

Argyle Wilderness Preservation



July 7, 2020

Via Electronic Filing

Ms. Cynthia T. Brown
Chief, Section of Administration
Office of Proceedings
Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

300851

ENTERED
Office of Proceedings
July 7, 2020
Part of
Public Record

Re: *Seven County Infrastructure Coalition – Construction and Operation – in Utah, Carbon, Duchesne, and Uintah Counties, UT, STB Docket No. FD 36284*

Cc: Kathryn Kusske Floyd – Venable LLP – via email at kkfloyd@venable.com
Thomas McFarland – Thomas F. McFarland, P.C. – via email at mcfarland@aol.com
Honorable Gary R. Herbert – State of Utah Office of The Governor – via certified mail

Dear Ms. Brown:

I represent a group of over 400 landowners in the Argyle Canyon, Avintaquin Canyon, and Indian Canyon areas through which the proposed UBR would be constructed. I am a landowner in the Argyle Canyon area. I am submitting letters in a combined .pdf format from concerned and affected landowners and other parties from the following individuals:

Todd Richins
Alan A. Rogers, Steven T. Rogers, Kevin C. Rogers
Ashley Cook
Bonnie Clark
Brent & Eileen Woffinden
Carolyn Toth
Chelsey Peck
Connie P. Cluff
Craig Stahle
Dave Barnes
David Mills
David P. Adamson
Doug & Jean Bills
Doug & Lori Brinkerhoff
Faith Slama
Gordon & Carolyn Everett
Janine Barnes
Jeff Braby

Joan Shiflett
Joe Shiflett
John P. Spehler
Justin & Michelle Slaughter
KaiLynne Osborne
Karley Peck
Kent & Margaret Bringhurst
Kevin Rogers
Linda Pugh
Marilyn Browning
Mark Ivins
Melissa Peck
Michael Pugh
Monica Spehler
Pamela Underwood
Rich Fahey
Roger Peck
Sheri & Harold Sandbeck
Stephanie Kouris
Susie Peterson
Terri Mold
Whitney Greenwood

Argyle Wilderness Preservation



I plead with the Board to review and understand the concerns and feelings expressed in these letters. We are a community that will be absolutely affected and devastated by the proposed Uinta Basin Railway project, and the Seven County Infrastructure Coalition and its co-conspirators refuse to provide detailed maps, financial documentation, engineering design and studies, and other project information and documentation that should be accessible to the public, especially to those of us who will be forever impacted. We therefore rely heavily on the Surface Transportation Board to carefully evaluate this project and its proponents. Please hold them accountable.

Sincerely,

Darrell Fordham
Argyle Wilderness Preservation Alliance
511 South 600 East
Lehi, Utah 84043
(801) 301-4190
darrellfordham@hotmail.com



July 7, 2020

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Ms. Cynthia T. Brown
Chief, Section of Administration
Office of Proceedings
Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

Re: *Seven County Infrastructure Coalition – Construction and Operation – in Utah, Carbon, Duchesne, and Uintah Counties, UT, STB Docket No. FD 36284*

Dear Ms. Brown:

I am a landowner in the Argyle Canyon area. I am opposed to the Uinta Basin Railway Project, and to the Seven County Infrastructure Coalition's Petition for Exemption dated May 29, 2020 for the following reasons:

- To date the process has been one sided, misrepresented, potentially corrupt by not providing me, an affected landowner, with my due process rights.
- The findings presented by the coalition intentionally omit facts contrary to their desired outcome. This is old dirty politics and does not exemplify the standards our state was built on.
- The Coalition is mis-using public funds for the sole purpose of benefiting the oil industry, while negatively impacting private landowners.
- This railway will have an everlasting negative impact on my property, property that was purchased for the purpose of maintaining a natural habitat.

As Utah citizens and landowners, we live by principals that *James P. Owen, author of Cowboy Ethics* identified.

- 1) Live each day with courage.
- 2) Take pride in your work.
- 3) Always finish what you start.
- 4) Do what has to be done.
- 5) Be tough, but fair.
- 6) When you make a promise, keep it.
- 7) Ride for the brand.
- 8) Talk less and say more.
- 9) Remember that some things aren't for sale.
- 10) Know where to draw the line.

I ask you to use these principals as you review our objections. Ask yourself, has the Uinta Basin Railway Project, and to the Seven County Infrastructure Coalition conducted any of their business using these principals? It is an easy conclusion with a resounding NO they have not. Please don't allow this type of business without ethics to continue.

CERTIFICATE OF SERVICE

I HEREBY CERTIFY that on this 2nd day of July 2020, I caused a copy of the foregoing Letter to be served on all parties of record by email or first class mail, postage prepaid.

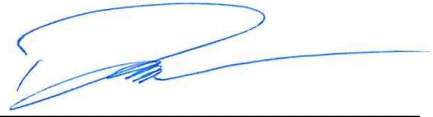
Signed Todd Richins 7/2/2020

Print Name TODD RICHINS

CERTIFICATE OF SERVICE

I HEREBY CERTIFY that on this 7th day of July 2020, I caused a copy of the foregoing Letter to be served on all parties of record by email or first class mail, postage prepaid.

Signed

A handwritten signature in blue ink, appearing to be 'Darrell Fordham', written over a horizontal line.

Print Name

Darrell Fordham

July 7, 2020

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395 E Street, SW
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Re: *Seven County Infrastructure Coalition – Construction and Operation – in Utah, Carbon, Duchesne, and Uintah Counties, UT, STB Docket No. FD 36284*

Dear Ms. Brown:

My two sons and I are landowners in Argyle Canyon, not far from U.S. Highway 191 and Indian Canyon. We are all opposed to the Uinta Basin Railway Project, and to the Seven County Infrastructure Coalition's (SCIC) Petition for Exemption dated May 29, 2020. We are opposed to this project, for the following reasons:

- The SCIC has generally been secretive in ever since the public meetings have received widespread opposition. They often flaunt the open meeting policies and meet behind closed doors or severely limiting comments. For a "public-serving entity", it seems they are not very responsive to the "citizen" landowners who will ultimately be most severely impacted by this system.
- Ever since COVID-19 has impacted their public meetings, they have not allowed any comments in their recent virtual meetings during the past several months. They have been unwilling to include the comments during the online meetings to be included with their meeting minutes.
- When putting their fiscal analysis that supposedly forms the basis for this public-serving project to the "sniff test", it is easy to see that it serves a small minority of the communities that it passes through and will provide limited, short-term benefits to the "public."
- The project will have very limited, long-term impact on increasing employment in the affected communities. If they are lucky, it will bring a maximum of 70 +/- jobs to the entire area, while negatively impacting the trucking industries and their drivers.
- Why does the SCIC continue to refuse to provide or disclose information to the public that would support their claims that the project is financially feasible?

I am currently building a \$150,000 home in Argyle Canyon. I am purchasing a significant portion of the materials locally, hiring local contractors, paying property taxes, as well as frequently supporting the local businesses in Duchesne, Carbon, Uintah and Emery counties. If this project comes to fruition, it will forever impact and devalue my property and new home.

Collectively, the loss of property taxes collected from this area will be forever reduced and families will reduce the amount of time spent in the canyon. This will result in a loss of general revenue to local businesses, service providers, and independent contractors, as well as property and sales taxes to local governments.

The project construction will result in massive removal of soils, including large cuts and fills, forever scarring the overall landscape in Indian and Argyle Canyons. It will require construction of access roads, tunnels, communication towers, road crossings, and culverts, as well as bridges and stream crossings. Overall, these changes will damage landscape, impact wildlife, affect watersheds, significantly impact groundwater (which is very limited in this area), and increase erosion and the potential for landslides.

The railway construction and operation will affect the safety of me, my family, and my neighbors. The railway poses an increase in wildfires that are frequently sparked by trains. Many areas within the canyon have limited access roads which could leave canyon residents trapped if a passing train sparks a wildfire. The

The SCIC has repeatedly ignored key economic factors and manipulated construction costs in order to make the routes through Indian Canyon and Argyle Canyon artificially appear to be the cheapest options.

Overall, our canyon, the peaceful solitude, views, forests, and wildlife, will all be negatively impacted by the construction and operation of this railway.

We hope you hold true to your obligation to see that all voices are heard and the facts are fully considered before granting this petition.

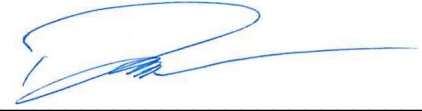
Kind regards,

Alan A. Rogers
Steven T. Rogers
Kevin C. Rogers

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I HEREBY CERTIFY that on this 7th day of July 2020, I caused a copy of the foregoing Letter to be served on all parties of record by email or first class mail, postage prepaid.

Signed



Print Name

Darrell Fordham

July 6, 2020

Via Electronic Filing

Ms. Cynthia T. Brown
Chief, Section of Administration
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395 E Street, SW
Washington, DC 20423-0001

Re: *Seven County Infrastructure Coalition – Construction and Operation – in Utah, Carbon, Duchesne, and Uintah Counties, UT, STB Docket No. FD 36284*

Dear Ms. Brown:

I am a landowner in the Argyle Canyon area. I am opposed to the Uinta Basin Railway Project, and to the Seven County Infrastructure Coalition's Petition for Exemption dated May 29, 2020 for the following reasons:

The Coalition has not proven any true interest in the public and landowners throughout this entire process. The Coalition, time and time again, has proven that they feel and act as though they are accountable to no one other than themselves. I believe they are a true example of a corrupt government entity.

The Coalition censors public comments during online meetings and refuses public comments in their monthly board meetings. The affected landowners should be provided with the information they request from the Coalition.

The Coalition hasn't provided anything that proves that the project is financially feasible, even though we have requested information about that.

The oil producers that will benefit from the railway haven't paid a dime towards the engineering or studies that have been done. They also haven't offered to pay for the Coalition.

This railway will put many truckers out of work in Emery, Carbon, and Deuschane counties. The Coalition has no proof that the railway will create more jobs than it will take away.

I hope that you will see that this project should not be approved. Thank you for your time!

Ashley Cook
65 S. 200 E.
Cedar Valley, Utah 84013

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Signed



Print Name

Darrell Fordham

July 7, 2020

Via Electronic Filing

Ms. Cynthia T. Brown
Chief, Section of Administration
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395 E Street, SW
Washington, DC 20423-0001

Re: *Seven County Infrastructure Coalition – Construction and Operation – in Utah,
Carbon, Duchesne, and Uintah Counties, UT, STB Docket No. FD 36284*

Dear Ms. Brown:

I am opposed to the Uinta Basin Railway Project, and to the Seven County Infrastructure Coalition's Petition for Exemption dated May 29, 2020 for the following reasons:

This land has been in our family for 45 years. We have loved the peace, quiet, and beauty of the land. By putting a railroad thru this area the air will become polluted, with trains running back and forth it will be noisy, not to mention the destruction of the wildlife and native plants. I can't imagine how many fires the railroad would cause with sparks flying from the trains and track. I don't understand why you have to destroy so many landowners cabins and land to build a railroad. This would destroy our once loved family land.

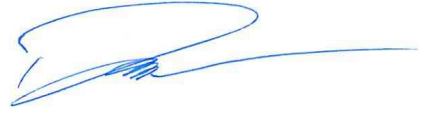
Thank you,

Bonnie Clark (Barlow landowner with four sisters)

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Signed



Print Name

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Re: *Seven County Infrastructure Coalition – Construction and Operation – in Utah, Carbon, Duchesne, and Uintah Counties, UT, STB Docket No. FD 36284*

Dear Ms. Brown:

I am a landowner in the Argyle Canyon area. I am opposed to the Uinta Basin Railway Project, and to the Seven County Infrastructure Coalition's Petition for Exemption dated May 29, 2020 for the following reasons:

1. I'm not satisfied that they have done a reasonable environmental study, I have seen several owls lately that from their marking look like they're on the severely endangered list. One even looked like a Mexican Spotted Owl.
2. There are plants that also fit the definition of needing protection. The environmental study is either nonavailable or not generally Easy to find.
3. I'm concerned also that there appears to be a lot of secrecy or at least efforts to make information and meetings hard to attend.
4. As a tax payer of Duchesne where I pay more taxes than I do on my home in Salt Lake , I wish there was an effort to be more inclusive of all of us in the Argyle Canyon area.
5. I have a question of how they would make sure the area would be safe from wildland fires.
6. I have to admit that many landowners are afraid to speak up because of fear of reprisals by the counties and coalition by increasing taxes, doing away with what few services we do receive, etc..
7. In short, it looks like government doing whatever it wants and whenever it wants. Sometimes us little guys just need government to work for us.

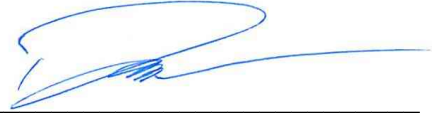
I certify that this was written July 02,2020, by Brent Woffinden and Eileen Woffinden

Brent and Eileen Woffinden
8047 S. Laguna Dr.
West Jordan, Utah 84088
(801)201-3263

CERTIFICATE OF SERVICE

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Signed



Print Name

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Re: *Seven County Infrastructure Coalition – Construction and Operation – in Utah,
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Dear Ms. Brown:

I am a landowner in the Argyle Canyon area. I am opposed to the Uinta Basin Railway Project, and to the Seven County Infrastructure Coalition's Petition for Exemption dated May 29, 2020 for the following reasons:

My sisters and I are co-owners of land and a cabin in the Argyle Canyon area. We are vehemently opposed to the Uinta Basin Railway Project.

Our parents built our cabin there in Argyle Canyon over 40 years ago and our family, including the next generations of family, have enjoyed this beautiful area and our cabin all these years. Our father chose this site as a way to get away from "it all" and it has been the perfect spot to do that. Our canyon, forests, wildlife and pristine getaway will be negatively impacted by this rail project. In fact, it would never be the same. It will completely ruin the peace and tranquility we have enjoyed all these years.

We have joined with our neighbors to express concerns repeatedly and feel that it has all been ignored. Please listen to the property owners of this beautiful recreational area and stop this railway and the noise, disruption and also the threats from wildfires that this railway would bring.

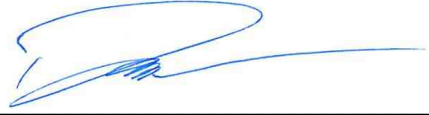
Thank you for your time and consideration.

Carolyn Toth
Co-owner of a family retreat in Argyle Canyon

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Signed



Print Name

Darrell Fordham

July 2, 2020

Via Electronic Filing

Ms. Cynthia T. Brown
Chief, Section of Administration
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Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

Re: *Seven County Infrastructure Coalition – Construction and Operation – in Utah, Carbon, Duchesne, and Uintah Counties, UT, STB Docket No. FD 36284*

Dear Ms. Brown:

I am a landowner in the Argyle Canyon area. I am opposed to the Uinta Basin Railway Project, and to the Seven County Infrastructure Coalition's Petition for Exemption dated May 29, 2020 for the following reasons: There have already been two studies done showing that this route is not cost effective or logical for multiple various reasons. So are you telling me that somehow the landscape and terrain somehow changed to make this project easier? No. I am opposed to this railway project being beneficial to a handful of greedy commissioners who clearly do not have the best interest of the people. The landowners and their families don't deserve to suffer while these commissioners pockets get full on a project that is deemed to fail.

A huge point I would like to mention is the wildlife. There are multiple endangered species living in this area. A railway through this canyon will be detrimental to these animals and the environment required for them to live. On top of that the air quality and water quality will suffer as well. These species will be pushed out of their homes. What happens when a spark from the trains starts an enormous wildfire? (This is guaranteed to happen) These animals, both endangered and not, will be burned to death and/or forced out of the area. Their chances for survival will be slim.

Another point to consider is the weather and terrain. Have you seen how steep this canyon is? Have you seen the amount of snow this canyon receives every winter? Have you seen the amount of landslides and flash floods this canyon has encountered? This railway will be a money pit. The amount of funds needed for the project has been greatly underestimated and the amount of funds needed for railway repairs afterwards due to weather erosion and rock slides has most likely not been considered at all. The weather in this canyon is so extreme that the landowners have to repair the roads at least twice a year just to be able to continue to access their properties. How do you think this will go over with the rail tracks? I can tell you it's going to cost a fortune to keep up with the maintenance of these tracks. The winter's put down 4 to 8 feet of snow every

year. How much is it going to cost to keep the tracks clear from snow and ice? Too much. Not to mention, how are the trains going to fare on slick tacks on a maxed out incline up the canyon in that much snow? It sounds like a disaster to me.

This project has so many flaws in it's planning, it's hard to believe anyone can be uneducated enough to actually want this. The lies being told by the commissioners are inconceivable. It is obvious that none of them have spent much time in this canyon otherwise they would not be pushing this route to go through. This is a disaster waiting to happen. It is not right that the project is being funded by the taxpayers. The public should not have to pay for a project that will not benefit them. This project will NOT provide more jobs. It will provide less. The trucking industry will take a hit. and everyone will be worse off once the project ends/fails.

My family has had property in this canyon for many years. I grew up here. This canyon was and still is my home away from home. I'm now raising my children here the same way I was raised here. This will have an extremely negative impact on multiple families. There are very few places you can go these days to escape the everyday world. The craziness and negativity of reality at home in the city. Some of the darkest times of my life were mended and healed while in this canyon. When the world made me feel worthless and made me question my existence, I came to our property in this canyon to escape. I was able to breathe and find peace, along with my worth. This canyon means more to these owners than just a piece of land. It's a place in our heart. A place to find peace. A place to go where you're not afraid of the future. This railway would take this away. It would no longer be an escape for those who need it there. In a world where the mental health of people is struggling more than ever, we need more peaceful places like this, not less. Don't let a railway project that is bound to fail, destroy a place for those who find it as their refuge and saving grace. Hundreds of land owners in this canyon will lose their personal refuge. Why? All so a handful of greedy, pitiful politicians and commissioners can get a payday? Even if the project fails? The lack of morals and integrity behind this project is a disgrace.

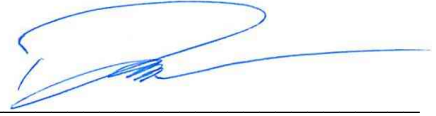
I appeal to you and the STB Board members to study this area and route better. It is not logical or reasonable for many reasons. If approved, it will be an enormous disfavor to our state and economy. Thank you for your time and consideration. I'm sure you're an ethical, reasonable persons and I trust you will do the right thing by denying this route.

Sincerely,
Chelsey Peck & Family

CERTIFICATE OF SERVICE

I HEREBY CERTIFY that on this 7th day of July 2020, I caused a copy of the foregoing Letter to be served on all parties of record by email or first class mail, postage prepaid.

Signed



Print Name

Darrell Fordham

July 7, 2020

Via Electronic Filing

Ms. Cynthia T. Brown
Chief, Section of Administration
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Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

Re: *Seven County Infrastructure Coalition – Construction and Operation – in Utah, Carbon, Duchesne, and Uintah Counties, UT, STB Docket No. FD 36284*

Dear Ms. Brown:

I am a landowner in the Argyle Canyon area. I am opposed to the Uinta Basin Railway Project, and to the Seven County Infrastructure Coalition's Petition for Exemption dated May 29, 2020 for the following reasons:

I am a family member of a landowner in the Argyle Canyon area. I am opposed to the Uinta Basin Railway Project, and to the Seven County Infrastructure Coalition's Petition for Exemption dated May 29, 2020 for the following reasons:

This is beautiful, peaceful place where there are opportunities to see animals in their natural habitat and watch new growth, observe the cohabitation of the animals and vegetation. It's beautiful and serene and a place where you can bring your family together and not think about the outside world for a space of time, completely isolated from distractions of a busy and noisy world.

If the proposal is approved, that life on our property will be gone. A railway will be built that will cause work on the roads, building tunnels, drilling through the mountain, rerouting traffic and side roads, changing streams and putting in culverts. Not only will this damage the natural habitat and the life they know and have a negative impact, it will disrupt the peace and calm in the place they live and cause fear.

Once the railway is completed, there will be trains going through the beautiful and peaceful landscape many times a day, which was purchased for rest and quiet. So much for going to escape from the noise of the outside world. There will be an intermittent reminder of it every few hours. The value of our property will be destroyed along with the tranquility for which it was purchased in the first place.

There are other routes that could have been chosen that would be safer and less expensive and not disrupt hundreds of families who have property on the mountain. Miraculously, it is a claim that in the past few years that this fight has been going on, the steep grades aren't as steep and the cost has gone down in price, although there is nothing backing up this claim. Other routes would be better without the risk of causing forest fires from sparks from trains. Other routes that wouldn't ruin the views and natural beauty of our canyons.

I have been involved in the fight against a railway being built to benefit only oil producers and help them get rich at the expense of those who currently own and produce oil in the basin. There are many reasons for being opposed to this proposal. The first is that it was unusual for this proposal not to have come from the oil producers if it was so beneficial to them and those they employ. This proposal came from individuals in administrative levels who saw an opportunity to use federal funding that was sitting in an account and decided they would do feasibility studies and geographic studies and geologic studies of which they, as administrators, were paid over a hundred thousand dollars to oversee. This is a conflict of interest when an individual or individuals profit(s) even if the project fails.

Their proposal would drain the oil holdings in a much quicker length of time causing a total industry to go dormant and an entire basin population connected to oil production to become a ghost town. As it is currently, jobs are providing families with a good income that will continue far into the future. Truckers are making a living. Their jobs will disappear right away.

It has been interesting that there are many claims, but no real evidence that can be shown that their proposal is going to go as they say. Even reporters covering the story can't get real, factual answers and proof to support this decision.

The Coalition is made up of individuals who made up this entity and it doesn't seem to answer to anyone in the state of Utah. There is no proof provided of their claims or that this will be a financial success with a long-term future. They have refused to allow the public into meetings and if so they only allow very few comments for a very limited timeframe. Even the minutes of their meetings omit the comments in opposition to the project.

Most of the families are generational in these canyons. They have worked hard from one generation to the next to maintain and upgrade the ground they own without interference with nature. To devalue their existence in these canyons and devalue the property is inexcusable.

Someone should hold the Coalition responsible to provide substantial proof of the benefit of this project to generations of families in the oil business and those supporting them as well as to the families in the canyons. Proof from outside sources to verify their findings should be required as well. There is too much self-interest and conflict of interest when members of the Coalition are on other boards representing other interests in the basin.

Please stop this group and hold them accountable for what has already been spent and what they plan to spend. Imminent domain should not be an acceptable avenue for them to just take away property rights and destroy land that has been purchased to fulfill a dream. Sometimes a dream of grandparents that has been handed down to their children and their grandchildren. Sometimes the dream of a father looking forward to doing the same.

Please consider this request that comes from the hearts of so many regular members of our society without the means to fight an entity that sees itself as all-powerful and not accountable to anyone.

Sincerely,

Connie P. Cluff
2476 W 370 N
Provo, Utah 84601

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Signed



Print Name

Darrell Fordham

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Re: *Seven County Infrastructure Coalition – Construction and Operation – in Utah,
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Dear Ms. Brown:

We are landowners in the Argyle Canyon area. We are opposed to the Uinta Basin Railway Project, and to the Seven County Infrastructure Coalition's Petition for Exemption dated May 29, 2020 for the following reasons:

I would like to make my voice heard, concerning the proposed Rail Road through Indian Canyon. I've had a Cabin there for 40 years. I have enjoyed the peace and quiet, it has a wonderful open feel of wilderness. A Rail Road thru there would ruin that.

Why not a pipe line? It's safer, less noise, less chance of accidents, and would open your communities to markets. If there is really a need, that would be a better solution. I'm not convinced there is a real need.

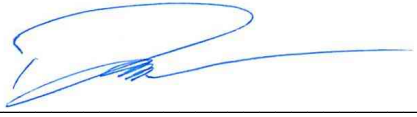
Thanks for any consideration of my thoughts,

Craig Stahle

801-502-7262

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Signed _____

Print Name Darrell Fordham

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Dear Ms. Brown:

I am a landowner in the Argyle Canyon area. I am opposed to the Uinta Basin Railway Project, and to the Seven County Infrastructure Coalition's Petition for Exemption dated May 29, 2020 for the following reasons:

Our world is so busy, and so cluttered with noise and distractions, my family looks forward to being able to go to "our mountain" lot in Argyle Canyon to be able to get away from the noise and enjoy the beauty and peace that we find uniquely on our land. Our family for the last 3 generations has worked very hard to acquire and improve our land in Argyle and the thought of all of that peaceful, quiet air being polluted (literally) for the gains of private multi-billion dollar oil corporations is absolutely gut wrenching.

We very much oppose the railway in the region due to the detrimental impact it will have on the ecosystem, wild life, property values, and our enjoyment of this part of our world.

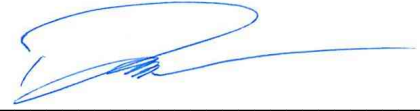
Thanks for your consideration.

Dave Barnes
532 S. Water Way Rd.
Lehi, Utah 84043

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Re: *Seven County Infrastructure Coalition – Construction and Operation – in Utah,
Carbon, Duchesne, and Uintah Counties, UT, STB Docket No. FD 36284*

Dear Ms. Brown:

I own property in Argyle Canyon. I'm writing this letter to inform you that I am opposed to the Uinta Basin Railway Project, and to the Seven County Infrastructure Coalition's Petition for Exemption dated May 29, 2020.

I bought land in Argyle Canyon to have a quiet getaway for my family. This railway will run through much of the private land in Argyle Canyon. For the property owners that the railway crosses, they'll lose their land with no say. For everyone else, the beauty and serenity of the canyon will be forever changed. A train rolling through the canyon multiple times a day will be loud and disturb any chance of relaxation in our loved canyon.

This train will disturb wildlife. It is known that this train project will have a negative environmental impact, which is exactly why the route has been changed to avoid public BLM land. The BLM's environmental requirements would make this train project difficult to achieve, which is why the route is being pushed onto private lands, against our say. This train project is being framed as a county infrastructure project that will benefit the public. If that was the case, it should be routed on public land. The truth is this railway is only going to benefit the oil industry. Using public funds and eminent domain to steal land from private landowners is unbelievably unethical.

The train will increase risks of wildfires in the area. Every year wildfires are caused by trains. This area has already been devastated by the Church Camp fire. Residents in the canyon are doing everything we can to reduce fire risk in our canyon. The canyon is finally making a comeback after the Church Camp fire. New trees are sprouting, wildlife is returning. And now all that could be in jeopardy again.

The Coalition tries to claim that this railway will benefit other industries in the area. There are no plans for transloading facilities, which would be needed for agriculture to take advantage of the train. Claims of this railway benefiting the Basin are grossly exaggerated. This railway will bring at most 100 jobs. But what the coalition fails to mention is that crude being transported by truck will be directed onto the trains, resulting in a loss of trucking jobs.

Please consider the land owners who will be negatively effected by this project. My recreational property will lose all value and be useless if this railway is put in. I will be unable to recoup my investment, because nobody will want to buy the land.

Thank you for your consideration,

David Mills
465 S. 300 E.
Santaquin, UT 84655

CERTIFICATE OF SERVICE

I HEREBY CERTIFY that on this 7th day of July 2020, I caused a copy of the foregoing Letter to be served on all parties of record by email or first class mail, postage prepaid.

Signed



Print Name

Darrell Fordham

July 7, 2020

Via Electronic Filing

Ms. Cynthia T. Brown
Chief, Section of Administration
Office of Proceedings
Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

Re: *Seven County Infrastructure Coalition – Construction and Operation – in Utah, Carbon, Duchesne, and Uintah Counties, UT, STB Docket No. FD 36284*

Dear Ms. Brown:

We are landowners in the Argyle Canyon area. We are opposed to the Uinta Basin Railway Project, and to the Seven County Infrastructure Coalition's Petition for Exemption dated May 29, 2020 for the following reasons:

I am 85 years of age and have the investment of a cabin and property that my family and I have enjoyed for over 50 years and as the family grows it continues to be a place of memories that are more important than money. Memories of parents past and of children who have likewise passed as well as important times yet to be experienced and cherished.

We love the wild animals and enjoy their presence along with the beauty of the forests and other growth. We try not to cause harm to either of them.

1. I am concerned about the veil of secrecy wrapped around the project.
2. It appears the project is to make billionaires out of millionaires and send the property owners away sucking eggs.
3. Trains cannot help but have a negative effect on both plant and animal life.
(ex. beavers built dams behind and on my access road over 2 feet high. I struggled with the problem a couple of years before i purchased a solar device that beeps softly. They moved up stream 300 yards. What is the introduction of trains going to do to wildlife and forest?)
4. How can backroom deals and secrecy be a good thing, especially when only the invaders are benefitting and informed?

Our rainfall is often short, making water an important issue. How are those issues to be handled?

Many of us survived a forest fire in the canyon. How is the increased danger of fire to be handled. Trains no matter how carefully cared for increase the possibility of fire.

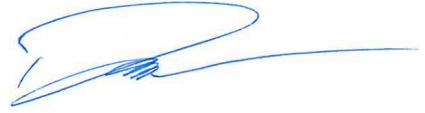
I am sorry that I cannot support tearing apart a beautiful property with trees and animals established as well as many vacations homes and winter retreats just to fatten the purse of a few.

David P. Adamson
Property Owner and concerned taxpayer
152 S. 200 E.
Lehi, Utah 84043

CERTIFICATE OF SERVICE

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Signed



Print Name

Darrell Fordham

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395 E Street, SW
Washington, DC 20423-0001

Re: *Seven County Infrastructure Coalition – Construction and Operation – in Utah,
Carbon, Duchesne, and Uintah Counties, UT, STB Docket No. FD 36284*

Dear Ms. Brown:

My wife and I are the trustees for The Bills Family Estate, that is the owner of a cabin and 120 acres in Argyle Canyon and owner of 1/2 section of land on the Argyle Ridge that is leased for cattle grazing. We are opposed to the Uintah Basin Railway Project, and to the Seven County Infrastructure Coalition's Petition for Exemption dated May 29, 2020 for the following reasons:

1. We feel the project is not financially feasible. An in-depth study needs to be conducted to prove that the project can be completed as proposed by the Seven County Coalition. Only proving by expert analysis of this project should this project continue any farther.
2. Lack of respect. The Seven County Coalition does not respect the inputs of Argyle Canyon property owners. We have felt this in our meetings and discussions we have had concerning this proposed project.
3. We would support a "Uintah Basin Railway" because it would benefit the economy of the people in the Uintah Basin; however we feel this is not the right approach.

Trustees of The Bills Family Trust

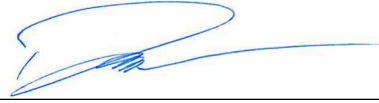
Douglass D. Bills
2806 East 3600 South
Salt Lake City, Utah
84109

Jean W. Bills
2806 East 3600 South
Salt Lake City, Utah
84109

CERTIFICATE OF SERVICE

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Signed

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Print Name

Darrell Fordham

July 7, 2020

Via Electronic Filing

Ms. Cynthia T. Brown
Chief, Section of Administration
Office of Proceedings
Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

Re: *Seven County Infrastructure Coalition – Construction and Operation – in Utah,
Carbon, Duchesne, and Uintah Counties, UT, STB Docket No. FD 36284*

Dear Ms. Brown:

We are landowners in the Argyle Canyon area. We are opposed to the Uinta Basin Railway Project, and to the Seven County Infrastructure Coalition's Petition for Exemption dated May 29, 2020 for the following reasons:

The proposed Uinta Basin Railway will ruin our recreational property. This will impact my family now and for generations to come.

This proposed railway shouldn't interfere with our recreation on all of our private properties that we have all worked so hard on.

There is BLM land that is public that should be used for this project.

The coalition is using the current pandemic circumstances to try to push this through without listening to our concerns.

Our canyon will be forever altered and ruined by the railroad. We purchased this land for a place of quiet refuge. The railroad will ruin our view and our serenity.

It makes no sense to put a railroad through our mountainous area.

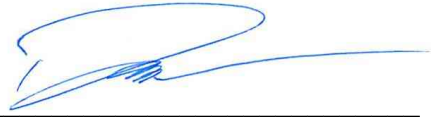
Regards,

Doug and Lori Brinkerhoff
593 E. Park Dr.
Payson, Utah 84651
(801) 376-7893
happyrunner22@gmail.com

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Print Name

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July 7, 2020

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395 E Street, SW
Washington, DC 20423-0001

Re: *Seven County Infrastructure Coalition – Construction and Operation – in Utah,
Carbon, Duchesne, and Uintah Counties, UT, STB Docket No. FD 36284*

Dear Ms. Brown:

I am a landowner in the Argyle Canyon area. I am opposed to the Uinta Basin Railway Project, and to the Seven County Infrastructure Coalition's Petition for Exemption dated May 29, 2020 for the following reasons:

I am opposed to the Uinta Basin Railway Project, and to the Seven County Infrastructure Coalition's Petition for Exemption dated May 29, 2020 for the following reasons:

The Seven County Infrastructure Coalition should be required to go through and meet or exceed the requirements that any other organization or business would have to. In fact since they are requesting to destroy a forest, endanger wildlife, contaminate water, destroy peoples personal property all in the name of oil they should be held at a higher standard.

Their claim of bringing thousands of jobs to the area is so far fetched. They already said it would bring up to 100 jobs not thousands, so that shows how the SCIC exaggerates information when needed.

Living in a railroad community I see first hand how many times a spark from a train has started fires. They were small, mainly because there was little brush or trees. This mountain is a dense forest with a lot of brush and some dead fall which would cause a massive wildfire with just one spark.

I ask that you deny their request and have them meet or exceed the requirements.

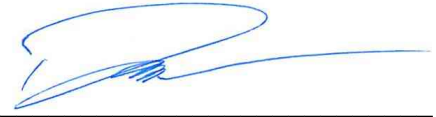
Thank you,

Faith Slama

CERTIFICATE OF SERVICE

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Signed

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Print Name

Darrell Fordham

July 7, 2020

Via Electronic Filing

Ms. Cynthia T. Brown
Chief, Section of Administration
Office of Proceedings
Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

Re: *Seven County Infrastructure Coalition – Construction and Operation – in Utah,
Carbon, Duchesne, and Uintah Counties, UT, STB Docket No. FD 36284*

Dear Ms. Brown:

I am a landowner in the Argyle Canyon area. I am opposed to the Uinta Basin Railway Project, and to the Seven County Infrastructure Coalition's Petition for Exemption dated May 29, 2020 for the following reasons:

We are totally against this railroad. We have worked for years to build a cabin and improve our property so our family and friends can come and enjoy the beautiful area. The railroad will take that beauty away from us.

Our property values will drop drastically with the noise of the train going through day and night.

There will also be the threat of wildfires from the sparks that the trains produce.

With construction crews in the canyon there will be more damage than just the train tracks. There will be additional damage to the landscape, the wildlife, ground water, roads, etc. from the heavy equipment.

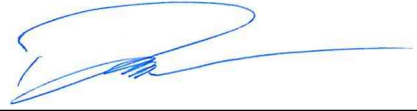
Duchesne county has never been in the our area to improve roads. They have been taken care of by the landowners.

Gordon & Carolyn Everett
PO Box 40
Santaquin, Utah 84655

CERTIFICATE OF SERVICE

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Print Name

Darrell Fordham

July 7, 2020

Via Electronic Filing

Ms. Cynthia T. Brown
Chief, Section of Administration
Office of Proceedings
Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

Re: *Seven County Infrastructure Coalition – Construction and Operation – in Utah,
Carbon, Duchesne, and Uintah Counties, UT, STB Docket No. FD 36284*

Dear Ms. Brown:

I am a landowner in the Argyle Canyon area. I am opposed to the Uinta Basin Railway Project, and to the Seven County Infrastructure Coalition's Petition for Exemption dated May 29, 2020 for the following reasons:

I am writing to you because if our love for Argyle Canyon. I am a family member of the land owners in that canyon and have been going there for over 20 years. We love this canyon, it's so peaceful and beautiful and they have all worked so hard to keep it that way. They have beautiful cabins and property they have worked on for years and this railroad project will ruin all their land. Their wells and springs and trees and vegetation will all be gone. Along with property values and family bonds. Please reconsider and investigate how wrong this project is in this canyon. The land owners have become like family with each other on this mountain and their families will never be the same. Thank you!!

Janine Barnes (family member of land owners)
1460 W 1500 N
Lehi, Utah 84043

CERTIFICATE OF SERVICE

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Print Name

Darrell Fordham

July 7, 2020

Via Electronic Filing

Ms. Cynthia T. Brown
Chief, Section of Administration
Office of Proceedings
Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

Re: *Seven County Infrastructure Coalition – Construction and Operation – in Utah, Carbon, Duchesne, and Uintah Counties, UT, STB Docket No. FD 36284*

Dear Ms. Brown:

I am a landowner in the Argyle Canyon area. I am opposed to the Uinta Basin Railway Project, and to the Seven County Infrastructure Coalition's Petition for Exemption dated May 29, 2020 for the following reasons:

My name is Jeff Braby and I am a landowner in Argyle Canyon. I am seriously concerned with the proposed railway in the canyon and I am absolutely opposed to it.

For the record, I firmly believe in progress but this project doesn't seem to make sense for many reasons. I believe the alternate route into Colorado is a better choice and is only being proposed in Argyle for political reasons.

I don't believe this is being handled by the coalition in an honest, above board manner. I believe the participants are too close to this project to be objective. I don't understand the reasoning for all the secrecy, I still haven't seen a detailed map of the route. It appears the coalition doesn't want the public (especially the landowners) to have access to too much data.

I don't feel that there has been a fair evaluation to know that this project will be viable. With oil prices fluctuating constantly, I'm concerned that the counties and or the state may get stuck footing the bill.

I am a life-long resident of Carbon County and I fail to see any benefit to my county as promised.

Argyle is a beautiful canyon and an area enjoyed by many, many families. To destroy the serenity of this area to satisfy a handful of greedy people would be an absolute travesty.

There are way too many unknowns and sketchy things going on with this project to make sense in moving forward.

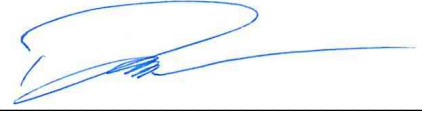
Sincerely,

Jeff Braby
350 W. 400 N.
Price, Utah 84501

CERTIFICATE OF SERVICE

I HEREBY CERTIFY that on this 7th day of July 2020, I caused a copy of the foregoing Letter to be served on all parties of record by email or first class mail, postage prepaid.

Signed

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Print Name

Darrell Fordham

July 7, 2020

Via Electronic Filing

Ms. Cynthia T. Brown
Chief, Section of Administration
Office of Proceedings
Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

Re: *Seven County Infrastructure Coalition – Construction and Operation – in Utah, Carbon, Duchesne, and Uintah Counties, UT, STB Docket No. FD 36284*

Dear Ms. Brown:

I am a landowner in the Argyle Canyon area. I am opposed to the Uinta Basin Railway Project, and to the Seven County Infrastructure Coalition's Petition for Exemption dated May 29, 2020 for the following reasons:

With our recent land purchase last year, the construction will result in scaring of our precious environment, roads, and wildlife, which results in devastating the natural beauty as we currently enjoy and bought.

We have a large family and construction of this magnitude affects the safety of our family which we never agreed too.

We bought this property for the incredible views and have the right to demand that this landscape be untouched.

We believe that there are a lot of secret plans that are unknown to us as landowners and we demand to know who many trains are planned, the route, and the emissions left behind.

We have yet to see any documentation or metrics to provide us feedback that supports the need for the railway other than for financial gain.

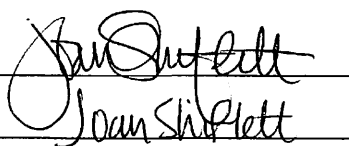
Our family saved for years to purchase our 10 acres, and we demand to be heard.

We would like to know why we are not given notice of any public meetings just vague answers.

The terrain in Argyle Canyon area is too steep and we demand to have other options presented.

Our noise and air quality will be reduced with the railroad emissions that most likely go through the day and night.

Signed



Print Name

Joan Shifflett

CERTIFICATE OF SERVICE

I HEREBY CERTIFY that on this 7th day of July 2020, I caused a copy of the foregoing Letter to be served on all parties of record by email or first class mail, postage prepaid.

Signed



Print Name

Darrell Fordham

July 7, 2020

Via Electronic Filing

Ms. Cynthia T. Brown
Chief, Section of Administration
Office of Proceedings
Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

Re: *Seven County Infrastructure Coalition – Construction and Operation – in Utah, Carbon, Duchesne, and Uintah Counties, UT, STB Docket No. FD 36284*

Dear Ms. Brown:

I am a landowner in the Argyle Canyon area. I am opposed to the Uinta Basin Railway Project, and to the Seven County Infrastructure Coalition's Petition for Exemption dated May 29, 2020 for the following reasons:

We just recently purchased 10 acers in Argyle Canyon and we wanted the right to have serenity, and a peaceful mountain experience for us and our posterity..

We have yet to receive paperwork from the Coalition where we will be affected as a landowner

We believe that there are a lot of secret plans that are unknown to us as landowners

We have yet to see any documentation or metrics to provide us feedback that this is what the public needs for financial wellbeing

We have yet to be given information to how this will financially impact us as landowners

We would like to know why we are not given notice of any public meetings where our voices will be heard as landowners

We will not have the hunting experience that we anticipated when we purchased our land with the railroad going through our Canyon

Our air quality will be reduced with the railroad emissions.

We will loose the quiet atmosphere that we have a right to have as landowners

Signed 
Print Name Shirley

CERTIFICATE OF SERVICE

I HEREBY CERTIFY that on this 7th day of July 2020, I caused a copy of the foregoing Letter to be served on all parties of record by email or first class mail, postage prepaid.

Signed



Print Name

Darrell Fordham

July 1, 2020

Cynthia T. Brown
Chief, Section of Administration
Office of Proceedings
Surface Transportation Board
395 E. Street, SW
Washington, DC 20423-0001
repa@stb.gov

*Re: Seven County Infrastructure Coalition
Construction and Operation in Utah, Carbon, Duchesne, and Uintah Counties, UT
STB Docket No. FD 36284*

Dear Ms. Brown:

As a landowner in Argyle Canyon, Utah and a member of the Argyle Wilderness Preservation Alliance, I am strongly opposed to the construction of the Uinta Basin Railway Project and to the Seven County Infrastructure Coalition's petition for exemption dated 5/29/2020 for the following reasons:

This proposed railway project will only benefit the insatiable oil producers. These big oil companies have convinced the Seven County Coalition to provide all the funding for the impact studies and engineering that has taken place so far. Even though in 2014, the extensive UDOT studies concluded that the routes through Indian Canyon and Argyle Canyon area were too steep of a grade, too rugged, and far too expensive to build. Now the oil companies have deceived the Coalition into believing the railway can be built with only a third of the previously estimated costs. Yet they have not provided to the public any engineering documents to substantiate their claims. *The cost overruns on this project are going to be enormous!*

The Coalition is abusing public funds to benefit a single industry - oil. As a Utah taxpayer, I am dismayed at the \$27.9 million dollars in public funds which have already been dedicated to this railway project. \$1.2 BILLION is far too high a price to pay for such an unneeded and unwanted railway. Pollution in the Uinta Basin due to oil and gas extraction is already at dangerous levels. Quadrupling development in the region will have disastrous effects on public health and safety.

The proposed route through Argyle Canyon will destroy the peace and tranquility we now enjoy. The twenty years of financial investment, hard work and love that we have poured into our remote cabin site will forever be lost. The substantial property value we have built up on our "little piece of heaven" will become worthless.

The proposed railway routes will destroy the property values of *hundreds* of landowners like myself. These people have fostered deep connections to sons and daughters and grandchildren and many, many friends with the great times they have shared at their

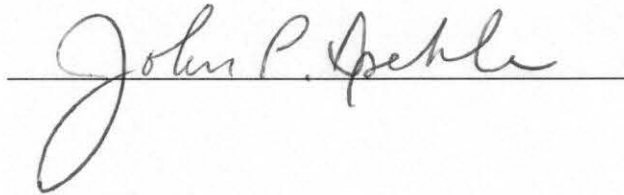
mountain properties. Even if the proposed railway does not run directly across our land, all of us will experience the noise, air and groundwater pollution, wildlife disruption and risk of catastrophic wildfires.

It is time to transition away from boom-and-bust fossil fuel economies, NOT pour more taxpayer money into this Uinta Basin Railway project.

As hundreds of private landowners who will be grievously impacted by this project, we stand together to preserve our land, our values, and our way of life.

BUILD THIS RAILWAY SOMEWHERE ELSE, or better yet, don't build it at all.

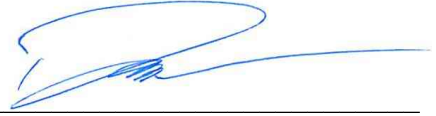
John P. Spehler (Argyle Canyon Lobo lot 7)

A handwritten signature in cursive script, reading "John P. Spehler", is written over a horizontal line. The signature is fluid and stylized, with a large initial "J" and a long, sweeping underline.

CERTIFICATE OF SERVICE

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Signed



Print Name

Darrell Fordham

July 7, 2020

Via Electronic Filing

Ms. Cynthia T. Brown
Chief, Section of Administration
Office of Proceedings
Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

Re: *Seven County Infrastructure Coalition – Construction and Operation – in Utah, Carbon, Duchesne, and Uintah Counties, UT, STB Docket No. FD 36284*

Dear Ms. Brown:

We are landowners in the Argyle Canyon area. We are opposed to the Uinta Basin Railway Project, and to the Seven County Infrastructure Coalition's Petition for Exemption dated May 29, 2020 for the following reasons:

We enjoy the opportunities to escape the hustle and bustle of everyday life to hear the peaceful sounds of nature. Having railroad construction and a railroad through Argyle Canyon and/or surrounding area will completely destroy these opportunities. The railway construction will forever damage the beautiful landscape and surroundings of the canyon. The construction and railroad will also negatively impact the abundance of wildlife, groundwater, springs, and streams.

Unfortunately, Argyle Canyon has seen one too many fires. Adding a railway to this area significantly increases the potential for wildfires by something as simple as sparks from moving trains. Many roads in Argyle Canyon are single access and do not have alternate escape routes and a wildfire in the area could potentially jeopardize the lives of people who use this canyon.

Why do the considered railway routes impact numerous private landowners when this is being marketed as a public project? Public projects should impact public lands! Now the cost. This is not the first time a railway has been proposed for this area. In 2014, UDOT conducted studies and determined the routes through Indian Canyon and Argyle Canyon areas were too steep, too rugged, and too expensive. How is it the current studies don't reflect the areas being too steep, too rugged, and that the cost in 2020 is LESS than it was in 2014?

Please consider the truthful FACTS of this project before making decisions that will forever affect Argyle Canyon and the surrounding areas!

Justin and Michelle Slaughter

CERTIFICATE OF SERVICE

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Signed



Print Name Darrell Fordham

July 7, 2020

Via Electronic Filing

Ms. Cynthia T. Brown
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Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

Re: *Seven County Infrastructure Coalition – Construction and Operation – in Utah, Carbon, Duchesne, and Uintah Counties, UT, STB Docket No. FD 36284*

Dear Ms. Brown:

I am a landowner in the Argyle Canyon area. I am opposed to the Uinta Basin Railway Project, and to the Seven County Infrastructure Coalition's Petition for Exemption dated May 29, 2020 for the following reasons:

The Coalition's desire for railway construction and operation plans are of great concern. I appreciate the outdoors and enjoyment of experiencing nature and wildlife. Weekend visits in the summer are valued in my family as we enjoy the beautiful scenery of the canyon, various wildlife, and feelings of peace and balance. The Coalitions' desire to route a railway through Indian and Argyle Canyons will impede the serenity of the canyons with its proposed number of trains (varying between 7-16 times daily) through the canyons. An equally concerning matter is the disruption to the area's ecosystem. Construction will inadvertently have an impact on watersheds and streams, affecting local wildlife. Additionally, any sparks from railway use could set off wildfires raising safety concerns.

I question the Coalition's claim that a route through Argyle Canyon to be an efficient cost and economic benefit. Railway development on Argyle's steep slopes is not cost-effective. UDOT'S 2014 study states that routes through Indian and Argyle Canyons are too steep, too rugged, and too expensive, which proves their claim as false. Increased employment claims are skewed because the Coalition fails to face the fact that current trucking jobs will be eliminated. Finally, claims of agricultural benefits are without plans. The oil industry is the only beneficiary from this railway route. The Coalition's attempts and plans to build a railway through Argyle and Indian Canyons will result in a detriment to nature and will tremendously affect my family's ability to appreciate and enjoy the area. Please consider these concerns and dismiss the Coalition's request for exemption.

Kind regards,

KaiLynne Osborne
2243 N. 600 W.
Lehi, Utah 84043

CERTIFICATE OF SERVICE

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Signed

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Print Name

Darrell Fordham

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Re: *Seven County Infrastructure Coalition – Construction and Operation – in Utah,
Carbon, Duchesne, and Uintah Counties, UT, STB Docket No. FD 36284*

Dear Ms. Brown:

I am a landowner in the Argyle Canyon area. I am opposed to the Uinta Basin Railway Project, and to the Seven County Infrastructure Coalition's Petition for Exemption dated May 29, 2020 for the following reasons:

The SCIC has severely underestimated the costs for this project, let alone the fees/regulations/engineers/equipment needed to properly build the tunnels and trusses that they are planning. Without proper testing/surveying this project will become a "Railroad to Nowhere" just like Mike McKee's "Road to Nowhere" he previously underestimated the costs on. If that happens, they will have not only wasted taxpayers money, but also damaged/ruined the property value and livelihood of hundreds of property owners.

The physical effects this project will have on that canyon are detrimental! There are already slide areas and falling rock zones that frequently have to be repaired and cleaned up. The rumbling of trains 7 - 16 times a day will cause countless issues in the canyon and on the highway; it is likely that those issues will lead to fatalities, given the frequent traffic on hwy 191. It will also have a drastic effect on the wildlife, stream, springs, and wells in the area; as well as increase the risk of fire, and greatly decrease the air quality.

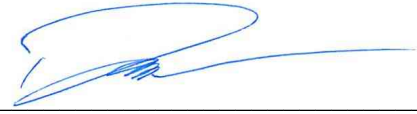
The emotional/sentimental value of these properties is priceless. So many of these property owners have put their life into their properties; blood, sweat, tears, and life savings. I know many property owners that go to their property religiously every weekend, and many that live there full time throughout the warm months. To build this railroad would not only destroy people's land, but their lives, livelihood, traditions, and inheritance. There are several second and even third generation property owners that were raised on that mountain, and are now raising kids/grandkids there as well. These are people's homes and lives you are messing with, not just dollar signs.

Karley Peck
555 S. 600 E.
Lehi, Utah 84043

CERTIFICATE OF SERVICE

I HEREBY CERTIFY that on this 7th day of July 2020, I caused a copy of the foregoing Letter to be served on all parties of record by email or first class mail, postage prepaid.

Signed



Print Name

Darrell Fordham

July 7, 2020

Via Electronic Filing

Ms. Cynthia T. Brown
Chief, Section of Administration
Office of Proceedings
Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

Re: *Seven County Infrastructure Coalition – Construction and Operation – in Utah, Carbon, Duchesne, and Uintah Counties, UT, STB Docket No. FD 36284*

Dear Ms. Brown:

I am a landowner in the Argyle Canyon area. I am opposed to the Uinta Basin Railway Project, and to the Seven County Infrastructure Coalition's Petition for Exemption dated May 29, 2020 for the following reasons:

My family has worked and saved for many years to acquire and improve our property. From as long as I can remember we have had property in this canyon. My parents worked hard to make this a place of peace. Their own getaway from the busyness of the city. Being their daughter I was practically raised in those mountains and it has become my home away from home for me as well. I have a family of my own now and we take them up to the property as well. It is where we can unwind from the noise of reality and enjoy the nature, teaching our children to love and respect what god has given us. It is wrong for a government entity to come in, take and destroy our property just to benefit private oil companies. The trains will damage the wildlife habitat and disrupt the peace these amazing mountains bring. The number of trains alone have been said to vary between 7 and 16 trains per day. This would mean we will hear a passing train every 2 to 3 hours. Given the steep areas of the canyon where our community is located these trains which are estimated to be a mile long will result in us hearing noise from passing trains almost non-stop. This will completely ruin the peace and quiet and tranquility in our canyon and will render our properties and cabins useless and valueless.

The Coalition continues to refuse to provide or disclose information to the public that would support their claims that the project is financially feasible as well. Over all it is not a thought through plan and this route would be ridiculous for many other reasons. This entire train proposition should not be acceptable.

I oppose!
Whitney Greenwood
96 N. Cameron St.
Saratoga Springs, UT 84043

CERTIFICATE OF SERVICE

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Print Name

Darrell Fordham

July 7, 2020

Via Electronic Filing

Ms. Cynthia T. Brown
Chief, Section of Administration
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Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

Re: *Seven County Infrastructure Coalition – Construction and Operation – in Utah,
Carbon, Duchesne, and Uintah Counties, UT, STB Docket No. FD 36284*

Dear Ms. Brown:

I am a landowner in the Argyle Canyon area. I am opposed to the Uinta Basin Railway Project, and to the Seven County Infrastructure Coalition's Petition for Exemption dated May 29, 2020 for the following reasons:

Since becoming aware of the Seven County Infrastructure Coalition's desire to construct a Railroad line through Argyle Canyon as part of a Uinta Basin Railway it has become impossible to invest in planned improvements. Our family of twelve children, spouses and their children have NEEDED this ten acres to gather for reunions etc. There are just too many of us to go anywhere else.

The past twenty seven years we have been going to the mountains as the environmentalist, John Muier, said, to bring our tired-nerve-shaken, over civilized selves home. He said that wildness is a necessity and that mountain parks are useful not only as fountains of timber and rivers but as fountains of life. I totally agree with him. My husband and I feel more "alive" when we come to Bringhurst Woods. A railway through this canyon will destroy the peace and serenity we feel here.

We wonder why you are not considering BLM lands and are pushing private properties. Why has the Coalition ignored the deaths as a result of mining exploration in this area?

It seems highly suspicious that the Coalition has suddenly stopped regular procedures including the public.

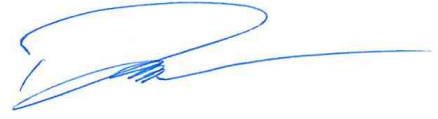
Sincerely yours,

Argyle Canyon Property Owners and members of the Argyle Wilderness Preservation group.
Kent and Margaret Bringhurst
650 S. 630 E.
Orem, Utah 84097

CERTIFICATE OF SERVICE

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Print Name

Darrell Fordham

July 7, 2020

Via Electronic Filing

Ms. Cynthia T. Brown
Chief, Section of Administration
Office of Proceedings
Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

Re: *Seven County Infrastructure Coalition – Construction and Operation – in Utah, Carbon, Duchesne, and Uintah Counties, UT, STB Docket No. FD 36284*

Dear Ms. Brown:

I am a landowner in the Argyle Canyon area. I am opposed to the Uinta Basin Railway Project, and to the Seven County Infrastructure Coalition's Petition for Exemption dated May 29, 2020 for the following reasons:

There are many reasons, and I do not envy the individual who is tasked with sorting the facts from the dramatic statements that will undoubtedly be made in the course of these emails. As a courtesy to that individual, I will do my best to keep this brief, and factual.

First and foremost, there is an established process to bring these kinds of projects into fruition. I have been personally involved in several public/private projects over the years as a member of Envision Utah's Special Advisory Committee for the Blueprint Jordan River Project. Many of our projects have been in the works for 12 years now. Our plans have had numerous revisions and modifications after receiving feedback during the scoping processes in the communities affected by our proposed projects. This process is a necessary element of any successful infrastructure project where multiple interest groups and land owners are permanently impacted. The Uinta Basin Railway Project has essentially mocked this process - intentionally holding meetings at times when they knew it would be difficult for community members to attend, changing the meeting locations at the last minute, and allowing just 5 total minutes for all community members to voice their concerns. These are not the actions of an organization that truly believes their project will benefit the community, these are the actions that throw up red flags, and are the hallmark of an organization that is out to serve themselves.

This project has been oddly fast-tracked from the beginning. The scoping process was merely to inform the public of their intentions, not to assess and/or mitigate impact. It was essentially expressed that the speed of execution was deemed necessary in order to break ground during the oversight of the current presidential administration, as the success of the project would hinge on favorable fossil fuel policy. (this was stated during one of the first meetings, before the public comment period, when the organizers were under the impression that the majority of those in

attendance were in favor of the project, they later learned the room was filled with individuals who opposed it, after which their candid demeanor changed.)

Unfortunately, the direct impact this project will have on my land is small in comparison to many of the long term costs that this railway will exact on the communities that surround it. First, it only serves the extraction industry. A lot of soundbites have been offered as to the versatility of the rail line, but the science and the evidence do not support any of those statements. The rail line is designed to transport oil, nothing more. It will provide a minimal number of jobs in the Uinta Basin, but by all accounts will actually produce a net reduction in jobs from the loss of current trucking jobs. (Rail line advocates tout the creation of 150 jobs, but even at the lowest estimated number of trains per day, the rail line will actually supplant 350, and up to 600 trucking jobs per day.) Uinta Basin air quality is already poor, currently assessed by the EPA as a "non-attainment zone" for minimum air quality standards, and the primary source of those contaminants come from well heads. This has been well documented by Utah's Department of Environmental Quality, Utah State University, and numerous private institutions. This rail line will effectively enable an increase of 300-400% in oil production in the basin, adding many times the current pollutants in the air that consequently get trapped by the basin's geology. (see article link below)

The desire to run this line through private and tribal lands is also indicative of the SCIC's intent to circumvent the review processes required by federal environmental agencies for projects developed on public lands. The collateral damage will cost land and cabin owners in Argyle and Lower Argyle Canyons millions in lost property values with no recourse or compensation.

Unlike building a dam on a river with public funds (which would take a decade to approve), this project is not being built to manage a publicly held resource. Water (in a recreational sense) in the state of Utah is owned by the public - oil is not. However, 100% of the funds allocated to this project to-date have come from public coffers, to the tune of approx 24 million and counting. As a business man myself, I must ask, If the rail line makes such great sense, why isn't private industry paying for it? In America's history, private companies have installed over 100,000 miles of rail lines and to this day, rail freight companies are privately owned and operated, with no government subsidies. Why is it that this particular line needs government assistance from its inception? Because it isn't firmly financially feasible in the first place. If the price of oil drops below \$55 a barrel in the US (which it has been since March and is projected to be for months to come) the train effectively comes to a halt.

Please do not allow the SCIC to push this project through on this aggressive timeline. It is irresponsible, self serving, and financially unsustainable without taxpayer subsidies.

I appreciate your time and consideration.

Regards,

Kevin Rogers
1135 W. Centennial Cir.
Salt Lake City, Utah 84116

CERTIFICATE OF SERVICE

I HEREBY CERTIFY that on this 7th day of July 2020, I caused a copy of the foregoing Letter to be served on all parties of record by email or first class mail, postage prepaid.

Signed

A handwritten signature in blue ink, appearing to be 'Darrell Fordham', written over a horizontal line.

Print Name

Darrell Fordham

July 7, 2020

Via Electronic Filing

Ms. Cynthia T. Brown
Chief, Section of Administration
Office of Proceedings
Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

Re: *Seven County Infrastructure Coalition – Construction and Operation – in Utah,
Carbon, Duchesne, and Uintah Counties, UT, STB Docket No. FD 36284*

Dear Ms. Brown:

I am a landowner in the Argyle Canyon area. I am opposed to the Uinta Basin Railway Project, and to the Seven County Infrastructure Coalition's Petition for Exemption dated May 29, 2020 for the following reasons:

Our family has worked extremely hard for years to save to be able to build a place where we can go to get away from the hectic lifestyle of city life and build our family a heritage spot to grow family memories and have quiet and peaceful time. We looked for three years to find the perfect land. We found it in Argyle Canyon. We love the beauty, peacefulness and most especially the natural surroundings, untouched by industrialization. These things are important to our family. Further, it is very upsetting to us that our recreation property could be rendered useless and valueless with the noise and disruption of trains passing by on a regular basis, as well as us lose our leisure lifestyle.

Still further, it makes no good sense to anyone but those that stand to gain financially from it. The 2014 UDOT study said that the ruggedness of our canyon is too expensive, our canyon is too steep, to build a railroad on, and now the Coalition thinks things have changed? Nothing, as I said earlier has changed, it is beautiful natural property. It is rugged and steep, just like always. I could go on about the deceit I have felt about the Coalition, but the most aggravating thing from the Coalition is that they have not been upfront and honest with us landowners, and every time we try to find out about meetings and plans they cancel them or change them without notice, or to when nobody can attend. This is not an upfront and honest way of doing business, and we feel that they are being very unfair and greedy.

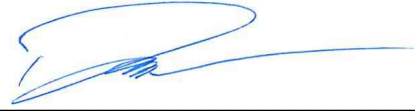
Please oppose it!

Linda Pugh
Argyle Canyon/Indian Canyon landowner
337 E. 400 N.
Mapleton, Utah 84664

CERTIFICATE OF SERVICE

I HEREBY CERTIFY that on this 7th day of July 2020, I caused a copy of the foregoing Letter to be served on all parties of record by email or first class mail, postage prepaid.

Signed



Print Name

Darrell Fordham

July 6, 2020

Via Electronic Filing

Ms. Cynthia T. Brown
Chief, Section of Administration
Office of Proceedings
Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

Re: *Seven County Infrastructure Coalition – Construction and Operation – in Utah, Carbon, Duchesne, and Uintah Counties, UT, STB Docket No. FD 36284*

Dear Ms. Brown:

I am a landowner in the Argyle Canyon area. I am opposed to the Uinta Basin Railway Project, and to the Seven County Infrastructure Coalition's Petition for Exemption dated May 29, 2020 for the following reasons:

My family has been landowners in the Argyle Canyon area for 47 years. I am deeply opposed to the Uinta Basin Railway Project, and to the Seven County Infrastructure Coalition's Petition for Exemption, dated May 29th, 2020 for many reasons:

1) Environmental concerns: The construction of the railway will disturb the natural environment of the area as it cuts its way through the canyon leaving deep scars in the landscape and will disturb the quietness and peace of the area, greatly disturbing the well being of flora and fauna in its path, let alone the views that we all enjoy.

2.) We all know that the area is in a very high fire danger zone, which the railway will significantly impact. Sparks from the friction of train wheels are very common and my family could be trapped if that were to happen.

3.) Greedy oil and coal producers are the ones who will benefit from this outmoded form of energy. If this is a "public project", public land should take the impact and not individual land and homeowners.

4) The amount of trucking and transportation jobs lost will be much more than the 50-100 (the coalition's numbers and not mine) that the railway may bring.

5) The coalition is often working behind closed doors, in secret and not providing the information requested by landowners and the public in general.

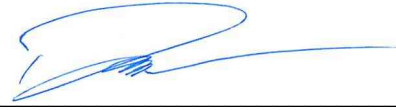
The coalition is not an entity that can be trusted so please proceed with caution and thank you for your time on this. They have turned a deaf ear to all concerns expressed. We appreciate you listening.

Regards,
Marilyn Browning (The Barlow Cabin)
11650 N. Ribbonwood Dr.
Tucson, AZ 85737
(520)240-2042

CERTIFICATE OF SERVICE

I HEREBY CERTIFY that on this 7th day of July 2020, I caused a copy of the foregoing Letter to be served on all parties of record by email or first class mail, postage prepaid.

Signed

A handwritten signature in blue ink, appearing to be 'Darrell Fordham', written over a horizontal line.

Print Name

Darrell Fordham

July 7, 2020

Via Electronic Filing

Ms. Cynthia T. Brown
Chief, Section of Administration
Office of Proceedings
Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

Re: *Seven County Infrastructure Coalition – Construction and Operation – in Utah,
Carbon, Duchesne, and Uintah Counties, UT, STB Docket No. FD 36284*

Dear Ms. Brown:

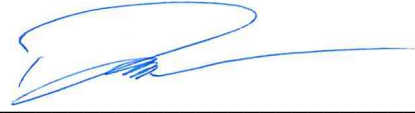
I am opposed to the Uinta Basin Railway Project, and to the Seven County Infrastructure Coalition's Petition for Exemption dated May 29, 2020 for the following reasons:
From the information I have been given and asked for, there are several other options that would be more efficient, cost significantly less and cause much less destruction of pristine private property that should be evaluated before any decision is made. It is also my understanding that several political leaders are not following the proper procedures to obtain approval for this project. It is also very clear that several people who are making these decisions, will financially benefit from this project. All of this is wrong and should be abandoned due to the reasons listed above.

Thank you,
Mark Ivins
83 N. 1020 E.
American Fork, Utah 84003

CERTIFICATE OF SERVICE

I HEREBY CERTIFY that on this 7th day of July 2020, I caused a copy of the foregoing Letter to be served on all parties of record by email or first-class mail, postage prepaid.

Signed



Print Name

Darrell Fordham

July 2, 2020

Via Electronic Filing

Ms. Cynthia T. Brown
Chief, Section of Administration
Office of Proceedings
Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

Re: *Seven County Infrastructure Coalition – Construction and Operation – in Utah, Carbon, Duchesne, and Uintah Counties, UT, STB Docket No. FD 36284*

Dear Ms. Brown:

I am a landowner in the Argyle Canyon area. I am opposed to the Uinta Basin Railway Project, and to the Seven County Infrastructure Coalition's Petition for Exemption dated May 29, 2020 for the following reasons: The SCIC Board is a group of seven county commissioners lead by Mike McKee, who formed the Seven County Infrastructure Coalition without being asked by the State or even had permission from the State to do so. They sought approval after the formation was already made. The SCIC then went to the CIB board for funding of the railroad study, not once but twice receiving \$28 Million for the Study of the Uinta Basin Rail Line. Each Commissioner receives an Income and expense benefits from sitting on this board on top of their reg Commissioner income and to make things worse three of the members of the SCIC sat on the CIB board when the money for the Study was given which is a major conflict of interest! These Commissioners get paid whether this project goes through or not!

Several years back Mike McKee spearheaded another Project for the Oil Companies, It was a new highway through the dessert to be used by the Oil Companies to use as a sort of short cut to get their Oil out of the Basin faster and get Oil tankers off the main Highway. He Pushed it through even though one of the counties backed out and took off running with the project of building the new Highway only to realize he majorly underestimated the project. The Oil Company went Bankrupt and shut down and Mike McKee ran out of money to finish the project half way through, leaving a fully paved Highway halfway done which has now been deemed the "Highway to Nowhere".(Feel free to look it up, it's quite interesting) Mile McKee is trying to save face with this railroad Project but once again has significantly underestimated the cost of such a huge project with Two Several Mile long tunnels, the equipment alone to drill these tunnels are not in the USA. And would have to be transported here overseas. Not to mention the Engineering Co. they have hired has never engineered or built a rail line or tunnel system before. This is Carbon Country, Coal Mines and veins all through this area, Natural Gas wells all through here. If they drill into these mountains they are going to risk blowing themselves and anyone on the mountain sky high, there are gas pockets all over, our neighbor hit two different gas pockets drilling his well a few years back which leads to another problem, Our property is the closest to this rail line where it's expected to come out of one tunnel and across a tressel at

the base of our driveway and into the second tunnel, What is that going to do to our Natural Spring where we get our water? The vibration from all the construction plus the vibration of the trains themselves will probably ruin our spring only feet away, and possibly our neighbors well and other wells and springs in the area.

Are they prepared to heat the tracks when they get iced over in the winter at above 8,000 ft. on an incline? What about the 6' of snow we get every year? In this steep Canyon they will have to be maxed out on the Incline percentage to even come close to making this work. Even then, I do not believe it will.

There are Laws about carrying hazardous materials through tunnels, especially long tunnels, I believe it is against the law, Truck drivers even have to take alternate routes around tunnels because they aren't allowed to travel through tunnels.

There have been four other studies over the last several years that have come back denied stating its too steep, too rugged and too costly to put a rail line through this Canyon. So why now do they think that has changed? It hasn't, nothing has changed!

The canyon sits on a major fault line as well and highway 191 keeps moving, we have been up there with property for almost 25yrs. and the county can not keep that highway from moving. They fix it every five years and keep patching it every year in between. These are just some of the Geological Issues this canyon has.

Let's talk about the environmental issues now. We have many, many animals in this Canyon from large to small, we have Sage Grouse and forest Grouse because we have desert areas and pine & aspen areas within this canyon in close proximity to one another, we have Deer, Elk herds, Bear dens, Cougar dens, Bobcats, Fox, & even on occasion, Buffalo, and have pictures to prove it. We have Hawks, Bald Eagles, Blue Jays and all kinds of other Bird species.

There are several Box Canyons up there. We have had fires up there in the past and homes/cabins and other structures have been destroyed. If a spark from a train were to start a fire and mark my words, it will! We stand to lose more than structures. Lot's of families would be trapped and not be able to get out!

My husband and I have raised our four daughters up there, they learned how to work and that work can be fun! They learned to respect the land, the elements and the animals. And they learned respect for their fellow man and neighbors up there. Our kids are all grown up now with children of their own now and they are teaching them the same way of life. We love it there! There is nowhere else you can go now a days to find this same kind of peace and quiet, to unplug and get away from the craziness of the rest of the world! There is nowhere on this planet we would rather be. They don't make places like this! You can't make more land like this! This Place Is Irreplaceable!

We, and many others have big family reunions up there because of the peace and quiet and lack of distractions. You really have no idea how many people (and animals) in this Mountain community that this project will negatively effect. If the SCIC is hell bent on having a rail line they should choose a different route, I guarantee there will be several lawsuits against them for damage, injury or negligence in the future. Just the staging and construction alone, will leave this area scarred beyond belief for decades and generations to come.

Part of this Canyon is a gated private community. How will they handle that? We bought here for the privacy factor. All of our Property Values will go down considerably but our taxes will

not and in this uncertain economy we don't need another hit on top of everything else that is pushing us down.

The Oil markets are down about as low as they can get, and in this uncertain economy there may not be enough demand to deem this project viable. Even the Oil Companies won't put any money into this project! Not a single one, has contracted with the SCIS on this railroad!

The Fed. Gov. will not benefit from it. It is considered a public/private railroad which means the Fed. Gov. Will Be Paying for it but Mike McKee and the members of the SCIC will Profit from it. The Public, the People, the Taxpayers, WILL NOT!

This is simply a case where the many are being Sacrificed for the few. The public will not benefit from this rail line. Its for the oil companies and they won't even support it! It won't bring new jobs. The Construction Companies have their own employees. It won't save traffic on the highway. They still have to truck it to the rail station/hub. And to produce enough Oil to make it worth it, it will raise the emission levels in the Basin past the legal limit and require ten times more water to drill additional Oil. The Basin is already struggling for water. It's a desert! This project Can Not be approved! We really don't need a "Railway to Nowhere" just like the "Highway to Nowhere!" We as a community, don't trust Mike McKee's motives or planning skills.

I appeal to you and the STB board members to do your homework, Study this area thoroughly and you will see, that it is not logical to try to put a rail line through this area.. The cost is too high in so many aspects it way outweighs the benefit.

Thank you for your time and consideration. I hope and Pray you will do the right thing here and not approve this project.

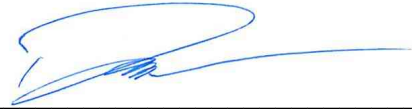
Sincerely,

Melissa Peck & Family
555 South 600 East
Lehi, Utah 84043
(801) 368-3994
utahlioness@gmail.com

CERTIFICATE OF SERVICE

I HEREBY CERTIFY that on this 7th day of July 2020, I caused a copy of the foregoing Letter to be served on all parties of record by email or first class mail, postage prepaid.

Signed



Print Name

Darrell Fordham

July 7, 2020

Via Electronic Filing

Ms. Cynthia T. Brown
Chief, Section of Administration
Office of Proceedings
Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

Re: *Seven County Infrastructure Coalition – Construction and Operation – in Utah,
Carbon, Duchesne, and Uintah Counties, UT, STB Docket No. FD 36284*

Dear Ms. Brown:

I am a landowner in the Argyle Canyon area. I am opposed to the Uinta Basin Railway Project, and to the Seven County Infrastructure Coalition's Petition for Exemption dated May 29, 2020 for the following reasons:

Our family has been deceived and not been able to get accurate or correct information from the Coalition. I do not like that the Coalition continues to try to sneak around the governmental permitting and approval processes rather than follow the required process, thus trying to push this project through for their own benefit, and without regard to the feelings, interests and great investments of the private citizens in Argyle Canyon.

Our land is our family heirloom so to speak. It is our family's life, our memories, our dreams and our love. We do not appreciate, as Americans, that a Coalition such as this would come in and decide they can ignore us, and not be upfront and honest with us, and we cannot believe that they would turn to private land owners to push a project off of BLM lands and onto private properties, especially when other sites are available that are easier to build on. As a citizen of the United States I want to keep my right to own my own private property without undue hassle for a project that would benefit an oil company. I and my family are as important as oil company and we were here first!

I shudder at the thought of my land price becoming valueless due to the noise a railroad would bring as I bought this land strictly for the purpose of getting away from noise.

Please oppose this self-created, self-appointed government entity in the State of Utah who does not care about us, the people of Utah they are supposed to represent.

Michael Pugh
Argyle Canyon/Indian Canyon landowner
337 E. 400 N.
Mapleton, Utah 84664

CERTIFICATE OF SERVICE

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Signed

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Print Name

Darrell Fordham

July 2, 2020

Cynthia T. Brown
Chief, Section of Administration
Office of Proceedings
Surface Transportation Board
395 E. Street, SW
Washington, DC 20423-0001
repa@stb.gov

*Re: Seven County Infrastructure Coalition
Construction and Operation in Utah, Carbon, Duchesne, and Uintah Counties, UT
STB Docket No. FD 36284*

Dear Ms. Brown:

As a landowner in Argyle Canyon, Utah and a member of the Argyle Wilderness Preservation Alliance, I am **strongly opposed** to the construction of the Uinta Basin Railway Project and to the Seven County Infrastructure Coalition's petition for exemption dated 5/29/2020 for the following reasons:

With all due respect, Ms. Brown, you are being deceived. This proposed Uinta Basin Railway serves only one group of people, and that is the oil producers.

The Uinta Basin has already suffered irreparable harm at the hands of the oil companies. Fracking wells intrude forest lands, grass lands, and agricultural lands. Large amounts of methane emission into the atmosphere is a significant contribution to global warming and local climate changes. The Uinta Basin now exceeds the federal standard for smog pollution by a whopping 89 percent. Neonatal mortality rates in the small town of Vernal, Utah, population 10,000, went up six-fold from 2010 to 2013. Does this sound like the Uinta Basin needs a railway system to contribute to their already fractured lifestyle?

As Argyle Canyon landowners, we are continually advised of public hearings on the railway last minute or sometimes the day of the hearing. Oftentimes, they have changed hearing locations last minute. If the railway is considered to be serving the public, why does the Coalition do everything in its power to keep the public ill informed?

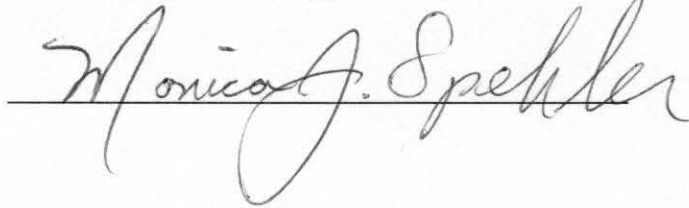
Our family purchased our land in Argyle Canyon in 1999. Since that time my husband has worked tirelessly to improve the land and build a small cabin. This is not recreational property we visit two or three times during the summer months. We are there every day that our schedules allow, every single week from May through October. Our children and grandchildren know that this land is their birthright. This proposed railway system would destroy not only our land, our solitude, our creek and spring water, but the ability to gift something of ourselves to our family long after we're gone.

During these challenging times of a global pandemic, more and more people are seeking solitude in nature to escape the stress and worry of living in a big city. Every landowner in Argyle Canyon cherishes their time in nature.

Please read between the lines, Ms. Brown. None of us wants this Railway project to destroy everything we hold dear. Thank you for your consideration.

Sincerely,

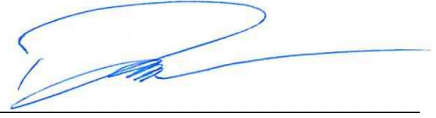
Monica J. Spehler (Argyle Canyon Lobo lot 7)

A handwritten signature in cursive script, reading "Monica J. Spehler", written over a horizontal line.

CERTIFICATE OF SERVICE

I HEREBY CERTIFY that on this 7th day of July 2020, I caused a copy of the foregoing Letter to be served on all parties of record by email or first class mail, postage prepaid.

Signed



Print Name

Darrell Fordham

July 7, 2020

Via Electronic Filing

Ms. Cynthia T. Brown
Chief, Section of Administration
Office of Proceedings
Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

Re: *Seven County Infrastructure Coalition – Construction and Operation – in Utah, Carbon, Duchesne, and Uintah Counties, UT, STB Docket No. FD 36284*

Dear Ms. Brown:

I am a landowner in the Argyle Canyon area. I am opposed to the Uinta Basin Railway Project, and to the Seven County Infrastructure Coalition's Petition for Exemption dated May 29, 2020 for the following reasons:

The Seven County Coalition has to be the most dishonest and scandalous group of people I have ever met. They are using an economic crisis to cover up the fact they don't have the money to build this railway. I oppose they be given a refund of \$92,700 for filing fees and exemption from customary approval requirements. This railway is on them to PROVE they have the funding and can meet all requirements. When you combine that information with state Senator Ron Winterton, R-Roosevelt legislation to give oil and gas producer a big tax break to expand production S.B. 41 red flags start going up. Expanding production is crucial for the railway. The tax break he proposed would be 5.7 million a year, possibly up to 53.1 million by the fourth year. When you look at the big picture, this screams, they DON'T have the financial backing to build, operate, and maintain the railway. Something we have been saying all along.

It's my understanding they are claiming by allowing them to bypass all the red tape they can immediately start building and help the economy in the Uintah Basin. They already stated that the railway will bring 50-100 jobs and now claim it will be creating thousands of jobs is absurd. Common sense says, it doesn't take thousands of people to build or maintain a railway, almost positive not one person in the Uintah Basin has any experience building railroads and companies that build railways bring their own experienced people. Statistics show SCIC is exaggerating the information. Uintah Basin is made up of two rural counties and several small towns. Approximately 23,500 men/women who fall within the working age. They claim a 10% unemployment rate which comes to approximately 2,350 men and women out of work or unwilling to work. With those statistics tell me how they will employ thousands from the Uintah Basin? Only way they are going to boost the economy is by bringing in thousands of people from out of the area NOT by employing local people. What they don't tell you is they will create a

couple railway jobs but cut hundreds of truck driving jobs. I don't know where they are getting their numbers from.

Even if they brought thousands of jobs to the Basin it would be a repeat of the last boom. Rent increased from 500.00 to 2000.00 a month and that is if you could find a place to live. Housing market skyrocketed and people ended up losing their homes after the bust because the payments were so high and the loans ended up being more then the house was worth. If you look at history oil booms never last more than a few years. Can the Basin withstand another boom/bust, can the residents continue to breathe fresh air and drink fresh water? I have to say no, so it's a lose-lose for the Uintah Basin and a win for big oil companies.

Their other claim that it will help the agriculture industry is again being dishonest. This was not even an option for them until they needed some other way to say it wasn't just about the oil. Where are the plans showing the transloading facilities and who is paying for it? We have never seen any plans. Uintah Basin has a lot of farmland but they are smaller farms that can't afford trainloads of products nor do they produce enough product to ship it on trains. Again, this is on them to prove so let them PROVE it with facts and not just, it's our plan.

What about the way of life for the residents of the Basin? According to Utah Department of Environmental Quality "oil and gas development in the Uinta Basin have led to environmental issues regarding air quality, water quality, and management of drilling wastes." In recent years, the Uinta Basin has exceeded the National Ambient Air Quality Standards. What do you think quadrupling the oil production will do besides make oil companies more money?

They claim this is a public project, yet the public can't use the railway, the Coalition refuses to be transparent with the public, the Coalition won't allow public opinion at meetings or they will limit it to 5 minutes total.

This request comes down to nothing but dirty politics and downright dishonesty. Only thing they are doing is trying to get around the permitting and approval process because they know this railway is not in the public's best interest. I say deny their request for exemption in fact this whole project needs to be derailed (pun intended).

Thank you for your time,

Pamela Underwood
435-650-1499
645 Rose Ave.
Price, Utah 84501

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Dear Ms. Brown:

I am a landowner in the Argyle Canyon area. I am opposed to the Uinta Basin Railway Project, and to the Seven County Infrastructure Coalition's Petition for Exemption dated May 29, 2020 for the following reasons:

The natural beauty of the area is unparalleled and rarely found anywhere else in this country. Putting a railroad through such pristine habitat will forever alter the landscape and deeply disrupt the animals that live there, including mule deer and elk that migrate directly through the area. I'm also concerned about the threat to canyon residents' safety as a result of the railroad. The area is already prone to wildfires, and any added hazard should be avoided at all cost. A train known to cause sparks is one such hazard.

Environmental concerns aside, I am massively disturbed by the Coalition's handling of this matter. They've censored public comments and seem to do anything possible to silence the voices of landowners. For a project designed to promote public good, all they've done is ignore the comments of citizens and fail to provide substantial facts about the project. All of this, despite UDOT's recommendation that any route through Indian or Argyle Canyons would be unfeasible given the costs associated with navigating such extreme terrain.

It's clear that the railroad is designed to serve a single industry, and a few small oil producers. All of this for a dying industry that won't be around in a couple decades. It's not worth it.

Rich Fahey
859-512-3184
1563 E. Roosevelt Ave.
Salt Lake City, Utah 84105

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Dear Ms. Brown:

I am a landowner in the Argyle Canyon area. I am opposed to the Uinta Basin Railway Project, and to the Seven County Infrastructure Coalition's Petition for Exemption dated May 29, 2020 for the following reasons: We have had property in the Argyle Canyon / Indian canyon for over 20 years. My wife & I purchased our first lot there in 1996 so we would have a place in these beautiful mountains to take our young children (4 daughters) & teach them about nature, wildlife & responsibilities that come with camping & the great outdoors. Our kids are grown & raised now & have families of their own & they still love spending time there & teaching their kids the same things. We have also purchased more land around us over the years to accommodate our growing family. Also, with the latest preferred route that the SCIC is suggesting (Whitmore Route) where the train will exit the 1st tunnel & enter the 2nd tunnel will be closer to our property & cabin than anyone else's. Such a close proximity that we will constantly hear & feel every train that passes through. The biggest reason though of why I oppose this project is the people that are pushing the project. We have been to too many meetings to even count & I have never seen so much corruption, misconduct & overreach by any other government entities. We have constantly been lied to, misled & misinformed. The members of the "Seven Counties Infrastructure Coalition" are the worst. Especially when multiple board members of the SCIC board also sit on other boards like the Utah CIB board where the SCIC got it's initial funding to start their study. That's double dipping & a serious conflict of interest to me. And one other point, at times like now when oil prices are so low it is not even feasible to build a railway to haul oil. This happens quite often in the Uintah Basin, it goes from Boom to bust with the fluctuating oil market. Please do not allow this project to be built, especially in the area the SCIC has proposed. It would impact so many people who have put so much into their lands, including farms & ranches near Duchesne that have been owned & operated for many generations.

Thank you,

Roger Peck
555 South 600 East
Lehi, Utah 84043

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Dear Ms. Brown:

I am a landowner in the Argyle Canyon area. I am opposed to the Uinta Basin Railway Project, and to the Seven County Infrastructure Coalition's Petition for Exemption dated May 29, 2020 for the following reasons:

My family has owned land in Argyle canyon for 45years! I reject the Uinta Basin railway project! In 2014 the UDOT study said routes through Indian canyon and argyle canyon are too steep and would be expensive! It will damage the landscape and pollute the watershed. It will bypass towns and put truckers out of work! This will destroy the canyon and recreation area. I am against this project! It will do more damage than good for the Uinta Basin people and area. Please stop this project before it is too late!

Sheri and Harold Sandbeck
999 Springridge Cir.
North Salt Lake, Utah 84054

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Dear Ms. Brown:

I am a landowner in the Argyle Canyon area. I am opposed to the Uinta Basin Railway Project, and to the Seven County Infrastructure Coalition's Petition for Exemption dated May 29, 2020 for the following reasons:

My family owns property in the Argyle Canyon area. The Seven County Coalition has not been transparent about anything regarding this railroad. Almost everything they do is behind closed doors and will not allow the public access to any information. They started this and should not get any money back or be exempt from meeting all the necessary requirements.

It appears they are using Covid-19 and the economy as a way to slither around the process. The Coalition knows they do not have the financial backing for this railroad, if they did they would not have any problems showing the public proof.

Their estimate of 1.4 billion is so far stretched from the truth of what it will really cost. In 2014 UDOT said this railway could not happen because the price tag would be 5 billion dollars and that it wasn't financially feasible. The mountain is still just as steep, the plans have slightly changed by adding an additional several miles and a massive bridge across the canyon. That alone will be an additional millions.

Just the destruction to the canyons during construction would destroy an entire mountain. These roads are wide enough for one vehicle, they will have to widen all the roads to get their equipment in not to mention the dozens of roads they will need to make. This area is thick with pine and quakie trees, the removing of that many trees alone should put a stop to this project. It is not going to bring more jobs to the Uintah Basin, it's going to destroy the Uintah Basin with an unaffordable housing market, pollution like the Uintah Basin has never seen before, violence, overcrowded schools and traffic. The Uintah Basin is not a city its small rural communities and reservation that is not equipped to handle the quadrupling of the oil production like the Coalition stated it wants to do.

I am requesting you please deny their petition and require the Coalition to meet every requirement. They have not shown they have realistic funding for this project in fact they have not shown anyone proof of any part of this project.

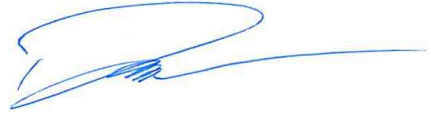
Thank you for your consideration,

Stephanie Kouris
1101 S. Carbon Ave. Trlr 67
Price, Utah 84501

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Dear Ms. Brown:

I am a landowner in the Argyle Canyon area. I am opposed to the Uinta Basin Railway Project, and to the Seven County Infrastructure Coalition's Petition for Exemption dated May 29, 2020 for the following reasons:

- The sparks from the rails have a very high chance of causing a fire.
- The impact on the environment is extremely detrimental and cannot be reversed.
- The smoke is damaging not only to the air quality but the wildlife as well.
- It would disturb our peace and the quality time we spend together as a family.

It would be a major disruption to all of the families that enjoy spending time together in our great outdoors.

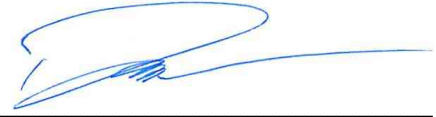
Thank you,

Susie Peterson
9636 S Dana Cir
Sandy, Utah 84070

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Dear Ms. Brown:

I am a landowner in the Argyle Canyon area. I am opposed to the Uinta Basin Railway Project, and to the Seven County Infrastructure Coalition's Petition for Exemption dated May 29, 2020 for the following reasons:

I own property in the Argyle Canyon Estates area and am concerned with the proposed Uinta Basin Railway Project (UBRP). I have attended two public meetings regarding the project, have met with the engineering firm to get maps of the proposed route(s), and have visited personally with several individuals working on the project, but have received vague answers. I understand this is still in the planning process; I also understand how critical it is to give my input while decisions are being made.

My home is in the Uintah Basin, so I understand fully the need to stabilize the economy in this region. I understand the importance of the oil and gas industry to our area. I have always supported businesses and industries located in the Basin. However, I am concerned with this railway proposal. I feel there are other effective ways to stabilize our economy. First, I would like to see a better railway route proposal that would have less negative effect on private landowners. Or, I would like to see investment in pipelines for transporting the oil and gas out of the Basin to current railway systems. I would like to see much needed improvements in the roadway system coming into the Basin. It is incomprehensible that much of highway 40 to Heber and highway 191 through Indian Canyon are dangerous two-lane roads, with limited passing ability for slow moving traffic. Many people die each year on these roads. These roads need to be improved regardless of the railway system. I would like to have more information and about the other economic benefits of the railway. Carbon County has a railway and has a struggling economy, how will this new railway be different for the citizens of the Basin?

The Uintah Basin is rich with natural resources and recreational opportunities, we could develop a more successful tourism economy. The Covid19 pandemic has forced innovative thinking in

developing remote-location type of businesses. The Basin has been a powerful contributor to the economy of the State of Utah, it is time for the State to invest in the economies of the Basin. I am concerned with the extensive number of new wells that would need to be drilled and maintained in order to meet the cost effective formula for operating the railway. As a landowner, I know from personal experience, that if an oil company wants to drill a well on your property, you can't stop it. Subsurface rights prevail. The value of my 100+ acres of mountain property was drastically diminished when a well pad with two wells, roads, and supporting pipelines were placed on my property. No one wants to buy property that is scarred and has a well on it. I do not want to see other property owners or farmers lose the value of their land because hundreds of wells dot the entire landscape of the Basin.

I feel a railway through the Argyle Canyon area will devastate the property values. In addition, the damage done by the actual construction of the railway, tunneling, communication towers, culverts, stream crossings, and damage to existing water springs will be extensive. The noise level of mile-long trains passing through every 2-3 hours will result in us hearing noise from passing trains nearly non-stop. There will be increased pollution. This will destroy the peace and quiet in our canyon, which is the reason I have invested my hard-earned money into my property. I have worked hard to develop a safe, fun, and peaceful place for my family and grandchildren to gather both now and in the future.

Our canyon, our views, our forests, our wildlife, will all be negatively impacted by this railway.

Our safety will be affected by an increased fire danger

Thank you for the opportunity to share my concerns. I would like to see a better route option for this railway system. A route located primarily on public lands, not privately-owned land.

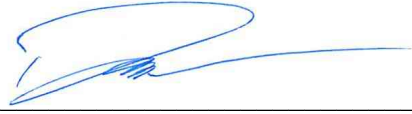
Sincerely,

Terri Mold
PO Box 1044
Vernal, Utah 84078

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Print Name

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