

Cynthia Brown
Chief, Section of Administration
Surface Transportation Board Office of Proceedings
395 E Street, SW
Washington, DC 20423
Docket No. FD 36471

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Part of
Public Record

As a Chaffee County, Colorado constituent, homeowner, and business owner, I am contacting you to request your bipartisan support to ensure that neither Colorado Midland & Pacific Railway or Colorado Pacific Railroad, or any other railroad companies, shall be allowed to restart service on the long dormant Tennessee Pass rail line.

Train activity would drastically diminish the outdoor community I love so dearly and would further infringe upon already impacted wildlife and would be an environmental disaster to Browns Canyon National Monument. The sound pollution, air pollution, and risk of derailment into our precious rivers would wreak havoc on the outdoor industry and ecosystems which is at the foundation of both our community experience and economy.

Much has changed since the Tennessee Pass rail line went dormant 24 years ago in 1997. In 2014, after decades of intensive toxic cleanup from past mining operations, the Arkansas River achieved Gold Medal Fishery status along a 102-mile stretch from Leadville, CO to Parkdale, CO. In 2015, the Browns Canyon National Monument was established, providing a critical wildlife habitat, including big game and bighorn sheep herds. The Arkansas River whitewater rafting industry now generates over 225,000 visitors annually, bringing in over \$75 million in local economic revenue. With the increase in recreation in the Arkansas River valley, so too, have the valley's communities grown. They rely on the continued protection of their natural resources and river corridors, in order to maintain and grow the recreational tourism revenue so vital to our economy.

Understanding the significant challenges with the Tennessee Pass Rail Line, in late 1997, Union Pacific applied with the Surface Transportation Board to officially abandon the route. Unfortunately, they were denied. I agreed with their request to abandon the line back then, and strongly agree that it should now be abandoned permanently.

Additionally, I believe the transaction proposed by the Colorado Midland and Pacific Railway is neither "routine" nor "noncontroversial" and, therefore, does not qualify for an exemption from regulations. I believe statements in the CMP application are either false or misleading, which should disqualify the request for exemption.

Examples include the CMP statement that there will be no change in service over the Tennessee Pass line. The Tennessee Pass line has been dormant for 24 years; therefore, any service on the line will be a significant change of service. Also there has never been passenger traffic on the line which is a large portion of the CMP mission to receive local government funding to repair the line.

Also, CMP claims its revenues from operating the rail line would not exceed \$5 million per year, a limit beyond which the railway would be subject to additional regulation. Since operating costs alone would exceed \$5 million per year, I believe CMP's projected revenues are intentionally underestimated to avoid appropriate scrutiny and regulation.

For all life in the Arkansas River Valley please stop the trains.

Respectfully,

Jacqueline Allen

Chaffee County

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CC: Parties of Record