

UINTA BASIN RAILWAY

DOCKET NUMBER FD 36284

DRAFT EIS PUBLIC MEETING November 19, 2020

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3 SURFACE TRANSPORTATION BOARD
4 UINTA BASIN RAILWAY
5 DOCKET NUMBER FD 36284
6 DRAFT ENVIRONMENTAL IMPACT STATEMENT
7 PUBLIC MEETING
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12 Held November 19, 2020
13 6:00 p.m. to 8:00 p.m.
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23 Reported by: Michelle Mallonee, RPR, CCR
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P R O C E E D I N G S

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MS. PIGGOT: Good evening, Ladies and Gentlemen. The time is 6:00 p.m. local time, and we will now start the Surface Transportation Board Office of Environmental Analysis, or OEA, online public meeting. This online public meeting is for the Uinta Basin Railway Draft Environmental Impact Statement, or EIS. Thank you, everyone, for participating.

My name is Jennifer Piggot, and I will serve as your neutral facilitator this evening. I am with ICF, who is supporting OEA as an independent third-party contractor. Also on the line is Josh Wayland, the EIS project manager with the Surface Transportation Board Office of Environmental Analysis.

This online public meeting is being recorded and transcribed. The same presentation will be made at each of the six scheduled online public meetings.

If you need assistance with Zoom during the meeting, you can use the "Chat" feature located at the bottom of your screen to send a message to the meeting host. We appreciate your participation in this online public meeting. We would much rather be with you in person, but with the current conditions, we want to provide all the information we can while protecting

1 everyone's health. We are going to conduct this as
2 closely as possible to a typical in-person public
3 meeting.

4 Please make note of the phone number for this
5 meeting. The phone number is (877) 853-5247, meeting ID
6 874-8149-6515, password 05649357. If you experience
7 difficulty with your Internet connection at any point
8 during this meeting, you can call this number to listen
9 to the meeting.

10 Additionally, Internet connections and bandwidth
11 may impact your viewing experience this evening. We
12 recommend closing all apps and programs and limiting
13 others' streaming or downloads during this meeting.

14 Finally, we're running this meeting using Zoom
15 webinar, which mutes all participants and restricts video
16 feeds. Only the meeting host can unmute you.

17 For any media representatives that join this
18 evening, please contact the EIS project manager, Josh
19 Wayland, for any media queries or interview requests.
20 Mr. Wayland can be reached at: Joshuawayland@stb.gov.

21 You can see on the meeting topics on the slide,
22 we will conduct the online public meeting in two parts.
23 First, OEA will provide an overview of the proposed
24 project and the environmental review process followed by
25 a facilitated comment session where interested parties

1 can provide oral comments for the record.

2 Before we begin, I'd like to review some ground
3 rules for this evening's online public meeting. As
4 previously stated, we will show a presentation and then
5 receive oral comments. We will not host a
6 question-answer session during this meeting.

7 Please remember the meeting is being recorded
8 and transcribed, so no inappropriate or threatening
9 language.

10 Comments will be called -- commenters will be
11 called on in the order in which they are registered, with
12 elected officials given the opportunity to speak first.
13 If you did not preregister to provide an oral comment at
14 this evening's meeting and would like to do so, please
15 send a chat message to the meeting host, raise your hand
16 using the raise hand icon located next to your name, or
17 for call-in only users, press *9 to raise your hand.

18 We will receive as many comments as time allows.
19 If you are not called on to provide an oral comment
20 today, you may provide a comment electronically through
21 the project website or through the mail, or provide an
22 oral comment at another online public meeting. Again, we
23 will make every effort to receive as many oral comments
24 as possible during this evening's meeting.

25 Please submit comments by the close of the

1 comment period, which is December 14th, 2020. We invite
2 you to submit comments orally at one of the remaining
3 online public meetings, electronically via the Board
4 sponsored project website at
5 www.uintabasinrailwayeis.com, or writing to Joshua
6 Wayland, Surface Transportation Board, c/o ICF, 9300 Lee
7 Highway, Fairfax, Virginia 22031, Attention:
8 Environmental Filing Docket No. FD 36284.

9 OEA will make the presentation available on the
10 project website.

11 We appreciate the chance to share the proposed
12 project and the environmental process with all of you.
13 We wish we could be together in person, but we are glad
14 to come together virtually. Again, the purpose of this
15 online public meeting is to share information about the
16 Draft Environmental Impact Statement, provide information
17 on how to provide comments, and to receive oral comments.

18 Now, I would like to introduce Josh Wayland, the
19 project manager with the Surface Transportation Board
20 Office of Environmental Analysis for his welcome remarks.

21 Josh.

22 MR. WAYLAND: Thank you, Jennifer.

23 And hello, everyone, and thank you very much for
24 taking the time to attend the meeting this evening. I
25 know these are difficult times for everyone, and I

1 certainly hope that you all are staying safe and healthy
2 and taking care of yourself in these difficult times.

3 Although, as Jennifer said, we are sorry we're
4 not able to meet with you in person due to the ongoing
5 COVID-19 pandemic, we are very glad to be able to meet
6 with you through this online format and are looking
7 forward to hearing your comments a little bit later in
8 the meeting.

9 As Jennifer said, my name is Josh Wayland. I am
10 an environmental protection specialist with the Surface
11 Transportation Board's Office of Environmental Analysis.
12 And I am the project manager for the Uinta Basin Railway
13 Draft Environmental Impact Statement.

14 I see that at this time, we have 23 people on
15 the line with us this evening, including folks who have
16 tuned into the webinar and those who have called in by
17 phone.

18 I wanted to recognize Kristy Groves of the
19 Ashley National Forest is with us representing the U.S.
20 Forest Service. That's one of our cooperating agencies
21 working with us on this environmental review.

22 Welcome as well to any other agency
23 representatives or elected officials who might have
24 joined us tonight, and thank you for attending.

25 Before we move into the comment portion of

1 tonight's meeting, we would like to play a brief
2 presentation for you that provides an overview of the
3 proposed project and the EIS process as well as some of
4 the major conclusions of the Draft EIS and how to submit
5 your comments.

6 The presentation will be available on the
7 Board-sponsored project website, which is
8 uintabasinrailwayeis.com in case you would like to go
9 back and watch it again later.

10 So at this point, I'd just like to thank
11 everyone once more for your participation today, and then
12 ask Jennifer to please go ahead and start the
13 presentation.

14 (The following is the prerecorded
15 PowerPoint presentation:)

16 MR. WAYLAND: Hello, and welcome to this online
17 public meeting for the Uinta Basin Railway Draft
18 Environmental Impact Statement.

19 The Environmental Impact Statement, or EIS, is
20 being prepared by the Surface Transportation Board, which
21 is the federal agency that authorizes the construction
22 and operation of new rail lines.

23 My name is Josh Wayland, and I work for the
24 Surface Transportation Board's Office of Environmental
25 Analysis. In this presentation, I will provide a very

1 brief overview of the environmental review process, the
2 conclusions of the Draft EIS, and how you can submit your
3 comments on the Draft EIS.

4 Here is the agenda for this presentation. I
5 will start out by providing an overview of the role of my
6 agency, the Surface Transportation Board, as well as the
7 cooperating agencies that are working with us, the Seven
8 County Infrastructure Coalition, which is the project
9 applicant, and the Coalition's proposed project.

10 Next, I will discuss the environmental review
11 process, including the different resource areas that we
12 have analyzed in the Draft EIS, the major conclusions of
13 the Draft EIS, and our preliminary recommendations for
14 mitigating environmental impacts.

15 Then I will discuss how to access more
16 information about the proposed project and the
17 environmental review.

18 I will then discuss the comment period and the
19 public meetings.

20 And finally, I will explain how you can submit
21 your comments on the Draft EIS.

22 Let's begin with an overview of the proposed
23 project. As I mentioned earlier I work for a federal
24 agency called the "Surface Transportation Board." The
25 Board is the lead agency for the Uinta Basin Railway EIS.

1 It is a bipartisan, independent adjudicatory board with
2 broad economic regulatory oversight over railroads,
3 including railroad rates and service as well as
4 acquisition, abandonment, construction, and operation of
5 rail lines.

6 When considering whether or not to authorize the
7 construction and operation of a new line of railroad, the
8 Board considers both the transportation merits of the
9 proposal and the potential environmental impacts. The
10 Board's Office of Environmental Analysis, or OEA, is the
11 office at the Board that is responsible for conducting
12 the environmental review for new railroad construction
13 proposals. OEA works under the National Environmental
14 Policy Act, or NEPA, as well as related environmental
15 laws.

16 In this case, OEA is working with five
17 cooperating agencies to conduct the environmental review,
18 including four federal agencies and one state agency.
19 Those agencies are the Bureau of Land Management, the
20 U.S. Forest Service, the U.S. Army Corps of Engineers,
21 the Bureau of Indian Affairs, and the State of Utah's
22 Public Lands Policy Coordinating Office.

23 The Draft EIS contains more information about
24 the decisions that the cooperating agencies would be
25 responsible for making if the Board were to authorize the

1 construction and operation of the proposed Uinta Basin
2 Railway.

3 The Uinta Basin Railway is not being proposed,
4 funded, or sponsored by the federal government. The
5 project applicant is the Seven County Infrastructure
6 Coalition, or "Coalition."

7 The Coalition proposes to construct and operate
8 an approximately 85-mile rail line extending from two
9 terminus points in the Uinta Basin near South Myton Bench
10 and Leland Bench to an existing Union Pacific Railroad
11 Company rail line near Kyune, Utah.

12 The purpose of the proposed rail line would be
13 to provide common carrier rail service connecting the
14 Uinta Basin to the interstate common carrier rail network
15 using a route that would provide shippers with a viable
16 alternative to trucking.

17 The Coalition anticipates that the proposed rail
18 line would primarily be used to transport crude oil
19 produced in the Uinta Basin to markets across the United
20 States. But trains on the proposed rail line could also
21 carry other products and commodities, potentially
22 including frac sand, other proppant material, steel,
23 machinery, and mineral and agricultural products and
24 commodities.

25 The volume of rail traffic on the proposed rail

1 line would depend on future market conditions, including
2 demand for crude oil produced in the Uinta Basin.

3 Depending on those future market conditions, the
4 Coalition estimates that between approximately 3.68 and
5 approximately 10.52 trains could operate on the proposed
6 rail line each day on average. And that estimate
7 includes both loaded and unloaded trains.

8 The National Environmental Policy Act, or NEPA,
9 requires that federal agencies consider reasonable
10 alternatives to a proposed action. In the case of the
11 Uinta Basin Railway, there are relatively few potential
12 routes for a rail line to take due to the mountainous
13 terrain that surrounds the Uinta Basin.

14 However, OEA identified three reasonable
15 alternatives that would be logistically feasible and
16 practical to construct and operate. In the Draft EIS,
17 these alternatives are referred to as the "action
18 alternatives." The action alternatives are the Indian
19 Canyon alternative, the Wells Draw alternative, and the
20 Whitmore Park alternative.

21 I will present maps of these three action
22 alternatives in just a moment.

23 In addition to the action alternatives, the
24 Draft EIS also considers the potential environmental
25 impacts of the no-action alternative which would occur if

1 the Coalition did not construct and operate the proposed
2 rail line.

3 The map shows the route of the Indian Canyon
4 alternative. From terminus points near South Myton Bench
5 and Leland Bench, this alternative would extend westward
6 and would then head southwest through Indian Canyon,
7 paralleling Route 191. There would be three tunnels on
8 this route to maintain a safe grade while traversing the
9 mountains that surround the Uinta Basin. South of Indian
10 Canyon, the alternative would head west to a connection
11 with an existing Union Pacific Railroad rail line near
12 Kyune.

13 The Indian Canyon alternative would be
14 approximately 81 miles long, and it would cross land that
15 is owned or managed by the Ute Indian Tribe, the U.S.
16 Forest Service, the State of Utah, and the Bureau of Land
17 Management, as well as private land.

18 The Wells Draw alternative would also connect
19 two terminus points in the Uinta Basin near South Myton
20 Bench and Leland Bench to the existing Union Pacific rail
21 line near Kyune. This alternative would follow a
22 different route between those endpoints compared to the
23 Indian Canyon alternative, however. South of Myton, the
24 route would follow Wells Draw toward its headwaters and
25 would then turn west into Argyle Canyon.

1 The Wells Draw alternative would cross very
2 rugged terrain and require 13 tunnels to maintain a safe
3 grade. It would be approximately 103 miles long and
4 would cross land managed by the Bureau of Land Management
5 and the State of Utah as well as private land.

6 Early in the EIS process, the Coalition
7 developed a new alternative to avoid certain
8 environmental impacts that had been identified. This is
9 the Whitmore Park alternative. It would be similar to
10 the Indian Canyon alternative because it would also
11 parallel Route 191 through Indian Canyon. However, to
12 the north and south of Indian Canyon, the Whitmore Park
13 alternative would follow a different route.

14 To the north, the Whitmore Park alternative
15 would go around the Duchesne Mini Ranches area of
16 Duchesne County to avoid impacts on residences there.

17 To the south of Indian Canyon, the Whitmore Park
18 alternative would be located further north compared to
19 the Indian Canyon alternative and the Wells Draw
20 alternative in order to avoid or minimize impacts on
21 greater sage-grouse in the Carbon Sage-Grouse Management
22 Area.

23 The Whitmore Park alternative would have five
24 tunnels and would be approximately 88 miles long.

25 In its request for Board authority to construct

1 and operate the rail line, the Coalition identified the
2 Whitmore Park alternative as its preferred alternative.

3 I will turn now to a summary of the
4 environmental review process.

5 The first step in the EIS process is scoping.
6 For this project, scoping began on June 19, 2019, when
7 OEA issued a Notice of Intent to Prepare an EIS. During
8 scoping, OEA requested public and agency comments on the
9 alternatives and the topics to be analyzed in the EIS.
10 OEA held six public meetings in the project area as part
11 of scoping.

12 After receiving comments on the scope of study
13 for the EIS, OEA issued a final scope of study in
14 December 2019.

15 Following the end of scoping, OEA prepared the
16 Draft EIS in consultation with the cooperating agencies.
17 The Draft EIS analyzes the potential environmental
18 impacts of the three action alternatives. It also sets
19 forth OEA's preliminary recommended mitigation measures
20 for addressing those impacts, and it identifies the
21 Whitmore Park alternative as OEA's preliminary
22 environmentally preferred alternative.

23 The Draft EIS also sets the schedule for the
24 public comment period and the online public meetings.
25 The Draft EIS was published on October 30th, 2020.

1 After the end of the public comment for the
2 Draft EIS, OEA will prepare a Final EIS. The Final EIS
3 will respond to comments received during the comment
4 period, and it will make OEA's final recommendations to
5 the Board, including the final recommended mitigation
6 measures. The Board will then consider the entire
7 record, including OEA's recommendations, as it makes its
8 final decision.

9 In its final decision, the Board may decide to
10 deny the Coalition's Request for authority to construct
11 and operate the proposed rail line; it may grant
12 authority to construct and operate the proposed rail
13 line; or it may grant authority with conditions,
14 including environmental conditions.

15 If the Board should decide to authorize the
16 proposed rail line, the Coalition would then need to
17 obtain rights-of-way or permits from one or more of the
18 cooperating agencies. Those agencies would then need to
19 decide whether to grant those rights-of-way or permits.

20 The Draft EIS presents more detailed information
21 about the decisions that the cooperating agencies could
22 make, depending on which, if any, alternative is
23 authorized by the Board.

24 Now, I will briefly review some of the major
25 findings and conclusions of the Draft EIS.

1 The Draft EIS analyzes the potential
2 environmental impacts of the proposed rail line across a
3 range of resource areas. These include vehicle safety
4 and delay, rail operation safety, water resources,
5 biological resources, geology soils, seismic hazards and
6 hazardous waste, noise and vibration, air quality and
7 greenhouse gases, energy, cultural resources,
8 paleontological resources, land use and recreation,
9 visual resources, socioeconomics, environmental justice,
10 and cumulative impacts.

11 The Draft EIS concludes that any of the action
12 alternatives would have significant environmental
13 impacts. Any of the action alternatives would cross
14 surface waters and wetlands, which would result in
15 unavoidable impacts on water resources.

16 Among the action alternatives, the Wells Draw
17 alternative would permanently affect the largest area of
18 surface waters and wetlands, while the Whitmore Park
19 alternative would permanently affect the smallest area.

20 Any of the action alternatives would also affect
21 vegetation and wildlife, including species that are
22 listed as threatened or endangered under the Endangered
23 Species Act, as well as other species that are managed by
24 federal, state, and tribal agencies. For example, any of
25 the action alternatives would cross habitat for greater

1 sage-grouse, which is a species that is protected by the
2 Bureau of Land Management and the State of Utah.

3 For this species, the Whitmore Park alternative
4 would minimize impacts by avoiding sage grouse leks and
5 summer brood-rearing habitat.

6 The proposed rail line would create noise that
7 could disturb people who live near the proposed rail
8 line. "Wayside noise" refers to the noise from
9 locomotive engines as well as from train wheels on rail.
10 Depending on the number of trains that would move on the
11 rail line each day, wayside noise could exceed the
12 Surface Transportation Board's noise impact thresholds at
13 up to six residences for the Indian Canyon alternative,
14 up to two residences for the Whitmore Park alternative,
15 and up to one residence for the Wells Draw alternative.

16 The proposed rail line would have both positive
17 and negative socioeconomic impacts. Beneficial impacts
18 would include creating new jobs during construction and
19 during rail operations as well as generating tax revenue.
20 Adverse socioeconomic impacts would include the
21 acquisition and displacement of residences and of
22 economic activity, such as ranching or farming.

23 The proposed rail line would affect land uses on
24 public, private, or tribal lands. The effects on land
25 use would depend on the alternative. Any of the action

1 alternatives would cross state land and private land. In
2 addition, the Indian Canyon alternative and the Whitmore
3 Park alternative would each cross inventoried roadless
4 areas within Ashley National Forest and tribal trust
5 lands within the Ute Indian Tribe's Uintah and Ouray
6 Reservation.

7 The Indian Canyon alternative and the Wells Draw
8 alternative would both cross Bureau of Land Management
9 land, and the Wells Draw alternative would cross parts of
10 the Bureau of Land Management's Lears Canyon area of
11 Critical Environmental Concern as well as areas with
12 wilderness characteristics.

13 Among many other resource areas, the Draft EIS
14 specifically analyzes areas that OEA learned are of
15 concern to the Ute Indian Tribe, including impacts
16 related to vehicle safety and delay, rail operations
17 safety, biological resources, air emissions, and cultural
18 resources.

19 Based on OEA's analysis and in consultation with
20 the cooperating agencies, OEA has preliminarily
21 identified the Whitmore Park alternative as the
22 environmentally-preferred alternative because that action
23 alternative would avoid or minimize environmental impacts
24 compared to the Indian Canyon alternative and the Wells
25 Draw alternative.

1 In particular, the Whitmore Park alternative
2 would avoid or minimize impacts on water resources,
3 greater sage-grouse, and residential areas in the
4 Duchesne Mini Ranches area and the Argyle Canyon area of
5 Duchesne County.

6 For these reasons, OEA is preliminarily
7 recommending that if the Board decides to authorize the
8 proposed rail line, the Board should only authorize the
9 Whitmore Park alternative to minimize environmental
10 impacts.

11 We welcome your comments on this preliminary
12 recommendation as well as any of the other conclusions
13 presented in the Draft EIS.

14 If the Board should authorize the proposed rail
15 line, OEA also recommends that the Board impose
16 mitigation measures to mitigate impacts on the
17 environment. The Coalition has proposed 56 voluntary
18 mitigation measures, which are described in Chapter 4 of
19 the Draft EIS.

20 In addition to those 56 voluntary mitigation
21 measures, OEA is also recommending an additional 73
22 preliminary mitigation measures. Those recommended
23 mitigation measures are also set forth in Chapter 4 of
24 the Draft EIS.

25 We welcome your comments on these preliminary

1 mitigation measures, the voluntary mitigation measures,
2 and the additional recommended mitigation measures.

3 After considering all public comments on the
4 Draft EIS, OEA will make its final recommendations on
5 mitigation to the Board in the Final EIS.

6 Now I will discuss how you can access the Draft
7 EIS and find more information about the environmental
8 review process. This is a screen shot of the
9 Board-sponsored project website for the EIS. You can
10 find it at www.uintabasinrailwayeis.com, or you can do a
11 search for Uinta Basin Railway Environmental Impact
12 Statement.

13 On this website, the Draft EIS is available for
14 download, and you can also view an interactive map of the
15 action alternatives on the website and review many
16 project-related documents, including the field surveys
17 that were conducted to support the environmental review.

18 You can also provide your comments on the draft
19 EIS through this website. To do so, just click on the
20 Public Involvement Page, which provides a link to a
21 comment form and instructions.

22 This is what the comment form looks like. You
23 can type your comment right into the comment box, or you
24 can upload your comment as one or more attachments. The
25 comment box can be used for comments up to 4,000

1 characters long. If you would like to submit a comment
2 that is longer than 4,000 characters, upload your comment
3 in the form of a picture, a word document, a PDF file, or
4 as another format.

5 Another place where you can find information
6 about the proposed project is the Board's website,
7 stb.gov, or do a search for Surface Transportation Board.

8 The Board's website looks like this. To find
9 information about the Uinta Basin Railway Project, you
10 can click on the link that says "Search STB Records." To
11 do a search on the Board's website, you will need to know
12 the docket number for the case. For the Uinta Basin
13 Railway, the docket number is FD 36284.

14 If you conduct a search for Docket No. FD 36284,
15 you will find filings and decisions about the case.
16 These include the Draft EIS, which was issued on
17 October 30th, as well as the Coalition's petition seeking
18 authority to construct and operate the proposed rail
19 line.

20 The Draft EIS is currently available for public
21 review and comment. The comment period is 45 days long.
22 It began on October 30th, 2020, and is scheduled to end
23 on December 14th, 2020. To be considered in the final
24 EIS, therefore, your written comments must be submitted
25 or postmarked by December 14th. You can submit your oral

1 comments at any of the six public meetings that we are
2 holding during the comment period.

3 Due to the ongoing COVID-19 pandemic, all of the
4 public meetings are being held online. The dates and
5 times of the online public meetings are shown on this
6 slide, and information on how to register for a public
7 meeting is available on the Board-sponsored project
8 website. That's uintabasinrailwayeis.com.

9 Before finishing today's presentation, I would
10 like to briefly review the ways in which you can submit
11 your comments on the Draft EIS. There are several
12 different options for submitting comments, and OEA will
13 consider all comments equally regardless of how you
14 choose to submit them. You may give an oral comment at
15 today's online public meeting or at another online public
16 meeting. You can find information about how to register
17 for a meeting at the Board-sponsored project website.
18 Alternatively, you can submit a written comment
19 electronically through the project website. There is
20 also an option of mailing your comment if you prefer.
21 You can send your written comments to me, Joshua Wayland,
22 Surface Transportation Board, c/o ICF, 9300 Lee Highway,
23 Fairfax, Virginia 22031, Attention: Environmental Filing
24 Docket No. FD 36284. We ask that you please do refer to
25 Docket No. FD 36284 in your mailed comments.

1 This brings us to the end of today's
2 presentation. We really do appreciate your interest in
3 and participation in the Surface Transportation Board's
4 environmental review process for this proposed Uinta
5 Basin Railway project. We look forward to receiving your
6 comments and continuing to consult with you throughout
7 the remainder of the EIS process. Thank you all very
8 much.

9 (End of PowerPoint presentation.)

10 MS. PIGGOT: Thank you, Josh.

11 We have now reached the second part of the
12 online public meeting, a facilitated comment session. If
13 you have not already registered to provide an oral
14 comment and would like to speak, please send a chat
15 message to the meeting host, or raise your hand using the
16 hand-raise icon next to your name if you're on Zoom, or
17 call-in only users can press *9 to raise your hand and we
18 will add you to the commenter list. We will call on you
19 if time allows after those who have preregistered have
20 made their comments.

21 As a reminder, each commenter will have three
22 minutes to make their comments. At the start of your
23 comments, please state your full name for the record. If
24 time allows, commenters will be allowed more time to
25 expand on their comments.

COMMENTS BY ROY PATEL

MS. PIGGOT: Ladies and Gentlemen, our first preregistered speaker of this evening is Mr. Roy Patel. Roy Patel, P-A-T-E-L. And, Mr. Patel, I'm not seeing you on the Zoom webinar. If you have entered, maybe, perhaps under a different name or you are a call-in only user, please use the raise-hand feature. Or if you've called in, push *9 to raise your hand so I can identify you. Roy Patel. Okay. Not seeing any hands raised.

COMMENTS BY TODD RICHINS

MS. PIGGOT: Our next preregistered speaker is Todd Richins. Okay, Mr. Richins, I'm going to ask you to unmute.

MR. RICHINS: Hi. I don't have any additional comments beyond the comments I made at the first meeting. Thank you.

MS. PIGGOT: Thank you.

WILLIAM REESE

MS. PIGGOT: Our next preregistered speaker is William Reese. Mr. Reese, I'm not seeing you on the Zoom webinar. If you've joined by phone, please press *9, or if you joined under a different name, please use the

1 raised hand feature to identify -- so I can identify you.
2 William Reese, R-E-E-S-E.

3 Okay. Not seeing any hands raised.
4

5 COMMENTS BY MARGARET BRINGHURST

6 MS. PIGGOT: Our next preregistered speaker is
7 Margaret Bringhurst. And Ms. Bringhurst, I'm going to
8 ask you to unmute.

9 Ms. Bringhurst, you are unmuted. You can go
10 ahead. You have three minutes. Go ahead. Thank you.

11 MS. BRINGHURST: I'm Margaret Bringhurst,
12 M-A-R-G-A-R-E-T, B as in boy, R-I-N-G, as in girl,
13 H-U-R-S-T.

14 "Thousands of nerve-shaken, over-civilized
15 people are beginning to find out that going to the
16 mountains is going home, that wilderness is a necessity."
17 Quote from John Muir.

18 Ever had a week where you felt like a
19 nerve-shaken -- and -- nerve-shaken, or is it the norm?
20 Maybe you need to unplug, get away, go to the mountains.
21 Sometimes we think that life has become a fast-paced
22 frenzy, but Muir points out that this was a problem
23 decades ago. His solution: Go to the mountains. That's
24 from the Social Hiker Trail Guide.

25 Around 30 years ago after packing up our kids

1 and tent trailer for a fun weekend at one of Utah's
2 campouts, we had to come back home because every place we
3 went was full.

4 After that disappointing experience, we started
5 looking for recreational property to buy. We looked at
6 several pieces within a few hours from our place, but
7 almost gave up after a few years until we found Indian
8 Canyon Summit and our Dog Canyon properties. Vern, the
9 original surveyor and then real estate agent, took us to
10 three properties for sale. We started getting excited
11 because past properties didn't have the pine trees we
12 wanted. We asked him if there were anything with both
13 shade and sunshine and pine trees, shade for Kent, sun
14 for me.

15 When he drove to our future place, we felt like
16 we were on sacred ground. We spent every liquid dollar
17 we had to buy it. That was 27 years ago. We love going
18 to the property. We have had multiple reunions and many
19 wonderful memories. Last summer, I counted 15 cars, 4
20 trailers, and around 17 tents.

21 Our place is frequented by deer, elk, plus a
22 variety of migrating birds, chipmunks, rabbits, and
23 squirrels. Our son calls it "deer poop property."
24 Imaginations run wild, and the little people have built
25 multiple forts. And before the fire of, I think it was

1 2012, grandkids found enough dead trees for a zoo that
2 they proudly introduced to their parents. There was a
3 pirate ship and a seesaw.

4 The teenagers had sufficient room to be away
5 from the crowd and build friendships that otherwise would
6 not have happened.

7 Adult siblings and spouses circled up for
8 chatting and table games. At night, we share talents and
9 skits, and we don't need to be quiet by 10:00 p.m., which
10 means that we can tell scary stories in the dark. It
11 becomes a place for the young and the old to find
12 commonality.

13 Discovery of beaver ponds and Little Dribble
14 Waterfall was a delight for years. Kent and I could sit
15 in our trailer and watch the chipmunks chase each other
16 around the ground and feed birds looking for food.

17 MS. PIGGOT: Thirty seconds remaining.

18 MS. BRINGHURST: The most important thing is
19 that this is seismic area. The Crandall Canyon Mine
20 disaster in 2007 was due to seismic activity. There are
21 also pockets of gases, and it's beyond me as to why they
22 want to use this mountainous area for a railroad. Thank
23 you.

24 MS. PIGGOT: Thank you for your comments.
25

COMMENTS BY KENT BRINGHURST

MS. PIGGOT: Our next preregistered speaker is Kent Bringhurst. And Mr. Bringhurst, I'm not seeing you on the Zoom webinar this evening. If you are a call-in only user, please press *9 to raise your hand so I can identify you.

Okay. Not seeing any hands raised.

COMMENTS BY MIKE STENGEL

MS. PIGGOT: Our next preregistered speaker is Mike Stengel.

MR. STENGEL: Hi. Thank you. I appreciate being here.

MS. PIGGOT: Okay. Thank you. You have three minutes.

MR. STENGEL: So I wanted to just add some comments in. I live in the Uinta Basin, unlike some that are commenting or may have commented.

My experience with the Uinta Basin started about 9 years ago. My wife and I are originally from California, and we moved to the Uinta Basin. I took on an oil field job, and shortly thereafter left the field after a year and a half and went to go work in the real estate industry.

I have gotten to know some wonderful people both

1 in the oil and gas industry that provide for their
2 families as well as those that are looking to find a
3 better way of life.

4 The Uinta Basin and the mountains and the beauty
5 and the majestic views that are here, everything that is
6 being described is real. It's a wonderful place to live
7 and raise a family. It's kind of like 50 years ago,
8 maybe longer, from where Salt Lake or even Heber was.

9 There are beautiful parts of the basin. Also,
10 there's a lot of rocks and terrain and some areas are
11 desert so that the terrain changes throughout the basin.
12 You have the wilderness forest areas, and you have just a
13 lot of rocks and dirt.

14 I have always been proud to have a real estate
15 license and defending home ownership and land as well.
16 And I believe that this proposed rail project is
17 definitely needed for the Uinta Basin, especially when it
18 comes to providing alternative jobs, not only just in the
19 oil providing what -- the means they're talking about
20 with the oil and gas, but also the means of providing raw
21 goods -- raw materials and finished goods and product
22 going out. It opens it up for other industries.

23 There are other counties, cities, states that
24 have railroads, even smaller towns than ours that have
25 railroads, and they do quite well. Here, it's about 100

1 years overdue. And so I'm grateful that the Seven
2 Counties Infrastructure Coalition has presented this
3 project, that the EIS has been -- that the EIS is in this
4 process of being completed. And that I look forward to
5 the rail project going to completion, which will mean
6 jobs for families in, not only just oil and gas but a
7 diversity of jobs out here, which is very welcome out
8 here.

9 People, the residents here, want to see
10 opportunity. They want to see -- they don't want to have
11 the ups and downs of the economy, the hard crashes and
12 the booms that happen which make it very difficult
13 financially for families.

14 I'm grateful for Mike McKee with the Seven
15 County Infrastructure Coalition. I've gotten to know him
16 really well, as well as others -- Ron Winterton, who
17 supports this. Even our Spencer Cox has come out and
18 supported it, and grateful for that. We have support
19 from a state level, from a county level, and the cities
20 as well that are getting prepared for this growth.

21 So I think it's a good project. And I think
22 that just reviewing the different routes that are being
23 reviewed through the EIS as well as the mitigating
24 reasons or mitigating -- mitigation they're working on to
25 mitigate the impact to the environment, I think it's

1 done -- being done responsibly. And I welcome additional
2 feedback.

3 MS. PIGGOT: Thirty seconds remaining.

4 MR. STENGEL: I'm looking forward to hearing
5 other people share their thoughts and feelings. I think
6 it's a good dialogue for us to have, and I think it's
7 definitely welcome. So thank you. I'm done.

8 MS. PIGGOT: Thank you for your comments.

9 Ladies and Gentlemen, those are all of our
10 preregistered speakers this evening. We do have another
11 speaker that's been asked to be added to the list.

12
13 COMMENTS BY DANIEL MAUCHLEY

14 MS. PIGGOT: Daniel Mauchley, I'm going to ask
15 you to unmute.

16 MR. MAUCHLEY: Yes. Can you hear me?

17 MS. PIGGOT: I can. Go ahead. You have three
18 minutes.

19 MR. MAUCHLEY: Thank you. I appreciate it. I
20 am Daniel Mauchley from Roosevelt, Utah. Thanks for
21 saying my name right.

22 Just want to second almost everything that Mike
23 just said. I think that's very appreciated. And I am
24 aware -- I work at the library, and I have, you know,
25 been helping people who are being affected by the

1 railway, no matter what route's taken, on their
2 properties, and helping them find information on the EIS
3 and things like that. And there's no doubt that that's
4 going to affect some people. And we heard from one
5 tonight.

6 And I think whatever happens, there needs to be
7 adequate compensation. And, I don't know. There's no
8 way to make this without some loss. And so there's -- I
9 don't want to be bullish about that.

10 But I must say that I think having lived in the
11 basin and seeing the up and down of the primary residents
12 here who work and keep this community going and this
13 county going and the Uinta Basin, our neighboring
14 counties -- you know, the roads are good, but it's --
15 this will definitely change things. And it will not only
16 make the oil better but, as mentioned, some of the other
17 things.

18 Like, for example, we're trying to build a new
19 library here in Roosevelt. And there is big concern over
20 the cost of materials and just transporting that stuff to
21 get it out here. It's a big problem that's increasing
22 the costs of our projects that -- we'd like to offer
23 similar things to our residents here, but it comes with
24 an extra tag price. So hopefully, the rail line would
25 help with something like that.

1 I would look forward to some increased stability
2 that the rail line would bring. It certainly would
3 affect -- I don't know how it would affect traffic on our
4 road. I think we would still see a lot of local traffic
5 back and forth from that terminal. But overall, I think
6 this will be a positive thing. And I wanted to add my
7 voice to that.

8 And it's not just about the oil, I think there's
9 other things that will positively come out of this for
10 those that live here all the time. And hopefully impacts
11 on the environment and things like that will be
12 mitigated -- and on primary residents that are being
13 affected by it. Whatever can be done to mitigate that
14 for everybody would be the best. Thank you.

15 MS. PIGGOT: Thank you for your comments.

16 Okay. I see we have a call-in user with their
17 hand raised. Call-in user ending in 3225, I'm going to
18 ask you to unmute.

19
20 COMMENTS BY RAPHAEL CORDRAY

21 MS. CORDRAY: Hi. Thank you for allowing me to
22 comment again. My name is Raphael Cordray, and I would
23 just like to address the fact that the Seven County
24 Coalition is -- they are listed in Utah as an interlocal
25 entity. And they have been around for a few years, but

1 they have failed to register with the Utah Lieutenant
2 Governor's office. And it just concerns me that this
3 agency has gone for years without providing the public
4 with the proper registration that's required for them to
5 even do business in this state.

6 So it says in the Utah code that this interlocal
7 agency, within 30 days of becoming an agency, that they
8 should register with the Lieutenant Governor's office.
9 They should provide the entity's name, the entity's type
10 of local government entity or limited purpose entity, the
11 entity's governmental function, the entity's website,
12 physical address, phone number, including the name and
13 contact information of an individual whom the entity
14 designates as the primary contact for the entity. The
15 entity should be providing their sources of revenue and
16 numerous other details that the Utah State Legislature
17 determined any local agency in Utah should do.

18 It disturbs me that the STB would even consider
19 allowing the SCIC to proceed when they don't even comply
20 with Utah law.

21 The Seven County Coalition, Mike McKee, they've
22 been notified. I notified them -- my colleague, excuse
23 me, notified them in the past about this. And then we
24 made a complaint to Lieutenant Governor Cox's office in
25 September. Lieutenant Governor Cox's office is, in fact,

1 in violation of the Utah legislative rule guiding how
2 they will keep track of interlocal agencies in Utah.

3 And while the public is -- while the Seven
4 County Coalition is pursuing this project, they are not
5 providing the public with the mandatory information that
6 the governor, Lieutenant Governor's office requires.

7 Lieutenant Governor Cox's office is not
8 following through in making the Seven County Coalition
9 comply with this law. And the public is being harmed by
10 this because, well --

11 MS. PIGGOT: Thirty seconds remaining.

12 MS. CORDRAY: -- people have to follow the law.
13 So why doesn't the Seven County Coalition have to follow
14 the law? Mike McKee and the rest of the Board, they
15 flout the law. And it's disturbing that there's no way
16 to get them to actually follow the law except to bring it
17 up at hearings like this.

18 I hope the STB would expect them to comply with
19 the law before they proceed with building a railroad.
20 Thank you.

21 MS. PIGGOT: Thank you for your comments.

22 Ladies and Gentlemen, we've heard from everyone
23 who requested to speak and still have plenty of time
24 remaining. For those using the Zoom webinar feed, please
25 raise your hand by using the raised-hand feature located

1 next to your name if you have not already provided an
2 oral comment and would like to provide an oral comment.

3 For our call-in only users, please press *9 if
4 you would like to provide an oral comment, and I will
5 call you on as time permits.

6 Ladies and Gentlemen, is there anyone who has
7 already spoken who would like to elaborate on their
8 previous comments?

9 Ladies and Gentlemen, while it appears that
10 there are no more speakers at this time, we will continue
11 to stay on the line until the end of the scheduled
12 meeting to ensure everyone has an opportunity to comment.

13
14 COMMENTS BY MIKE STENGEL

15 MS. PIGGOT: Mr. Stengel, I see your hand is
16 raised. I'm going to ask you to unmute.

17 MR. STENGEL: Thank you. I appreciate the
18 opportunity have follow-up on this.

19 I wanted to just quickly add one of the things
20 that we've had as a great discussion within the Uinta
21 Basin is -- I hold a weekly radio program, a local radio
22 program on the AM/FM bands. We've had quite a number of
23 guests on. And the local support for this project is
24 overwhelming, to say the least, with the public. And
25 it's something that would help not only the frac sand and

1 the oil and everything everybody has talked about before,
2 but I wanted to spend just a little bit more time talking
3 about the economic impact if we don't do anything.

4 The roads are going to have to continue to be
5 maintained. There's going to be additional trucks on the
6 roads in addition to what we already have. The
7 infrastructure is not there to sustain and support the
8 growth that's expected.

9 Additionally, the railroad opportunity provides
10 a little bit of what I talked about earlier, it provides
11 a lot of opportunity for other industries to come in. We
12 don't have that opportunity right now because the rail
13 isn't here. The cost of goods and services here,
14 commonly people refer to it as "basin prices." There's
15 an expense that we pay that's even over gas. We ship our
16 oil out to Salt Lake, they refine it, and they charge us
17 more for gas to bring the gasoline out for our petro
18 stations.

19 So there's a lot of things to consider, and not
20 just simply look at the environmental impact, but also
21 look at the human and financial impact as well, which the
22 environmental impact study is largely about what
23 mitigation needs to be happening as far as if there's an
24 economic hit -- or not economic, but an environmental
25 hit, how to mitigate that.

1 But a lot of focus should also be on the
2 economics of doing nothing. If nothing is done, we're
3 going to have the same status quo.

4 As a real estate agent, I have sat across from
5 families that have lost their homes to foreclosure and
6 are considering short sales and losing their homes
7 because of a market crash. This may not be something
8 that happens all the time in Salt Lake or Colorado or
9 Wyoming or even California, but it happens quite
10 regularly here. About every five years, there's a crash,
11 and it's a hard crash. And this project will allow for
12 that to level off. It will allow other industries to
13 come in.

14 We welcome all industries. If there's other
15 energy options that are available that want to come out,
16 if they want to bring solar and wind, if they want to
17 bring other, what they call "green" or "renewable
18 energies," I think the environment that's here as far as
19 the people that I talk to, they're open to all options.

20 But that's not what's being discussed here.
21 It's, We need to try to kill the rail for environmental
22 reasons or for, you know, You don't have the right
23 paperwork or filing information, or whatever it may be.
24 I think that those arguments are important to have, and I
25 think it's good to have the dialogue. But I also think

1 there needs to be an understanding that the economic
2 impact to these tens of thousands of families that live
3 here are greatly impacted because of decisions of doing
4 nothing. We already know what nothing, doing nothing
5 does. We have the last 100 years of very stagnate growth
6 and lots of booms and crashes.

7 So with that, I just wanted to add the
8 additional comments, and I appreciate the additional
9 time.

10 MS. PIGGOT: Thank you for your comments.

11
12 COMMENTS BY DAVID HARVEY

13 MS. PIGGOT: Okay. Our next hand that's raised,
14 David Harvey. I'm going to ask you to unmute.

15 MR. HARVEY: Okay. I guess I'm unmuted now.
16 Can you hear me?

17 MS. PIGGOT: We can hear you. Go ahead. You
18 have three minutes.

19 MR. HARVEY: Okay. Thank you very much.

20 So I'm a landowner in the Uinta Basin. I come
21 from a family that was raised in the Uinta Basin. I
22 still have family out there.

23 I just wanted to bring up the point that highway
24 traffic on Highway 40 will not decrease due to this
25 railway. The refineries in Salt Lake City are not

1 closing down. So the oil still has to be shipped to Salt
2 Lake City for the refineries. The refineries do not have
3 a transloading facility to offload from the railroad. So
4 when they talk about reducing truck traffic, they're
5 talking about reducing truck traffic potentially on
6 Highway 191.

7 Highway 40 truck traffic will probably not
8 decrease. So I just wanted to point that out. I don't
9 see it in your impact, your environmental impact
10 statement about a reduction in truck traffic on Highway
11 40, but I've heard a lot of talk about that, including
12 the person who just commented that said truck traffic
13 will decrease because of this railroad. And that's just
14 not true in my opinion. So I'm done. Thank you.

15 MS. PIGGOT: Thank you for your comments.

16 Ladies and Gentlemen, those are all of the
17 speakers that we -- all the individuals that have asked
18 to speak so far this evening, but we have plenty of time
19 remaining if you'd like to make an oral comment. To do
20 so, please send the host a chat message, raise the hand
21 by using the raised-hand feature located next to your
22 name, or for call-in only users, you can press *9 to
23 raise your hand.

24 While we won't be presenting any additional
25 information or new content this evening, we will stay on

1 the line until the published end time to receive your
2 oral comments.

3
4 COMMENTS BY ERIC JOHNSON

5 MS. PIGGOT: With that, I see we have another
6 hand raised. It's the call-in user ending in 5333. I'm
7 going to ask you to unmute.

8 MR. JOHNSON: Hello this is Eric Johnson. Can
9 you hear me?

10 MS. PIGGOT: We can hear you. Go ahead. You
11 have three minutes.

12 MR. JOHNSON: Hi. I am the attorney for the
13 Seven County Infrastructure Coalition. And I wanted to
14 respond to concerns about the registration of the
15 Coalition with the Utah Lieutenant Governor's office.

16 Today it was brought to my attention that we
17 received a notice about registration. I will follow
18 through and find out what is behind that.

19 I'm not sure, because last year, there was a
20 lawsuit filed related to this rail project that asserted
21 that the Coalition was not a public body, and that was
22 fully litigated to the Court. The Court did find that
23 the Coalition is a public body. We do have a Certificate
24 of Existence from the Lieutenant Governor's office. We
25 also filed all of our registration materials with the

1 Governor's office. So I'm not exactly sure where the
2 disconnect has come in, but we will follow through and
3 make sure that the Lieutenant Governor's office has all
4 of the documentation that they need.

5 Thank you. That's all I had.

6 MS. PIGGOT: Thank you for your comments.

7 Again, Ladies and Gentlemen, we have plenty of
8 time remaining if you would like to make an oral comment.
9 To do so, please send the host a chat message. Raise
10 your hand by using the raise-hand feature located next to
11 your name, or for the call-in only users, press *9 to
12 raise your right hand. While we won't be presenting any
13 additional information or new content this evening, we
14 will stay on the line until the published end time to
15 received your oral comments.

16
17 COMMENTS BY DARRELL FORDHAM

18 MS. PIGGOT: Call-in only user ending in 4190, I
19 see your hand is raised. I'm going to ask you to unmute.

20 MR. FORDHAM: Okay. Can you hear me?

21 MS. PIGGOT: We can hear you. Go ahead. You
22 have three minutes.

23 MR. FORDHAM: Okay. This is Darrell Fordham.

24 I just wanted to make a few comments about how
25 this project came about, at least from the public

1 perspective, from the perspective of those who are
2 concerned about this railway.

3 Very, very little information has been shared
4 with the public with regard to what is the financial
5 feasibility of this project? At what price per barrel of
6 oil is this project feasible? And we also find it hard
7 to believe that the projected cost for this project is
8 now somewhere between 1.2 to \$1.4 billion when all the
9 previous studies in the past that followed a similar
10 route were upwards of \$5 billion.

11 I think a lot of the public, especially out in
12 the Uinta Basin -- you know, I totally understand that
13 you feel like this is -- this is the solution to all of
14 your economic woes out there, and I'm sympathetic to
15 that. But there's a lot of numbers and a lot of
16 information that's been deliberately withheld from the
17 public.

18 I have submitted numerous government records
19 access requests, which are returned with all of that
20 pertinent information redacted from them. You know, we
21 have no way to verify any of the construction estimates
22 and cost estimates because the Coalition refuses to
23 provide any of the information that they relied on to
24 make those assumptions and those estimates.

25 In addition, you know, there's communities all

1 over the state of Utah that have rail. Just think about
2 Price and Wellington as one example. Delta would be
3 another example of a rural community that's connected by
4 rail, and there are not numerous industries beating down
5 the doors to move into those communities simply because
6 they have rail service available. So the notion that
7 this rail project is going to bring in all this new
8 industry and all these new jobs and everything that are
9 not strictly oil related is a fallacy that's being
10 propagated by the Coalition and the other supporters of
11 this project. It's not reality.

12 The fact is that there are no plans at this
13 point, at least no plans that the public has been made
14 privy to, for a transloading facility out in the basin
15 connected to this railway that will handle anything other
16 than crude oil and extraction-related products.

17 So, you know, you can build this rail, and you
18 can think that Walmart is going to ship all your goods in
19 on it and that the lumber yards are going to use it and
20 all of that, but do you really think that these companies
21 are going to invest millions of their own dollars to
22 build their own transload facilities to be able to
23 utilize this railway? Where are the plans for those
24 facilities? And if there aren't any plans for those
25 facilities, that's a huge red flag.

1 MS. PIGGOT: Thirty seconds remaining.

2 MR. FORDHAM: You know, there's been tons of
3 misinformation and lies thrown about regarding this
4 project to garner public support. Taking trucks off the
5 road is one of them.

6 Like the previous commenter said, it's not going
7 to remove trucks from Highway 40. They're going to
8 continue to roll. And the potential is that this railway
9 will quadruple oil production in the basin. So you may
10 take a few trucks off of Highway 191, but you're going to
11 increase exponentially the number of trucks on the local
12 roads and highways out in the basin. It's going to
13 contribute to pollution, it's going to contribute to
14 traffic safety issues. Be careful what you wish for
15 because you just might get it. Thank you.

16 MS. PIGGOT: Thank you for your comments.
17

18 COMMENTS BY MIKE STENGEL

19 MS. PIGGOT: Mr. Stengel, I see your hand is
20 raised. I'm going to ask you to unmute.

21 MR. STENGEL: Thank you. Appreciate it. I
22 wanted to add a little bit of clarification, and I
23 appreciate Darrell's comments. Thank you.

24 So as far as thinking it's a fallacy or things
25 aren't going to happen, I personally know the saw mill

1 owner in Duchesne, and they plan on loading up and using
2 the railroad to ship their finished good products. A lot
3 of that will go to the mines, the local mines that are in
4 Price and Helper. So there is an industry for that.

5 As far as an opportunity for other things,
6 competing for the Inland Port, as a hub for the Inland
7 Port, allows the Uinta Basin to compete there. So
8 definitely an opportunity there as well.

9 And then in regards to his comment about Delta.
10 Delta is not the Uinta Basin. Delta doesn't have the oil
11 that the Uinta Basin has. And that's an opportunity for
12 us. We welcome the additional traffic on the roads. We
13 welcome that because it means jobs for the families.

14 So I think that it's one thing to sit back when
15 you're not in the basin and to say something like that,
16 and then to live here and deal with the realities of it.
17 And so definitely, you know, as far as the last comment
18 about misinformation and lies and being careful for what
19 you wish for, we do hope we do get this rail. And I
20 personally hope I do because it will benefit our family,
21 our friends' families, the oil field workers that I've
22 come to know and love, and the people that live here in
23 the Uinta Basin. So this will definitely help the basin
24 and help the people that live here.

25 And as far as outsiders, we're not fond of

1 outsiders to begin with, with the basin. It's kind of a
2 basin thing. But we welcome people that are here to
3 visit our lovely sceneries and forests and the hunting,
4 fishing, and camping that's available.

5 But we need to do this. This needs to happen.
6 It's about time. It's overdue. So we look forward to
7 the Uinta Basin rail project happening.

8 So thank you for the additional comments.

9 MS. PIGGOT: Thank you for your comments.

10
11 COMMENTS BY RAPHAEL CORDRAY

12 MS. PIGGOT: Raphael Cordray, I see your hand is
13 raised. I'm going to ask you to unmute.

14 MS. CORDRAY: Thank you. Thank you for this
15 opportunity to speak again. I have spent months and
16 months out in the woods in the Uinta Basin, and I care
17 about it deeply.

18 I think it's important to talk about the things
19 that the real estate agent is bringing up and what
20 Darrell Fordham brought up and to hash that out a little
21 bit more.

22 I think that it's -- that the real estate agent
23 should find out how the lumber is going to get on the
24 train. Because again, it's very expensive to get a
25 transloading facility. And, you know, who is going to

1 pay for the transloading facilities in the Uinta Basin?
2 Who is going to maintain them? Who is going to maintain
3 the railroad?

4 Claiming -- or if the Uinta Basin hitches
5 themselves to this railroad, they're practically
6 guaranteeing a reliance on a bust and boom future. The
7 railroad will be dependent on the price of gas, and the
8 railroad is extremely expensive and extremely limited in
9 how people can use and access it.

10 It is true that the public is being deceived
11 about the reality of the use of the railroad. I'm sure
12 that many people in the Uinta Basin do want the railroad
13 and do want to continue making money off of oil and gas.

14 But the impact of climate change is a reality.
15 And the impact of the air quality on the Uinta Basin on
16 the birth weight and miscarriages of babies in the Uinta
17 Basin is a reality. You really want to trade more jobs
18 for more babies being stillborn? This is not a good
19 tradeoff for our future. Everybody doesn't want this.
20 People are afraid. People want jobs. But to hitch your
21 future to the railroad when the future of oil and gas is
22 so unstable is a terribly bad decision for the future
23 generations of Utah.

24 And whether you're an outsider or an insider,
25 you're hitching the future generations of Utah to an

1 unstable path that's very expensive. There's no
2 guarantee.

3 And ask your friend how he's going to get the
4 lumber on the railroad. Thank you.

5 MS. PIGGOT: Thank you for your comments.

6 Ladies and Gentlemen, we have plenty of time
7 remaining if you would like to make an oral comment. To
8 do so, please send the host a chat message. Raise your
9 hand by using the raised-hand feature located next to
10 your name. Or for call-in only users, press *9 to raise
11 your hand.

12 While we won't be presenting any new information
13 or content this evening, we will stay on the line until
14 the published end time to receive your oral comments.

15 (Pause from 7:09 p.m. to 7:13 p.m.)

16 MS. PIGGOT: Ladies and Gentlemen, we have
17 plenty of time remaining if you would like to make an
18 oral comment. To do so, please send the host a chat
19 message, raise your hand by using the raise-hand feature
20 located next to your name, or for call-in only users,
21 press *9 to raise your hand.

22 While we won't be presenting any additional
23 information or new content this evening, we will stay on
24 the line until the published end time to receive your
25 oral comments.

COMMENTS BY DARRELL FORDHAM

MS. PIGGOT: Mr. Fordham, I see your hand is raised. I'm going to ask you to unmute.

MR. FORDHAM: Thank you. Just to follow up on my previous comments and respond to Mr. Stengel.

You know, perhaps part of the problem of why there aren't more businesses out in the basin is because these basin residence label people like me as "outsiders," just like Mr. Stengel did, which I found very inappropriate.

The fact is I spend almost as much time in Duchesne County as I do in my home county of Utah County. So to say that I'm an outsider and that my opinion doesn't matter is highly offensive and flat out wrong.

You know, one of my biggest concerns is just all the secrecy surrounding this project. From Day 1, the Coalition has tried to hide the project from us landowners that were going to be affected by it. They are extremely rude to us when we attend their meetings, when we ask for information, when we asked questions.

They didn't involve any of us who were going to be directly affected by this railway at any point in the planning process for our input, for our feedback. You know, we could have been partners in this planning, and sure, maybe it couldn't have avoided our community

1 completely, but at least we would have had a seat at the
2 table and had an opportunity to give our input and
3 feedback instead of just being run over the top of. And
4 that's categorically wrong the way that we've been
5 treated and the way that this project's been handled from
6 the beginning.

7 You know, the fact is that I probably pay more
8 taxes in Duchesne County than many, probably the majority
9 of the permanent residents in the county actually pay.
10 And for my taxes, I get virtually no services. So you
11 know, me and the hundreds of other landowners in that
12 area are just handing over thousands of dollars in tax
13 money to Duchesne County every year as a gift, basically.
14 We get nothing in return, except, you know, rude and
15 snide comments like we received here today which I feel
16 like is in very poor taste and is very unfortunate.
17 Thank you.

18 MS. PIGGOT: Thank you for your comments.
19

20 COMMENTS BY MIKE STENGEL

21 MS. PIGGOT: Mr. Stengel, I see your hand is
22 raised. I'm going to ask you to unmute.

23 MR. STENGEL: Hi, there. Thank you. I wanted
24 to -- I appreciate Darrell's comments and his feedback on
25 that. I think that when we -- there's a lot of emotion,

1 I think, on both sides of the argument. It's a lot like
2 politics, if you will, just to use an example.

3 I think that when we look at insider/outsider
4 things, I don't think it's a they-versus-us thing. I
5 think it's just an understanding of one side wants to be
6 heard and so does the other side, the people that live
7 here that have to deal with the effects of the market.

8 When I speak, I speak on my behalf.

9 Darrell, I'll specifically answer your response.
10 I know you said you felt offended based on comments that
11 I made. I just want to make sure I clarify that when I
12 was referring to an outsider, I'm not referring to
13 somebody that lives here. Obviously, if you have
14 residence here, you have a voice, and your opinion
15 matters, and I appreciate your feedback.

16 So for that, those comments were not directly
17 directed towards you. It would be somebody that is not
18 living here. So I just want to add clarification to
19 that.

20 And opinion does matter as a landowner. So I
21 appreciate your comments and the opportunity to clarify
22 that. Thank you.

23 MS. PIGGOT: Thank you for your comments.

24 Again, Ladies and Gentlemen, we have plenty of
25 time remaining if you would like to make an oral comment.

1 To do so, please send the host a chat message, raise your
2 hand by using the raise-hand feature located next to your
3 name, or for call-in only users, press *9 to raise your
4 hand.

5 While we won't be presenting any additional
6 information or new content this evening, we will stay on
7 the line until the published end time to receive your
8 oral comments.

9
10 COMMENTS BY CHRIS MAYLETT

11 MS. PIGGOT: Chris Maylett, I see your hand is
12 raised. I'm going to ask you to unmute. You are
13 unmuted.

14 MR. MAYLETT: Thank you for the opportunity to
15 present my comments regarding the subject.

16 First of all, I want to reach out and just say
17 how much I appreciate everything that the Seven County
18 Infrastructure Coalition is doing there in rural Utah and
19 the areas there that they operate. These are people that
20 live in rural Utah. These are people that understand
21 rural Utah and really have our voice in mind. And so I
22 really want to say how much I appreciate all of their
23 efforts in the projects and the things that they're doing
24 there.

25 And first of all, as far as the Uinta Basin

1 Railway, when this first started, you know, back a few
2 years ago, I feel like I was very well-informed. I feel
3 like they've done a fantastic job of reaching out to the
4 communities there that's going to be impacted by this
5 there. And I appreciate the openness there that we've
6 seen with this project. I know I get emails. I get
7 stories about it at least a couple of times a week, and
8 so I really appreciate that.

9 So as far as the market for the railway coming
10 in here, you know, I work in the oil and gas here in the
11 basin. And one of the things, you know, for years --
12 I've been here for 25 years, so I'm a local. I've worked
13 local for 25 years. I've been in the basin around other
14 industries as well.

15 And one of the things, you know, right now, our
16 crude -- the only market we have for our crude oil is
17 Salt Lake City. So what happens when a refinery in Salt
18 Lake City, they're in a shut down? Well, all of sudden,
19 we're having to shut in wells here. We're having to lay
20 people off. We're having to -- whatever the case is
21 because our market right now is completely the Wasatch
22 Front. And so I look forward to this project to open up
23 more markets for us.

24 And we have this stuff called "waxy crude" here
25 in the basin, and it's awesome to see the opportunities

1 for our waxy crude and the opportunities to be able to
2 sell the wax out of our crude and have those
3 opportunities for us to diversify the market there that
4 we're able to push out to. And so I really, you know,
5 Mike Stengel, I appreciate your comments there. I
6 absolutely look forward to it, you know, as far as people
7 that live in the basin, people that work in the basin.

8 And as far as tax dollars go, when we look at
9 the amount of money that is generated off of oil and gas,
10 you know, I'd love for all that money just to stay right
11 here in the Uinta Basin because we would be diversified.
12 We would have economic stability. But unfortunately, a
13 lot of that money goes to building I-15. It goes to
14 building the highways that are along the Wasatch Front.

15 And so like as far as air quality goes and the
16 environment and stuff, the oil and gas industry invests
17 so much money into the environment and restoring the
18 environment and those types of things. And so I
19 appreciate all of the effort that is made by our local
20 oil and gas companies in caring about our air quality and
21 our environment.

22 And so anyway, that's all I had. Just wanted to
23 add my two cents. So thank you.

24 MS. PIGGOT: Thank you for your comments.

25 Ladies and Gentlemen, we have plenty of time

1 remaining if you would like to make an oral comment. To
2 do so, please send the host a chat message, raise your
3 hand by using the raise-hand feature located next to your
4 name, or for the call-in only users, press *9 to raise
5 your hand.

6 While we won't be presenting any additional
7 information or new content this evening, we will stay on
8 the line until the published end time to receive your
9 oral comments.

10 (Pause from 7:29 p.m. to 7:33 p.m.)

11 MS. PIGGOT: Ladies and Gentlemen, we have
12 plenty of time remaining if you would like to make an
13 oral comment. To do so, please send the host a chat
14 message, raise your hand by using the raise-hand feature
15 located next to your name, or for call-in only users,
16 press *9 to raise your hand.

17 While we won't be presenting any additional
18 information or new content this evening, we will stay on
19 the line until the published end time to receive your
20 oral comments.

21 (Pause from 7:33 p.m. to 7:39 p.m.)

22 MS. PIGGOT: Ladies and Gentlemen, we have
23 plenty of time remaining if you would like to make an
24 oral comment. To do so, please send the host a chat
25 message, raise your hand by using the raise-hand feature

1 located next to your name, or for call-in only users,
2 press *9 to raise your hand.

3 While we won't be presenting any additional
4 information or new content this evening, we will stay on
5 the line until the published end time to receive your
6 oral comments.

7 (Pause from 7:39 p.m to 7:45 p.m.)

8 MS. PIGGOT: Ladies and Gentlemen, we have
9 plenty of time remaining if you would like to make an
10 oral comment. To do so, please send the host a chat
11 message, raise your hand by using the raise-hand feature
12 located next to your name, or for call-in only users,
13 press *9 to raise your hand.

14 While we won't be presenting any additional
15 information or new content this evening, we will stay on
16 the line until the published end time to receive your
17 oral comments.

18 (Pause from 7:46 p.m. to 7:51 p.m.)

19 MS. PIGGOT: Ladies and Gentlemen, we have about
20 10 minutes remaining if you'd like to make an oral
21 comment. To do so, please send the host a chat message,
22 raise your hand by using the raise-hand feature located
23 next to your name, or for call-in only users, press *9 to
24 raise your hand.

25 While we won't be presenting any additional

1 information or a new content this evening, we will stay
2 on the line until the published end time to receive your
3 oral comments.

4 (Pause from 7:51 p.m. to 7:58 p.m.)

5 MS. PIGGOT: Ladies and Gentlemen, thank you for
6 participating in this online public meeting. All
7 comments, whether submitted orally, electronically
8 through the project website, or in writing through the
9 U.S. mail, will receive equal consideration in preparing
10 the Final EIS.

11 Please submit your comments electrically via the
12 Board-sponsored project website at
13 www.uintabasinrailwayeis.com, or you can mail comments to
14 Joshua Wayland, Surface Transportation Board, c/o ICF,
15 9300 Lee Highway, Fairfax, Virginia 22031, Attention:
16 Environmental Filing Dockets No. FD 36284.

17 To be considered in the Final EIS, all
18 substantive comments should be received or postmarked by
19 the close of the comment period on December 14, 2020.

20 Remember that the Draft EIS is available on the
21 Board-sponsored project website at
22 www.uintabasinrailwayeis.com and at local libraries in
23 the project area.

24 Thank you for attending. This meeting is
25 adjourned.

(The meeting concluded at 8:00 p.m.)

CERTIFICATE

State of Utah)
 ss.
County of Salt Lake)

I, Michelle Mallonee, a Registered
Professional Reporter in and for the State of Utah, do
hereby certify:

That the proceedings of said matter was
reported by me in stenotype and thereafter transcribed
into typewritten form;

That the same constitutes a true and correct
transcription of said proceedings so taken and
transcribed;

I further certify that I am not of kin or
otherwise associated with any of the parties of said
cause of action, and that I am not interested in the
event thereof.

WITNESS MY HAND at Salt Lake City, Utah,
this 2nd day of December, 2020.



Michelle Mallonee, RPR, CCR
Utah CCR #267114-7801
Expires May 31, 2022?

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