

670, LLC

- Holding Company for Energy Development Projects
- Mancos Hills Industrial Park (Green River) into DC Express Pipeline
- Internally Funded
- Experienced with Infrastructure and Commercial Development
- Local Company with Local Ownership

Environmental Infrastructure

- Environmental infrastructure can be considered as any capital asset that utilizes environmental resources to provide a community service.
- The design and location of environmental infrastructure can have a significant effect on a region's economic growth, community livability and environmental health.
- Generally, we think of environmental infrastructure as being drinking water storage and delivery as well as retention and treatment of storm water and sewage.
- The term has also been applied to management of energy efficiency and environmental planning.

Oil Industry Challenges and Threats

- Price of Oil and Oil Economy
- Tightening Environmental Regulation
- Increasing Environmental Opposition
- Public Sentiment along Wasatch Front
- Competing Crudes—Pioneer Part Two?

Importance of Infrastructure

- Market Competitiveness
- Connect Utah from East to West
- Ability to Reach Outside Markets
- Reduced Emissions and Fatalities
- More Favorable Public Perception

Infrastructure Possibilities

- Rail into Uintah Basin
- Highway Reconstruction
- Pipeline to Woods Cross
- Pipeline to Rail in Carbon County
- Pipeline to Rail in Carbon County to Pipeline in Salt Lake County

DC Express Pipeline

for 670, LLC
Duchesne and Carbon Counties

EPIC ENGINEERING

50 East 100 South

Heber City, Utah 84032

www.epiceng.net

History Of Route

2011 – First began looking at potential routes with initial focus of delivering crude oil to two permitted refineries in Green River

2012 – Transloading of crude in Carbon County begins to take off

2013 – 670, LLC, begins hiring consultants to evaluate routes, begins contacting owners and initiates environmental activities

2013 – 670 acquires property in Duchesne County to serve as the hub for the facility and initial, formal discussions with BLM staff begin

2014 – Routes are evaluated, considered and weighed based on characteristics, including proposed route using exclusively county rights of way and roads in 9 Mile Canyon

2015 – Focus on private ROWs, continuing environmental analysis, watching the market

Epic Engineering's Role

Development of Route Alignment and Alternatives

Development of Initial Engineering Design, Standards and Budgeting

Pipeline, Pump Station, PRV and related modeling

Survey, LIDAR and Section Control

Project Coordination, Vendor Relations & Subcontractor Supervision

7 Major Route Alternatives

Dozens of Minor Alternatives

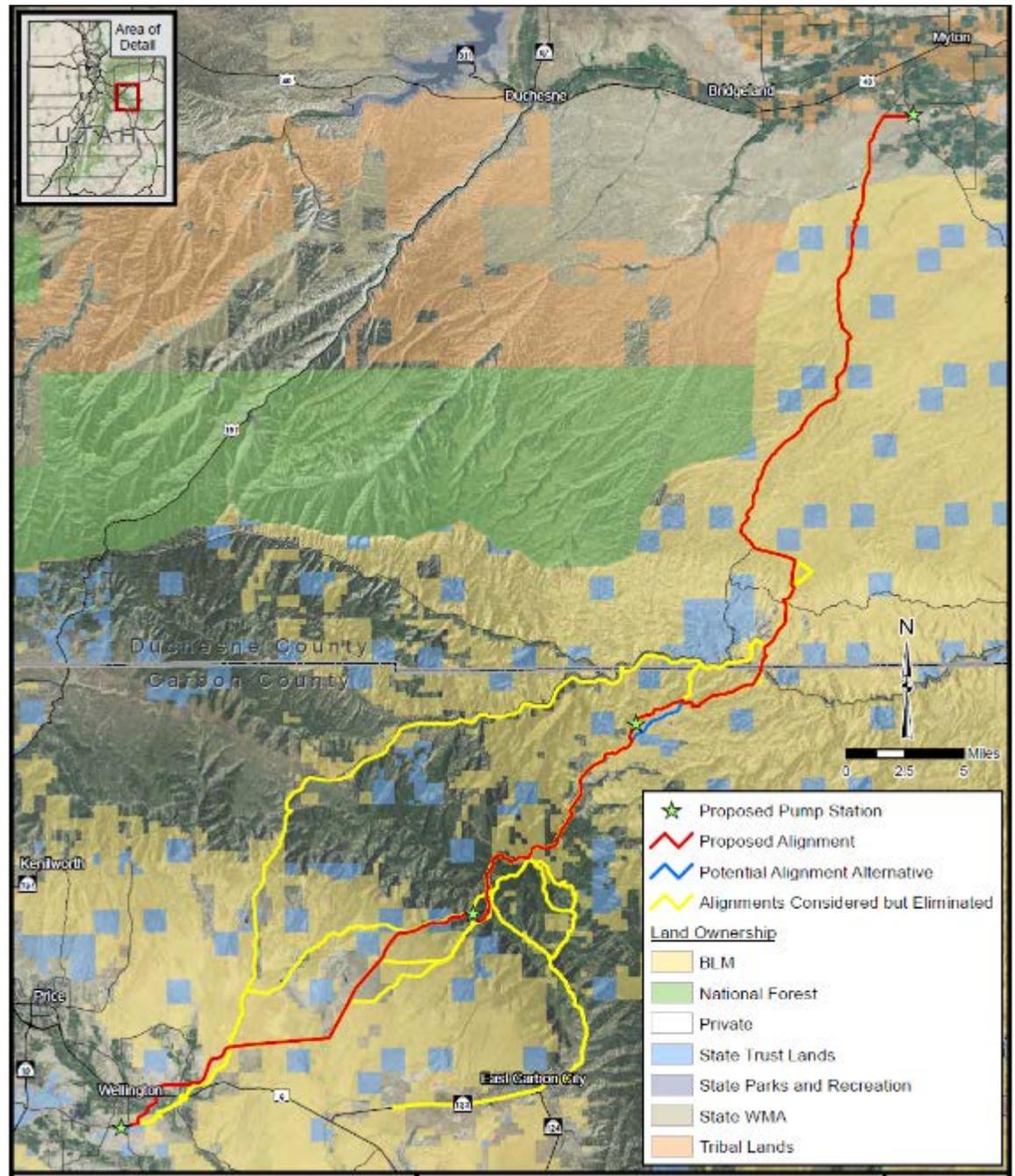
47 miles of BLM Administered Lands

71 Total Miles in Preferred Alternative

More than 100 Potential Private Owners on Nearly 30 miles of land

Significant Consideration of Existing Facilities – Pipelines, Powerlines, Roads, Fiber Optic Lines, Fences, Well Pads

BLM Resource Management Plan



BLM Resource Management Plans

- Price Field Office Resource Management Plan
- Vernal Field Office Resource Management Plan
- KEY DRIVERS WITHIN THE PLANS
 - Archeology, Visual Resource Management Classes, Sage Grouse Habitats, Big Game Crucial Habitats, Special Recreation Management Areas, ACEC's, Existing Programmatic Agreements
- Utility Corridors

Utility Corridors

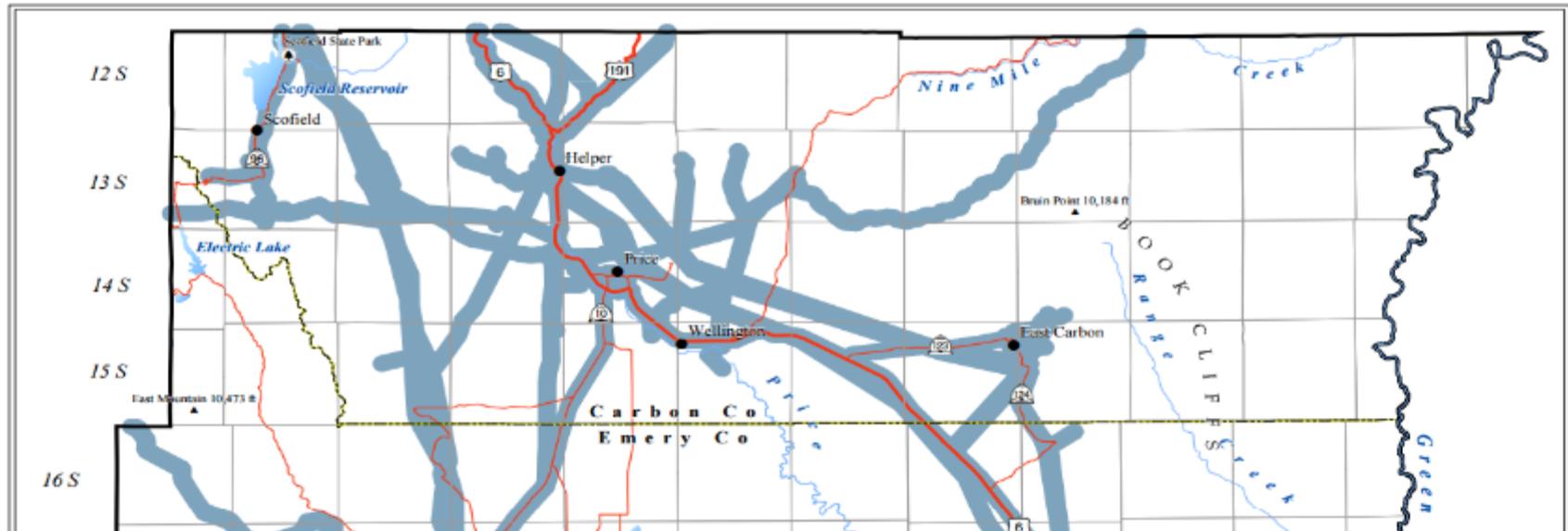
Price Field Office RMP –

LAR-22 - Designate existing utility corridors, (including the WUG updates to the Western Regional Corridor Study and west-wide energy corridors designated pursuant to the Energy Policy Act of 2005 and studied in an interagency Programmatic EIS) and additional corridors subject to physical barriers and sensitive resource values

LAR-23 - All utility corridors within the PFO are designated for any size utility and transportation uses needed. The corridors are 1 mile in width crossing any BLM-administered public lands. These approved corridors will be the preferred location for future major linear ROWs that meet the following criteria: Pipelines with a diameter greater than 16 inches; Transmission (not distribution) lines with a voltage capacity of 69 kV or greater; Significant conduits requiring a permanent width greater than 50 feet

LAR-24 - Any new utility corridors will require a plan amendment. .

Utility Corridors - Continued



BLM Determined the Questar Pipeline Route Over Mt. Bartles and Down Rock Canyon was the Preferred Location of the Primary Utility Corridor in this Region.

DC Express Pipeline Update

- 18 inches in diameter, heat-traced, insulated and sheathed
- 60 kbbbl + daily capacity
- 6-month construction timeline with four segments
- 75% complete private ROWs
- 67% complete public ROW process
- 30% complete full engineering; 80% complete land survey (section control); 100% complete LIDAR survey
- 2 years ahead of any competing project