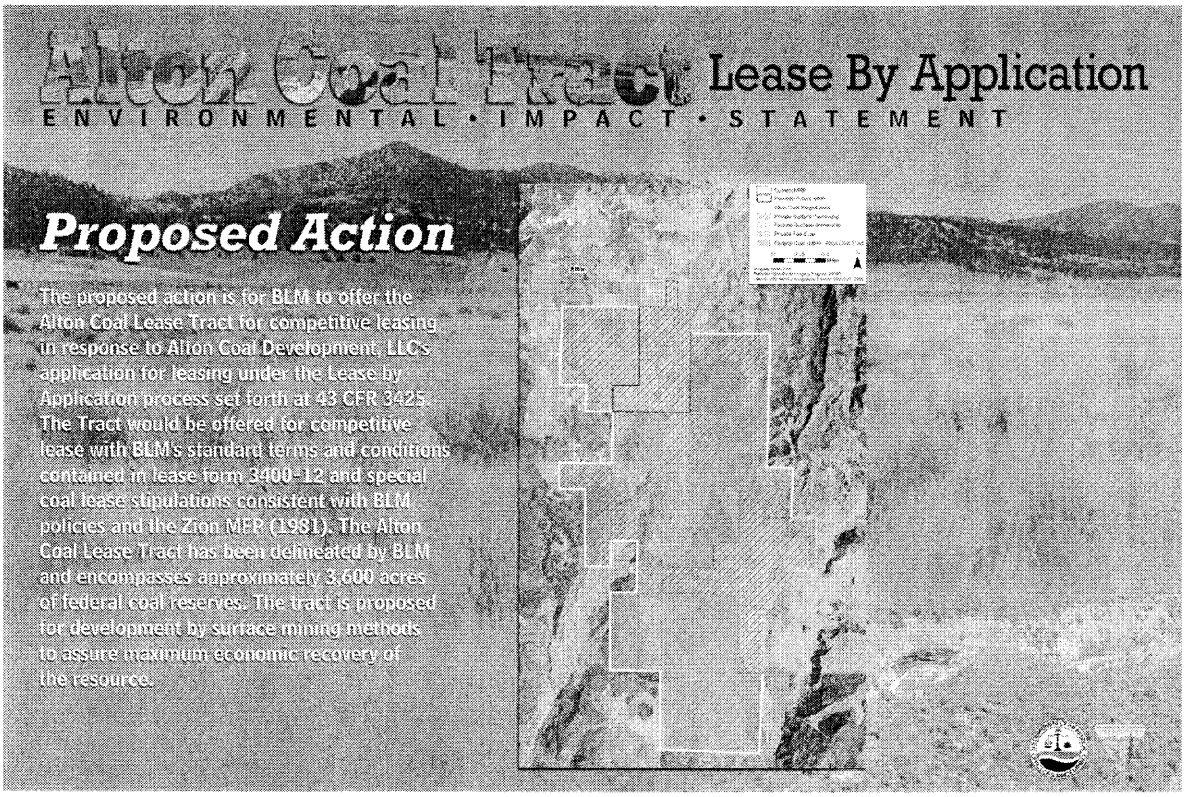

Alton Coal Tract Lease By Application
ENVIRONMENTAL • IMPACT • STATEMENT
Welcome!
To the Bureau of Land Management's Open House for the Alton Coal Tract Lease by Application.
The purpose of this meeting is to inform you about the Alton Coal Tract Lease by Application and to ask for your input on issues to be addressed in the Environmental Impact Statement.
We value your time and thoughts. While you are here, we hope you will take time to learn about the proposed project, ask questions, discuss your concerns and most importantly . . . submit your comments.
Thank you so much for joining us this evening.

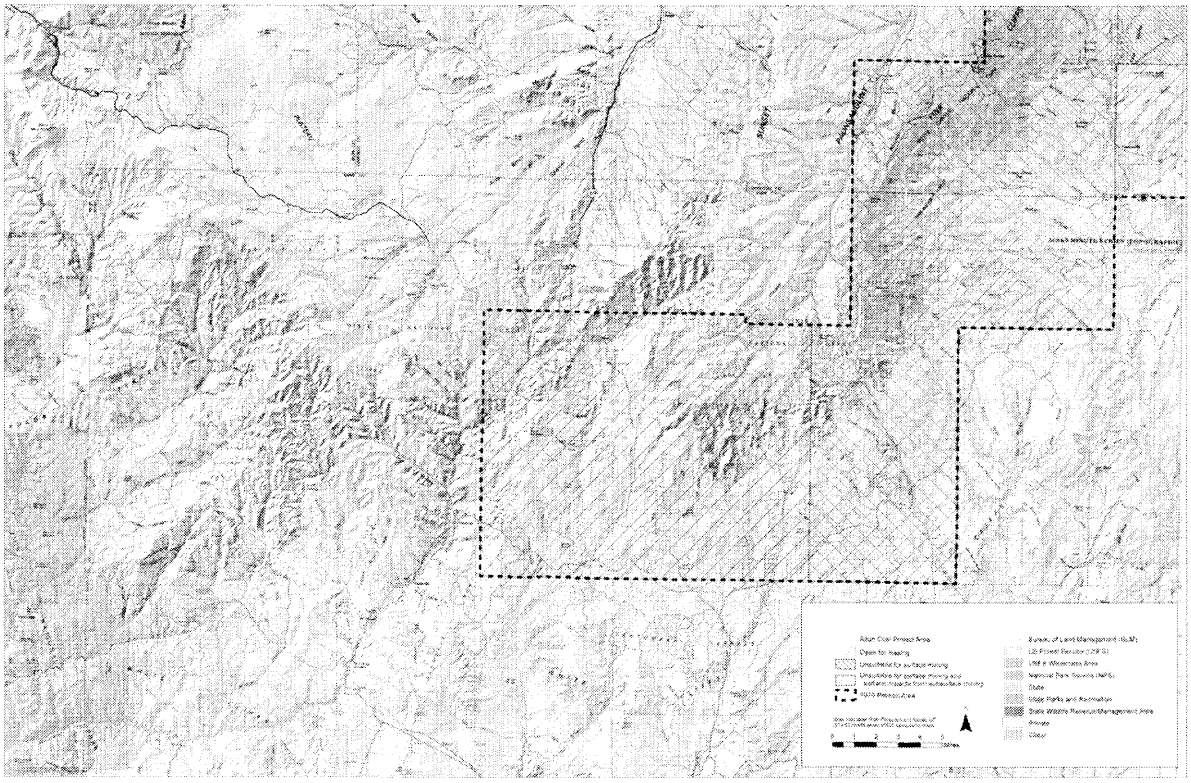

Alton Coal Tract Lease By Application
ENVIRONMENTAL • IMPACT • STATEMENT
NEPA Process
The Law
NEPA requires federal agencies to evaluate the potential effects of their proposed actions on the environment.
The Process
The NEPA process includes identification of the purpose and need of a proposed action, the development of alternatives, opportunities for public input, and analysis of the effects of the proposed action and alternatives on the environment.
An Environmental Impact Statement (EIS) is being prepared for the proposed Alton Coal Tract Lease by Application, and the public will have several opportunities to participate.
LEAD AGENCY:
Bureau of Land Management (BLM)
COOPERATING AGENCY:
Office of Surface Mining (OSM)

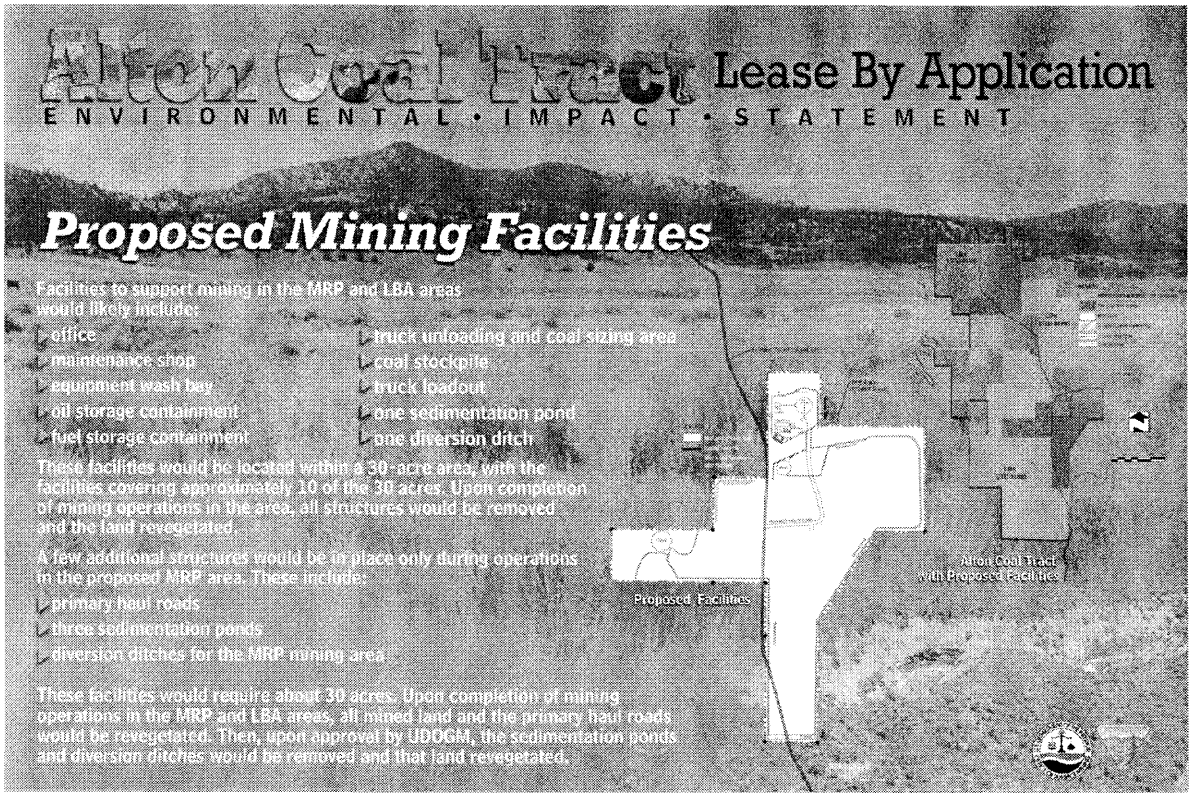

Alton Coal Tract Lease By Application
ENVIRONMENTAL • IMPACT • STATEMENT
NEPA Process
Public Scoping
Opportunity for the public to provide input before the DEIS (90 days)
Draft Document (DEIS)
Draft EIS released for public review (completed in approx. 1 year)
Public Comment
Opportunity for the public to provide input on the DEIS (90 days)
Final Document (FEIS)
Final EIS released for public review
Public Comment
Opportunity for the public to review the FEIS (30 days)
Record of Decision (ROD)
Agency's Record of Decision published
JAN. '07 - MARCH '07
APRIL '08 - JUNE '08
OCT. '08 - DEC. '08
JAN. '09 - MARCH '09
Public Scoping
Draft EIS Public Comment
Final EIS Public Comment
Record of Decision
WE ARE HERE


Alton Coal Tract Lease By Application
ENVIRONMENTAL • IMPACT • STATEMENT
Purpose and Need
PURPOSE
To make available for mining federal coal reserves in the Alton LBA tract in Kane County, Utah. The Alton LBA tract is approximately 3,600 acres with an estimated 46 million tons of in-place Federal coal.
The potential to recover commercially viable quantities of subsurface coal is consistent with reasonable mining activities for coal.
Allowing surface coal mining in this area is in conformance with the Zion Management Framework Plan (MFP) 1981.
NEED
In the U.S., 90% of coal consumption is for electricity generation. Between 2004 and 2030 total electricity sales in the U.S. are expected to increase by 50%. By 2030 coal-fired plants are expected to account for 57% of all electricity generation, up from 50% in 2004.[1]
The Mineral Leasing Act of 1920 (MLA) requires that all public lands not specifically closed to leasing be open to lease for the exploration and development of mineral resources.
BLM Statutory Mandates and Authority Governing Federal Coal Leasing
Mineral Leasing Act of 1920 (MLA)
Federal Coal Leasing Act Amendments of 1976
Surface Mining Control and Reclamation Act of 1977
Leasing by Application Regulations, 43 Code of Federal Regulations 3425.1
Federal Land Policy and Management Act of 1976 (FLPMA) (BLM's multiple-use mandate)
Energy Policy Act of 2005 (EPA)
1 Annual Energy Outlook 2006 With Projections to 2030, Department of Energy / Energy Information Administration, February 2006

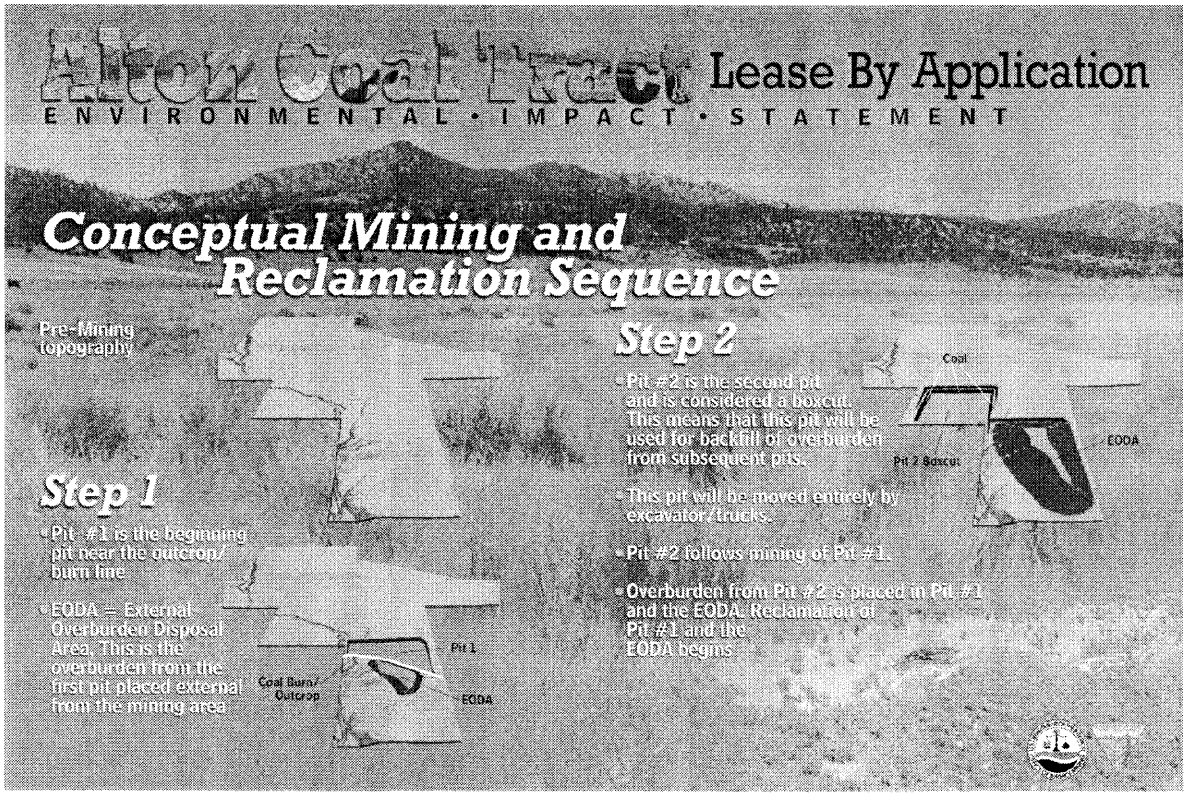

Alton Coal Tract
Lease By Application
ENVIRONMENTAL • IMPACT • STATEMENT
History of Coal Exploration in the Alton Coal Field
Federal coal leases acquired by Nevada Electric Investment Company (NEICO).
Allen-Warner Valley Energy Project constructs Warner Valley Station and Harry Allen power stations.
Congressional Secretary of the Interior designates eastern portion of the NEICO leases unsuitable for surface mining but surface impacts from subsidence mining, western portion remains open for leasing.
Morrison and Knudsen commissioned to evaluate coal supply alternatives for power plants, including Alton Coal Field.
Utah International (UII) commissioned to be mine operator.
UII applied for a Mining Reclamation Plan (MRP) from Utah Division of Oil, Gas, and Mining (DOGM) and Department of the Interior Office of Surface Mining Reclamation and Enforcement (OSM).
DOGM determines UII's MRP administratively complete.
Allen-Warner Valley Project is shelved, evaluation of UII's MRP halted.
By 1998, all of NEICO's leases reverted back to Federal Government (BLM).
Alton Coal Development, LLC submits Lease by Application (LBA) to mine federal coal near Alton, Utah.
Alton Coal Development, LLC applies to DOGM for an MRP to mine coal on private lands near Alton, Utah.
Notice of Intent (NOI) by BLM to prepare an EIS for the LBA.


Alton Coal Tract
Lease By Application
ENVIRONMENTAL • IMPACT • STATEMENT
Proposed Action
The proposed action is for BLM to offer the Alton Coal Lease Tract for competitive leasing in response to Alton Coal Development, LLC's application for leasing under the Lease by Application process set forth at 43 CFR 3425. The Tract would be offered for competitive lease with BLM's standard terms and conditions contained in lease form 3400-12 and special coal lease stipulations consistent with BLM policies and the Zion MFP (1981). The Alton Coal Lease Tract has been delineated by BLM and encompasses approximately 3,600 acres of federal coal reserves. The tract is proposed for development by surface mining methods to assure maximum economic recovery of the resource.

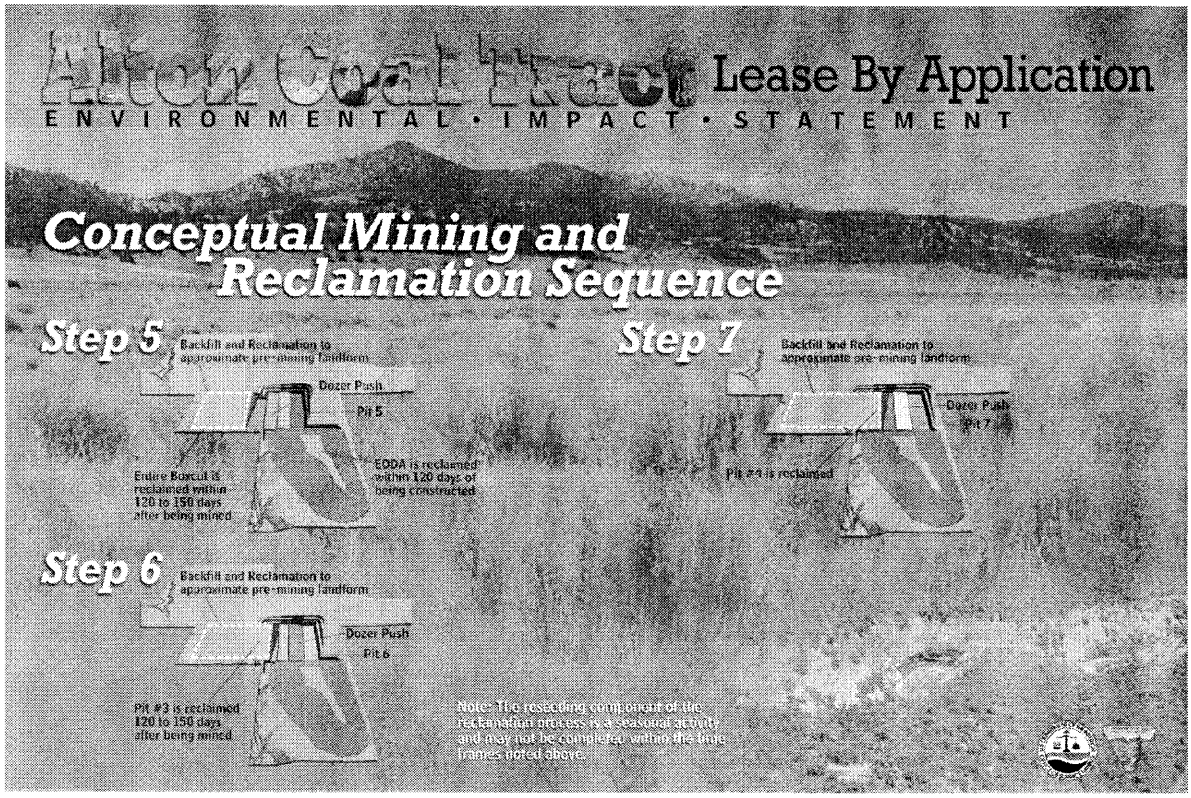


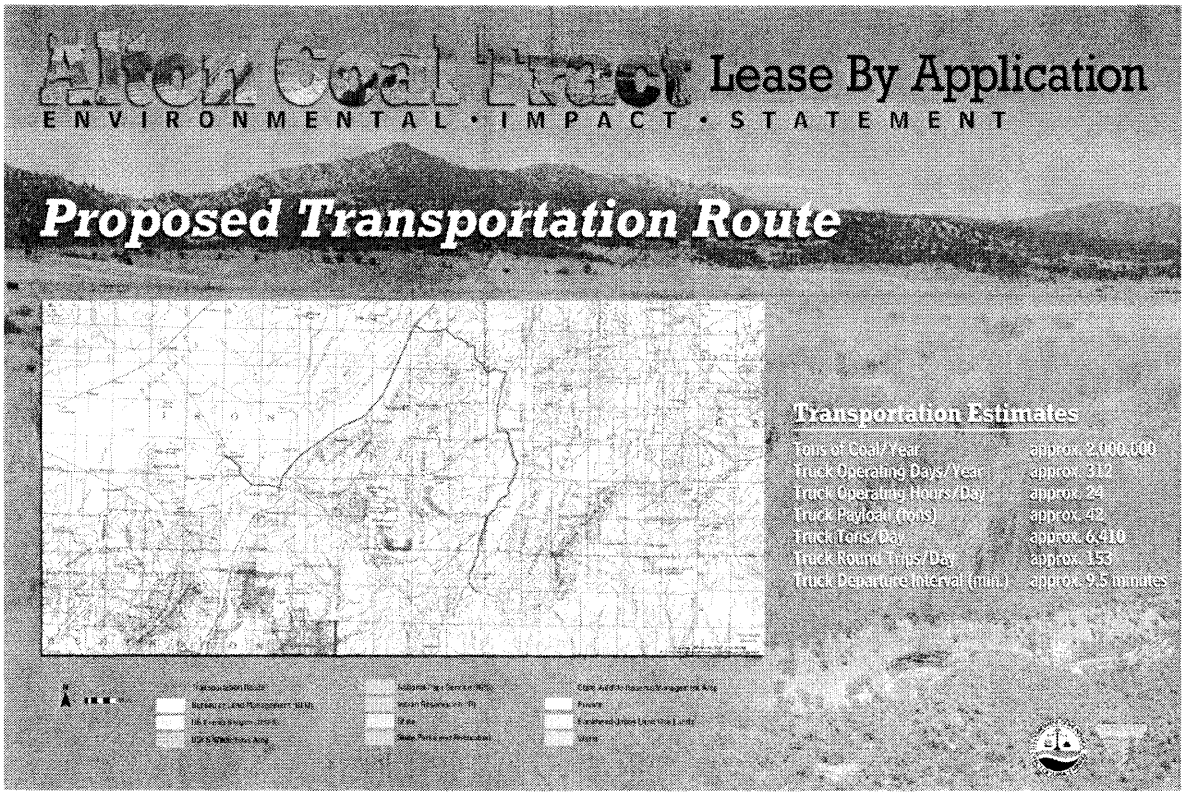

Alton Coal Tract Lease By Application
ENVIRONMENTAL • IMPACT • STATEMENT
Proposed Mining Facilities
Facilities to support mining in the MRP and LBA areas would likely include:
office
maintenance shop
equipment wash bay
oil storage containment
fuel storage containment
truck unloading and coal sizing area
coal stockpile
truck loadout
one sedimentation pond
one diversion ditch
These facilities would be located within a 30-acre area, with the facilities covering approximately 10 of the 30 acres. Upon completion of mining operations in the area, all structures would be removed and the land revegetated.
A few additional structures would be in place only during operations in the proposed MRP area. These include:
primary haul roads
three sedimentation ponds
diversion ditches for the MRP mining area
These facilities would require about 30 acres. Upon completion of mining operations in the MRP and LBA areas, all mined land and the primary haul roads would be revegetated. Then, upon approval by UDOGM, the sedimentation ponds and diversion ditches would be removed and that land revegetated.
Proposed Facilities
Alton Coal Tract with Proposed Facilities

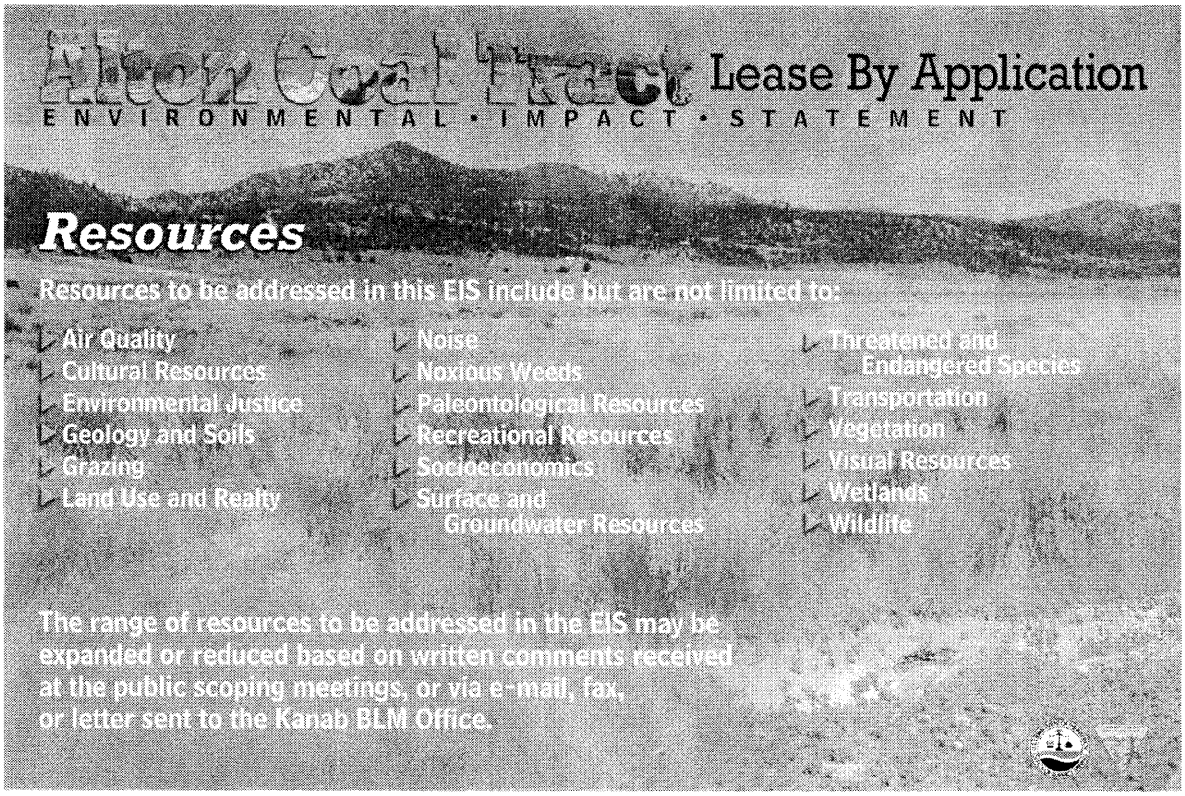
Alton Coal Tract Lease By Application
ENVIRONMENTAL • IMPACT • STATEMENT
Conceptual Mining and Reclamation Sequence
Plan View
The proposed mining and reclamation process would take place in about 7 steps. Steps 3 through 7 would be continually repeated to complete the mining process on the entire tract. Steps 1 and 2 would occur only once to start the mining process. These 7 steps would take approximately 10 months to complete.
In the start up process, which includes the EODA, pit 1 and pit 2, approximately 85 acres would be disturbed. As the process continues, mining and reclamation would occur concurrently on adjacent parcels and no more than approximately 120 acres of land would likely be disturbed at any one time. The size of the disturbed area would vary depending upon topography and accessibility of the coal seam.


Alton Coal Tract Lease By Application
ENVIRONMENTAL • IMPACT • STATEMENT
Conceptual Mining and Reclamation Sequence
Pre-Mining topography
Step 1
• Pit #1 is the beginning pit near the outcrop/burn line
• EODA = External Overburden Disposal Area. This is the overburden from the first pit placed external from the mining area
Pit 1
Coal Burn/ Outcrop
EODA
Step 2
• Pit #2 is the second pit and is considered a boxcut. This means that this pit will be used for backfill of overburden from subsequent pits.
• This pit will be moved entirely by excavator/trucks.
• Pit #2 follows mining of Pit #1.
• Overburden from Pit #2 is placed in Pit #1 and the EODA. Reclamation of Pit #1 and the EODA begins.
Coal
EODA
Pit 2 Boxcut

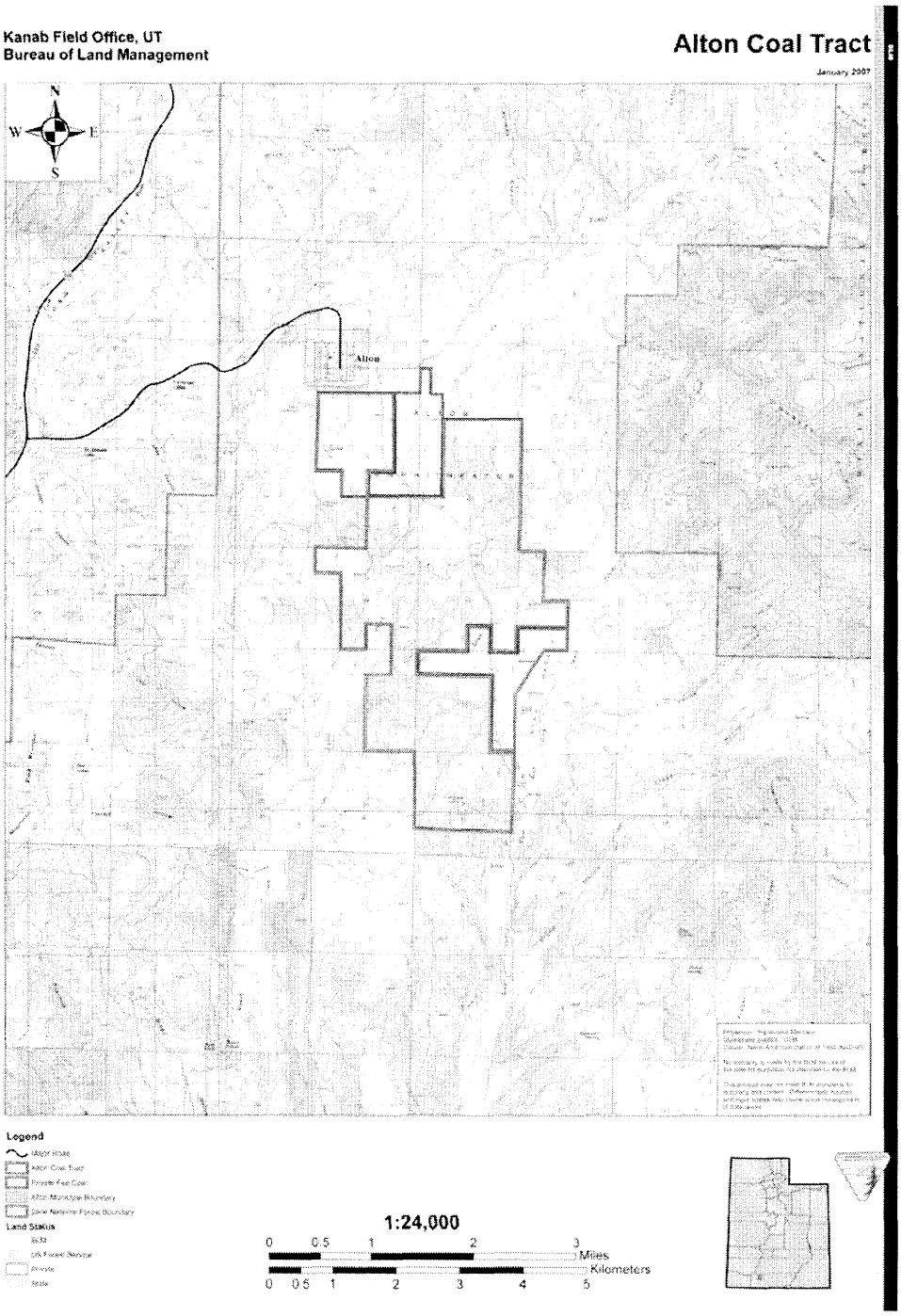
Alton Coal Tract Lease By Application
ENVIRONMENTAL • IMPACT • STATEMENT
Conceptual Mining and Reclamation Sequence
Step 3
Pit 3 is adjacent to Pit 2.
Overburden down to within 20' of the coal will be moved with excavator/truck.
Overburden below 20' is pushed into Pit 2 using D11 dozers.
Reclamation continues on the EODA, Pit #1 and the backfill.
Backfill and Reclamation to approximate pre-mining landform
Pit 3
Dozer Push
Step 4
Pit #4 follows the same mining sequence as Pit #3.
Reclamation is complete on the EODA and Pit #1.
Reclamation continues on the backfill as it is placed in the pit.
Backfill and Reclamation to approximate pre-mining landform
Pit 4
Dozer Push
Note: The reseeding component of the reclamation process is a seasonal activity and may not be completed within the time frames noted above.


Alton Coal Tract Lease By Application
ENVIRONMENTAL • IMPACT • STATEMENT
Conceptual Mining and Reclamation Sequence
Step 5
Backfill and Reclamation to approximate pre-mining landform
Dozer Push
Pit 5
Entire Borcut is reclaimed within 120 to 150 days after being mined.
EODA is reclaimed within 120 days of being constructed.
Step 6
Backfill and Reclamation to approximate pre-mining landform
Dozer Push
Pit 6
Pit #3 is reclaimed 120 to 150 days after being mined.
Step 7
Backfill and Reclamation to approximate pre-mining landform
Dozer Push
Pit 7
Pit #4 is reclaimed
Note: The reseeding component of the reclamation process is a seasonal activity and may not be completed within the time frames noted above.


Alton Coal Tract Lease By Application
ENVIRONMENTAL • IMPACT • STATEMENT
Proposed Transportation Route
Transportation Estimates
Tons of Coal/Year approx. 2,000,000
Truck Operating Days/Year approx. 312
Truck Operating Hours/Day approx. 24
Truck Payload (tons) approx. 42
Truck Tons/Day approx. 6,410
Truck Round Trips/Day approx. 153
Truck Departure Interval (min.) approx. 9.5 minutes


Alton Coal Tract Lease By Application
ENVIRONMENTAL • IMPACT • STATEMENT
Resources
Resources to be addressed in this EIS include but are not limited to:
Air Quality
Cultural Resources
Environmental Justice
Geology and Soils
Grazing
Land Use and Realty
Noise
Noxious Weeds
Paleontological Resources
Recreational Resources
Socioeconomics
Surface and Groundwater Resources
Threatened and Endangered Species
Transportation
Vegetation
Visual Resources
Wetlands
Wildlife
The range of resources to be addressed in the EIS may be expanded or reduced based on written comments received at the public scoping meetings, or via e-mail, fax, or letter sent to the Kanab BLM Office.

Alton Coal Tract Lease By Application
ENVIRONMENTAL • IMPACT • STATEMENT
Opportunities for Participation
In sharing your comments, the BLM will be able to understand and address your concerns about the Alton Coal Tract Lease by Application. You can comment in the following ways:
By filling out a comment form tonight at our scoping meeting
By comment form mailed or hand delivered to:
BLM Kanab Field Office, Attn: Keith Rigtrup
318 North 100 East, Kanab, Utah 84741
By comment form faxed to the attention of Keith Rigtrup at 435-644-4620
By email to UT_Kanab_Altoncoal@blm.gov.
Please put Alton Coal Lease/Keith Rigtrup in the subject line
Comments will be accepted until February 26, 2007.
Thank you for coming!


Kanab Field Office, UT
Bureau of Land Management
Alton Coal Tract
January 2007
N
W
E
S
Alton
Legend
Land Status
1:24,000
0 0.5 1 2 3
Miles
Kilometers
0 0.5 1 2 3 4 5

Appendix D: Sign In Sheets

SIGN IN SHEET

Alton Coal Tract Lease By Application

ENVIRONMENTAL • IMPACT • STATEMENT

February 7, 2007
5:00 p.m. – 8:00 p.m.
Salt Lake City Library, 210 E 400 S, Salt Lake City, Utah

NAME	AFFILIATION OR TITLE	ADDRESS	PHONE/FAX	E-MAIL	WOULD YOU LIKE TO RECEIVE A COPY OF THE DEIS? (Copies will be electronic [CD] unless otherwise indicated)

Appendix E: Comment Card

Alton Coal Tract Lease By Application

ENVIRONMENTAL • IMPACT • STATEMENT

PUBLIC COMMENTS FOR THE ALTON COAL TRACT LEASE BY APPLICATION ENVIRONMENTAL IMPACT STATEMENT

If you would like to make a comment, please fill out this form and insert it into a comment box or mail it to the address on the back of the form. Additional comments, questions or concerns can either be emailed to **UT_Kanab_Altoncoal@blm.gov** or telefaxed to the Bureau of Land Management Kanab Field Office care of Keith Rigtrup at **(435) 644-4620**.

COMMENT (please use additional sheets if necessary):

_____

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NAME:_____**PHONE (Optional):**_____

ADDRESS (Optional):_____

_____

***Please note that the address on the back of this comment card is for regular mail delivery only.**

Place First
Class Stamp
Here

BLM Kanab Field Office
Attn: Keith Rigtrup
318 N 100 E
Kanab, Utah 84741

Appendix F: Notice of Intent

representatives or officials of organizations or businesses, will be made available for public inspection in their entirety.

FOR FURTHER INFORMATION CONTACT: For information on the NEPA aspect of the project, please call Teri Deakins at 307–352–0211. For information on coal leasing, please call Joanna Nara-Kloepper, Project Leader, at 307–352–0321.

SUPPLEMENTARY INFORMATION: On March 24, 2004, BBCC filed an LBA with the BLM, to access Federal coal reserves adjacent to their existing Black Butte Mine in Sweetwater County, Wyoming. The LBA tract is approximately 28 miles southeast of Rock Springs, Wyoming, and comprises the following public lands:

T. 17 N., R. 101 W., 6th PM, Wyoming
sec. 2: Lots 3, 4, SW¼NW¼;
sec. 4: Lots 1, 2, S½NE¼, SE¼NW¼, NE¼SW¼, S½SW¼, SE¼;
sec. 10: NW¼, N½SW¼;
T. 18 N., R. 101 W., 6th PM, Wyoming
sec. 34: E½, E½NW¼, SW¼.

Containing 1,399.48 acres, more or less.

The Black Butte Coal Mine started operations in the late 1970s and continues to operate today. Additional mineable coal reserves are needed to meet the growing regional demand for electricity, including electricity supplied by the Jim Bridger Power Plant. BBCC estimates that approximately 34.6 million tons of in-place coal reserves are present in the Upper Cretaceous Almond Formation within the project area.

The Office of Surface Mining Reclamation Enforcement (OSMRE) is a cooperating agency in the preparation of this Environmental Impact Statement (EIS). If the tract is leased as a maintenance tract, the new lease must be incorporated into the existing mining and reclamation plan for the adjacent mine. The Secretary of the Interior must approve the revision to the Mineral Leasing Act (MLA) mining plan before the Federal coal can be mined. If the tract is leased, OSMRE is the Federal agency that would be responsible for recommending approval, approval with conditions, or disapproval of the revised MLA mining plan to the Secretary of the Interior.

On January 7, 2005, the BLM published its Notice of Intent (NOI) to prepare an EIS for the Pit 14 Coal LBA (WYW160394) in the **Federal Register**. On March 24, 2006, both the BLM and the EPA published NOAs of the Draft Environmental Impact Statement (DEIS) for the Pit 14 Coal LBA project for a 60-day comment and review period. Under the provisions of Federal coal regulations at 43 Code of Federal Regulations (CFR) 3425.4, a public hearing was held at 2 p.m. on May 10, 2006, at the BLM Rock Springs Field Office, Rock Springs, WY. The purpose of the hearing was to solicit comments on the DEIS, fair market value, and the maximum economic recovery of the Federal coal. Seven comment letters on the DEIS were received during the review and comment period, and two statements were recorded during the public coal hearing (of which one statement was subsequently submitted as a comment letter).

The FEIS analyzes two alternatives in detail:

1. The Proposed Action. This alternative analyzes the impacts of leasing Federal coal and the impacts associated with surface mining.

2. The No Action Alternative. This alternative would reject the coal lease application as submitted.

BLM's preferred alternative is the Proposed Action. The Proposed Action is in conformance with the Green River Resource Management Plan (1997).

A Record of Decision (ROD) will be prepared after the close of the comment period for the FEIS. Comments received on the FEIS will be considered during preparation of the ROD.

Dated: September 22, 2006.

Robert A. Bennett,

State Director.

[FR Doc. E6–20045 Filed 11–27–06; 8:45 am]

BILLING CODE 4310–22–P

DEPARTMENT OF THE INTERIOR

Bureau of Land Management

[UT–110–1320–EL, UTU 081895]

Notice of Intent To Prepare an Environmental Impact Statement and To Initiate Scoping for a Federal Coal Lease Application Filed by Alton Coal Development LLC, Utah

AGENCY: Bureau of Land Management, Interior.

ACTION: Notice of Intent to Prepare an Environmental Impact Statement (EIS) and to initiate scoping for a Federal Coal Lease Application (LBA) Fielded by Alton Coal Development LLC, near Alton, Utah.

SUMMARY: Pursuant to Section 102 (2) (C) of the National Environmental Policy Act (NEPA) of 1969, as amended, the Bureau of Land Management (BLM), Kanab Field Office announces its intent to prepare an EIS and is soliciting public comments regarding issues and resource information on the potential impacts of a proposal to primarily surface mine Federal coal in the vicinity of Alton, Utah as requested by Alton coal Development LLC (Alton LLC) in LBA case number UTU 081895 and in conformance with the provisions of 43 Code of Federal Regulations (CFR) 3425.1.

DATES: This notice initiates the public scoping process. Comments and resource information should be submitted within 90 days of publication of this notice in the **Federal Register**. The BLM will host public scoping meetings in the following locations: Alton, Kanab, Panguitch, Cedar City, and Salt Lake City, Utah. Times and dates of these meetings will be announced through the Utah BLM Web site (*http://www.ut.blm.gov*), press releases, local newspapers, and other media. At the scoping meetings, the public is invited to submit comments and resource information, and identify issues or concerns to be considered in the LBA process. The BLM will announce public meetings and other opportunities to submit comments on this project at least 15 days prior to the event.

ADDRESSES: Please submit written comments or concerns to the BLM Kanab Field Office, Attn: Keith Rigtrup, 318 North 100 East, Kanab, Utah 84741. Written comments or resource information may also be hand-delivered to the BLM Kanab Field Office or sent by facsimile to the attention of Keith Rigtrup at 435–644–4620. Comments may be sent electronically to *UT_Kanab_Altoncoal@blm.gov*; please put Alton Coal Lease/Keith Rigtrup in the subject line. Members of the public may examine documents pertinent to this proposal by visiting the Kanab Field Office during its business hours (7:45 a.m. to 4:30 p.m.), Monday through Friday, except holidays.

FOR FURTHER INFORMATION CONTACT: Keith Rigtrup, BLM Kanab Field Office, 318 North 100 East, Kanab, Utah 84741 or by telephone at 435–644–4600.

SUPPLEMENTARY INFORMATION: An application to lease Federal coal near the Town of Alton, Utah was filed with BLM on November 12, 2004, by Alton LLC. The Utah State Office Solid Minerals Branch reviewed this lease application, delineated the boundaries of the tract, and recommended that the BLM process it. This LBA is called the Alton Tract and is currently delineated to include approximately 46 million tons of in-place Federal coal underlying the following lands in Kane County, Utah:

T. 39 S., R. 5 W., SLM, Utah

sec. 7, SE¼SW¼, S½SE¼;
sec. 18, lots 3 and 4, E½, E½W½;
sec. 19, lots 1 through 4, NE¼, E½W½, N½SE¼, SE¼SE¼;
sec. 20, lots 4 and 5, N½SW¼;
sec. 30, lots 2 through 4, SW¼NE¼, SE¼NW¼, E½SW¼, W½SE¼;
sec. 31, lots 1 through 3, NE¼, E½NW¼, NE¼SW¼, N½SE¼;
T. 39 S., R. 6 W., SLM, Utah
sec. 12, SW¼, W½SE¼;
sec. 13, NW¼NE¼, N½NW¼, SE¼NW¼, SE¼;
sec. 24, NE¼, N½NW¼, SE¼NW¼, E½SW¼, N½SE¼, SE¼SE¼;
sec. 25, E½NE¼, SW¼NE¼, SE¼.

Containing 3,581.27 acres more or less.

The Office of Surface Mining (OSM) will be a cooperating agency in the preparation of the EIS.

If the Alton Tract is leased, the OSM is the Federal agency that would prepare the documentation for the Assistant Secretary, Land and Minerals Management decision to approve, approve with conditions, or disapprove the Mining Plan. The BLM will provide interested parties the opportunity to submit comments or relevant information or both. This information will help BLM identify issues to be considered in preparing a draft EIS for the Alton Tract. Specific issues that have been identified at this time include: potential impacts in the vicinity of the tract to city and county facilities and occupied residences; livestock grazing, big game herds and hunting, sage grouse, listed threatened and endangered species, alluvial valley floors; potential health issues related to blasting operations conducted by the mines to remove overburden and coal; site-specific and cumulative impacts on air and water quantity/quality; and the need to consider the cumulative impacts of coal leasing decisions combined with other existing and proposed development in the affected areas.

The area included within this lease application was part of a larger area analyzed in response to a petition filed under Section 522 of the Surface Mining Control and Reclamation Act of 1977 to have federal lands declared unsuitable for all types of surface coal mining operations. The petition sought to have the lands declared unsuitable for coal mining because of impacts to air quality, visual resources, fish and wildlife resources, geologic features within Bryce Canyon National Park, and hydrology. The petitioners also questioned whether the lands could be reclaimed after mining. After an extensive evaluation, which included input from the public and a combined petition evaluation and environmental impact statement, the Secretary of the Interior, on December 16, 1980, determined that the coal lands included in this lease application were not unsuitable for surface coal mining operations. The Secretary's decision is documented in a secretarial decision document entitled, "Petition to Designate Certain Federal Lands in Southern Utah Unsuitable for Surface Coal Mining" (OSM Reference No: 79–5–001).

Alton LLC has applied for a permit with the State of Utah to mine fee coal on private lands adjacent to this federal tract. That permit application is in progress and this federal tract, if approved, would be a continuation of that mining operation.

Your response is important and will be considered in the EIS process. If you respond, the BLM will keep you informed of the availability of environmental documents that address impacts that might occur from this proposal.

Please note that comments and information submitted regarding this project including names, electronic mail addresses, and street addresses of the respondents will be available for public review and disclosure at the Kanab Field Office.

If you comment as a private individual in your personal capacity, you may ask us to withhold personal identifying information from the public. You must do so prominently in writing at the beginning of your comments and must tell us precisely what you want us to withhold. You also must explain in detail why releasing that personal identifying information to the public would constitute a clearly unwarranted invasion of privacy. Individuals may request confidentiality. General assertions that are not supported by specific facts will not meet that burden.

We will withhold personal identifying information from release to the public in response to your request only where, in our judgment, you present sufficient factual justification for our doing so under current laws, regulations, and court decisions. Typically, notwithstanding your request, in all but the most exceptional circumstances, we will release to the public all of the personal identifying information that you submit.

If you comment as or on behalf of an organization or business, we will release your comments to the public in their entirety, including all personal identifying information. We will not consider a request from an organization or business, or anyone commenting on behalf of an organization or business, that we withhold any personal identifying information from release to the public.

Rex Smart,
Kanab Field Manager.

[FR Doc. E6–20044 Filed 11–27–06; 8:45 am]
BILLING CODE 4310–$$–P

DEPARTMENT OF THE INTERIOR

Bureau of Land Management

[WY–957–07–1910–BJ–5RKC]

Notice of Filing of Plats of Survey, Wyoming

AGENCY: Bureau of Land Management, Interior.

ACTION: Notice of filing of plats of survey, Wyoming.

SUMMARY: The Bureau of Land Management (BLM) is scheduled to file the plat of survey of the lands described below thirty (30) calendar days from the date of this publication in the BLM Wyoming State Office, Cheyenne, Wyoming.

FOR FURTHER INFORMATION CONTACT: Bureau of Land Management, 5353 Yellowstone Road, P.O. Box 1828, Cheyenne, Wyoming 82003.

SUPPLEMENTARY INFORMATION: This survey was executed at the request of the Bureau of Indian Affairs and is necessary for the management of these lands. The lands surveyed are:

The plat and field notes representing the dependent resurvey of a portion of the subdivisional lines and the survey of the subdivision of section 22, and the metes and bounds surveys of Parcels A and B, section 22, Township 42 North, Range 95 West, of the Sixth Principal Meridian, Wyoming, was accepted November 9, 2006.

The plat and field notes representing the dependent resurvey of a portion of the south boundary of the Wind River Indian Reservation and subdivisional lines, and the survey of the subdivision of section 20, and the metes and bounds survey of certain lots in section 20, Township 2 South, Range 1 West, Wind River Meridian, Wyoming, was accepted November 9, 2006.

The plat and field notes representing the dependent survey of portions of the north boundary, subdivisional lines, subdivision of sections and certain tracts, and the survey of the subdivision of section 11, and the metes and bounds surveys of certain parcels, Township 3 North, Range 2 East, of the Wind River Meridian, Wyoming, was accepted November 17, 2006.

Appendix G: Flyer / Poster

Utah BLM News
www.ut.blm.gov

Kanab Field Office
Bureau of Land Management
318 N. 100 E.
Kanab, Utah 84741
435.644.4600

BLM begins EIS process for Alton Coal Mine

The Bureau of Land Management's (BLM) Kanab Field Office (KFO) announced today that they are beginning to prepare an Environmental Impact Statement (EIS) and initiate scoping for a Federal Coal Lease Application from Alton Coal Development LLC. The application is to lease Federal coal on 3,581 acres (more or less) of public and private land near Alton, Utah.

According to Rex Smart, KFO Manager, "The public needs to be involved in the process as early as possible so we can be aware of and address all concerns with the proposal. We have already identified several issues – potential impacts in the vicinity of the tract to city and county facilities and occupied residences, potential health issues related to blasting operations conducted by the mines to remove overburden and coal, and impacts to livestock grazing, big game herds and hunting, etc. – but we still need to hear from the public about their issues. Comments are most useful when they are as specific as possible".

Scoping meetings have been scheduled to give the public the opportunity to meet with the specialists who will write the document, study maps, and to make comments:

- January 30th, 5:00 to 8:00 PM, Alton Town Hall (11 S 100 W), Alton
- January 31st, 5:00 to 8:00 PM, Kanab City Library (374 North Main St.), Kanab
- February 1st, 5:00 to 8:00 PM, Triple C Arena (50 E 900 N), Panguitch
- February 6th, 5:00 to 8:00 PM, Cedar City Library (303 N 100 E), Cedar City
- February 7th, 5:00 to 8:00 PM , Salt Lake City Library (210 E 400 S), Salt Lake City

Members of the public may examine documents pertinent to this proposal by visiting the Kanab Field Office during its business hours (7:45 a.m. to 4:30 p.m.), Monday through Friday, except holidays. The public can submit written comments or concerns to the BLM Kanab Field Office, Attn: Keith Rigtrup, 318 North 100 East, Kanab, Utah 84741. Written comments or resource information may also be hand-delivered to the BLM Kanab Field Office, or sent by facsimile to the attention of Keith Rigtrup at 435-644-4620. Comments may be sent electronically to: *UT_Kanab_Altoncoal@blm.gov*. Please put "Alton Coal Lease/Keith Rigtrup" in the subject line.

BLM
Kanab Field Office

Appendix H: Press Release

Utah BLM News
www.ut.blm.gov

Kanab Field Office
Bureau of Land Management
318 N. 100 E.
Kanab, Utah 84741
435.644.4600

For Immediate Release: December 26, 2006
Contact: Larry Crutchfield, 435-644-4310

BLM begins EIS process for Alton Coal Mine

KANAB, UT – The Bureau of Land Management's (BLM) Kanab Field Office (KFO) announced today that they are beginning to prepare an Environmental Impact Statement (EIS) and initiate scoping for a Federal Coal Lease Application from Alton Coal Development LLC.

The application is to lease Federal coal on 3,581 acres (more or less) of public and private land near Alton, Utah.

According to Rex Smart, KFO Manager, "The public needs to be involved in the process as early as possible so we can be aware of and address all concerns with the proposal. We have already identified several issues – potential impacts in the vicinity of the tract to city and county facilities and occupied residences, potential health issues related to blasting operations conducted by the mines to remove overburden and coal, and impacts to livestock grazing, big game herds and hunting, etc. – but we still need to hear from the public about their issues. Comments are most useful when they are as specific as possible".

BLM

Kanab Field Office

U.S. DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT

Scoping meetings have been scheduled to give the public the opportunity to meet with the specialists who will write the document, study maps, and to make comments.

- January 30th, 5:00 to 8:00 PM, Alton Town Hall (11 S 100 W), Alton
- January 31st, 5:00 to 8:00 PM, Kanab City Library (374 North Main St.), Kanab
- February 1st, 5:00 to 8:00 PM, Triple C Arena (50 E 900 N), Panguitch
- February 6th, 5:00 to 8:00 PM, Cedar City Library (303 N 100 E), Cedar City
- February 7th, 5:00 to 8:00 PM , Salt Lake City Library (210 E 400 S), Salt Lake City

Members of the public may examine documents pertinent to this proposal by visiting the Kanab Field Office during its business hours (7:45 a.m. to 4:30 p.m.), Monday through Friday, except holidays. The public can submit written comments or concerns to the BLM Kanab Field Office, Attn: Keith Rigtrup, 318 North 100 East, Kanab, Utah 84741. Written comments or resource information may also be hand-delivered to the BLM Kanab Field Office, or sent by facsimile to the attention of Keith Rigtrup at 435-644-4620. Comments may be sent electronically to *UT_Kanab_Altoncoal@blm.gov*. Please put "Alton Coal Lease/Keith Rigtrup" in the subject line.

-BLM-