

Docket No. FD 36284

**Seven County Infrastructure Coalition—Rail Construction & Operation—in Utah,
Carbon, Duchesne, and Uinta Counties, Utah.**

Project Website Scoping Comments

The following comments were received on the project website for the Uinta Basin Railway Environmental Impact Statement (www.uintabasinrailwayeis.com) during the scoping comment period from June 19, 2019 to September 3, 2019.

Name: Tad Calcara

Comment: The Indian Canyon route is the most logical. In addition to the freight traffic on this route - passenger service should be STRONGLY considered. This remote area has VERY few transportation options - and including passenger rail service would be a HUGE boost to the economies of the communities served along this rail line.

Name: Bradley McWilliams

Affiliation: Bradley P McWilliams DBA M&M Oilfield Services

Comment: I don't have a "horse in this race", but I say build it!

Name: William McFadden

Affiliation: individual

Comment: I'm curious if the Uintah Railway grade was considered as a possible alternative route. From Mack to Atchee, the grade would be favorable. From Atchee to Evacuation Creek, a 2-2.4 mile tunnel would avoid the grades and curves over Baxter Pass. This would also have favorable grades to reach Watson, UT. From Watson, it would be new grade once again the rest of the way to the Uintah Basin.

Name: Just Wert

Affiliation: Oilfield worker in the basin

Comment: This rail project would help thousands of families struggling in the basin right now! Mine being one of them, people are leaving, people are going out of business simply because we have no consistent way to transport our oil and we are cut back on production so bad.

Name: Dennis Richardson

Comment: Your comments on the Indian Canyon Route state that the lands are owned by government agencies. What about the private lands that will be affected in this routing? There are a lot of us "private citizens" who have land involved in this routing. Are we basically being ignored just to please big business?

Name: David Karschner

Affiliation: Rangely District Hospital

Comment: This project good be the best thing to happen in the last 30 years. I would like to think that Utah and Colorado could work together to make this exciting project happen.

Name: Matt Carlson

Affiliation: Argyle Canyon Owner

Comment:

To the EIS Committee: Thank you for the opportunity to voice our concerns on the proposed railway route through the Argyle Canyon Community.

We as a community know and understand the importance of providing additional transportation options from the Uinta Basin, and that this project will happen. Our concerns are; we feel that not all routes and options have been fairly considered, and studied, to make sure this has the least impact to the environment, area wildlife, and existing communities.

One option we suggested was to run up SR 191 to the right fork of Indian Canyon, which would exit right out at the Emma Park junction with very little impact to the environment, wildlife, or larger communities as a whole. Our requests for this option seems to have fallen upon death ears - since to our knowledge, this option was never considered, or communicated to us as it not being a viable option.

On a personal note: As a child, my father had a cabin and land on the Provo River in Woodland, Utah where he always provided a very welcoming and peaceful place for not only his immediate family, but also for many others, both friends and those less unfortunate to have a peaceful place to go.

This served as a place to escape the everyday challenges and pressures of life where one could have a chance to recharge, and become grounded with nature - as we all have that basic human need.

This also provided a place to strengthen family ties and bond with one another whether it be immediate family, friends, or a welcomed guest.

I am sure you all can relate to a place that either you have, or have access to which serves this basic human need which in fact, is nearly impossible to place a physical dollar value on.

To make a long story short, my father's place was all lost in the name of "Progress" which effected many people's lives as they now had no peaceful place to go, and a place to unwind from life's challenges.

Many of us, approximately 500 owners in the Argyle community have spent countless hours, physical efforts, and life savings, to develop the same kind of places that many others and I had experienced with my father's place. This peaceful community is now at great risk with this proposed railroad route.

As you can see from the more than the 3300 plus signatures on the opposing petition, if this recommended route is approved then this will have a huge impact on multiple families, friends, and many others that cherish these places to have access to escape the challenges from everyday life we all so desperately need in today's hectic world.

In closing, I would like to leave one thought with each, and every one of you involved with making the decisions on the proposed routes.

If you can go home tonight and consciously lay your head on your pillow then go to sleep without the thought of just how many lives your decision will impact in a negative manor, which this could one day be you, or your loved ones in the same circumstances. Can you comfortably rest and live with that decision the rest of your lives?

Remember -Karma is a strong and living force that can either comfort you, or haunt you.

What will your choice be? Thank you for your time and consideration.

Name: Becky Caton

Comment: I'm thrilled the rail is coming to the Basin! It seems the Wells Draw route would impact the fewest neighborhood areas. Please consider the Wells or Craig routes.

Name: Danny Moore

Affiliation: Esquire R.V.

Comment: I am very much in favor of the railway for this area. It is something our basin defiantly needs to survive.

Name: Kerry Davis

Affiliation: Retired

Comment: It will be good for the growth in the basin and it will mean a more safer highway.

Name: Linda Pugh

Affiliation: Land owner in Argyle Canyon

Comment: Please do not consider Argyle Canyon for construction of a railway. It is our recreation land and home. We worked many years to be able to buy a private place with clean air and surroundings, including noise free. This is very upsetting news. We currently have a home about 3 miles away from railroad tracks and can hear every train every day. Nobody expects, because it is human decency to respect others' privacy, that a private company will intrude on a family vacation spot and private memory making grounds. It is what it is: Private property. Please respect that and build on and near your own private family land.

Name: Stanford Carlson

Affiliation: Land owner

Comment: This rail will go just north of my property. It will go right through our access which is not a county road. Will we still be able to access our property? Our property is 4193-0003 on the GIS parcel viewer.

Name: Herm Hoops

Affiliation: Owner oneway boatworks

Comment:

In scoping the potential routes you should:

1.) Geology & Soils: All of the proposed rail routes would traverse very unstable soils and subsoils, not unlike the highway from Rangely to Loma and they would encounter similar problems with landslides, expansive soils and washouts. All of the proposed routes would need to overcome extensive and continual, as well as expensive drainage issues that require culverts and bridges. The proposed lines would require extensive engineering and maintenance. Washouts of the line would occur on most storms requiring culvert cleaning/replacement, bridge and rail repair during our common storm water runoff.

The geological formations the route would require expensive tunnels would require internal support and lining. It appears that the proposed routes have barely recognized the role of elevation. The proposed routes, in reality will face grades over 2%, and most railroads prefer not to have to attack increased grades over 1.5%. The tough grades requiring additional power, another economic factor to consider.

2.) Climate: Snow would be a very big issue in winter, likely shutting the line down and having to have/wait for a snow blower to get through drifts. The line would require dead head snow plowing in winter, where drifts would likely require two locos, spreaders and plows. (see Kyle RR plowing snow in Eastern CO below). Watch the whole video. Eventually the Kyle had to bring in 5 additional locos, excavators and dozers to get the original plow out and open the line. <https://www.youtube.com/watch?v=tF2ZPRmocs4>

Summer rain storms, including what is locally known as the “monsoons” will create a number of issues from washouts, clogged culverts, rockfall to tracks covered in mud. These issues have financial, as well as operational implications.

3.) Economics: It is very unlikely that established roads would build an expensive line to the Uintah Basin, even with government subsidies. Class I or II railroads may operate the line with government subsidies, but once those subsidies expire, they will leave and Uintah County and taxpayers WILL have a railroad to operate.

The approximate cost of building a new railroad line on good soils and geology is over two-million-dollars/mile. * A lot of machinery is involved in building a new line, along with operators for the machinery, and the logistics of delivering the material to the work site. A hidden cost is the environmental impact studies and revision to BLM, U.S. Forest Service (Ashley N.F.) of management plans.

Building the rail line will require an engineering, maintenance division, a large building for locomotive and car repair, carpenter shop, and other infrastructure to operate the line. For Central Train Control add another \$200,000 per mile. These are the reasons why you don't see many new rail lines being built anywhere, and the railroads only build new tracks when and where they are absolutely needed.

A contractor may operate the line, until government subsidies run out) but their locomotives must have the capability to meet Union Pacific (UP) standards of the new train control requirements, pay to use any UP rail, plows and spreaders and maintenance railroad cars. A rental fee will be required to be paid for owner railroad cars while they are on the line. Even if operational contracted the county will need vehicles and crews to inspect the line.

The county will likely pay, or pay to a contractor everything from operation to management, liability insurance, and much more. Employees will require retirement, unemployment, workman's compensation and all of the other benefits that railroad employees require.

I don't know where someone got the pipe-dream that there would be seven (7) trains incoming/outgoing each day! That is a total pipe dream, unless steep grades limit the number of loaded cars in a train! That estimate must be checked for accuracy as well as reality!). Most railroads are not interested in a local pulling a few dozen loaded cars and empties in and a few dozen loaded cars and empties out. Most Class A Railroads are interested in unit trains of 100+ cars of a similar commodity. The scoping should look at the effect that had on the granaries in the mid-west (along with BN & CP). It meant that small granaries had to reload a couple dozen cars and use their loco and track to pull them to a larger granary. That meant higher operating costs for the small granaries and additional operating costs for the use UP, BN & CP rails, and trains from outside rails would be low on the scheduling. There would be an increased the cost of loading, unloading and cleaning cars for the UBRR. There are few railroads that make it work. The Nebraska, Kansas & Colorado Railway is one, and the Kyle RR in eastern CO and western KA also makes it work, but each of those railroads have over 550 miles of track. On most short lines in the mid-west farmers found it cheaper to load their trucks and haul it further to the large granaries themselves.

In the October 2014 Vernal Express "Profiles in Energy" Publication page 25), Uintah County Commissioner Mike McKee said: "People talk of boom or Bust. We are beyond this because of our energy resources. Our economy has grown to the point where we are stable." Well, right now we are certainly NOT in a boom. What will the economy of a UBRR be during the period of busts?

"... despite the companies' promises, there was never any true commitment to the places they were emptying of fuels or minerals." Bernard DeVoto asked a simple question: can you show me a single time when a company didn't leave after taking all it wanted or needed? Here in five words is his summary of the extractive industries: "All mining exhausts the deposit." What will happen to the UBRR then?

4.) Safety: Accidents and oil spills are common in the Uintah Basin. Any contractor, or operator of a railroad such as the UBRR must prove that they have the financial and operational capability to contain and totally clean up and recondition any environmental damage. The rivers are home to four endangered fish, and a spill could devastate all of the recovery gains.

Fire, either from a railroad accident, or wildfire that affects operation are other safety considerations. After storms, the importance of someone to check the condition of the rails should be required. With the new use of deep injection of used drilling fluids, there is an

opportunity for human-caused earthquakes as the Glen Canyon fm. Is not that far below.

5.) Land Use & Recreation: It appears that the proposed routes infringe on potential Wilderness status.

6.) Biological: The train line, especially when combined with a highway will fractionalize wildlife habitat. This is of concern in regard to migrating deer elk, pronghorn and sage grouse. The use of gas and oil contributes to climate change, and the effect of increased oil must be quantified.

Hope springs eternal in the minds of speculators. There are over a \$100 million dollars' (1990 estimate) worth of clean up, yet unfunded and yet undone to fix damage from the 1920's and 1980's oil shale binges. These companies also have tens of thousands of acres of oil shale in fee title - let them prove their technology on their own resources before we lease public lands for experimental, potentially damaging activity. In Uintah and Duchesne County Counties there are over 350 uncapped, unreclaimed oil and gas wells from over a decade ago spewing methane and other contaminants into the air and on the land and water. I say let the companies involved and interested in oil, gas, shale and such replace their divots, clean up their past messes, then we can talk about developing more and giving them more bouquets with million-dollar bills attached to them.

Growth for the sake of growth is the ideology of the cancer cell.

Herm Hoops

Name: Lynn Payne

Comment: This rail line would be great for the environment and for traffic safety. The oil tanker trucks have clogged up the traffic on highway 40. Because the trucks are so long it is very difficult and dangerous to pass. In addition a train would produce a fraction of the air particulate emissions that the hundreds of trucks produce. In the long run this is a win-win project.

Name: Brett Anderson

Comment: As a business owner that works in the oilfield I think the best rout for the railroad is as far away from tribal land as possible. The tribe requires access permits business licenses and utero fees for anyone working on their land not to mention tribal preference for native owned companies. Save everyone a headache and keep it off of tribal land. Remember their a sovereign nation with their own laws and rules that we have to follow when we conduct business on their land. Im not sure if its true but I heard that the state of Utah pays the tribe 5 million dollars a year to have highway 40 cross the reservation. How much will they charge the railroad.

Name: Kevin Schield

Affiliation: Land owner

Comment: Thank you for the opportunity to be heard on the potential Craig railroad route. My family owns land along the proposed route. First and foremost, our family's concerns lie with the preservation of the Colorado habitat and its environment. We also, however, understand that well planned development at times must occur. As such, it would seem that if a railroad is required, the shortest route would be in the best interests of the habitat and its environment. It is our understanding that the Craig route is considerably longer than the other two options. Colorado is a very special place and its habitat and environment should be preserved to the best of our abilities for all future generations to enjoy.

Name: Joseph Jamison

Affiliation: Concerned resident

Comment: At this point it does not appear clear the purposes of such a rail line would fulfill. I am not proposing a route, but some concerns that we may have, which may in the end affect routes.

#1 Will the rail line be available to public, e.g. transportation for those wishing to ride the train to one of the terminus points to disembark and be met by local travel amenities, or be able to rent transportation?

#2 Will such a rail line transport freight to & fro for local economies? #3 How much of our local and largest resource of crude oil will be transported; thereby reducing the impact of trucking traffic along hwy 40? #4 What percent of our (the Basin) GBP (Gross Basin Product) will be affected and in fine which economies? Obviously, much truck routing will be diverted to terminus points. #5 What affect would such a change have on employment in the Basin? The over arching question might well be, "What will be the impact to the Uinta Basin residents, including all wildlife? Thank you.

Name: Chris Gamble

Affiliation: Patriot Real Estate

Comment: I have heard several times that this proposed rail system will be multi commerce, not just oil and gas driven. It was said that hay and alfalfa growers would be able to ship crops and future green industry would be able to expand to the Vernal area. If this is the case then only the Craig line alternative is prudent. Leland bench is in the heart of oil and gas country and the appearance of beginning the Indian Canyon or Wells Draw route from here only demonstrates that it will be an oil and gas driven rail system. I really wish to support this project but more than lip service needs to be paid to non extraction industries. The Indian Canyon route needs initially begin along the Bonanza Highway south of 6000 south. Thing about your desired future condition... a rail service that truly is for all commerce.

Name: Adrian Van Os

Affiliation: Resident

Comment: The economy of the Uintah Basin is driven by the production of the oil and natural gas fields in this region.... If this project will increase production by expanding the markets to which the oil can be sold, then this should also create more jobs for the residents of the basin. I'm all for it.

Also if this rail system will bring down the costs of getting freight to the basin,

Such as groceries and gasoline, this would be good for all.

Those of us who struggle to pay the bills every month might be able to live a little more comfortable in our lives. The cost of living is constantly rising and wages are not. Lower costs and better jobs would not be a bad thing for us.

As far as environmental concerns, the last time I looked, sagebrush is not in danger of being eradicated..... there's plenty of it around the area.

The inoment domain issue can be solved if the rail is kept on BLM lands, which there is plenty of that also.

Name: Letitia Kilgrow

Comment: I think you people taking millions of dollars of tax payer money to "research" something that has already been decided" and we really have no say so in. to study something we really have no say so in and will take hundred of jobs from our dying economy is criminal and you should ALL be prosecuted for taking money out of the families in this basin. you ought to be ashamed of yourselves creating a job to make yourselves millions of dollars for pretend work should be against the law,,, but then again we all know it you go to the right church and know the right people you won't even get arrested if you commit murder and may God help you if we get in your

way or either neither one of these is true or you cross one of the chosen few

so now you can have of your crooked cops come and kill us all BRING IT ON

Name: Lindsay Freeman

Affiliation: Route runs through my private ground

Comment: Railway will run through my private ground where it crosses green river. This will not only affect the right of way but also numerous other acres as it will divide a farm field in half rendering the whole area useless for my farming operation. Therefore I am against the proposed route as it will negatively impact my livelihood and farming operation.

Name: Ken Richins

Affiliation: None (Retired)

Comments: This sounds like a very good project for the Uinta basin.

It will bring jobs to the area and will be a great asset for the state of Utah.

Thank you

Ken Richins

Name: Daniel Lowe

Comment: Should have done it when William A. Clark was on board...

Name: Freddie Williams

Comment: STOP THIS NOW!

Air pollution in the Uinta Basin has already reached dangerous levels due to oil and gas development. By quadrupling oil extraction in the region, the railway would exacerbate this problem, resulting in more asthma attacks and other harmful conditions that can lead to premature death.

The extraction and combustion of four times as much oil from the Uinta Basin would threaten our ability to avoid the most disastrous effects of climate change by staying under 1.5°C warming.

Fossil fuel development requires large amounts of water. At a time when water security for the region is more tenuous than ever, increased oil development unleashed by the Uinta Basin Railway would threaten the region's water supply.

The new development needed to create a fourfold increase in oil development in the Uinta Basin will result in major impacts to the region's landscapes, including on public lands.

New oil train traffic will create increased inconvenience, air pollution, and risk of derailment in the communities through which the trains travel.

If the railway is constructed, but recoverable oil reserves in the Uinta Basin are exhausted before it is paid off, taxpayers could be left to cover the cost.

To date, there has been very little information about the Uinta Basin Railway provided to the public and little opportunity for public participation. The uncertainty around many details of the project is concerning and should be resolved before the project moves forward.

Committing funds to constructing the Uinta Basin Railway is precluding efforts to transition away from boom-and-bust fossil fuel economies which are susceptible to volatile global markets and towards more stable, local, clean, sustainable, and just economies.

Name: Nicola Nelson

Comment: Carbon fuels are a huge factor in climate change. these fuels must be kept in the ground. This railway is not needed as is detrimental to the health of Utahns as well as the rest of the world. Find another way to create jobs in these counties, please.

Name: Robert McKinnie

Comment: In general, this project is good for the pollution industry but bad for the environment, the Earth, and ALL its population, animal, or vegetable. We should be searching for ways to improve life in sustainable ways rather than searching for ways to revive a dying industry.

This should be the goal of both government and corporate boards. Ill-gotten gains are short lived.

Who is going to pay for clean up and restoration when this phase is completed?

Name: Matthew Biljanic

Affiliation: slbh

Comment: Least impact please

Name: Janet Simmons

Comment: I believe the railway will provide more short-haul trucking jobs where drivers can be at home at night with their families. These jobs are better for happy marriages and relationships.

Name: Colleen McMullen

Comment: I oppose the Uinta Basin Railway Project. Here is a list of my concerns:

Air pollution in the Uinta Basin has already reached dangerous levels due to oil and gas development. By quadrupling oil extraction in the region, the railway would exacerbate this problem, resulting in more asthma attacks and other harmful conditions that can lead to premature death.

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Thanks for your consideration.

Name: Paul Smith

Comment:

To: the Surface Transportation Board

From: Paul Smith

Hello,

Air pollution in the Uinta Basin has already reached dangerous levels due to oil and gas development. By quadrupling oil extraction in the region, the railway would exacerbate this problem.

The extraction and combustion of four times as much oil from the Uinta Basin would threaten our ability to avoid the most disastrous effects of climate change by staying under 1.5°C warming.

Fossil fuel development requires large amounts of water. Increased oil development unleashed by the Uinta Basin Railway would threaten the region's water supply.

New oil train traffic will create increased inconvenience, air pollution, and risk of derailment in the communities through which the trains travel.

If the railway is constructed, but recoverable oil reserves in the Uinta Basin are exhausted before it is paid off, taxpayers could be left to cover the cost.

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Sincerely,

Paul Smith

Name: Zackary Adams

Comment: I understand that this railway is being constructed to serve the needs of the oil industry. We already have horrible air pollution along the Wasatch front. We don't need added oil infrastructure. We need oil replacements like solar, wind, geothermal etc.

Name: Brooke Perry

Comment: Utahns deserve a healthy and viable future, and the Uinta Basin Railway is positioned to jeopardize that vision. Unfortunately, the Uinta Basin Railway oil train is an issue that stands to affect all Utahns along with our neighboring communities across the country. By quadrupling oil production in the Uinta Basin, the project could exacerbate poor air quality and could have dire consequences on the lands, water, and public safety.

While the project has been moving ahead at full steam, the public has largely been shut out of the process and provided with little information.

It should be stopped.

Name: C Clark

Comment: Please stop the Uinta Basin Railway. This will add to our region's pollution. This is not healthy, safe, or necessary. Please protect the health and quality of life of our region's precious people. Put people ahead of profits.

Name: Michael McGowan

Comment: Please find an alternative route that makes sense.

Name: Kyle Nielsen

Affiliation: son of local land owner

Comment: the proposed Indian Canyon route will highly impact the local ranches and local economy by demolishing range land and family owned property that has been in local families for generations my family's property has been in the family since 1905 (currently in my parent's name) when the government first opened up the option to homestead in Indian Canyon (highway 191)....please use one of the alternate routes that won't affect the local ranches.

Name: Rich Fahey

Affiliation: 17 year resident of Utah that moved here to escape Chicago

Comment: My perception is that Utah wants to be a big, big player (like North Dakota) in oil and gas production. The Uinta Basin simply isn't suited for low grade oil to be extracted. Think of the Tivayuts US Oil Sands failure, and it never got into production. And a similar failure in the same location. And others.

The cost is too high environmentally and economically to have another failure cluttering the landscape.

And did I mention WATER!!!!!!!!!!!!!!

Name: Connor Hansell

Affiliation: 17 year resident of Utah that moved here to escape Chicago

Comment: Air pollution in the Uinta Basin has already reached dangerous levels due to oil and gas development. By quadrupling oil extraction in the region, the railway would exacerbate this problem, resulting in more asthma attacks and other harmful conditions that can lead to premature death.

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To date, there has been very little information about the Uinta Basin Railway provided to the public and little opportunity for public participation. The uncertainty around many details of the project is concerning and should be resolved before the project moves forward.

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Name: Steve Shuput

Comment: A railway in the Uintah basin and the associated increase in oil production would be a disaster for local environment and animal habitat. Due to increased pollution from burning more fossil fuel, it also adds to the air pollution and climate crisis. It's time to move to clean energy, not more of the same dirty energy!

Name: Gene Ammarell

Comment: According to the Sierra Club, he proposed Uinta Basin Railway oil train would increase production of oil from the Uinta Basin by between 225,000 and 350,000 barrels of oil per day. In a region that currently only produces around 80,000 barrels per day, this would represent a quadrupling of oil extraction, which would have dire consequences for air quality, public lands, water, and global warming.

As a Utahn who is incredulous that this kind of development is still being proposed as the deterioration of our natural environment accelerates, the concerns of the Sierra Club are my concerns, as well:

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Name: Pat Annoni

Comment: Air pollution in the Uinta Basin has already reached dangerous levels due to oil and gas development. By quadrupling oil extraction in the region, the Uinta Basin Railway would exacerbate this problem, resulting in more asthma attacks and other harmful conditions that can lead to premature death. Utahns deserve a healthy and viable future, and the Uinta Basin Railway is positioned to jeopardize that vision.

Name: Steve McConkie

Affiliation: Vernal Energy Solutions Company Inc

Comment: We need job opportunities for the communities. We are excited and could contribute to the cause.

Name: Dogan Ozkan

Comment: The proposed Uinta Basin Railway oil train would increase production of oil from the Uinta Basin by between 225,000 and 350,000 barrels of oil per day. In a region that currently only produces around 80,000 barrels per day, this would represent a quadrupling of oil extraction, which would have dire consequences for air quality, public lands, water, and global warming. The construction and operation of the railway itself would also have major impacts. Three possible routes have been identified, but the 80-mile Indian Canyon route has been identified as the preferred option and is most likely to be constructed. At least \$27.9 million in public funds have already been illegally dedicated to forward the project and the ultimate cost of the railway would be at least \$1.2 billion. Maps and additional information can be found at: <http://www.uintabasinrailwayeis.com/>

For more background on the Uinta Basin Railway, check out this op-ed:
<https://www.sltrib.com/opinion/commentary/2018/12/23/commentary-cib-should/>

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Name: Kaleigh Stock

Affiliation: Camp Sandoval-Stock

Comment: Please keep Utah beautiful! Protect the environment and Utahn's health! Say no to the Uinta Basin Railway Project! Thank you!

Kaleigh

Name: Rosalie Wind

Comment: I am writing about the proposed Uinta Basin Railway oil train. This would increase production of oil from the Uinta Basin by between 225,000 and 350,000 barrels of oil per day. In a region that currently only produces around 80,000 barrels per day, a quadrupling of oil extraction will affect air quality, public lands, water, and global warming. The 80-mile Indian Canyon route has been identified as the preferred option for the road and is most likely to be constructed. At least \$27.9 million in public funds have already been illegally dedicated to forward the project and the ultimate cost of the railway would be at least \$1.2 billion.

Air pollution in the Uinta Basin has already reached dangerous levels due to oil and gas development. By quadrupling oil extraction in the region, the railway would exacerbate this problem, resulting in more asthma attacks and other harmful conditions that can lead to premature death.

The extraction and combustion of four times as much oil from the Uinta Basin would threaten our ability to avoid the most disastrous effects of climate change by staying under 1.5°C warming.

Fossil fuel development requires large amounts of water. At a time when water security for the region is more tenuous than ever, increased oil development unleashed by the Uinta Basin Railway would threaten the region's water supply.

The new development needed to create a fourfold increase in oil development in the Uinta Basin will result in major impacts to the region's landscapes, including on public lands.

As usual, these costs will end up on the taxpayers. It's unsafe and costly.

Name: Thomas Macomber

Comment: Would like someone to consider if a dam was built that railroad wouldn't interfere with a choice location - for the dam in which could happen in the future.

Name: Robert Waters

Comment:

Hello,

I have grave concerns about the Uinta Basin Railway:

Air pollution in the Uinta Basin has already reached dangerous levels due to oil and gas development. By quadrupling oil extraction in the region, the railway would exacerbate this problem, resulting in more asthma attacks and other harmful conditions that can lead to premature death.

The extraction and combustion of four times as much oil from the Uinta Basin would threaten our ability to avoid the most disastrous effects of climate change by staying under 1.5°C warming.

Fossil fuel development requires large amounts of water. At a time when water security for the region is more tenuous than ever, increased oil development unleashed by the Uinta Basin Railway would threaten the region's water supply.

The new development needed to create a fourfold increase in oil development in the Uinta Basin will result in major impacts to the region's landscapes, including on public lands.

I do not support this project in any way and urge the decision makers to prevent it from coming to fruition.

Robert Waters

Name: Ben Badger

Comment: Air pollution in the Uinta Basin has already reached dangerous levels due to oil and gas development. By quadrupling oil extraction in the region, the railway would exacerbate this problem, resulting in more asthma attacks and other harmful conditions that can lead to premature death.

The extraction and combustion of four times as much oil from the Uinta Basin would threaten our ability to avoid the most disastrous effects of climate change by staying under 1.5°C warming.

Fossil fuel development requires large amounts of water. At a time when water security for the region is more tenuous than ever, increased oil development unleashed by the Uinta Basin Railway would threaten the region's water supply.

The new development needed to create a fourfold increase in oil development in the Uinta Basin will result in major impacts to the region's landscapes, including on public lands.

New oil train traffic will create increased inconvenience, air pollution, and risk of derailment in the communities through which the trains travel.

Name: Gail Taylor

Affiliation: concerned citizen

Comment: Where do I go to find how the millions of taxpayer dollars are being spent to study this inane railway?

Why is a railway needed?

Of the nine proposed routes, why would the number one choice be over Indian Canyon? The destruction of natural springs and historical sites along with the steep grade should preclude any rational thoughts of using this route. The number one route should be the one considered if a railroad should be considered at all.

Name: Gary Hudish

Affiliation: retired craig resident

Comment: YES This area has waited too long for this railway to be built. Only good can come from this kind of improvement. Moffat tunnel is a trap waiting to happen.

Name: Crae Hancock

Comment: Build the Basin by including the Railroad

Name: Deborah Fisher

Comment: I feel this could be a benefit for the Uintah basin. For many reasons. Jobs, safety on the roads. Competitive prices on shipping.

Name: April Handley

Affiliation: Private Utah resident

Comment: My family is deeply troubled about the Uinta Basin Railway oil train. Although it would no doubt be beneficial for the oil industry, we have to ask: At what price? This project stands to affect all Utahns and communities across the country. By quadrupling oil production in the Uinta Basin, the project could exacerbate poor air quality and have dire consequences on the lands, water, and public safety.

Name: Jessica Sosna

Comment: Good afternoon: Thank you for taking the time to read my comments regarding the proposed rail way.

Here are some initial concerns that need to be considered and reasons why this project can not move forward:

1. Air pollution in the Uinta Basin has already reached dangerous levels due to oil and gas development. By quadrupling oil extraction in the region, the railway would exacerbate this problem, resulting in more asthma attacks and other harmful conditions that can lead to premature death.
2. The extraction and combustion of four times as much oil from the Uinta Basin would threaten our ability to avoid the most disastrous effects of climate change by staying under 1.5°C warming.

Fossil fuel development requires large amounts of water.

3. At a time when water security for the region is more tenuous than ever, increased oil development unleashed by the Uinta Basin Railway would threaten the region's water supply.
4. The new development needed to create a fourfold increase in oil development in the Uinta Basin will result in major impacts to the region's landscapes, including on public lands.
5. New oil train traffic will create increased inconvenience, air pollution, and risk of derailment in the communities through which the trains travel.

It is to my knowledge that at least \$27.9 million dollars in public funds have already been illegally dedicated to forward the project and the ultimate cost of the railway would be at least \$1.2 billion.

We need to think long term, not just on the short term for big corporation profits. This affects us all, so we all need to be part of the conversation.

Please do not continue to destroy the little public lands we have left. Please keep this line undeveloped.

Thank you.

Name: Thomas Smith

Affiliation: Resident of Utah

Comment: Air pollution in the Uinta Basin has already reached dangerous levels due to oil and gas development. By quadrupling oil extraction in the region, the railway would exacerbate this problem, resulting in more asthma attacks and other harmful conditions that can lead to premature death.

The extraction and combustion of four times as much oil from the Uinta Basin would threaten our ability to avoid the most disastrous effects of climate change by staying under 1.5°C warming.

Fossil fuel development requires large amounts of water. At a time when water security for the region is more tenuous than ever, increased oil development unleashed by the Uinta Basin Railway would threaten the region's water supply.

The new development needed to create a fourfold increase in oil development in the Uinta Basin will result in major impacts to the region's landscapes, including on public lands.

New oil train traffic will create increased inconvenience, air pollution, and risk of derailment in the communities through which the trains travel.

If the railway is constructed, but recoverable oil reserves in the Uinta Basin are exhausted before it is paid off, taxpayers could be left to cover the cost.

To date, there has been very little information about the Uinta Basin Railway provided to the public and little opportunity for public participation. The uncertainty around many details of the project is concerning and should be resolved before the project moves forward.

Committing funds to constructing the Uinta Basin Railway is precluding efforts to transition away from boom-and-bust fossil fuel economies—which are susceptible to volatile global markets—and towards more stable, local, clean, sustainable, and just economies.

Name: Anna Eyring

Comment: Please do not allow more oil production which will make our already bad air quality even worse, not to mention what will happen to our water....

Do the right thing. Our health is dependent on our environment. We must stop polluting our air, land and water.

Name: Sue deVall

Comment: This project will enable fossil fuel extractors to move their product to distant markets. I do not believe that taxpayer support for climate changing industries is what we should be doing. Let the industries that want this pay for it themselves.

Name: Chapel Taylor-Olsen

Comment: Utah's natural areas are a huge part of what this state has to offer its citizens and tourists. It is already threatened by our poor air quality. This oil production risks our natural areas and will increase our air pollution problems. It is time for Utah to move in to green energy production and protecting our natural resources.

Name: Michael A Hurley

Comment: I feel this rail system is long overdue, and will positively impact the community the State, and the nation by allowing more oil, and less truck traffic on the major highways, while continuing to allow this community to support itself and the nation through efficient energy production and reduced costs.

Name: Virginia Bottorff

Comment: We must do everything in our power to limit environmental impacts in such beautiful and delicate places. Therefore I'm writing against this railway being constructed.

Name: Maranda Hammack

Comment: Rather than committing to and investing in production and transportation of fossil fuels which pollute the environment and are detrimental to human and animal health in the area we should focus our time and money on environmentally friendly energy production and transportation.

Name: Barbara Richardson

Comment: I oppose the construction of the railway based on environmental concerns. We live in a desert and water is extremely scarce. We do not need to tax our water use in order to create a railway that will increase oil production. The planet also cannot withstand the resulting four-fold increase in air pollution. We need to be developing renewable resources.

Name: James Ferro

Comment: Comments on the proposed Uinta Basin Railway oil train.

I am a lifelong Utah resident who has worked and recreated in the Uinta Basin area most of my life. I have seen huge transformation in the quality of the environment, not just in terms of physical deterioration regarding air and water resources, but sight-view and aesthetics. I live in Grand County and struggle with a workable balance between land use for commerce, extraction and recreation. I also live on the planet earth and keep abreast of the overwhelming impact that we humans are having on the environment. Now is the time to be prioritizing sustainable energy and consciously sacrificing to limit fossil fuel consumption. It seems clear that there are moneyed interests that believe that the benefits of this proposed railway outweigh the negative impacts. But the questions loom large: "for whom is this a benefit and for whom is this a plan that will degrade quality of life and erode environmental balance?"

The role of decision making bodies in an alleged democracy is to protect the common good, to secure a feasible future for posterity and to appreciate the reality of our impact of the life forces that sustain us. To allow the interests of an oligarchy to run unrestrained by the consideration of the future of the planet and the general well being of the general populous is irresponsible. Jobs must develop elsewhere. Industry that creates sources of sustainable energy are a prudent direction in which to proceed.

Respectfully submitted, James A. Ferro Ph.D. Moab UT

Name: Tom Butine

Affiliation: Conserve Southwest Utah

Comment: I oppose the construction of the railway for the following reasons:

The railway will significantly increase the Uinta Basin's bad air quality

The extracted fossil fuels will significantly add to the climate crisis

Extracting the fuels requires large amounts of water which Utah does not have

The extraction would significantly degrade the region's landscape

The derailment risk is one that communities along the route should not bear

It is a major financial risk for the taxpayer

It will add to the boom and bust financial cycle of fossil fuel development

Name: Wesley Wolski

Affiliation: Landowner in Argyle Canyon

Comment: The railway should be along US191 totally and not transit through private property.

Name: Sheila Pryor

Affiliation: Citizen

Comment: as a country we need to be switching to renewal energy and as such, this 80 mi railway is unneeded.

This is a money making scheme at the behest of nature and its citizens. Reject this proposal.

Name: Mallory Musser

Comment: Air pollution in the Uinta Basin has already reached dangerous levels due to oil and gas development. By quadrupling oil extraction in the region, the railway would exacerbate this problem, resulting in more asthma attacks and other harmful conditions that can lead to premature death.

The extraction and combustion of four times as much oil from the Uinta Basin would threaten our ability to avoid the most disastrous effects of climate change by staying under 1.5°C warming.

Fossil fuel development requires large amounts of water. At a time when water security for the region is more tenuous than ever, increased oil development unleashed by the Uinta Basin Railway would threaten the region's water supply.

The new development needed to create a fourfold increase in oil development in the Uinta Basin will result in major impacts to the region's landscapes, including on public lands.

New oil train traffic will create increased inconvenience, air pollution, and risk of derailment in the communities through which the trains travel.

Name: Tyler Gudmundsen

Comment: It looks like the Craig route is planning on using existing track being used by the Deserado mine's train. There is a 50kv catenary running the distance of this rail, only a few feet over the locomotive. This is used for the electric train that delivers coal to DG&T from the mine.... I dont believe a diesel powered locomotive would be able to run this track for that reason.

Name: Tanya Henrie

Affiliation: Utah Resident and Concerned Citizen

Comment: I appose this railway due to the fact that it will be crossing many waterways that are vital to the animals and people who need this water to sustain life. There are many natural springs along the preferred route that will be destroyed by this railway. Water is life sustaining for the environment and if it is removed then you have no life left in the environment. Thank you for your time. - Tanya F. Henrie

Name: Sally Weigel

Comment: Please, I am deeply concerned about the Uinta Basin Railway. This railway would increase the production of oil at a time at a time where we need to desperately transition away from the fossil fuel. It makes me very upset that billions of dollars would be directed to this project, which would only harm our air quality, public lands, water, and exacerbate global warming. We need to keep oil in the ground. I am 28 years old and am worried about the future. I oppose the Uinta Basin Railway and hope that you will think about our land, air, and ultimately our future when it comes time to make your final decision.

Name: Justin Moon

Affiliation: Farmer, oilfield

Comment: I talked to you guys in the roosevelt meeting. I would consider sowers canyon as a alternative route instead of Indian canyon, an as far as going through pleasant valley you heard our ditch board about the pipeline an the cut in the hill,,an maybe your not aware that it looks like you cross a oil pipeline that is owned by Chevron an mercura oil, honestly if I cant stack anything on that pipe line, I dont see you being able to do so, they will move you line if needed to repair there oil line. you can go south an stay on BLM land that is for transportation instead of chopping up land owners farmers dairy men it isnt right to alter y

There life's for the train, so if u do decide to check into another route I'd be glad to help out, I been here since 1985 an I know alot ot the routes on this side,, there are alternative routes that would be easier on the the train an the people who live here,, I want this to work for everyone, I know it is to get this wax oil out of state I know this is a good thing, but I hope we are not stuck paying for it if it goes bust... I understand about changing oil to make it none hazmat classification so it is cheaper on the freight, but I do hope that you understand these county roads are not designed to handle this amount of heavy truck traffic, this needs to be addressed, it isnt fair to anyone to be forced to drive down a tore up road so bad to where you can't drive a car down the lane,, I've seen this here first hand I know I mentioned it to the guy over seeing this to drive some of these roads an see for him self, 2 yrs of us big trucks have done alot ot damage. Also this environment study for the birds an cactus an fossils needs to be addressed, thank you for reading this, just be fair to us,,, we where here first I'm 5th generation an lance Henderson was right out little piece of live is nice, but I do hope u understand with 660 bbl oil cars that's alot ot oil to spill incase it derails an the amount of oil u want to move will require 250 trucks a day 2 loads a day every day an that is roughly 20 loads per hour think about it that is 10 unloading racks in each facility to take on that volume, not to mention I fear that us as the drivers will end up in more wrecks an more fatality locally than what we have doing our normal route to price or salt lake,,, an no traffic lights wobt help because when we wait at a light an there are say 3 trucks of you are lucky 2 trucks that are empty might get through the light before it switches, means cars will take bigger risks to get around us causing wrecks or near missed, it's not our fault we are big, we are just trying to do a job.. so I do hope your money fund helps that side of things as well, cause bad roads no one is going to be efficient in moving product cause the trucks cant take a beating for ever they break them nothing gets moved

Name: Meagan Elizabeth Oltman

Comment: The new development needed to create a fourfold increase in oil development in the Uinta Basin will result in major impacts to the region's landscapes, including on public lands. I oppose this project.

Name: Brad Watkins

Comment: I'M IN FAVOR OF USING THE ""CRAIG"" COLO.ROUTE FOR THE SIMPLE REASON THAT THIS ROUTE, WHILE LONGER, WOULD BE THE EASIER ROUTE TO BUILD AND WOULD HAVE NO TUNNELS NEEDED. NO BRIDGES NEEDED.

THE REASON THAT I'M IN FAVOR OF THE ""CRAIG"" ROUTE IS THAT IT'S FAR MORE THE ""PROFESSIONAL"" ROUTE TO BRING OTHER MATERIAL INTO THE BASIN.

PLEASE, CONSIDER THIS ROUTE FOR THE FINAL DECISION.

WHY IS THE STARTING POINT AT THE POWER PLANT??

THIS SHOULD NOT EVEN BE IN CONSIDERATION FOR THE STARTING POINT!!!

Name: Sheila Brown

Affiliation: American Academy of Pediatrics

Comment: I oppose the UBR doe many reasons. It's cost to taxpayers of 1.2 BILLION dollars is extraordinary, especially for a project that will add significantly to the already poor air quality of the Uinta Basin, increasing respiratory problems for all, but especially children and infants, potentially creating a lifetime of respiratory illness for them. It also uses large amounts of water, which Utah does NOT have. It will destroy the environment around the extraction, risk derailment and its subsequent pollution that the affected communities should not have to live, or die with. Not to mention Increasing Utah's carbon footprint rather than decreasing it, adding to the climate crisis. It will create another boom and bust cycle just like Wyoming went through. Invest the 1.2 BILLION tax dollars on sustainable energy, train workers to build and install solar projects, wind turbines, providing long term employment, long term clean energy, helping the communities involved rather than damaging them. I know the focus is on the quick dollar by exploiting the taxpayers and the environment but the company profiting from this should be paying ALL of the costs, because as soon as the land has been raped, the rail line will be abandoned, the jobs will dry up, and the much wealthier Big Boys will walk off smacking their lips and wiping the dust off their hands, leaving the workers without jobs or benefits and Uncle Sam will say they are lazy and don't deserve welfare, healthcare, etc, etc.

Name: Joel Ban

Comment: I wish to comment on the proposed project so that either the no action alternative or the environmentally preferred alternative is chosen. The project analysis should analyze how the proposed project will impact both individually and cumulatively affect global climate change. The project will add to this problem by greatly increasing carbon releasing resources into the environment. Not just the project itself, but the construction of the project rail line as well use of it will greatly increase CO2 emissions to the environment. As such the project should not be implemented. If it is to be implemented a fully analysis of these greenhouse gas emissions must be included in the EIS.

The project should avoid lands that are wilderness quality or roadless areas. It should avoid all stream crossings to the extent possible, avoid effects to wildlife, air quality, rare and endangered species, and cultural resources.

This project is unnecessary as we're already seeing tremendous and negative impacts of global climate change including here in Utah and the west. This project will only increase these problems. Thanks for considering.

Name: David Folland

Affiliation: Citizens' Climate Lobby

Comment: I'm writing in opposition to the proposed Uintah Oil Railway. Drilling for more oil that will be shipped on this railway will significantly add to our current problems of air pollution and climate change. Extraction will require large amounts of water, a precious resource in our dry state.

The IPCC has affirmed that we need to switch 45% of our energy sources to clean energy in the next 12 years to have a chance of staying below 2 degrees of warming. Over the next few years there will be a massive transition to clean energy. By the time the railroad is built, the world will be on in the midst of this transition, and oil demand will wane. As a Utah taxpayer, I do not want to take the risk that this railroad will be built and will not be used to its projected capacity.

Name: Matthew Carter

Comment: I believe that it's time for change to come to the basin, the rail system would save truckers time and money, no more paying a fine for working overtime, less trucks on the road, less damage to roadways, people who voted Trump would love this, it would create jobs, ranchers would get twice the money for their land, because the tracks run through it, our economy would do so much better than before, I vote on a much needed change, time to come out of our comfort zones, the future relies on the train system, the future is now, the future will be bright ahead,

Name: Holly Snow Canada

Comment: I moved my family from California to Utah because of the scenic value of the state. The natural beauty of Utah is its most important, most valuable resource and if protected, it will be a sustainable way for Utah to support itself economically. I do not support this project for the following reasons:

- * Utah should decrease development of oil resources and instead invest in protection of the natural beauty of the public lands. It's time for Utah to place more value on its environment.
- * This project will increase air pollution.
- * Extraction and combustion of oil will increase fossil fuel development and contribute to global warming - an issue that will affect the whole state.
- * With increasing temperatures in the past two decades, and in the future with climate change, water availability will become even more of an issue for Utah. This project would use valuable water resources instead of preserving the water resources for other uses throughout the state.

Name: Mark Nixon

Comment: No. Let's quit the fossil fuel folly. It's time to move into the next chapter of energy use and quit holding onto the old ways. The railway will significantly increase the Uinta Basin's bad air quality

The extracted fossil fuels will significantly add to the climate crisis

Extracting the fuels requires large amounts of water which Utah does not have

The extraction would significantly degrade the region's landscape

The derailment risk is one that communities along the route should not bear

It is a major financial risk for the taxpayer

It will add to the boom and bust financial cycle of fossil fuel development

Name: Stephanie Hamborsky

Affiliation: Canyon Country Rising Tide

Comment: I am completely opposed to the construction of the Uinta Basin Railway project. In an age of climate change primarily fueled by unchecked resource extraction and fossil fuel use, approving a project to further the destruction of our environment to generate more carbon-based fuels is foolish and focused on short term, marginal benefits only. Our communities, tax dollars, and state wide programs should be investing in activities which not only regenerate our landscape but create long-lasting, robust economic activities providing meaningful, safe, and healthy jobs for all. Please reconsider this project.

Name: Randy Vorhies

Comment: I previously worked as an engineer in the oil and gas business. I know the permanent damage that fossil fuel development and use has on our environment. We must greatly reduce our use of fossil fuels and the

Enormous costs it's inflicting on us. Utah hasn't kept pace with the direction of other states in a more sustainable future. We're old school and need to adjust our thinking. This is why I don't support this railway connection. We must more fully use renewable sources. Please fully consider why it is that we continue on this destructive path of fossil fuel development. We must get on the path of sustainable resources, not on the worn path of destructive fossil fuels. Thank you.

Randy Vorhies.

Name: Linnie Isbell

Affiliation: Duchesne Mini Ranches Board of Director

Comment: I'm a member of the board of directors for the Utah Mini Ranches and the Duchesne Mini Ranches. Be advised the indian canyon route comes through the middle of our subdivision and we (700 property owners) with an active association will fully oppose this route through the middle of our homes.

Name: Thomas Smith

Affiliation: Retired, (currently volunteer for CONSERVE SW UtAH , SUWA, SUNCLF)

Comment: Having been employed in the early 1980's as a project consultant for energy development impacts in the Uintah Basin I am somewhat knowledgeable about fossil fuel development in that area. My area of focus concerned oil shale and tar sands development and it's socioeconomic impacts related to boom bust economic cycles along with environmental impacts on local emergency services. Since the proposed railway intends to service the exponential fossil fuel extraction projected in the basin I would assume that (shale fracking) figures heavily into development plans, thus placing an enormous strain on already severely strained water resources in the area not to speak of the related negative impacts associated with ground water contamination , depletion of existing resources and disposal problems associated with waste water contamination. . The mere idea of constructing the railway in the area creates a "if they built it they will come" mentality which increases the likelihood that the project with all it's negative impacts will actually come to fruition.

Name: Steven Evans

Affiliation: Ashley Communications Inc.

Comment: My name is Steve Evans. I have owned and operated radio stations in the Uintah Basin for over 25 years. I have also served in many community service organizations including president of the Vernal Area Chamber of Commerce. These experiences have provided me the opportunity to consult with numerous local retail business owners about the challenges they face. The Uintah Basin is the most challenging place to do business in the State. This is due to the cyclical nature of the extraction industry which is the primary source of local jobs. Although we have huge amounts of energy resources here, producers are limited due to the inability to transport product to market. Additionally, they are limited to selling their product to the North Salt Lake refineries who monopolize prices by placing big discounts on Uintah Basin Crude. The proposed railway will not influence the market price of oil, however, it will place crude exported from the Uintah Basin in a competitive market environment and help to stabilize the industry.

The Uinta Railway would allow producers the ability to transport to national and international markets, thereby, allowing the free capital system to work by creating a competitive bid for energy products produced in the Uintah Basin.

Utah's population is estimated to double by the year 2050. Communities along the Wasatch Front (SLC, Ogden, Provo) are already struggling with the unprecedented growth of the past decade. There simply isn't room to meet this projected demand. The Uintah Basin has an able workforce and room to grow. The Uinta Railway would provide a means to expand and diversify our local economy by creating local jobs and through mineral lease revenue, a means to build our local infrastructure to meet the foretasted State growth. With the ability to transport goods and services via rail, our economic development offices will then be able market this growth toward the Uintah Basin where we have an ample workforce, transportation, and affordable land.

With a stable economy comes more stable families. With this last phase of energy layoffs, hundreds of families from throughout the Uintah Basin have been separated as the family's primary breadwinner has been forced to leave the home to work a 10 on 10 off shift in another energy producing state. Local crime statistics prove that when there is a downturn in the local economy, crimes involving substance abuse, domestic violence and juvenile truancy increases.

The Uinta Railway will help mitigate these social problems by creating economic diversity and the development of local jobs.

My wife Lisa and I have 6 children and 12 grandchildren. Four of our children have had to find work outside of the Uintah Basin. They have each expressed a desire to move closer to home if they could find a job to support their families.

On behalf of local businesses and the many families affected by our unstable energy based economy, I urge your support for the Uinta Railway project.

Thank you for taking my comments under consideration.

Name: Rhea Cone

Comment: I am AGAINST the Utah Basin Railway. I am a sixth generation Utahn and oppose this project entirely.

Name: Marilyn Wallis

Comment: I very much support the Uintah Basin Railway project. It is much needed in our Basin to help stabilize the economy. It will not only benefit the oil and gas industry by being able to ship increased amounts of product but will provide opportunities for industrial expansion. This in turn will provide increased employment opportunities which will benefit all business in the area.

Name: Parker King

Comment: There has been no mention of this in Moffat County outside of the County Commissioners, and as other ranchers have mixed feelings about this, we would like to take a real look at the economic impact on these ranches and the ability to receive compensation for ground being messed with. This is something huge for Moffat County and Colorado, and our local government is downplaying it as a terrible idea. Not all of them represent the people.

Name: Benjamin Lobrot

Comment: The Uinta Basin Railroad is something that stands in direct opposition to the wellbeing of Utah's public lands and I for one, will not stand for it. When the effects of climate change are more obvious than ever and the supposed economic benefits of increasing oil production in the basin are nothing but a smokescreen perpetuated by callous oil industry execs who care for nothing but profit, there is NO reason for anyone else in Utah or Colorado to support this railroad. The efforts of the oil industry to "improve" the security of oil transportation by replacing automobiles with trains should not viewed as a problem the industry is seeking to solve, but as a problem they created in the first place.

Name: Susan St John-Jarvis

Comment: I am against this project. This project would reinforce gas and oil development and will cost residents and taxpayers money that should be allocated for sustainable, less intrusive development. I am a newer resident of Utah, and this troubles me. Often citizens are promised jobs and economic prosperity, but the jobs created by this project will be transient, and the employees recruited will likely be men whose families and interests lay outside the state - where they will continue to reside with families, and send their earnings. We should be focused on projects that encourage solar and other renewable resource for the long-term environmental and health concerns of area residents. Health concerns besides increased asthma and other air quality and drinking water concerns (spills are inevitable), include the spread of sexually transmitted diseases and other maladies brought into the state. Utah is beautiful and has amazing natural features, and we should practice good stewardship of the lands. This is expensive, unnecessary, and out of line with the long-term well being of Utah, for our grandchildren.

Name: Scott Plummer

Affiliation: Citizen of the State of Utah

Comment: The reprise of photos of the "Blue Planet" from the Apollo 11 moon landing of 50 years ago reminds us that where we live is unusual, perhaps unique, in its ability to support life as we know it. At the same time, we are confronted with the reality that production and consumption of fossil fuels threatens the limits and resources of a climate that will support life. As well, it becomes increasingly clear that the way forward on the path of economic prosperity lies in the technologies of renewable sources of energy like wind and solar.

Consider that the completion of a Uintah Basin Railway will aggravate air pollution in the Uintah Basin; greatly increase the demand for water in the water-intensive processes of fossil fuel production; threaten the goal of keeping global warming under 1.5 degrees C; and adversely affect Utah landscapes and public lands of far greater economic value than the hydrocarbons they harbor.

A Uintah Basin Railway is a gravy train to the wrong destination. Let's not get on board!

It is time to actively support policies and initiatives that foster the prospect of a sustainable and prosperous future."

Name: Tim Negus

Comment: I am in support of the railway for the Uintah Basin. I attended the meeting held in Roosevelt. There was some opposition, but I observed that it wasn't necessarily opposition of a railroad (no one gave reasons why we shouldn't have one), the opposition was to the railroad crossing or coming close to their land. It is obvious that the rail would be a benefit for our area and our economy.

Name: Scott Sims

Comment: As a Duchesne county resident I'd like to express my support for the uinta basin rail project. My personal preference for rout would be coming from Craig Colorado. However I feel like getting the rail to the basin is what's important. I would be happy with any of the routs proposed as long as it made it out here.

Thank you,

Scott

Name: Jeff Hall

Affiliation: College student and outdoor enthusiast

Comment: I disapprove of the expansion of oil extraction in the Uinta basin. Including the expansion of transportation of extracted oil by railway, or any other form. I do not approve of the proposed railway for the extraction of an outdated form of energy in fossil fuels that will lead to increased negative environmental consequences for not only the locally effected area, but for the entire state of Utah.

Name: Sherry Collisi

Comment: Please help to keep Utah's air clean. The railroad will only add to the problem. We need to think of ways to clean the air. Thanks, Sherry Collisi

Name: Richard Yager

Comment: I am in favor of a railway, but I do not agree with the proposed route. I think the railway should connect through Craig to lower costs and avoid the environmental damage entailed in building a railway through the Book Cliffs. Operations would be easier on the Craig route, especially avoiding the winter weather on the mountain passes. I think building a railway to Price is a waste of money.

Name: Robert Gilbert

Affiliation: Private citizen

Comment: It seems to me that a railroad is needed to move crude oil from the Uintah Basin base to major markets. Local oil companies feel they can increase production as they now understand the geology of the resource. As Salt Lake refineries can no longer increase production, new markets need to be accessed. The railroad routes that are being considered would provide this access.

If the Basin is to grow economically, the rail proposal is the best option. Any of the three would work. A secondary benefit is that the rail line would take some of the heavy truck traffic off of Highway 40

Name: Kris Maylett

Comment: Thanks for all of your work on this! I look forward to the opportunities that this will bring

Name: Steven Glaser

Comment: The EIS should evaluate effects on air quality in the Uintah Basin. This area already exceeds NAAQS for ozone and particulate matter. The EIS should consider the effect of locomotive engines both in operation and idling, as well as air quality impacts from the loading of railcars. These effects are obviously applicable to all three alternatives.

In addition, the EIS should incorporate the effects on air quality from activities that will produce the goods that would be transported by the railway. This information is necessary to fully define the extent (if any) to which air quality will be degraded by the railway, and the frequency and magnitude by which air quality standards may be exceeded.

Name: Michael Christensen

Comment: When I think about the Uinta Basin Railway proposal, my mind keeps going back to when I was an undergrad at BYU almost 20 years ago. I took a class in the Geography of Sub-Saharan Africa. The underlying theme of transportation infrastructure for most of Africa is a study in imperialism, where roads and rail lines extend from the port on the coast and run inland to whichever natural resource was being extracted. No consideration or thought was given to economic development for the locals.

It is disturbing that this kind of imperialistic thinking still goes on. In 2019! In Utah! It is disturbing that this is being labeled as “rural economic development.” Yes, this will bring jobs to the Uinta Basin, but, considering the boom and bust cycles of this industry, who knows how long those jobs will last. It is irresponsible to gamble such a large public investment on a single industry. It is a recipe for creating ghost towns.

But I am open to compromise. I’d be willing to support a rail connection to the oil fields, if the proposal also included an extension that would actually serve the towns in the Uinta Basin, which would support broader economic development and also the possibility of passenger rail.

Name: Robert Gilbert

Affiliation: Private citizen

Comment: It seems to me that a railroad is needed to move crude oil from the Uintah Basin base to major markets. Local oil companies feel they can increase production as they now understand the geology of the resource. As Salt Lake refineries can no longer increase production, new markets need to be accessed. The railroad routes that are being considered would provide this access.

If the Basin is to grow economically, the rail proposal is the best option. Any of the three would work. A secondary benefit is that the rail line would take some of the heavy truck traffic off of Highway 40

Name: JR BIRD

Affiliation: Roosevelt City

Comment: To whom it may concern,

I am the Mayor of Roosevelt city and also a property owner in Argyle canyon. I would like to voice my support in favor of the proposed rail route, particularly the Indian Canyon Route. I have heard many opinions in our city of the rail project and the great majority are in favor. I have also heard opinions of those opposing the project, and based on what I have heard, are mis/or uninformed. The Rail Project not only serves the oil & gas industry but will benefit the agricultural industry as well. It will give us an opportunity to finally diversify our economy in areas that are unavailable to us due to transportation restrictions. I have the opportunity to look at all the RFIs sent out by the EDC of Utah. Many of those investors looking to expand in Utah are looking for areas that have access to rail, especially those that are manufacturing based. The Rail Project in the basin would allow for growth in this industry and others, that would help ease some of the Overgrowth in the Wasatch front. The reason for my preference of the Indian Canyon Route, would be to connect us to Salt Lake, instead of Colorado. As a property owner in Argyle, would be happy to give that up for the benefit of all who live in the Basin, and those who would benefit State Wide.

Thank you for your time.

Best Regards,

JR Bird

Roosevelt City Mayor

Name: Chaz Rymer

Affiliation: Cabin owner in Argyle Canyon

Comment: I am writing about my cabin as well for all the other cabins that are in the way of the rail system that will be going through Indian Canyon/Argyle Canyon. Going through this area will destroy over 40 cabins and private properties that their families have been there for generations. My cabin, I helped my grandpa and father build when I was young. I have been going up to the property ever since I was born. My mom has been going up ever since she was young as well. This area is a family favorite and is going to be in the family for years to come. Putting in the rail line through Argyle canyon will destroy many private properties that families enjoy.

Name: Peter Crandall

Affiliation: Affected property owner

Comment: I strongly oppose the present route of the train . It will have a huge impact on the environment and property values as well as the quality of life that we have enjoyed in the mountains for a long time . There are other locations for this project that would serve the people of Utah much better . We bought this property to escape this kind of noise and pollution. . I ask you to reconsider . Peter Crandall

Name: Kason Goodrich

Affiliation: Roosevelt Economic Development Committee Chairman and FULL TIME Resident

Comment: To Whom It May Concern, I have lived in the Uintah Basin for most of my life and have experienced the boom and bust cycles that come with oil production and a non-diverse economy. Over the years the Uintah Basin has improved its infrastructure in many ways but lacks major infrastructure for importing/exporting goods to and from major economic centers. There have been many who have voiced both opposition and support for a railroad in the Uintah Basin. I add my support for the railroad based on the following factors:

I have been involved in discussions with outside manufacturers who would love to bring or expand their business in the Uintah Basin if they had rail or interstate access. I see many Requests for information (RFIs) from potential business looking to start, expand their imprint, or grow their business. In those RFIs the Basin can meet all but one expectation; access to Interstate or Rail. Many opponents of the rail have stated we need to work on diversifying our economy without the rail. Interstate is not a viable or cost effective option in the Basin but rail is both viable and economical.

With a new inland port being built in Salt Lake City, efficient rail access to that area is critical to helping the Uintah Basin get into regional, national, and global markets. As the Greater Salt Lake Area and Silicon Slopes continues to develop and grow it will be important for surrounding rural areas to be able to provide support industry for that growth. The railroad will aid in our ability to receive and distribute products efficiently and cost effectively.

The railroad will provide more options for distributing oil products. Opponents argue that the boom and bust of oil will never stop. That is probably true but during bust cycles the Railroad would still provide more options for distribution of waxy crude which has many diverse applications above and beyond just fueling cars, trucks, and semis.

The railroad will provide an outlet for natural gas. Currently the Basin has some of the greatest natural gas reserves in the United States. As natural gas is becoming an alternative fuel option the ability to export that product will be extremely important. The railroad would provide an effective and efficient way for that.

Many opponents live outside of the Uintah Basin and claim to be "Part Time Residents." These individuals have recreation property affected by the rail but can hardly claim to be residents. They have argued that crime will increase, truck traffic will increase, and our current roads will not be able to support the increased traffic. This demonstrates their lack of understanding and knowledge about what actually happens in the Basin. We have dealt with the truck traffic during many boom cycles. Our roads have fared just fine and crime has remained lower than other areas in the nation. Truck traffic will increase within established oil field roads but will not have a major impact on surface streets.

Opponents have also made false claims that truck drivers will lose their jobs. This is not true. The need for truck drivers remains constant. There is actually a national shortage of truck drivers. There is enough oil in the basin to keep rail and trucks busy.

Opponents have complained that the only reason they don't become full time residents is due to a lack of educational opportunities in their recreational areas. They emphasize the importance of having quality educational opportunities. What they don't realize is that the production of oil and the sale thereof funds over 50% of education in the State of Utah. Oil production and export is vital not just to the Basin but to the entire state.

Opponents have complained that the pristine nature of their recreational areas will be destroyed by railroad. Some of the most beautiful and pristine areas in the world have rails running through them and it has not diminished from the beauty of those areas. Colorado is a prime example in the region of having railroad in beautiful areas.

Opponents have claimed that living next to or recreating nearby a railroad will ruin their serenity. I have lived next to railroads in different areas of the country where trains run day and night. After a few days/nights of horn blows you become immune to them. You quickly adapt. Vibration was also never a major issue for me living next to the rail.

In summary, the railroad will provide opportunities to increase exportation of oil as well as importation/exportation of other goods and services. It will provide infrastructure needs to many companies looking to grow, expand, or start their businesses. It will provide rural support to global economic centers. It will allow the Uintah Basin to further diversify its economy. Through greater exports of oil and natural gas the State's education system will benefit from increased funding. Trucks will continue to run, crime will remain low, the beauty of our landscapes will not change, recreational opportunities will continue, and the boom and bust cycles of oil will be softened through diversification.

Respectfully,

Kason Goodrich

Roosevelt Economic Development Chairman and Full time Resident

Name: DENNIS WILLIS

Affiliation: Nine Mile Canyon Coalition

Comment: The following are scoping comments offered by the Nine Mile Canyon Coalition. The Nine Mile Canyon Coalition is a nonprofit corporation organized exclusively for charitable, educational and scientific purposes including:

- The preservation and protection of Nine Mile Canyon
- The education of the public on the issues and resources relating to Nine Mile Canyon
- The provision of assistance to coordinate Nine Mile Canyon interests
- The promotion of scientific research of the natural and cultural resources of Nine Mile Canyon.

The Coalition is a recognized consulting party under NHPA for this project. These comments do not address specific historic resources, as we will bring those forward through the 106 consultation process.

Concerns Common to All Alternatives

The route from Wellington to Myton via Nine Mile Canyon, Gate Canyon, and Wells Draw is a designated National Backcountry Byway. The EIS must consider the impacts of the railway on the Byway, including the scenic, historic and experience qualities. Mitigation opportunities should be identified for all adverse impacts.

Concerns for the Wells Draw Route Alternative

1. Duchesne County is planning upgrades to the Gate Canyon Road. One alternative would widen the road while mostly keeping existing grade and alignment. The county preferred alternative would involve major realignment and changes to the grade involving cut and fill slopes of over 180 feet. The EIS must disclose how the railway would affect the two county road improvement alternatives. Commitment to complete one or the other should probably be made prior to railroad construction.
2. The drainages coming off the north slopes of the Nine Mile Canyon drainage are famous for producing flash floods and debris flows. These are almost yearly events. The EIS should address how the railroad will deal with these geological hazards. Along with considering the protection for the railroad, the EIS should consider how the railroad will affect runoff and drainage, including overland flow. Typically when railroads are constructed across a slope, the drainage is focused to culverts and underpasses resulting in accelerated erosion downslope of the railroad bed. The design must be such as to minimize any accelerated erosion.
3. Nine Mile Canyon is also highly prone to rock fall events. How will construction and use of the railroad affect the risk and prevalence of rock fall through construction activity including use of explosives, heavy equipment, and vibration caused by the trains?

4. Analyze the impacts of noise propagation in Nine Mile Canyon during both the construction and use phases of the project. Along with considering sound volume and DbA, provide multi octave analysis of both tonal and low frequency noise components.
5. For evaluation of Scenic Resources, use the VRM inventory rather than BLM management classes for baseline. The inventory is most reflective of the affected environment and should be the baseline for analysis.
6. The route traverses a BLM designated ACEC for Nine Mile Canyon. The analysis should include disclosure of impacts to the ACEC generally and specifically analyze the effect on each of the Relevant and Important Values.
7. This route alternative also traverses a BLM designated Special Recreation Management Area. Analysis should address the impacts of the alternative on the objectives of the SRMA as well as the recreation opportunity, experience and benefits.
8. Argyle Creek has been identified by BLM as being eligible for designation as a wild and scenic river. National BLM policy requires NEPA documents for projects affecting eligible WSR segments be analyzed for impacts to: free flowing characteristics, Outstandingly Remarkable Values and tentative classification.
9. Potential impacts to cultural resources are a major concern. The West Tavaputs in general and Argyle Canyon and Wells Draw specifically are known to have a variety of prehistoric and historic remains. Surface disturbance activities in Nine Mile Canyon proper have demonstrated that many times there are no surface manifestations of buried cultural materials. A discovery and mitigation plan needs to be developed and implemented to recognize and protect/mitigate the cultural resources.

Name: Albert Cordray

Comment: If commerce is necessary, why must it be at the deepest expense to the ecology? Can we not hedge, instead, against the undermining of all of our future assets by simply choosing commercial ventures that have the least possible impact on said ecology?

Name: Jason King

Comment:

Hello,

I know that with this rail line it will bring jobs lower cost products. More diversity in economy. The basin has lost to many good family's. I would love to see this place grow and bring more stability to the basin.

Thank you

Jason king

Name: Rich Csenge

Comment: Thank you for the opportunity to comment on the proposed Uinta Basin Railway. My wife and I are very concerned about growing threats to the health and well being of Utahns from global heating. This warming is evident everywhere in the world, throughout the United States and across Utah.

Climate change is an undeniable “threat multiplier” as the US military has stated. Because of this threat, we believe that every new fossil fuel development project, in this case the related transport of fossil fuels be prohibited and that funding be instead re-directed to renewable energy sources and the development of a smart electric grid. Yes, natural gas is needed to balance loads on the grid, but far too little investment is directed toward renewable while an insane and truly immoral amount of taxpayer money is allocated through incentives to the facilitation of fossil energy development. Our climate system simply cannot take any more of it!

The UBR would increase the use of Utah's fossil fuel reserves thereby directly contributing to even higher levels of the atmospheric CO₂ that is driving the warming of our planet, accelerating already immanent and very grave damages to humanity, economy and wildlife.

With Earth's atmosphere already exceeding 415 ppm of CO₂, Utah cannot go on trying to develop every last reserve of coal, oil and gas without destroying the habitability of our planet over large areas as well as the present lifestyles and future prosperity of Utahns. It is for this reason that we write to demand that the EIS for the UBR fully consider the impacts its operation will have on atmospheric CO₂ levels and climate change. Fossil fuels shipped to markets over the UBR would clearly compound Utah's already poor air quality plus consume ever more of our state's precious and dwindling supply of water.

These consequences simply must not be ignored in this Environmental Impact Statement.

Thank You.

Name: Alex Bocock

Affiliation: Red Leaf Resources

Comment: I work for a company that will be a future producer in the Basin. I understand the economic benefits and stability that infrastructure improvements will bring to the state, and Uintah and Duchesne counties in particular. This region has suffered for too long without adequate rail access and all the benefits that brings.

As a resident of Salt Lake County, I understand the environmental, safety, and highway maintenance benefits that this project will yield simply by taking hundreds of oil trucks off the road each day.

I am a strong supporter of this project.

Name: Mark Daniels

Affiliation: resident of Duchesne County

Comment: To whom it may concern, My name is Mark Daniels. I have lived in the basin all my life. I'm a third generation oil field worker. I love this area it is my home. I would love to see the rail system come to this area. I feel it would greatly benefit everyone in this area. It looks to me that the Indian canyon route is the best choice. The planners have really thought it through. They missed a lot of farm land which is great. Sadly some may be hit. I feel the overall benefit outweighs the negative impact. I feel it is going to open up a whole new industry to this area. I do have a few questions regarding the project. Like who pays for the whole thing? Will the land owners get reasonably compensated for their loss? What kind of trailers are going to be hooked to the train Just for Oil or liquid gas or freight trailers?

Name: Craig Smith

Comment: This will be a great career opportunity for the basin. With the oil field up and down now ,this could help move more barrels out with will make more work year round. Plus add more rail transport of other materials. This rail project is just what the uintah basin needs

Name: Curtis Miles

Comment: Dear Board,

This railroad would mean so much to the Basin, as far as helping the economy, the movement of goods in and out of the Basin, and jobs. I can see this being a benefit to oil and gas, agriculture, construction industry etc.

Many of our young people have to leave the Basin to make a living, and support their families. I have watched other communities where rail has come in and it has been a great benefit to the local economies. Its time to do what would help in the growth of our community and stabilize our local economy. Please strongly give approval of this project. There are those who oppose this project because it crosses their property. I wonder if they look at the greater good this would do for all citizens of this community (Basin).

Thanks Curtis Miles

Name: Ryan Jones

Affiliation: R.W. Jones Trucking Company

Comment: I would like to express my opinion as being in favor of the railroad. It is my hope it would help stabilize the economy for the whole Uintah Basin.\

Name: Kae Done

Comment: I would LOVE to see the railroad go through. No matter if the route comes in through Craig and continues through Wells Draw, or Indian Canyon, it would be a major benefit to Myton and the entire Uintah Basin. This is a major opportunity to bring in jobs that do not rely on the boom and bust nature of the oil and gas industry and would be a benefit to everyone who lives in the Basin. I am excited at the prospect of the railroad coming in, whether it is just a freight line or includes a passenger line as well. (Yes, I would like to see a passenger line.)

Name: Debbie Stanley

Comment: This railway will give the Basin the ability to draw a more diverse economic growth of businesses into our area. It is a positive move for our northeastern corner of Utah. It will bring more jobs, and help the Basin flourish, with an economic base established on more than just our boom and bust economy we currently have, through our very dominate Energy industry we rely on here in the Basin.

Name: Suzanne Stensaas

Comment: There is no urgent need to expand fossil fuel production at this time. All indications are that we will move in the other direction. Therefore, i do not support any of the new rail options. However, if you are going to build one route it through Craig and Colorado.

Name: Matt Betts

Comment: The only people that will ever benefit are the ones drawing salaries from the 7 county coalition. They will use the CIB money for salaries and legal fees. Instead of what it was intended for. They don't want solutions they want problems so they can pretend to seek answers and drag out grant money. The only thing you can guarantee will go on the rail is oil, period. You can put the oil in pipe for a 1/10 of the cost and even less environmental impact.

Drive to Craig Colorado, they are a coal town. They have a rail, coal is taking a hit the economy is hurting. There sits a magical railway and it hasn't performed any miracles or saved any jobs. Railway fixes nothing put the oil in pipe and be done with it. If you want a railway move somewhere that already has one.

Name: Bob Watts

Affiliation: Watts Transport LLC

Comment: The Uintah basin is one of the few places left in the country that is one hundred miles away from the nearest interstate or rail..It would be nice to compete with the rest of the country to ship our goods. Oil is the life blood of the uintah basin, if we can't move it we will never change.We need a stable economy, and if this will help then I say let's do it..

Name: Teresa Robbins

Affiliation: Encana Oil & Gas

Comment: I strongly support the railway into the Uinta Basin (UB). The UB produces many products currently being trucked outside of the UB. The most obvious and highly discussed is oil. However, we also produce hay, milk, and corn which is trucked all over the western and southern USA. The rail could potentially allow these farmers to better market and transport their products more economically, efficiently and safer than they are doing today. It could possibly lead to them expanding their crop and customer base, leading to a better, more diverse economy in the UB other than "Only Oil".

Name: Kenneth Marx

Comment: I think railway for the Uintah basin is a great ide. It will create jobs and lower the cost of goods. Please get this done.

Thank you

Name: Kaydee Seward

Comment: The Economically Responsible Decision:

I have lived in the Uinta Basin for the better part 33 years. In that time, I have wondered many a time as to why the railroad never crossed into the area. In my travels and works around the country I have found that areas with rail tend to have a more sustainable economy because of the things the rail has to offer and brings into those areas.

When looking at areas that have an “inland port”, there is so much more than what is in the Basin. Their economies aren’t based on one single industry, which ours does seem to be. I have heard the complaints about this venture being entirely based upon the oilfield, and though it may be the huge contributor to this it does not stand alone. It opens other options for shipping products and services into the Basin. More products and services mean more options for stores, restaurants and the like. Meaning more people moving to or visiting the Basin. Meaning more money in the Basin.

Because of the Basin and my line of work, when shipping something in a high quantity or of large mass across the country, I tend to think of a nice and shiny Pete driving across the countryside highway but alas there is another option, one of which I tend to lean towards believing is a better option. I would much rather see thirty rail cars of sand chugging into the basin to keep the local industry going than quite so many trucks on the road. Compare a single rail car at around 100 tons of sand to the four to five trucks it would take to haul the same amount of sand in from Craig, Price, Rock Springs or Grand Junction. That not only puts wear and tear on the truck, driver, and highway, but raises the chances of environmental contamination issues due to accidents that could potentially occur and spills happening each time it is handled.

I have heard many people voicing their concerns as to what the railroad would do to the local trucking industry, though in the next breath they are complaining about how many trucks are on the road. This would take some of the truck traffic down, but it would not eliminate it completely. There, of course, would still be plenty of trucking opportunities for whatever comes in by rail, opening an entirely new avenue of work meaning more employment prospects, several of them putting those drivers home in their own beds at night.

Having the oilfield on the side of getting the railroad here makes it see like it is going to be an ecological disaster, but such is not the case. It opens it the avenues of shipping the biproducts of the oilfield at a much less cost logistically, allowing it to be produced at a lower cost, upping the chance of the price of the Utah Black Wax oil per barrel going up. It allows the materials and equipment being used to produce our oil to be shipped at a cheaper rate and costing less for the operators in the long run, opening them up to invest further into the Uinta Basin. Don’t know if many others have noticed this, but when a community helps the oilfield, it helps the community.

I know this all may just be my two cents, and I don’t know if I am on the losing side of this battle or not, but the sake of progression of our Basin I certainly hope not.

Name: Amber Henrie

Comment: I understand that there are environmental impacts to consider in this issue and appreciate the time you have taken to look into the issues. I am in favor of the proposed railway line. The impact to the local community as well as our country as a whole in ease of goods transportation and economic concerns I believe outweigh the amount of impact to the environment. After the rail is in and functional the day to day impact is far less than the initial set up. So in the long term the growth and economic impact will far outlast the impact to the environment. Thanks

Name: Heather Buchanan

Comment: I support the Railway. I would like to see it where it's going through the least amount of private property possible.

Name: Kenzi Jones

Comment: We have a cabin that has been in the family for years and have put in countless hours as well as blood, sweat and tears to build. Please build the railroad through Colorado where no personal property will be damaged!

Name: Nick Hines

Comment: The USFS and BLM should not be willing to change RMPs for a RR. In reviewing the routes it appears they are not minimizing impacts to public or private resources. The USFS route appears to be in inventoried road less areas. This should not be acceptable. The routes also appear to go through or near wilderness study areas that should be protected. Finally you have not provided a sufficient NEED for the project. You have stated in your Purpose and Need what you are doing but have not supported a true need for the RR line. Lots of areas in the US have limited transportation options and that does not mean a rail line is the solution.

Name: Penny Carter

Affiliation: Howcroft Field Service Inc.

Comment: Railways have been part of the structure and building of our country since the 1800's it has done nothing but assist in growth and connecting the country. I do not see how this specific railway would be any different than those of the past.

It seems the people filing a law suit have no interest in doing anything but delaying the inevitable and wasting money. The railway is not going to impact anything different than all the other railways that have contributed to the success of our country have done in the past. The impact on the environment vs. the impact on our economy is a no brainer. Minimal impact on the environment and a huge impact on improving the economy in the Uinta Basin as well as assisting the US to be able to produce enough gas and oil to self sustain.

I hope the Environmentalist filing a lawsuit are not the same "" Environmentalist"" that were protesting the the Oil sands in the book cliffs were all about saving the environment. However the mess left behind would indicate they have less respect for the environment and more interest in being sheep with a messed up view on saving the environment. But demonstrated their concern of the environment by leaving behind their trash, abandoned cars, left animals behind to fend for them selves, human waste etc. But they were there to save the environment. All Hacks! They would protest they sky being blue if someone told them it was good idea and they felt like it gave them a purpose for their opinion, person perspective to be heard and create chaos based off ideas not facts.

Studies discussed in ""Railway Ecology"" states:

There is strong evidence that noise, light, and vibrations that can reach from 85.5 to 97 dB(A), can affect insects, amphibians and birds (Fig. 6.2). In contrast, the availability of food and vegetation in the railway verges seems to overcome the noise pollution and seems to attract reptiles, some bird species, and several mammals (Fig. 6.2). There is a wide diversity of measures to minimize railway disturbances (Railway Ecology pp 81-99)

I am sure that the individuals and agencies in charge of the railway are smart enough and care enough about the environment to apply all measures to minimize any damage to the environment.

Seems like most that are against it because of the land it will use, but I bet those people who's land will be impacted will be fairly compensated and their livestock will adjust. Never seen a cow refuse to graze because their was a train or vehicle near by. Our community/economy in the basin need this rail way. Not sure how much longer we can sustain our community without it. Uinta Basin progressed to what it today mostly due to Oil Industry.

Name: Richard Scott

Affiliation: Howcroft Field Service

Comment: I, as well as all the Employees and Owners here at Howcroft Field Service Support the rail thru the Craig Rout. It is less impactful, flater and will run the rout past the majority of large communities.

providing majority labor and supply. Long term management would have to be cheaper across flat ground.

Name: Harold Huff

Comment: I/we believe rail will be an asset to our area. It is not known how much it will benefit because we haven't had rail. Let us move forward, thanks, Hal Huff

Name: Zack Rants

Comment: Railway would do a great service to the basin!!!

Name: Roberts Emmons

Comment: Utah has a 150 year history of trains dating back to the joining of the two railways at Promontory Summit on May 10, 1869. Utah shares in the history of the trains to this day.

The first railroad into the Uintah basin was the Uintah Railway that had ran from Mack Colorado from 1904 to 1939 which had hauled Gilsonite until trucks had taken over.

Although trucks are still the number one method of transporting goods to and from the Uintah basin, we have reached a point in time where the demands of transportation of such goods is exceeding the number of trucks and drivers that are available at this time.

Bringing in the railway will not hurt the demand for trucks or drivers. If anything the demand for trucks to run from the patch to the railway will increase as the demands for transportation is increased to carry raw materials from the oil fields of remote areas.

Many have said that the railway will bring in more crime. They may be right, but don't we already have a high enough crime rate here as it is without the railway? If anything, our crime rates have increased substantially because of the recession that the Uintah basin had experienced from the last boom to bust.

Yes, I can see both the pros and the cons of having a new railway, but I can see the opportunity of our community to have a more stable economy by having a railway than can not only deliver goods out of the basin, but also deliver goods to the area as well.

Long haul trucking may be hurt by the railway, but the demand for local haulers will always be there, and they can transport more goods in a day because they won't have to travel as far from the patch to the rail depot, thus increasing profitability by increasing the volume of goods per mile travelled... or miles saved.

Name: Ashley Farnsworth

Affiliation: Roosevelt resident and Real Estate agent

Comment: I wanted to give my support to this railway!! As a Real Estate agent I have seen the basin slowly die. This down turn is different than the others in that its decline was fast and then just slowly kept going down. There are not many jobs that can sustain a growing family and that's a scary thing!! I really feel the basin needs this, so that we can continue to have our kids grow up here and even raise their children here! I really feel this is essential to the survival of the area and I'm praying it goes through! Thank you for letting me give my opinion on this matter. - Ashley Farnsworth

Name: Rebecca Brady

Comment: I support the Uinta Basin Railway if it will in fact help our economy to be more stable, and not continue the boom-bust cycle, which has been devastating on our small business. Vernal is a wonderful community, but its citizens need a more secure economy where they can really settle down and thrive as they work and raise their families.

Name: Wayland Hackford

Affiliation: Oil and gass/resident of Ballard Utah

Comment: I am a local to the Uintah Basin, I was born and raised in Lapoint Utah and have a lot of family that have had and still work in the oil industry here locally and other states as well. I believe that this rail could widen the opportunities for not only the oil and gas industry but other avenues as well such as, helping get cattle out of here or even the hay we see traveling in and out of here frequently. I'm a full supporter in having this rail system into our home town so that maybe it will help create stability in the working environment for future generations. The ups and downs of the oil industry is scarce and I feel like the rail may bring in some other industries to our region. Thank you for your time sincerely Wayland Hackford

Name: Tory Anderson

Affiliation: Basin resident

Comment: This is awesome! Change brings opportunities! Let's get this thing built!

Name: Casey Monsen

Comment: The railway is a tremendous boon for the local Uinta Basin economy and a win for the broader environment. Rail shipping is much more environmentally friendly than trucking once the initial construction is completed.

According to the association of American Railroads: “If just 10% of the freight that moves by Class 7 or Class 8 (the largest) trucks moved by rail instead, fuel savings would be more than 1.5 billion gallons per year and annual greenhouse gas emissions would fall by more than 17 million tons—equivalent to removing around 3.2 million cars from the highways for a year or planting 400 million trees.”

The railway should be championed by the energy industry, those who seek to diversify our local economy, and environmentalists alike. Everyone can count it a win. Let's make this happen!

Name: Scott Allred

Affiliation: Allred Consulting Inc.

Comment: I feel like the Uintah basin needs this project for the help the people and create jobs.

Name: Matthew Jackson

Comment: I am in support of the railway I feel it will open new jobs and sustain and help the economy in the Uintah basin.

Name: Karen Howcroft

Comment: I'd like to comment on some of the complaints I've heard against the railroad because it will negatively affect the environment. One rancher was afraid that the rattling noise of the train would prevent their cows from eating properly. There are trains all over our great country with cows and other livestock grazing next to the tracks and it has NO effect on their eating. When cows are hungry they eat. One land owner complained that the noise of a passing train would disrupt their ""church worship"" as they ride their 4-wheelers in the mountains to worship God. But I don't see any difference in the noise of a train and the noise of 4-wheelers. They can turn off the 4-wheeler engine for quiet, and wait for a minute or 2 for the train to pass... One complained it would destroy the scenery of Indian Canyon. That is an opinion that certainly differs from one person to the next. If you look at that train as a source of income and stability to all the families in our area, it becomes a VERY BEAUTIFUL SIGHT!!! I personally, love to see a train! My grandkids love to count the cars and talk about the great benefit to our country that is being hauled in that precious cargo. One person complained that the train would kill so many more deer and elk. If you think that one through, yes, the train might hit wildlife on the tracks occasionally, but if you compare the chance of hitting animals with one train compared to say 50 or 100 trucks which would be hauling the loads separately, there would be a much greater chance with the many trucks than one train. Another comment was that the people with property closest to the proposed rail routes would be the most impacted and should be considered first and most importantly in the decision. But when you think of ALL the people in all the counties which will benefit from the increased jobs, revenue, taxes, companies being able to stay here and not close down, families who can work and stay here where they want to live, businesses which will open back up again with the increased activity in the oil field and even an increase in businesses here... THERE IS NO COMPARISON!! One article in the Vernal Express showed great concern for the 20+ businesses which have or will be closing down by the end of 2019, and how we need to shop local, buy local, eat local, support local. The best way ever to Support Local would be to support this train which will connect us to the national network of trains so we can export our oil and gas to other refineries than just the one in Salt Lake City. When they are full, they shut us down. I do understand the concerns of the landowners who will be affected, but they are the extreme minority. And I'm sure they will be well compensated for the land crossed by the train. The most important consideration needs to be what's the best for the most people! Every business benefits from a busy oil field not just oil field related businesses: every gas station, hotel, restaurant, grocery store, clothing store, parts store, sporting goods store, every contractor & home builder, lumber store, glass store, every repairman, every school child, every family, even every government worker will benefit from a busy oil field. The Oil and Gas ARE our Economy! It's called the trickle-down effect as the increased revenue is spent and spreads through out the town. That brings me to another point- A newspaper headline said "Counties grapple with declining mineral lease payments". The current huge decrease in oil money they have received in the past -would come back!!! Wouldn't that be great!!!

Trains travel all across the United States of America and other countries... and the world continues to turn and the trains continue to benefit people! Yes, there may be some environmental impact... but the Benefits far outweigh any problems! It's past time for us to all

unite to support our community, the families that live here, and the Economy that keeps us all doing well.

Thank you,

Karen Howcroft

Name: Tracy Jones

Comment: I am for the railway to come into the basin as I see great potential for all who live and work here. Not only will it help oilfield jobs but also agriculture as well as other industries. Count me as a yes to the railway.

Name: Matthew Carter

Comment: I also wanted to add of change, with this train, we can eliminate wide load things off our highways,so we don't waste time pulling over and waiting for it to go by.

Name: Bill Keith

Comment: In vernal, they frequently talk about being diversified and not counting on just the oil field for employment. Walmart and Lowe's and grocery stores do not count as jobs that can provide for a family on a single income. This is an opportunity to create "career" kind of jobs. Please, don't let it slip by.

Name: Dax Mangus

Comment: I am opposed to this project. Making Highway 40 a four-lane road all the way to I-80 makes more sense and would benefit more people without disturbing or dissecting new areas. This project will disturb migration corridors for wildlife and negatively impact plant and animals populations. Habitats will be lost both directly through the physical area taken up by the tracks and indirectly through the disturbance caused by long and loud trains traveling the tracks. It also subsidizes the carbon-based energy industry that pollutes our air and water. We should be investing in new technologies and energy sources that are environmentally friendly and sustainable. In addition, this project may violate the rights of indigenous peoples and disregard their claims on the land.

Name: Michael Labrum

Affiliation: L&L Motor Company

Comment: Thank you for your Vision of needed and growing economy here in the Uintah Basin. Please let me know how I can help move this project from a vision to its completion!

Name: Greg Gardiner

Affiliation: Ashley Regional Medical Center

Comment: This is very necessary to help the rebuild of the economy and establish jobs to sustain our future for the basin. Every separate entity of the basin will benefit from the rail coming. Healthcare is one of those entities. As the community grows, the demand for recruiting specialty Doctors will too, which in return will help bring in more service lines. I am all for the railroad coming to the basin.

Name: John Wahl

Affiliation: Former resident of Roosevelt, Utah and administrator at UBATC

Comment: As a former Vice President of Instruction at the Technical College, I was concerned with the economic welfare of the Uintah Basin. The lack of rail transportation has held back the region's growth for years. The ability to move high tonnage mineral, petrochemical, and agricultural products could greatly enhance this region's economic output, adding to Utah's productivity.

Name: Hans Olsen

Affiliation: Highway user

Comment: Wherever the routes, this will save many lives by reducing truck traffic on the highways and oil spills resulting from those accidents. Just build it!

Name: Kevin Morton

Comment: I support the Uinta Basin Railway project. I have lived in the Uintah Basin most of my life. It is a beautiful place with unique resources. I am a little mixed about the rail project. I don't want the small town atmosphere to disappear, but at the same time, our children leave town because of a lack of work. I see the railway as a way to utilize the great resources in the Uintah Basin. I would like to see that economic sustainability come for future generations so they can support their families and not have to move in order to do so.

Name: Angela Neathery

Affiliation: Resident of Vernal

Comment: Anxious to see this railway come to fruition! What a great benefit to all the local small business owners! And all the jobs it will bring to our community! Rooting for this railway to be built efficiently and in a timely manner! Sincerely.... Someone who survives on tips. When Vernal thrives, I thrive!

Name: D.R. Horrocks

Affiliation: B&D Movers Inc.

Comment: I am in full support with this project. Indian canyon works for me. We need this project to happen to bring vernal back to where it use to be at.

Name: Stephen Henderson

Affiliation: Best Western Plus, Ballard, Utah

Comment: Long time business in the Uintah Basin. We have suffered the swings in the economy beginning in the 80's. The railway would benefit virtually everyone directly or indirectly. I can appreciate that there are a few that will be negatively impacted, but that is unavoidable and must be tolerated for the good of the masses. I believe the Indian Canyon route makes the most sense.

Name: Andrew McClellan

Comment: I grew up in the Uintah Basin and my father, Brad McClellan, is a well known life-long Basin resident. I have seen the ebbs and flows that occurred in the oil field during my upbringing and also by keeping in touch with friends who work for oil companies. I started a waste water company in 2008 and did most of our work for Anadarko on the Vernal side of the field. After a couple of years, during the first downturn, we sought work elsewhere and eventually found good work with EOG Resources in the Stanley area. Looking back I can clearly see how impactful and beneficial having a railway that can export petroleum and agriculture products from the Basin to the rest of the available markets can be. I'm not sure I would have had a need to leave the Basin if something of this nature were in place. I strongly condone and recommend that a railway be built. I have talked with executives from EOG's Houston office that know of the special characteristics that the crude in the Basin carries and it could help make petroleum products in the refineries in the gulf. It would completely revitalize and revive the Uintah Basin's economy and workforce. Thank you, Andrew

Name: Jared Jackson

Comment: This project would be very beneficial for our community. It would help stabilize the local economy and provide steady employment. As a local citizen and business manager I support this project.

Name: Dustin Nyberg

Affiliation: Panhandle Oilfield SVC

Comment: My names is Dustin Nyberg I'm the operation manager at panhandle oilfield Svc. We are in support of the rail in the Uintah basin. We handle a lot of casing,tubing and pumping jacks in our other facilities around the country. Having the rail in the basin would give us the ability to ramp up our business by 20%.

Name: Richard Powell

Affiliation: Uintah Basin Citizen

Comment: I am very supportive of the Uintah Basin Railway for several reasons.

First, there is tremendous development potential for the oil and gas industry in the basin that can never be realized without better transportation.

Second, this project will increase business, job and career opportunities for basin kids, by promoting economic diversity in the basin.

Third, crude oil truck traffic on Hwy 40 is causing high maintenance costs and dangerous driving conditions.

Let's build this railway!

Name: Mike Stengel

Affiliation: Duchesne County Resident

Comment: I want to thank the Seven County Infrastructure Coalition, as well as Mike McKee for the time and dedication to this project. Mike has joined us on my radio program “The Uintah Basin Today Show” many times and provided valuable information about the project. age and his organization and partners have been very transparent about the project throughout the entire process. I want to express my personal support of the project and the railway. The Uintah Basin is greatly impacted by its inability to ship oil to the global markets. The reality is that the basin will continue to go through large boom/bust cycles without diversifying it’s client base and improving its infrastructure. No business can survive or be dependent on only one client. The North Salt Lake Refineries (NSLR) have enjoyed cheap oil from the basin, because we have nowhere else to ship our product. Our current supply far exceeds what the NSLR can take, and the basin should never be dependent on on customer or source of revenue. The Uinta Basin Railway will allow oil producers in the Basin export our oil to the global economy, this leveling out the highs and lows of the market cycles and reduce the discount NSLR receives from being our only customer. I support this rail project without reservation or apologies. As a local real estate agent in the basin I have sat across the table from families that has lost one or both jobs and are facing loosing their home to foreclosure, where short selling their home is their only best option. The rail infrastructure project allows the basin to grow and diversify it economy, which is long overdue.

Name: Layne Bess

Affiliation: Enervest Operating

Comment: The Uinta basin needs the rail to help with the transportation of out oil and gas in the basin. I feel it would keep the trucks going to the refinery in the city at a minimum but yet keep them busy out in the oil fields transferring to the rail. This not only would be an economic boost for the economy but also a safety factor by limiting the truck traffic going to the city.

Thank you

Layne Bess

Senior Driver

Enervest operating

435-724-3570

Name: Kirstien Bru

Comment:

- 1) helps stabilize the Uintah Basin's economy
- 2) Helps get products in & out of The Basin
- 3) Reduces additional truck traffic on HWY 40
- 4) Will add jobs and opportunities to future generations!!
- 5) People outside of our area needs to stay out of our business

Name: Scott Atwood

Affiliation: Veranl resident and work in the Energy industry

Comment: I think that the rail project is a long overdue and much needed asset to the Uintah basin. I am all in favor of the project.

Name: Gary Hales

Comment: Based upon what I know I am in favor of the project. You need to continue to get as much information out to the public as you can. There is a lot of misinformation being spread currently by those against the project.

Name: Lee Jenkins

Comment: Here in the Uintah Basin we have been neglected by the state because it doesn't benefit the Wasatch Front to contribute to anything here unless it benefits them. Like taking the Flyover tax away. There is a lot of Oil Tax revenue sent to the state and very little returns.

Name: Michael Wood

Comment: This project would be beneficial for the basin economy. We have been in a slump the last 10 years. So many people have moved away. Granted some were not missed but the majority are.

The area would benefit with more accessibility for our oil industry.

Name: Jeremy McDougald

Comment: This is a great idea it will boost the economy and possibly open jobs

Name: Chad Labrum

Affiliation: Ashley Regional Medical Center

Comment: I was born and raised in Vernal Utah. I have been employed at Ashley Regional Medical Center for the past 28 years. I am the CFO of the hospital. The proposed railroad has my full support. Not only will the railroad help our economy it will also help the entire nation not be dependent on foreign countries for our energy needs.

I think the railroad will have a little to no impact on the environment. Many of the people opposed to the railroad do not even live here or understand our environment.

I am in favor of the Indian Canyon Route because it is the least costly and will allow us to have access to two railroad companies.

The railway will not only benefit the oil and gas industries, it will also benefit the agricultural industries.

From my point of view there is a big upside to building the railroad and little downside if any.

Name: Catherine Gillund

Comment: YES! YES! YES! to the railway project. There are always impacts to the environment when roads, tunnels and railways are built. Where would this country be without those necessities? We need the railway in the Uintah Basin. Tired, overworked truck drivers are a hazard to all of us on the road. Pick the best alternative and get this project started ASAP!!

Name: Geraldine Trujullo

Affiliation: Concerned & interested Citizen

Comment:

To the Environmental Impact Board:

I believe the railroad will have no negative impact on the Environment of our area. It won't hurt the natural surroundings at all. The sun will keep coming up every morning. The grass, flowers, and trees will keep growing. The cows will keep eating their grass. The wildlife will not be harmed any more than the highway endangers them, in fact I'd venture to say, even less, than if 100 separate trucks were driving by- hauling the loads a train would haul. The land owners who are protesting the train going through their land I can sympathize with a little, but the amount of royalties they will likely receive will I'm sure be a nice payment! Too bad I don't own land in Indian Canyon, I'd love it! The clickety clack of a train isn't any worse than 4-wheelers of the ranchers buzzing across their ranch or up in the mountains, and it only lasts just a minute or two and then it rolls away. As far as ruining the scenery, the beauty is definately in the eye of the beholder. I love to see a train, and will especially love to see this one when the tracks are all built and it is running through the countryside because to me it will represent a more stable economy instead of the roller coaster ups and downs of the oil field, more jobs for the families who love to live here, more financial security for every business, and family, and child, and yet more to come!

It represents progress and bringing our Vernal Area into the modern world. It means more tax revenue coming in to continue to grow and develop our area, and even fund the government workers' paychecks. The people who's land it will cross will be heroes in assisting this wonderful addition to our community to come into existence!

I fully support the Uinta Railway! 3 Cheers!

Geraldine Trujiullo

Name: Ryan Reynolds

Affiliation: Uintah Basin Resident

Comment: This will be one of the absolute best things that could happen to the basin. We live and die by the boom and bust of oil. Having the railway will make that boom and bust not as severe as it will make the transportation of oil cheaper. It will also bring other industries in along with helping existing markets we have. Nothing would be better at this time for the basin!

Name: Brenden Harden

Affiliation: MFCP Inc.

Comment: I, from a professional and a personal standpoint, stand behind and support the Uintah basin railway. Having grown up outside of the area, in a small town with a railway passing through, can speak with a knowledge of the positive outcome of having a railway in the area. It is an opportunity that will increase jobs and the economy. It will allow us to positively affect the current markets, while bringing in other market options as well.

Name: Jon McDonad

Comment: I would like to see it simply because, so we don't have to depend on the Oilfield as our only really sources of income for those that were not able to go to college and get a degree in something they will never use for whatever reason. I think you would be nice to see some different industry and Vernal and Roosevelt and Duchenne Myself I don't like to see in people lose their house and everything they own because of the ups and downs of the oil field industry. I don't like seeing Family and friends having to move away because they are unemployed. I moved away Move away because of their jobs. That oil field has controlled every city in the in the Basin for too many years. It could very possibly bring in new industrial jobs to our community.

Name: Darrell Gillman

Comment: I do not support the proposed project as presented for the following reasons.

1- They say it benefits agriculture. However the top ag product in the basin is cattle and they do not get shipped on the railroad. The second is Milk and that also is not shipped on railroad. Third is Hay and because half is fed local the amount available to ship is very small to support the shipment on railroad. Corn is the fourth and again if you take out what is fed it is very small to benefit from railroad.

2- Traffic safety, They will still truck oil to the Wasatch Front to meet the needs of the refinery. So the number of trucks coming and leaving the basin will not change. With the increase in production that they claim, an increase in trucks will be needed to support the drilling and production causing more trucks to be on the roads in the local areas. Therefore having a negative effect on safety not an improvement.

3- With our desert environment we often have flash flood events that can cause major flooding as well as washout roads and structures in the area of the proposed railroad.

4- With all the BLM ground (public lands) close to the proposed route, why are we destroying important agriculture lands on private property? Once the crude oil is on the trucks it is not hard to drive two more miles south and stay out of the farm ground.

5- Historical petroglyphs are located in the proposed route and can be damaged.

6- They say it is to help agriculture but it is proposed to go through the middle of some of the most productive lands in Duchesne County, threatening irrigation systems and decreasing the land value.

7- Pariette, Antelope Canyon and Indian Canyon are impaired watersheds on the states 303d list and the proposed project will cause more problems and problem areas related to water quality in each of those watersheds.

8- Indian canyon is one of Utah's scenic byway in the state and the proposed action will change that in a negative way.

9- The geology of Indian canyon is such that rocks are often falling on roadways. What is going to stop them from falling on the railroad? Will the increase in vibration from the railroad cause more rocks to fall causing more safety concerns for those using the roads?

10- We live in the second driest state and one of the driest areas of that state. With the increase in oil production and the railroad needs we do not have the needed water to support the increase in the oil industry. If that water comes at the sacrifice of agriculture we again will hurt one of the areas claimed as a benefit.

11- During the last oil boom the nine-mile road had over 4600 vehicles a day. In the proposed project the railroad crosses this road. This will cause safety issues for those living in the area. Other roads will be effected similarly in the proposed route. This could be avoided by staying on BLM ground.

Name: Marisa Mills

Comment: I am so excited to see the railroad coming to the Basin. Thank you for all involved in the process of bringing it and for all the work to make it happen. Let's keep it moving!

Name: Kathy Hill

Affiliation: History is rich with opposition to change. The same is true in our community. In any decision in regards to a railway or other, there is never a black and white solution. There is never a choice that is 100% pro or con. I believe our challenge and opportunities lie in choosing the opportunities in which the positive impacts outweigh or even swallow up any negatives.

Individuals who will be most directly effected, need to take the large view and consider the opportunities they personally have to directly be able to make a significant impact upon their posterity and residents who are living here now and in the future. What an opportunity that is!!! Most of us only dream of being able to have that kind of positive influence in a community. We all must look beyond our own selfish interests to the good of our nation and community. Our nation was built upon the public virtue and sacrifices of those kinds of individuals. Where would we be now if they remained riveted on what is best for them?? I truly believe the railway in the Basin will be a huge benefit to our community. I believe any opposition to the railway is typical of small towns resisting changes in the past as the railroad was in its infancy in our nation. I believe as we cultivate an open mind to new solutions and stay involved in the community that there will be yet many more significant and productive changes to our area. Water unmoved becomes stagnant. Incoming streams and rivers bring life and vitality to a body of water. The same is true of a community and nation.

Name: Tonya Barnes

Comment: Thank you for providing a place for people to voice their concerns in regards to the railway routes.

I would like to voice my opposition to the railway in Indian Canyon. My family owns three different parcels of land in Indian Canyon. My Grandma bought the first 10 acre parcel many years ago. Later my parents bought it from her. About 10 years ago my brother bought a 20 acre parcel close to my parents. This year my husband and I bought a 10 acre parcel minutes away from my parents land. We are excited to create memories with our small growing family.

I believe a railway going through the canyon would cause strain to the property, it's owners, and the environment. The increased fire danger, destruction of land, construction, damage to wilderness, and harm to wildlife is something I hope the STB will consider. We are neighbors. We are friends. We are individuals who have spent our lives dedicated to these mountains. Our ancestors have done the same. This is our second home. Please help us protect it and us from the irreparable damage a railway would cause to our precious mountain. Thank you!

Name: Gregory Sheehan

Affiliation: Blue Diamond Capital

Comment: On behalf of Blue Diamond Capital I would like to submit a comment of support for the Craig Route of the Uinta Basin Railway. Blue Diamond Capital is owned by Marc Bingham who was born in the Uinta Basin and he still has his home and considerable property holdings in the Vernal area. Our support for this project is based on the following:

1. This will increase the flow of oil out of the Uinta Basin on a train and reduce many of the tens of thousands of semi trucks that travel out of the basin to the Salt Lake Valley every year on public roadways. This will help with air quality, safety for travelers on I-40, and reduce the amount of necessary road maintenance on I-40 and local roads.
2. It will increase and keep jobs in rural Utah that is slowly contracting as urbanization increases along the Wasatch Front of the Salt Lake Valley. Keeping more jobs spread around the state reduces the demand on water and resources in the Salt Lake Valley.
3. This train system can be built to run efficiently and in a safe manner to have minimal impacts on the surrounding environment and wildlife.

Thanks you for your support of this important and needed project.

Name: Clint Ashmead

Affiliation: Utah Resident/Rail Professional

Comment: I highly recommend that this study and project continue as a solution for effective transportation options in and out of the Uinta Basin. Utah waxy crude feeds our local Utah refineries daily. It is estimated that every three minutes a truck is actively moving this product. Thus, resulting in un-necessary wear and tear onto our public roads and quite possibly not funding our network appropriately through gas/fuel taxes. This also contributes to our poor air quality that everyone in our state would like to provide solutions for. Rail is that answer. Truck traffic volume also contributes great risk of accidents along the corridor including several communities. As a common carrier, this railway would provide the option for rail activity in and out of the basin allowing for any commodity to be more competitive within marketplace.

Name: Bob Halbert, Jr.

Affiliation: Panhandle Oilfield Service Company

Comment: I believe the railway will bring long term employment to the Basin! It will give a sustainable economy and help to alleviate the boom and bust periods we have all seen. I am for this 100%!

Name: Jay Barfuss

Affiliation: Uintah County Resident

Comment: I want to voice my support of the railway project in general. I think the environmental impact to the area can be managed and mitigated through careful planning, and that the expected economic gains outweigh the risks. The route chosen should be based primarily on lessening the environmental and local resident impact.

Name: Don Hall

Comment: I believe the railroad project would greatly benefit the economy of the basin. We have had past county commissioners state that the basin's economy had developed to the point that we no longer depend on the oil industry for primary support for our infrastructure. Now the commissioners are struggling to make their budget on much lower mineral lease funds. The simple truth is, support the oil industry or not, we all benefit from that revenue throughout the entire basin in one form or another.

Name: Michael Durrant

Affiliation: Resident

Comment: It is my belief that the rail system proposed would positively impact the economy and safety of the Uintah Basin. It would reduce pollutants and in the long run impact the environment less than continuation of truck traffic presently required to provide for the needs of the people in the basin. I hope it will proceed.

Name: Lew Hackford

Comment: I support the railway and the expansion of possibilities that it will bring. I want my grandchildren to have more job opportunities.

Name: Douglas Roberts

Affiliation: Retired electronic engineer

Comment: Is it wise to quadruple the amount of fossil fuels extracted from the Uintah Basin? The earth is overheating; let's leave it in the ground. Our/your grandchildren deserve a healthy and survivable planet. Let's build more wind turbines instead!

Thanks,

Doug Roberts

Name: Lana Warren

Comment: Yes by all means. We need the railway. I believe many aren't convinced because they're uninformed regarding the trucking of crude and gas.

Name: Alan Haslem

Affiliation: Moon Lake Electric Assn. Inc.

Comment: I believe the Uinta Basin Railway will provide an opportunity for expansion and development of the oil and gas industry in the Basin that will benefit the region, and the State of Utah in general.

Name: Shirley Ray

Comment: Docket No. FD 36284

This assault on our land to facilitate extractions is another indication of corporate greed over sane land management for future generations. Please deny this proposal to place a railway for corporations when the county needs rail service for citizens.

Name: Indra Bhonsie

Affiliation: I B Funding – Financial Solutions

Comment: Uinta basin has lacked progress and growth in Utah. It is high time the county needs to grow and add value to the community growth. The proposed railroad is a good start. The facility shall enable for oil industry to facilitate establish new businesses such as oil refineries. Additionally, new ancillary manufacturing activity will facilitate the business activity around such businesses. This added infrastructure in the area shall create much needed new employment opportunities. The educational institutes such as Utah State University and Uinta Basin Technical college can assist the business growth employments needs. I have attended several meetings related to the this subject. I am of the opinion that the county, state and federal government are committed to bring the necessary change to the community. This project is viable and need of the time. I support their efforts made in the right direction.

Name: Mickel Womack

Affiliation: Basin resident

Comment: I want this project to move forward, so lets build the rail road and put a stop to the up and down economy. Lets finally bring true stability to the lives of all who live here in the Uintah basin. I have been a long time resident of the Uintah basin I was born and raised here. I am very familiar with the boom and bust economy of the basin. When I heard talk of a rail line coming to the basin. I thought here is a chance to finally bring stability to our economy. This past oil crash hurt my family substantially I took a 11 dollar hour pay cut. That, amount of lost revenue was very devastating to my family. Even though I wasn't one of the 33 or so people who were lade off at that time in our company, I was still effected by what was happening in the economy do to the oil and gas down turn. I almost was to the point of claiming bankruptcy. I know oil is a big part of the Uintah basin economy. This would bring jobs, higher wages, competition and yes I said it once and I'm going to say it again ""stability"". Stability is what this economy needs and quit frankly I need to be able to put food on the table for my family. So Yes I am for the rail road. I wish we could begin construction tomorrow. I know there are people who are against this who don't even live in the basin. They do not understand what we are going through and nor do they understand what its like to go through a boom and bust cycle. So lets get this done and move forward and see how we can change the lives and quality of life for all here in the Uintah basin. So yes lets build the railroad and lets build it now. this will bring in more stable jobs to the basin.

And anyone who says this will take truck driving jobs away from here, this simply is not true, common sense tells me that the same amount of trucks delivering crude oil to the Wasatch front refineries will steel be trucking it. We will actually need more truck drivers to run short halls to the rail yard to put that oil onto the train cars.

Please choose the Indian Canyon route I feel this is the best route for the rail road thanks.

Name: Chad Fisher

Affiliation: Truck driver

Comment: I support the Rail way coming to the Basin. I think it will help us greatly with very little environmental impact. I would like to see it built and I support the people building it.

Name: Rebecca Fisher

Affiliation: Lives in Vernal, working at a local lumberyard

Comment: I support the railway and the people bringing it to the Basin. I think it will help us all here. I would like to see it help stabilize the economy so the people here and myself included don't have to struggle with the ups and downs of the economy.

Name: Debbie Jones

Affiliation: Land owner

Comment: I am so sad and so sorry that you've spent millions of dollars and want to spend billions more on a project that hasn't been fully been investigated. Please don't just believe what the coalition is saying and trying to do, but do your own homework. I'm opposed and Do Not believe in or support this horrible plan.

Name: Ron Wood

Affiliation: Kings Peak Credit Union

Comment: As the President and CEO of Kings Peak Credit Union I have been involved in many aspects of the Uintah Basin Economy for many years. I have seen firsthand the effects of having a local economy that has very little access to other markets and the ability to send and receive goods. I have seen over and over the main industry of oil and gas be limited by our location and other industries struggle or cease to exist. A few of these other industries that I have seen struggle over and over are Agriculture, Fabrication, Food/Grocery, and many others. In fact, there have been times at previous employers my paycheck included extra pay for the cost of living increase because of such limitations in our local economy.

I have lived through many boom and bust cycles of our local economy, and as a banker, I get to see over and over how many individuals lives are upset during bad economy times because of our distance from other markets and the transportation cost & expense associated with being so far away.

Bringing a railroad to the Uintah Basin would drastically improve our local economy and the livelihood of the individuals and family that live and work here. Not only would it greatly improve our oil and gas industry by making it much more successful and less volatile, but it would also give us the ability to restore and improve other industries. We would even be able to add many other industries and improve many services and offerings of goods that have not been options without a rail system.

With more industries our economy would be much more diversified and offset some of the effects of the boom and busts we experience when oil prices are down, even to the extent that some laborers would even be able to find work in another industry temporarily or permanently locally in the event that the oil/gas industry be in a current down turn. This would be a major improvement for us because when an oil/gas bust is a reality for us there are many families that must leave the area to find work.

There are many examples of these effects, but perhaps one of the strongest identifiers of this can be seen if the number of registered students is compared at local schools over many years. This information will show great increases in population during boom years and then very low population numbers during bust years. This is a strong indicator of families having no choice but to leave the area to find other work and typically not finding the same income/wages they have been receiving, but far less. If you were then to see what I see in my industry of the many homes and cars lost (among many other things) because they simply can't be paid for anymore you would be shocked. These happenings give you only a small picture of the hurt in the lives of those living through this. In fact, the last major downturn happened several years in the past now, but I still talk to people almost daily in my profession that are still trying to recover financial and emotionally from the last downturn.

I feel that we really need a railroad that connects us to the outside world to help us improve in many areas though I have only listed just a few. The rail would greatly increase our livelihood

just in the oil/gas industry as the increased production and access to markets would put us on a much better playing field.

The rail would also improve the economy of the State of Utah in many different areas and even improve the domestic economy. There are places that need our oil/gas and agriculture products along with other things we would be providing with access to a rail.

The Uintah Basin desperately needs this railroad and we need it now even more than ever in the past. I strongly believe that our need is only going to increase in the future and now is the time to make this happen!

Thank you for the opportunity to leave my comments and I would be willing to share more or greater details if given the opportunity.

Name: David Evans

Comment: I am concerned about the loss of farm and ranch ground that may be in the direct path of the construction of the rail line. While I support the construction and usage and the obvious benefit of the rail line, please utilize caution in where specifically the rail and supporting infrastructure may be located in relationship to farm and ranch properties. Please involve those landowners in the decision making process of where to locate the facilities that do not affect the overall operation of farms and ranches. With an ever increasing world population, and the United States of America essentially feeding the world, it is imperative that there is no net loss of farm and ranch ground. For your information, according to the latest farm census (2018) the United States of America farmers and ranchers feed 166 people worldwide.

Please reach out to farm and ranch non governmental organizations (NGO's) in the development of this rail to receive their input as well. These groups (such as Utah Farm Bureau, Utah Cattleman's Association, and the local county Cattleman's Associations) may provide valuable insight in the development process of the proposed rail.

Please also reach out to local governments including state, county, tribal, and city as well to receive their input.

Thank you for the opportunity to comment.

Name: Kris Maylett

Comment: Thank you for all of your support on this project! This will definitely help our economy here in the Uintah basin. We need more ways to become more economically stable and this is a big win!

Name: Dan Brown

Affiliation: Interest public

Comment: I feel this railway has no respect for for the UINTAH Basin when they can't even spell our home right. I feel like somewhere in the fine print the people who reside in the Basin are going to suffer... job loss, stealing of public and private lands, wildlife and habitat loss, etc. One of my very favorite things about the community at large is they have a respect for their cultural and historical roots. It's not the "drill baby drill" attitude I was surrounded by when I lived in Wyoming and Nevada. I feel this railway is exactly that, a bunch of rich railway / oil barons coming in to line their pockets with promises of a brighter future for the community only to leave a strip mined wasteland in its wake. The losses in comparison to what we "might" gain are to great to risk.

Name: Amanda Ellstrom

Comment: The basin is dying economically. We need to bring back jobs and people into these towns. Look how many houses are in the market right now. Everyone is moving out not in. I really believe this railway will help build our towns and give many more job opportunities.

Name: Brady Thompson

Affiliation: Resident

Comment: A railroad would be a tremendous asset for our community. I am in full support. Please help us attain stability in our area by increasing our transportation options. Thank you

Name: Seven Hatton

Comment: Please move forward with the proposed railway through the basin! It cannot help but diversify our current reliance on "oil only" business, I and my family are reliant on the oil industry as of right now. This can only help!

Name: Carolyn Johnson

Affiliation: Utah resident

Comment: Attention: Environmental Filing, Docket No. FD 36284

As a citizen who lives in Utah, I am writing cast a ""No"" vote on Environmental Filing, Docket No. FD36284.

Our money and investment of time and resources needs to be spent on processes that leads us to a future with better air quality and sustainable jobs. Spending 1.2 - 1.4 billion on an oil/gas project that depends on railroad and its subsequent additional pollution is a giant step backwards. This is not in the best interest of Utah nor an investment in our future. Use the 1.2 billion to invest in education of people for retraining for new jobs and developing new technologies.

Thank you,

Carolyn Johnson

Name: Dean Hutcheon

Comment: Definitely for the railway coming to Vernal. We need to be able to get oil out of the Basin in a safe and efficient way. This will help stabilize the market here as well.

Name: Korey Olsen

Affiliation: Utah Resident

Comment: The rail make sense in so many different ways! The taxes paid on the rail and the commodities sold will benefit the Uinta Basin and Utah for many years to come. Stop all the trucks driving the Highway 40 and do what is most economical, build the rail!

KO

Name: Lynnette Allred

Comment: I think the railroad would benefit Uintah & Duchesne Counties and should go forward.

Name: Kristin Forbis

Comment: I one hundred percent support the Uinta Basin Railway proposal. It is very difficult living in an area with such wide economic fluctuations and limited job opportunities when the economy is struggling. I know that a careful process is taken to consider environmental factors and other important considerations and believe this is what this area needs to have any chance of surviving in the long term. I do understand why property owners may be opposed or at least upset by this prospect and I believe they need to be fairly compensated, above the value to account for the value they are losing. The interest of a few, however, is not more important than the interest of the larger population and viability of our economic survival. Thank you for your consideration.

Name: Greg Slater

Affiliation: Individual investor

Comment: I strongly support the proposed railway for the route that is supported by the Seven County Infrastructure Coalition for all of the reasons stated by that coalition. In brief, it will make the economic activity in the basin more productive and thus more competitive. The benefits clearly outweigh the disadvantages, as this important project can be carried out in a way that minimizes any potential negative impact to the environment.

Thank you for the opportunity to comment on this important project.

Thank you,

Greg Slater

Name: Gary Dye

Affiliation: XTO Energy Inc

Comment: I am very much in support of the railroad for the Uintah Basin. The need for a railway to ship in and out of the basin is a win for everyone. Traffic on US 40 and Indian Canyon will only increase and bring safety concerns and excessive cost on road maintenance. Build this railway for the future, I support this 100% thank you,

Name: Gary Aho

Affiliation: National Oil Shale Association

Comment:

National Oil Shale Association

September 2, 2019

Subject: Docket No. FD 36284, Uinta Basin Railway

Attention: Joshua Wayland, Surface Transportation Board

The National Oil Shale Association represents companies and landowners that are interested in developing the rich oil shale resources found in the Uinta Basin of Utah and the Piceance Creek Basin of western Colorado. For the past 100 years interest in these oil shale resources has peaked and then waned depending on the price of oil and supplies available to the United States. Even though oil shale is processed in other countries, like Brazil, Estonia, and China, there is not a commercial plant in the United States, even though the richest deposits in the world occur in this region of Utah and Colorado.

The construction and operation of a commercial oil shale mine and processing plant in the Uinta Basin would create thousands of high paying jobs, generate huge royalties and tax revenues, and provide enhanced economic stability to the region. A typical oil shale operation has a life exceeding 30 years. The Basin could conceivably have multiple operations running concurrently.

One of the obstacles facing these capital-intensive oil shale projects in the Uinta Basin has always been the logistics. Transporting the huge pieces of mining equipment and plant equipment is impractical on the two-lane roads that service the area. A railway into the region would greatly reduce these constraints and significantly lower the up-front capital cost of the facilities. It would also dramatically reduce the cost of operational supplies over the 30-year life of an operation.

In the past potential developers have also faced the problem of getting the heavy, crude shale oil to market. Crude shale oil is not a desirable feedstock for the Salt Lake City refineries. To make it acceptable, the shale oil must go through an expensive secondary upgrading process known as hydrotreating. But, even then with the upgraded oil, the Salt Lake City refineries are operating at capacity and it would be difficult to tap into that market.

Potential developers have all thought that a great market for the Uinta Basin crude shale oil exists in the Gulf Coast region. That is reinforced today as there is a shortage of this type of oil for refinery feedstock and shale oil from the Uinta Basin would be an excellent complement to the waxy oil now produced in the Basin.

The National Oil Shale Association strongly supports the Seven County Infrastructure Coalition's efforts to construct the Uinta Basin Railway into this region, which is rich with natural resources that could be developed for the economic benefit of the citizens of the area.

September 2, 2019

Respectfully,

Gary D. Aho
Executive Director
National Oil Shale Association
970-618-0294
oilshaleus@gmail.com
www.oilshaleassoc.org

Name: Corey Foley

Affiliation: Local Resident

Comment: I'm a local life long Vernalite.

I am also a local business owner, I would like to see the train stop in our area to benefit our local economy with more diversity.

I have lived here for 2 boom and bust cycles, I've seen friends and family loose homes, businesses and witnessed the effects of this cycle on people and our local economy.

The train opens doors for the Uintah Basin and our people, it gives us the opportunity to export, import and to grow diversified in so many other sectors.

Please please consider this project as viable for our areas.

Corey

Name: Elizabeth Rich

Comment: I have lived in Vernal my whole life. I have watched my friends and family suffer through the ups and downs of our boom bust economy. I feel that having a rail road would be beneficial to our economy in the Basin.

Name: Kathryn Albury

Comment: Please do NOT permit the Uinta Basin Railroad to be constructed.

We have only a few years to move away from the use of fossil fuels. Investment in this railroad is not only a waste of investment in unneeded fossil fuel infrastructure, it is extremely harmful in that it will encourage further development of the Uinta Basin for the extraction of fossil fuels which will speed and worsen the climate crisis.

The record of fossil fuel development in the Uinta's has been irresponsible leaving the air extremely contaminated with careless release of toxic gases which is adversely affecting the health of the human and animal population in the area. Construction of this railroad will only make the air quality worse.

It is a mis-use of CIB funds for this project; these funds are meant for the improvement of communities affected by extraction, not their further degradation to increase extraction.

Thank you for your careful work and for considering the public view of this project.

Name: Sarah Wither

Comment: This is an unnecessary project. Therefore, to create the railroad through areas that are valuable to local landowners and wildlife access to water and cutting across migration routes is wrong.

Name: Jaime Wiggins

Comment: I support the railway.

Name: Brent Woffinden

Affiliation: Argyle Canyon Land Owner

Comment: I would like to express my opposition the the proposed Railway Project. We have many different species of wildlife that will be negatively affected by the project.

Environmentally a lot more study needs to be looked at that may be on an endangered list.

Fire danger is another real concern.

Pollution both air and noise is another concern i don't feel has been adequately addressed.

On a personal note, our cabin and land is a quiet peace of wilderness and it's hard to see how a small area can be bullied by a larger entity to destroy what we have invested our time and money to make it a slice of Heaven.

I feel there are better alternatives than what is being proposed.

Thank You

Brent Woffinden

Argyle Canyon Land Owner

Name: Will Wright

Affiliation: live in area

Comment: The railway offers a much better transportation alternative for moving the oil and gas products in the Uintah Basin. Further, this method of moving these important products of the Uintah Basin is a much safer, cleaner transportation alternative. Consider the hundreds of trucks currently moving these resources along these roads that would be limited to short hauls, thereby improving the local air quality and safety by using the railway. Additionally, the economy and thus the people living in the Uintah Basin would greatly benefit and profit from this improved transportation option for its products. Please be fair when considering the tremendous benefits this railway will do for the economy of this region and all who live here.

Name: Eileen Woffinden

Affiliation: Argyle canyon property owner

Comment: We bought our property over 20 years ago because it was getting harder to get away and find some peace and quiet. Our property filled the bill, but it hasn't been without hardships.

Our property was part of the "Church camp fire", 7 years ago and the devastation from the fire and the flooding following has been rough to get back from. Having a railway going through the area will greatly increase the likelihood of that happening again and that's not right to so negatively affect an area in that way. Not to mention the long term effect on the wildlife as well.

Living in the Salt Lake valley where pollution is all ready bad, I worry about the lasting effects on the environment there with the increased oil production. There's got to be more consideration put into the planning of things for keeping the people in the area healthy.

Please don't do to us what you wouldn't want done to you and your family.

Sincerely, Eileen Woffinden, landowner in Argyle canyon

Name: Kimball Hodges

Affiliation: Citizen, Oil and Gas Company owner

Comment: I am so pleased that this railroad is moving forward. The Uinta basin is in great need of economic growth and opportunity this project would create. I am part of the oil and gas industry and this railroad is crucial to the successful development of the natural resources in the basin. Our company has participated in over 20 new horizontal wells over the past 18 months. The current marketing and processing bottleneck for crude coming out of the Uinta basin has greatly impacted the overall economics in a negative way. This rail line would literally open up a world of new markets to us. We are praying that this comes to fruition.

I strongly support the proposed route of the railroad (Indian Canyon/Emma Park Rd.) We will be directly impacted by this project as we currently have under lease thousands of mineral acres straddling Emma Park Rd. Despite this, we still strongly support the installation of this rail line.

I have been extremely impressed with the amount of information that has been shared with the public so that we can make informed a decision.

I support this railroad 100%.

Thank you!

Name: Tyler Bell

Comment: I think this railway would be great for the economy, environment and transportation of the Uintah area, especially near Vernal. I believe that the Indian Canyon route would be the best.

Name: Rebecca Hodges

Affiliation: Citizen

Comment: I am writing this letter in support of the proposed Uinta Basin Railway project. I support the proposed train route over Indian Canyon. My husband works in the oil and gas industry and the completion of this railway would have a tremendous positive impact on our family. This is a project that can impact nearly every industry in the Uinta Basin (farmers, construction workers, manufacturing, oil and gas exploration and development and many, many more). I am also pleased that this railroad will make our streets safer by reducing the amount of traffic and cut down on air pollution.

Rebecca

Name: Alex Nielson

Comment: I am in favor of the Indian Canyon Route railway proposal. It can provide both economic and benefits for the Vernal area. The other proposed routes pass through environmentally sensitive areas, so the Indian Canyon Route is ideal.

Name: Jake Tanner

Comment: Thank you for looking to develop a new railway route. I would certainly be in support of the Indian Canyon Route as drafted in the Proposed Alternatives. The Indian Canyon route appears to be more direct to the area of Vernal.

Name: Daniel Gunnell

Affiliation: WEM Castlegate

Comment:

To whom it may concern.

I am a property owner (WEM Castlegate) on the proposed Indian Canyon route (at Emma Park Road and 191) and am writing in strong support for the rail on the Indian Canyon route because of the many economic benefits that it will bring to the Uintah Basin, especially to the energy, agriculture, and mining industries. I support the Indian Canyon route or the preferred route of the the 7 county coalition. The pros heavily outweigh the cons and I am very hopeful that it will go through!

Sincerely,

Danny Gunnell

WEM Castlegate

Name: Daniel Gunnell

Affiliation: WEM Uintah

Comment: I am in favor of the Indian Canyon Route.

Sincerely,
Daniel Gunnell
WEM Uintah

Name: Julie Magleby

Affiliation: Friend of mineral owner in the basin

Comment:

Hi,

I am writing to offer my support of of the proposed railroad. Specifically, the Indian Canyon Route. In speaking to knowledgeable people about this and in reading about each proposal, I think the Indian Canyon Route is best. I am very glad it's a railway that is proposed -- it will benefit more industries than a pipeline and is better for the environment than heavy trucks.

Thank you,

Name: Traci Jensen

Comment: My husband works in the oil and gas industry primarily in the Uinta basin. Our family, like hundreds of others, depend upon these natural resources for our livelihood. We strongly support the construction of the railway and whatever route the coalition endorses. It will be a huge boon to the energy industry in Utah and the thousands of families that depend upon it.

Name: Brian Gabler

Affiliation: LEI Consulting Engineers

Comment: I am in favor of the Indian Canyon Route. This will provide valuable economic stability to the Uinta basin.

Name: Jeff Nicholas

Comment: I wanted to express my support of the Uinta Basin Railway. I am a resident of the Heber Valley in Utah and drive frequently to the Park City and Salt Lake City areas as part of my work. I see countless trucks driving back and forth through Heber City and up and down Highway 40 between Heber City and Park City and up and down Parley's Canyon on I-80 between Park City and Salt Lake City. I believe that all of the trucks are a serious safety concern and a huge negative for the quality of life in the Heber Valley. It seems that every time I drive to Park City and Salt Lake City, there are multiple trucks carrying oil driving up a hill at 25 miles an hour and causing traffic to go around them. That is terribly unsafe on a highway with a 65 MPH speed limit. The proposed railway would greatly reduce the number of large semi's driving through town and crawling up hills on highways where there is heavy traffic. It just makes sense to do this from a safety perspective and for the positive economic impact it will have on the Uinta Basin.

Name: Blaine Hales

Comment: I am in favor of the proposed rail line into Uintah County. This is long over due. This will reduce the wear and tear on our highways by the big rigs hauling oil to SLC. It will also stop the monopoly that the refineries have on oil producers. Finally it will serve as a better mode of transportation for many of the county's imports and exports. I am in favor of the county's proposed alignment for the new rail line

Name: Jeffery Williams

Comment: I believe this project is needed in the basin. The reduction in heavy large truck traffic will increase safety on the highways in the basin.

Name: Andrew Hoyt

Comment: This planned railroad has been needed for a long time. It will improve the economy of the region and the state of Utah as a whole. I am in support of the railway project and strongly support the route that is endorsed by the 7 county coalition. Please consider the good that this railway will do for the Uinta Basin.

Name: Shon Stubbs

Comment: I am a life long resident of the basin and in my opinion this rail way could bring the basin to life so we dont just have to rely on on the oilfield so much.

Name: Russ Harris

Comment:

Hello,

As I citizen of the Wasatch Front, I believe we need to be looking for ways to be more efficient with energy. One of those is by utilizing the resources produced in the Uintah Basin more. I am in favor of the railway from the Uintah Basin to the refineries per the route that is supported by the 7 county coalition.

Thanks,

Russ

Name: Josh Cazier

Comment: Unfortunately, I was unable to attend the scoping meetings; however, after significant review and research, I think this project would greatly benefit the Utah and associated properties. This shows great signs of a successful economy with further growth and development. It opens up opportunities for skilled and temporary labor in the basin. It adds value to the properties for both commercial and residential lands. It would facilitate commercial transportation of goods across the state and even help decrease commercial loads on local highways. Utah has a lot of wonderful minerals that are non accessible and this project could certainly facilitate their access.

Name: Kendra Embleton

Comment: I am very much for building the economy in the Basin, and perhaps the railroad would do this. However, thus far I have not seen much transparency with the proposal and predicted outcomes. At the moment, it seems like a money grab of public funds by the private sector. Until there is greater transparency, I am against building the railway. Statements like “it just makes sense” don’t work. I can name numerous towns WITH railways where the economy did not grow (I can also name some where it did). The companies involved need to be more diligent and transparent in their financial predictions. Lastly, mineral release funds should not have been used. It is their purpose to offset mining, not further it. Thank you.

Name: Larry LeSueur

Affiliation: Business Partner in Land and Leases in Uinta Basin

Comment:

To whom it may concern:

The proposed railroad for the Uinta Basin will prove extremely beneficial in many areas! It will make the roads much safer and the economic impact for business and jobs will be huge. I am in full support of this railway.

Thank You,

Larry LeSueur

Name: Justin Slaughter

Affiliation: Argyle Wilderness Preservation Alliance

Comment: I would like to express my concerns regarding the proposed railroad for both the Indian Canyon Route and the Wells Draw Route.

I believe that the cost estimate for both of these routes has been grossly understated. The terrain that would be encountered through both routes would be very difficult and costs associated with this would quickly drive this project way over budget. I would hate to see taxpayers get stuck “holding the bag” for the final price that such a project would ultimately cost. I believe that there are better and ultimately cheaper routes out there to consider.

Another concern for either route is the possibility of wildfire. Argyle Canyon is still suffering the effects of the Church Camp Fire that occurred in 2012. Trains do have a history of causing wildfires and these areas do not need another potential ignition source traveling back and forth on a daily basis.

Air pollution is another concern. If oil production was truly quadrupled as the numbers indicate it could, air pollution levels would continue to rise in the Basin area. Multiple trains per day hauling the oil would only add to such a pollution problem.

Damage to our beautiful environment is another concern. Argyle Canyon and South Argyle represent some of the best privately owned recreational lands in the state. Thousands of trees would be lost as well as many seeps and springs that people and wildlife depend upon for survival. Property values would be greatly impacted and ultimately the landowner's would be ones who lose out.

Please re-evaluate some of the other routes and consider all of the things that would be effected by such a project of this magnitude.

Sincerely

Justin Slaughter

Name: Kerry Asay

Affiliation: Concerned citizen

Comment: As the oil resources in the Uinta Basin are difficult and expensive to ship out by truck, it makes sense to put in a railway to have a less expensive way for this Utah resource to be used. This makes sense for the consumer and the producer and the State of Utah. A no brainer!!

Name: Travis Cook

Comment: I'm in favor of the railway and of route that is supported by the 7 county coalition

Name: Gary Dye

Affiliation: XTO Energy Inc

Comment: I am very much in support of the railroad for the Uintah Basin. The need for a railway to ship in and out of the basin is a win for everyone. Traffic on US 40 and Indian Canyon will only increase and bring safety concerns and excessive cost on road maintenance. Build this railway for the future, I support this 100% thank you,

Name: Donald Morris

Affiliation: Investor basin petroleum ventures

Comment: I am in favor of the seven County coalition railway plan. This proposed railway will both reduce traffic impacted roadways and promote additional income to petroleum investors and increase tax base for local and state agencies. The fact that this is a privately funded improvement should make this decision very easy.

Name: Constance Alexander

Comment: I'm for the railway project as I believe it would do some of the following.

1. Increase highway safety by reducing the semi truck traffic on the highways.
2. Reduce the potential environmental issues from overturned semi trucks.
3. Increase economic opportunities and growth along with diversification options and help stabilization of certain industries.
4. Increase the taxes for the Uinta Basin and the state of Utah. This will benefit all who reside in our communities!
5. Increase the tax base with business growth which will increase employment opportunities.
6. Increased tourism from the growth and diversification of the area.

Name: Terry McEwen

Comment: I would like to submit that I believe all must be done to preserve and enhance the future of the Uinta Basin by building the much needed railway. It seems logical that the route should be that selected by the 7 county coalition. Thank you for allowing me to voice my opinion. This is something that is desperately needed for the livelihood of the future of this area.

Name: Ryan Durrant

Comment: I am very much in favor of the railway and the route that is supported by the 7 county coalition. I believe it will be of economic value as well as being a relief on the roads to remove much of the trucking currently going on in the area.

Name: Bryson Golightly

Comment: I think this is a great idea!! Putting in a railroad will be helpful for the environment, because every time i've driven that stretch of road I see a ton of Semi trucks hauling, and it really slows down traffic and causes a lot of driving hazard. This also means more idle time on the roads burning gas and putting carbon in our atmosphere. I think especially the Indian canyon route looks like it would bypass alot of this bad traffic.

Name: Justin Hewett

Affiliation: Wasatch Energy Management

Comment: As an investor in the Uinta Basin, I am in support of the railway for transporting agricultural products and minerals out of the basin. Anything to get more drivers off the road and keeping everybody safer. I would vote for the route that is supported by the 7 county coalition.

Thank you,

Justin

Name: Jodie Crozier

Comment: I am in support of the railway. I see long term stability and economic growth for our community and my family. I see it enhancing not only this generation but for many generations to come.

Name: Audrey Roberts

Affiliation: Resident

Comment: I am in support of the railway coming through Uintah and Duchesne counties. I see long term stability and economic growth that will not only improve a sustainability in our local economy for my children and myself but for generations to come. Due to our current market location and infrastructure we have not seen sustainable growth. This is a way to expand our current industry as well as expand our communities long term stability by opening additional industries. You have my vote

Name: Bud Barnes

Comment: I am in favor of pursuing the railroad for our area. We need diversification in this basin. I have retired from oilfield related employment but we need other employment opportunities for our next generation. I am aware that some of our residents are worried that we will lose jobs when the railroad is completed? I think just the opposite will happen. We will find new businesses that will come to our area, hiring more people, giving us a broader scope of employment. We need to be preparing for the next generation- now.

Name: Ken Lambert

Affiliation: A private land owner...a concerned citizen

Comment: In the Project Overview, the Indian Canyon Route and the Wells Draw Route misrepresents the fact that much of the railway crosses private property. The description fails to even mention the words ""private property"" and its impact to private property.

The Project Map again misrepresents the fact that much of the Indian Canyon Route and the Wells Draw Route crosses private property. The map's Legend fails to indicate the location of private property.

In the ""Evaluation of Potential Route Alternatives"" document, the impact on people and their private property has been completely ignored!

How much of the land needed to construct the railway is currently owned (i.e. deed in hand) by the counties? ...or the individual government officials who will benefit from it?

None of the property is owned by any of the counties/people that are proposing this railway. It appears they have obtained money (legally or illegally) that isn't their's for the purpose of creating a railway on property they don't own. I'm sure none of them would allow a railroad to go through their front yard, their backyard or under their yard. Shame on them!!!

The only way the Indian Canyon Route can be the least bit viable is if a train can make it up the grade. All previous attempts to construct a railway up the canyon have failed because the surface grade is too steep. The only way for a train to successfully make it up is to construct a tunnel. The current group's proposal is to bore a 3- to 4-mile long tunnel under private property...property they don't own. The map (and legend) fails to indicate the location of either of the two proposed tunnels, which will be on/under private property.

Where does four miles of toxic diesel exhaust go? How long will it linger in the tunnel? It will never remain hot enough to naturally flow uphill to the tunnel opening. I'm sure that some of it will be moved along by the momentum of the moving train. Who are the lucky landowners that get to smell the diesel exhaust as it leaves the end of the tunnel? Over the length of 4 miles, the tunnel will require ventilation shafts. Who are the lucky landowners that get a huge hole in their ground where they get to smell the toxic diesel exhaust as it leaves those ventilation shafts?

The following links to YouTube videos show my concerns about diesel exhaust exiting from the ends of the tunnel or through ventilation shafts:

- https://youtu.be/wXpTRpn_fuQ. Watch from the beginning to 1:23.

- <https://youtu.be/qSXD23j7Djg?t=280>. Watch from the beginning (4:40) to 5:11.

- https://youtu.be/Q_pWXCtWZJQ. Watch from the beginning to 1:56. Again from 2:03 to 2:42. From 3:22 to 4:50. From 5:00 to 6:21. From 6:22 to 8:21 and 8:23 to the end (8:59).

The tunnel entrances are black for a reason! The videos show my concerns.

Thank you for being willing to consider my concerns that will impact the land, vegetation, animals, fowl, insects, air, and people, and the enjoyment of their land and environment that they have spent their hard-earned money and time (for some a lifetime) caring for it.

Name: Scott Petersen

Affiliation: Investor and interested environmental citizen

Comment: This project is long overdue. Significant thought and research has gone into this study. We all benefit. Those of us who are environmentally conscious, lower cost fuel, economic stimulus and jobs, safety... the list of benefits is seemingly endless. I wholeheartedly support this project and the seven county coalition leaders that have put so much effort into doing this the right way. Let's let common sense prevail and do something that will bring benefit to all and protect power of the environment in the process.

Respectfully submitted,

Scott R. Petersen

Name: Robert Sorensen

Comment: I appreciate the efforts you are making to improve the transportation of goods from the Uintah Basin. I wholeheartedly support the efforts to increase the economic viability of the Basin and also to have the great alternative to the current "trucking" of goods from the basin. Your proposal is well thought out and will be a boon to the entire state.

Name: Fred Smith

Affiliation: Alpine Eng

Comment: I am in favor of the railway and in favor of the route supported by the 7 county coalition. It will be good for Utah.

Name: Shawn Harding

Comment: We are in strong opposition to the Uinta Basin railroad passing through the Argyle Canyon area. We are owners of a cabin on 10 acres in the area of the proposed railway. I feel the railroad will cause many hazards to our home and property, we are just recovering from a forest fire that caused a great deal of loss and damage, a railroad would be a strong fire danger with sparks that could cause another devastating and costly fire. The environmental impacts are also a great concern with the possibility of oil leaks and derailment concerns that could damage our delicate springs that we have as a current water source, also the tunneling used to construct the railroad will affect the water flow of these springs. Also the sound emissions from this railroad will taint the peaceful wilderness that we live in.

Additionally as a taxpayer for Duchesne county I am deeply concerned that the burden of the cost of this railroad will burden us for decades to pay for its construction and for maintaining the railroad after the big money railroad companies and oil companies have come and gone!

I am also greatly disappointed with our elected officials who have wasted millions of taxpayer dollars to study and evaluate this railroad that has already shown in past studies as being a failure due to the grade and steepness of terrain of this route. Many homes and residents will be affected negatively by this railroad route which is being pushed through our community, when there are better alternate routes that would not bully the private land owners and have been suggested but seem to fall on deaf ears. I implore you to please listen to our legitimate concerns and put a stop to this route that has been chosen through Argyle Canyon, Sincerely, Shawn Harding

Name: Carl Foley

Comment: As a resident of Uintah county I am in favor of the rail way- the preferred route would Craig into vernal. The other options seem to work as well. I believe the results would help ease the traffic issues of the crude trucks running to north salt lake each day. As a local business owner the benefits to the local business base would be great advantage. Thank you for the opportunity to submit a comment.

Name: Richard Brimley

Affiliation: Oil and production

Comment: How could This proposed railway extension not be a great benefit to the entire county? I highly support The project and hope that you will approve it meetings.

Name: Reed Page

Affiliation: Local, roots and business in the basin

Comment: I strongly support the railroad, particularly the preferred Indian Canyon route with its east and west terminals.

I sympathize with those who may be adversely affected by the proposed path, however the cost of progress and growth is almost always unevenly paid out to a degree.

I hope to see my hometown grow and thrive well into the future so that my children and grandchildren can enjoy it as I did.

While the rail will likely concentrate economic activity more into extractive industry in the short-run, economic diversity may be gained in the long-run once a critical mass of population is reached.

Please approve this project, but let's execute it wisely while minimizing any harm to our beautiful Basin and wildlands.

Reed Page

Rocky Mountain Energy Economist

Name: Richard McCloskey

Affiliation: Concerned citizen

Comment: To Whom It May Concern:

I think we'd be crazy not to build a rail access for oil transportation from the Uintah basin. It seems to make the most sense from an environment, safety, and economics standpoint. I STRONGLY support a rail solution.

Regards,

Richard McCloskey

Name: Keoki Andrus

Comment: This project will simultaneously decrease pollution and traffic from trucks while increasing economic growth in the area. I completely support the route endorsed by the 7 county coalition.

Name: Tracey Bushman

Affiliation: Salt Lake DSE

Comment: We want passenger rail for humans and sane economic development. We do not want extractive coal and oil trains insanely traversing and tunneling through steep mountainsides.

Name: David Butter

Comment: I am in favor of the railway and in favor of the route that is supported by the 7 county coalition.

Name: Jeff Nicholes

Comment: It's time to diversify the economy of the Basin. I grew up in Ely, Nevada and spent 28 years of my life there. It was 4 hours from any city in any direction, and it is a dead desolate small town because the people who had the ability to bring in things to attract a population didn't want any of the opportunities. They turned away an interstate highway and a Levi's factory and coke bottling plant all because they didn't like change. The Uintah Basin is going to die a similar sort of death if it does not diversify its industries and adapt.

Name: Braden Kayganich

Comment: For the Craig route. I would suggest looking at the never completed Salt Lake & Denver railroad.

“The Uintah Basin Route.” The road was organized in 1919 by Simon Bamberger to build from Provo to a connection with the D&SL at Craig. The route was basically south-southwest from Craig to the White River, along the White River to its meeting with the Green River, then up the Duchesne River and the Strawberry River to the Wasatch Mountains. It was then to cross the Wasatch Mountains and head west down Hobbie Creek Canyon to Provo. The line was never built, or even seriously planned

Source Utahrails.net

Name: William Reese

Comment: Would love to see the Craig Route built! It's about time we have a railway coming to the Uintah Basin. I am 100% for this railway coming here.

Name: Matt Carlson

Affiliation: Argyle Canyon Landowner

Comment: To the EIS Committee:

Thank you for the opportunity to voice our concerns on the proposed railway route through the Argyle Canyon Community.

We as a community know and understand the importance of providing additional transportation options from the Uinta Basin, and that this project will happen. Our concerns are; we feel that not all routes and options have been fairly considered, and studied, to make sure this has the least impact to the environment, area wildlife, and existing communities.

One option we suggested was to run up SR 191 to the right fork of Indian Canyon, which would exit right out at the Emma Park junction with very little impact to the environment, wildlife, or larger communities as a whole. Our requests for this option seems to have fallen upon death ears - since to our knowledge, this option was never considered, or communicated to us as it not being a viable option.

On a personal note: As a child, my father had a cabin and land on the Provo River in Woodland, Utah where he always provided a very welcoming and peaceful place for not only his immediate family, but also for many others, both friends and those less unfortunate to have a peaceful place to go.

This served as a place to escape the everyday challenges and pressures of life where one could have a chance to recharge, and become grounded with nature - as we all have that basic human need.

This also provided a place to strengthen family ties and bond with one another whether it be immediate family, friends, or a welcomed guest.

I am sure you all can relate to a place that either you have, or have access to which serves this basic human need which in fact, is nearly impossible to place a physical dollar value on.

To make a long story short, my father's place was all lost in the name of "Progress" which effected many people's lives as they now had no peaceful place to go, and a place to unwind from life's challenges.

Many of us, approximately 500 owners in the Argyle community have spent countless hours, physical efforts, and life savings, to develop the same kind of places that many others and I had experienced with my father's place. This peaceful community is now at great risk with this proposed railroad route.

As you can see from the more than the 3300 plus signatures on the opposing petition, if this recommended route is approved then this will have a huge impact on multiple families, friends, and many others that cherish these places to have access to escape the challenges from everyday life we all so desperately need in today's hectic world.

In closing, I would like to leave one thought with each, and every one of you involved with making the decisions on the proposed routes.

If you can go home tonight and consciously lay your head on your pillow then go to sleep without the thought of just how many lives your decision will impact in a negative manor, which this could one day be you, or your loved ones in the same circumstances. Can you comfortably rest and live with that decision the rest of your lives?

Remember -Karma is a strong and living force that can either comfort you, or haunt you.

What will your choice be? Thank you for your time and consideration. Matt Carlson (Argyle Canyon)

Name: Donald Jones

Affiliation: Argyle Wilderness Preservation Alliance

Comment: As a property owner in the area and someone who has lived next to railroad tracks for years I am very concerned about fires started from sparks that come off of bad wheels, bearings etc. Why would anyone want to leave a trailer or build a cabin in an area that is prone to wildfire because of the rail(safety concerns). Access and egress into our property's will be seriously impacted because of the rail. Also the way information has been disseminated by the SCIC is concerning and possibly verging on illegal. Closed door meetings that should have been open to the public, Very little time left for public comment(looks like it is planned that way) And I question the way public moneys are being spent by them (SCIC)

Name: Jeremy Raymond

Affiliation: Citizen

Comment: I am very supportive of the railway. It will create jobs and help stabilize the economy during ups and downs in the oil/gas field. Increase in mineral production increases money and revenue for the state of Utah and Uintah County.

Name: Diana Thayer

Comment: It seems that this project is not within the ideal that energy should be procured from renewable resources. This railway is expensive and not in the interest of Utah residents. Better to spend these moneys for public transportation not to transport dirty oil.

Name: Brett Nelson

Comment: I am absolutely opposed to the Uinta Basin Railway project. Protecting the environment is paramount.

Brett Nelson

Name: Virginia Lee

Affiliation: Law Office of Virginia Curtis Lee

Comment: Utahns deserve a healthy and viable future, and the Uinta Basin Railway is positioned to jeopardize that vision.

Unfortunately, the Uinta Basin Railway oil train is an issue that stands to affect all Utahns along with our neighboring communities across the country.

By quadrupling oil production in the Uinta Basin, the project could exacerbate poor air quality and could have dire consequences on the lands, water, and public safety.

While the project has been moving ahead at full steam, the public has largely been shut out of the process and provided with little information.

The proposed Uinta Basin Railway oil train would increase production of oil from the Uinta Basin by between 225,000 and 350,000 barrels of oil per day.

In a region that currently only produces around 80,000 barrels per day, this would represent a quadrupling of oil extraction, which would have dire consequences for air quality, public lands, water, and global warming.

The construction and operation of the railway itself would also have major impacts.

Three possible routes have been identified, but the 80-mile Indian Canyon route has been identified as the preferred option and is most likely to be constructed.

At least \$27.9 million in public funds have already been illegally dedicated to forward the project and the ultimate cost of the railway would be at least \$1.2 billion.

Major Concerns:

Air pollution in the Uinta Basin has already reached dangerous levels due to oil and gas development.

By quadrupling oil extraction in the region, the railway would exacerbate this problem, resulting in more asthma attacks and other harmful conditions that can lead to premature death.

The extraction and combustion of four times as much oil from the Uinta Basin would threaten our ability to avoid the most disastrous effects of climate change by staying under 1.5°C warming.

Fossil fuel development requires large amounts of water.

At a time when water security for the region is more tenuous than ever, increased oil development unleashed by the Uinta Basin Railway would threaten the region's water supply.

The new development needed to create a fourfold increase in oil development in the Uinta Basin will result in major impacts to the region's landscapes, including on public lands.

New oil train traffic will create increased inconvenience, air pollution, and risk of derailment in the communities through which the trains travel.

If the railway is constructed, but recoverable oil reserves in the Uinta Basin are exhausted before it is paid off, taxpayers could be left to cover the cost.

To date, there has been very little information about the Uinta Basin Railway provided to the public and little opportunity for public participation.

The uncertainty around many details of the project is concerning and should be resolved before the project moves forward.

Committing funds to constructing the Uinta Basin Railway is precluding efforts to transition away from boom-and-bust fossil fuel economies—which are susceptible to volatile global markets—and towards more stable, local, clean, sustainable, and just economies.

A thorough and complete environmental impact statement must be conducted and prepared before moving forward.

Do it right.

Name: Brian Gorum

Comment: Rail service to the Uintah Basin is desperately needed. This area is landlocked and without adequate transportation this region of Utah will remain depressed. Mineral lease monies for the entire state are driven by the production from the United Basin. A railway over Indian Canyon provides an avenue to 2 competing rail lines versus a single monopolistic line in Colorado. Please help the citizens of this area in providing the long awaited route for prosperity.

Name: Rebecca Slaugh

Affiliation: Concerned citizen

Comment: This area, while deemed by some as unimportant, has many individuals that use it for recreation. The sand dunes are located here, as well as grazing for cattle, walking, bow shoots, off-road vehicle trails, biking, farming, and personal residences. While the train may not run directly over the dunes, it will effect the area around there and adversely the environment and the ability to continue these types of recreation. I feel like a serious look should be taken to protect the Sand dunes and their uniqueness in this location. I also think it unnecessary to place the train this close to homes when there are alternative routes available or the track could be ran more toward the south.

Name: Debbie Jones

Affiliation: Property owner lower argyle canyon

Comment: I oppose this project from the bottom of my heart !!!! Please, please don't let this go forward. Committee members are voting for this project and they admit they really don't know the route. Someone will line their pockets with our money and then ruin mountain homes and no one seems to be doing a check and balance on this project.....realistically!!!

This whole SCIC and CIB is being grossly mismanaged and misrepresented!!!! You say you want to hear from us, but then you close your ears!! Why ??

I OPPOSE the Uinta Basin Railway Project!!!

Name: Angela Mastaloudis

Comment: As Utahns we deserve a healthy and viable future, and the Uinta Basin Railway is positioned to jeopardize that reality.

Unfortunately, the Uinta Basin Railway oil train is an issue that stands to affect all Utahns and communities across the country. By quadrupling oil production in the Uinta Basin, the project is poised to exacerbate the already horrible air quality in Utah and lead to other negative consequences on our lands, water, and public safety as well as economic growth due to pollution.

As a long time Utah resident, I am writing in opposition to the Uinta Basin Railway.

Name: Kenneth Wolgram

Comment: I have lived in Moffat County Colorado for over 40 years and would like to express my support for the Craig Route. In my opinion it would most benefit the affected counties in both Utah and Colorado. It appears not to need to utilize either USFS or private land and that as well as existing rail should make this route more economically beneficial.

Thank you for your consideration of my opinion.

Name: Joel Brown

Affiliation: Vernal Area Chamber of Commerce

Comment: Our economy is totally dependent on the oil and gas industry. The rail would ultimately allow the Uintah Basin to diversify its economy. This would enable us to attract and bring in other industries to the area. It would also eliminate some of the big downturns in the economy if we had other industries here in the Basin.

Thanks,

Joel V. Brown

Name: Mark Nielsen

Affiliation: Landowner

Comment: MY COMMENT IS SIMPLY ABOUT FAMILY HERITAGE. I HAVE BEEN IN INDIAN CANYON MY WHOLE LIFE. MY GRANDPARENTS LIVED IN THE CANYON FULL TIME, FOR MANY YEARS PRIOR TO MY BIRTH UNTIL I WAS 20 YRS OLD WHEN MY GRANDFATHER DIED. I DONT OWN THE SAME PIECE OF PROPERTY THAT MY GRANDPARENTS DID, IM JUST DOWN THE ROAD. MY GREAT GRANDFATHER NIELS EYNER NIELSEN STARTED IN INDIAN CANYON IN THE EARLY 1900S. MOST OF ALL OF THE PROPERTY MY GREAT GRANDFATHER ACCUMULATED IS STILL OWNED BY SEVERAL OF HIS DECENDENTS, INCLUDING ME. THESE PROPERTIES HAVE MANY MEMORIES FOR ALL US.

MY COUSINS AND I STILL FARM OUR OWN PROPERTIES IN THE CANYON BECAUSE OUR HERITAGE IS THERE. BELIEVE ME THERE ARE FAR EASIER PLACES TO FARM AND RANCH THAN OUR CANYON, WE ARE HERE BECAUSE WE WANT TO BE. THE CANYON IS VERY NARROW, THE WIDEST SPOT OF MY ALFALFA FIELD IS ONLY 450 FT WIDE, THE RAIL WILL TAKE OUT 100 FT THIS MAKES A HARD FARM INTO EVEN A HARDER FARM. LEAVING ME TO WONDER IF I SHOULD EVEN CONTINUE? LOSING MY FAMILY HERITAGE. I BELIEVE THE RAIL COULD STAY ON COTTONWOOD RIDGE AND STAY ON THAT RIDGE UNTIL IT IS PAST ALL OF THE PRIVATE LAND IN INDIAN CANYON. THE UTE TRIBE OWNS MOST THE THAT RIDGE, I UNDERSTAND THEY WANT THIS RAIL SO IM SURE THEY WOULDNT MIND. PLEASE CONSIDER THIS ROUTE OVER INDIAN CANYON AND WELLS DRAW. I WOULD LOVE TO DISCUSS THIS OPTION WITH ANYONE WHO WOULD LISTEN. MY CELL NUMBER IS 435-823-5508 THANK YOU.

Name: Stan Shipley

Affiliation: Argyle wilderness preservation

Comment: The railway will interfere with the elk wintering migration range. The Wells Draw would be a poor route due to the power line that runs in the canyon. Argyle has on both sides faults where the springs come from that feed the cabin would be affected. Pollution will be a big issue due to inversion the forest and vegetation will be destroyed due to the exhaust fumes at the tunnel exit noise pollution will be extreme with seven trains a day rattling up and down. If a train accident of any kind happens it will be a major catastrophe with oil spill getting in to the water supply for animals and human consumption. Fires started by trains with our landscape it would be extremely hard to fight and burning up thousands of acres of forests and fires in the canyon are very hard to fight another reason Wells Draw should be taken off the board as an option.

Name: Jayne Morley

Affiliation: Moffat County Resident

Comment: I fully support this new rail line. Communities that rely on coal and coal fired power will have a tough time in the future. This new rail line MAY help our local economy by making transportation of raw materials and shipping of locally made products affordable.

Name: Monette Nicholson

Affiliation: Landowner

Comment: I own a residence on 5 acres at 19783 Colton Rd (aka Sowers Canyon). This is my primary residence for the past 6 years.

One of the objectives of any route is to “Avoid Urban and Residential Areas: Generally, a route that avoids urban and residential land uses is preferable.”

The proposed Indian Canyon route runs along Sowers Canyon Rd, which runs about 2-3 miles through the middle of a residential area, and more specifically, through the frontage of my property. This is the only access to the south side of the residential area, and the only access to my home.

Safety is an obvious concern. A railway will severely limit accessibility for residences and emergency vehicles. Noise and vibration is also a big concern. Damage to homes caused by vibrations would be an issue, and the quality of life we enjoy will be ruined.

This section of the route clearly does not meet the stated objective. A better alternative would be to run a few miles south of the residential area, along County Rd 25 which is already mainly used for oil truck traffic.

Name: Todd Nicholson

Comment: I own a residence at 19783 Colton Road and have many concerns about proposed railway.

The coalition favored route happens to be on the only road we residents have in and out of our neighborhood and directly to our homes. There is literally one road into and out of this neighborhood, and the proposed route is that only road.

I understand that the tracks and therefore the route would require approximately a 100 foot easement. This would take about half of my yard/driveway. North facing. 5 acres.

If proposed railroad comes through here, there will many safety issues. There are many young families and pets in this area. Many people along proposed route have driveways and homes even closer to it than mine. My driveway is about 250 Ft from my house, many homes drives are closer than this.

At what rate of speed will the trains travel? How long are the trains going to be? What if the trains stop in front of our homes and we are unable to leave? What hours will trains be operating? What will the noise and vibration levels be? Will alternate routes be provided if proposed train route takes my entire frontage and the only way out of my neighborhood?

I'm concerned about having to cross train tracks whenever I wanton leave my home for any reason.

If the proposed route indeed is built, there will have to be many utilities moved/ relocated. Power lines, gas lines, and water lines, and septic drain fields.

I'm very concerned about sparks from hot metal wheels on the trains causing sparks and potentially wildfires. The proposed route would run along some very dry and wooded areas. Lots of sagebrush and other vegetation as well.

Are the developers of this project going to buy the affected homeowners out? This will adversely affect property values for us. Supposedly an HOA for this neighborhood exists and they haven't been informed about this project.

Name: Kerry Stephens

Comment: On the plus side, this would seem like a more efficient way to transport oil and also would remove much of the tanker truck traffic off of Highway 40, hopefully making it much safer. On the negative side, building a rail line through Indian Canyon is unthinkable. This is a "Scenic Byway" and would be totally ruined by the laying of tracks and the subsequent train traffic. Additionally, the Indian Canyon route would run literally through my backyard, which would greatly diminish the quality of life here in the "Mini Ranches". In summary, a definite NO on the Indian Canyon route.

Name: Pam Fishchhaber

Affiliation: Colorado Public Utilities Commission

Comment: If the Craig Route is chosen as the preferred alternative for this project, the Colorado Public Utilities Commission will need to be included in the process of determination of the proper location of public highway-rail crossings and determination of the appropriate level of warning devices for these crossings. Please make sure to keep the Colorado PUC included in all future notifications of this EIS process and feel free to reach out to us for any questions you may have regarding how our agency would be involved regarding siting and construction of the Craig Route alternative.

Name: Marilyn Wallis

Affiliation: Resident of Uintah County-member of the Chamber of Commerce

Comment: I very much support the Uintah Basin Railway project. It is much needed in our Basin to help stabilize the economy. It will not only benefit the oil and gas industry by being able to ship increased amounts of product but will provide opportunities for industrial expansion. This in turn will provide increased employment opportunities which will benefit all business in the area. I support the Indian Canyon Route or Wells Draw route first as it will access more services going more directions.

Name: Lance Henderson

Affiliation: Uintah Basin Irrigation Company

Comment: crossing UBIC north pipe line multiple times

Name: Lance Henderson

Affiliation: Uintah Basin Irrigation Company

Comment: Crossing UBIC open canal. Canal is a very deep cut through South Myton Bench and has very unstable sides.

Name: Tracey O'Kelly

Comment: I think this will make the air quality poor and we need to be thinking about the future for the climate problems we are having right now and not making it any worse for the future. There might not be a future at this rate! The tax payers should not have to pay for this and increase the impact of the cyclical nature of oil and gas! Bad idea overall!!

Name: Moreen Henderson

Affiliation: Henderson Ranches LLC

Comment: Railway crosses and follows existing canal main lines and farm laterals. Here and other crossings to the east and west.

Who would be responsible for the lose of crops if any of these lines were to break?

Concerned what the noise, vibration, and dust will do to the calves in feedlot so within 200ft. Also what this will do to the mares and colts in pasture that the railway will go though.

Name: Gordon Moon

Comment: As a Duchesne County resident, full time rancher, Duchesne County school board member and as a boardmember of the Utah Division of Oil Gas and Mining (representing surface and mineral interests) I would like to express my strong support of the railway coming to the Uinta Basin and specifically the Indian Canyon Route. As a school board member I have come to appreciate the tax base that the oilfield has brought to our county. It has enabled us to build quality facilities to meet the student needs. But we have additional facilities that need built and continuing loan payments on recently built facilities. As a rancher I look forward to additional markets being opened up for the hay I produce on my farm. Some of my hay currently is loaded on semi truck rail boxes and then hauled to Salt Lake where it is transferred onto Rail. Removing the extra semi haul could inprove my economics. The Jobs the oilfield creates for many of my friends and family is much appreciated and I see a railway making those jobs more secure as the railway will open up more markets and lessen the unpredictictability and price discounts of the Salt Lake refineries. Finaly, as one of seven board members on our state oil and gas board which oversees all oil and gas developent in Utah, I see the economic benefits that many responsible oil companies bring to our state. As the companies bring jobs and economic benefits to Utah they face a steep price discount on the oil they produce due primarily to transportation and marketing issues. The railway will put them on more equal footing with other oil producing states and we strive as a country to be more energy independent. Thank you for you service on the STB.

Gordon Moon 435-733-0055

Name: Dee Miles

Affiliation: Resident

Comment: I support the project and the preferred route. The railway would increase efficiency and productivity for the main businesses and smaller ones, oil as well as cattle.

Name: Thomas King

Affiliation: 62 year old lifetime resident of Utah

Comment: I strongly oppose the building of any of these three options of railway. I strongly object due to the potential resultant devastation to countless acres of natural vibrant ecosystems. In addition I strongly object to the building of any of these rail lines due to the high potential for resulting extraction of some of the most carbon intensive fossil fuels on the planet. At this point in time only ostriches with their heads in the sand or toadies of the fossil fuel industry aren't aware that the type of fossil fuels that this railway concept are meant to facilitate the extraction of are best to be left in the ground. The carbon cost of rendering them usable is prohibitively high.

Please assess all of the potential environmental damage, both locally and globally not just from the actual railroad, but from the industries it will facilitate.

Name: Jason Winder

Comment: I believe this project should receive zero public funds. If companies wish to see the project completed, they should pay for all related costs. The public should not subsidize oil and gas companies that post upwards of \$5,100,000,000.00 in revenue.

(<https://www.forbes.com/companies/sinclair-oil/#3ca501164dd6>). That is one single company with presence in the Uintah Basin. This proposal is akin to tax payers building sports stadiums for the NFL that makes billions.

I cannot state this simply enough. Zero taxpayer dollars should be spent on this project. Let us keep our money and let the companies that want this railroad to build it.

Name: Lance Henderson

Affiliation: Desert View Farm

Comment: South bound traffic is coming around a curve and on blind hill. traffic we be stopped on a step hill. When winter comes this road gets icy and slick. I believe this is going to be a dangerous crossing that down hill traffic will not be able to stop and up hill traffic will spin out in the winter.

Name: Brad Watkins

Comment: I WANT THE ""CRAIG ROUTE"" TO BO THE ONE PICKED!!!

THIS WAY WOULD BE LOOKED ON AS THE MOST PROFESSIONAL OF ALL THE
ROUTES (Docket No.FD 36284)

Name: Misty Monfredi

Comment: I would like to see a railway run in the Uintah Basin. This would benefit our community. Although I think any of the routes would be good, I think the Craig route would be the best route. Although it is longer, it could be accessed from more areas of the Uintah Basin and surrounding areas. Although a longer route, I feel like it would be the easiest because of the terrain it will be going through. I am strongly in favor of a railway in the Uintah Basin.

Name: Tony Smith

Affiliation: Small oilfield business owner

Comment: I absolutely love the idea of a rail link coming to the Uintah Basin and support it 100% I believe the rail will help stabilize the local economy and aid in the diversification of the local economy as well.

Name: Brett Jensen

Comment: I've been following this closely. I feel as a young entrepreneur in the basin that we should build the railroad. We need to grow this town, there will be a future generation that does if we don't, we'll miss the walrus ship. The ripple effects will be amazing, I have about 20 guys my age(32) who don't work here. This would be a dream come true. They could sleep in their own homes year-round. It would also make our construction industry boom. Refineries would pop up. We would build new subdivisions. Our town would prosper. BUILD IT! Let us take care of our future generations by putting them in a position to stay here and continue. Otherwise, our children will and a generation of wealth will be lost.

Name: Vaughn Robbins

Affiliation: Argyle Canyon Property Owner

Comment: As a property owner I am opposed to the Wells Draw route as well as the Indian Canyon route. These canyons have suffered enough from the Garder Canyon Fire in 2002 and the Church Camp Fire in 2012. The latter of those fires claimed our family cabin and much of the surrounding cabins in Mill Canyon. As I myself am a wildland firefighter, I know how many fires start from trains. And with all the recent fires started from trains and train derailments, it further jeopardizes the already fragile and recovering ecosystem. I agree the oil needs to be moved out of the basin and I hear the Colorado route is longer; but it is a much safer route to consider. Another concern is the obscene amount of tax dollars that will be utilized for these proposed routes.

Our property is located in Upper Mill Canyon accessed by Argyle Canyon. From one of your proposed routes, the railway could possibly go through our property; which would be devastating to say the least. We've had this property in our family since 1982, and have already suffered the loss of our cabin due to a wildland fire. We have rebuilt and cultivated our land and cannot fathom having to deal with another tragedy.

Name: Daryl Harding

Comment: Please let's get this built an going it would mean jobs in the basin. I've lived in Basin back through the 70's would love to go back if Railroad can be built

Name: Michelle Carpenter

Comment: We are the inheritors of a trust that includes a portion of 640 acres located at and around 39.870301 latitude and -110.731647 longitude. This property was originally homesteaded by my great-grandfather and grandfather in the early part of the 20th century. We have the following concerns about a railroad running under or through our property:

1. **Air Quality and Climate Change:** One of the beloved aspects of this area is the clean air and mountain atmosphere. This includes the perfumes of the natural forest and undergrowth, the smell of a fresh rainfall, and the clear skies during the day and especially at night. Our concern is that a regular running freight service will produce diesel emissions and other gases and particulates that will pollute the air, produce bad odors, and decrease air quality overall. There is also a concern that increased emissions could change the weather patterns and cause a change in the amount of rainfall received, possibly threatening the ecosystem.
2. **Noise and Vibration:** Railroads produce a high amount of vibration and noise. In the immediate vicinity of the railroad, this has the risk of driving away wildlife, producing noise pollution that inhibits the enjoyment of the natural environment for recreation, and disturbs the pristine nature of the area. The vibrations of the train moving through the area also risk disturbing wildlife migration patterns and may also cause fracturing of the rock strata that could destroy the springs that have produced water for five generations of family.
3. **Recreation:** This area has been a primary recreation area for our family, friends, and neighbors for nearly 100 years. A train going through this area will dramatically change the character of the property and make it less appealing and attractive for recreation.
4. **Biological Resources:** This property is home to a wide variety of wildlife, including bear, deer, elk, moose, beavers, coyotes, mountain lions, bobcats, rabbits, squirrels, chipmunks, and other animal and insect life. The introduction of a railroad has a strong potential to change the migration, feeding, and reproduction patterns of the indigenous wildlife, resulting in either departure or diminishment of wildlife in the area.
5. **Socio economics:** Changing character of this property with the introduction of a railroad will reduce the value of property, making it more difficult to develop or sell in the future as desired by the property owners.
6. **Cultural and Historical Resources:** Many of the structures on the property have been there for decades. Especially the small cabin that was used to homestead the property could be considered an historic resource. American Indian rock art in the area, especially further down in the 9-mile canyon area indicates that this land was frequented and hunted by American Indian ancestors. The railroad should not destroy the cultural heritage of many thousands of years. A full archeological study of the proposed corridors should be completed prior to any work being done.
7. **Water Resources:** This property is home to several springs that have served both the wildlife and the property owners for generations. No damage to the water resources is acceptable as a result of this project.

8. Visual Resources: The pristine views of the area are one of the most valuable parts of this property. Changing the views for a railroad will diminish the value of the property.

Any impacts to the property in any of the areas above are not acceptable to the property owners or their inheritors. Any damage to the environment must be fully mitigated, repaired, replaced, or provide equivalent monetary compensation for damages. Thank you for your attention to this matter.

Michelle Dennis Carpenter

Name: Nicki Jakeman

Comment: Our family property is located in Upper Mill Canyon, accessible by Argyle Canyon. The Indian Canyon and Wells Draw routes come perilously close to interfering with our property, which would be detrimental in a myriad of ways. Our property, (and those surrounding), were deeply affected by wildland fires in 2002 and again in 2012. The most recent of which actually destroyed our cabin and several others in Upper Mill Canyon and surrounding canyons. We have worked tirelessly to heal our property and we cannot imagine having to suffer yet another tragedy that a railway could potentially bring. Railways are unhealthy for the environment in several ways; most concerning of which would be oil spills from derailments and wreckage; and of course sparking wildfires. Not to mention the insane tax dollars that would be required to cover such a grand scheme. I personally see more cons than pros with the proposed railway routes and would sincerely hope that they are not considered, period.

Name: Ryan Goodrich

Comment: Please move forward and get the railway built. It is very much needed in the area.

Name: Michelle Casto

Comment: PLEASE, PLEASE, PLEASE finish this project despite negativity I'm sure you're running into. This project would be a huge benefit economically for our small area out here!!! Thank you for considering our area!

Name: Gordon Moon

Comment: As a Duchesne County resident, full time rancher, Duchesne County school board member and as a boardmember of the Utah Division of Oil Gas and Mining (representing surface and mineral interests) I would like to express my strong support of the railway coming to the Uinta Basin and specifically the Indian Canyon Route. As a school board member I have come to appreciate the tax base that the oilfield has brought to our county. It has enabled us to build quality facilities to meet the student needs. But we have additional facilities that need built and continuing loan payments on recently built facilities. As a rancher I look forward to additional markets being opened up for the hay I produce on my farm. Some of my hay currently is loaded on semi truck rail boxes and then hauled to Salt Lake where it is transferred onto Rail. Removing the extra semi haul could inprove my economics. The Jobs the oilfield creates for many of my friends and family is much appreciated and I see a railway making those jobs more secure as the railway will open up more markets and lessen the unpredictictability and price discounts of the Salt Lake refineries. Finaly, as one of seven board members on our state oil and gas board which oversees all oil and gas developent in Utah, I see the economic benefits that many responsible oil companies bring to our state. As the companies bring jobs and economic benefits to Utah they face a steep price discount on the oil they produce due primarily to transportation and marketing issues. The railway will put them on more equal footing with other oil producing states and we strive as a country to be more energy independent. Thank you for you service on the STB.

Gordon Moon 435-733-0055

Name: Todd J Ness

Affiliation: Property Owner Argyle Canyon Estates

Comment: I own 28.5 acres on Argyle Ridge directly between the two proposed Utah routes. I've worked on my little slice of heaven for nearly 30 years planning for retirement and have been looking forward to the peace and quiet it affords. Currently the only noise I hear is the wind in the pines and the bugling of elk - just the way I like it.

I cannot imagine a rail line in either of the UT locations disrupting the lives of thousands of individuals like me who crave solitude in this crazy world of ours.

In addition to the noise and air pollution I have a huge concern over wildfires sparked by trains as well as accidents involving hazardous materials - both of which would most certainly disrupt the lives of the property owners, their friends and families and those of countless wildlife - not to mention the disruption of ground water and the beautiful flora and fauna in both Indian Canyon and Wells Draw.

Please have it within your hearts to put a stop to the proposed Utah routes - we would truly appreciate it. If the rail line must proceed please steer it towards the Craig route - we would truly appreciate it - thanks for listening.

Most sincerely -

Todd J. Ness

Name: Donald Jex

Affiliation: Board Member Argyle Wilderness Preservation Alliance

Comment: Your choice of the preferred route through Argyle Canyon is extremely poor. Not only does it total disrupt one of the most valuable and protected areas of the canyons, it infringes on the rights of many private property owners to enjoy the area and the property which they own. The construction of a tunnel in the canyon will disrupt wildlife habitat, ground water supplies and water tables, it will also expose the canyon to extreme fire danger due to the sparks which will definitely be emitted from the trains passing through the canyon. Unless there are some guarantees that these problems will be corrected and better managed that experience has shown from the past, I voice my opposition to not only this route, but the entire project. The costs are not justified by the economic impact to the counties where the majority of this project will be located. In addition, the revenues will not offset the loans necessary to construct the project not to mention the management and maintenance of the tracks etc. after completion. This being the case, the residents of Duchesne and Carbon Counties will mostly be left responsible for the future repayment of these loans regardless of the revenues which will by all estimates fall short of the construction and operating costs. I wish to voice my vehement opposition to this project and the damage it will impose on these beautiful surroundings.

Name: Jason Blankenagel

Affiliation: Sunrise Engineering

Comment: I am currently working with the Duchesne County Transportation District on the Duchesne County Trails Master Plan. Many residents in the county have made comments regarding trails and the need to protect access to those trails. From working with the residents there, I would recommend using trails as a mitigation for the impacts of the rail in Duchesne County. We would ask that you refer to the finished trails master plan that will be adopted this coming spring and work with local trails committee's and entities to identify trails that could be implemented to mitigate for the impacts of the rail. Additionally, in Uintah County if the Craig Route is used we would ask that you refer to the Uintah County Trails Master Plan to identify trail projects that could be used to mitigate the effects of the railway through Uintah County.

Name: Jason Hunsaker

Comment: This is going to be a real benefit to the area. This will bring many jobs and allow the Uintah Basin to compete with other areas that we would not be able to otherwise.

Name: Penny Carter

Affiliation: Howcroft Field Service Inc

Comment: Railways have been part of the structure and building of our country since the 1800's it has done nothing but assist in growth and connecting the country. I do not see how this specific railway would be any different than those of the past.

It seems the people filing a law suit have no interest in doing anything but delaying the inevitable and wasting money. The railway is not going to impact anything different than all the other railways that have contributed to the success of our country have done in the past. The impact on the environment vs. the impact on our economy is a no brainer. Minimal impact on the environment and a huge impact on improving the economy in the Uinta Basin as well as assisting the US to be able to produce enough gas and oil to self sustain.

I hope the Environmentalist filing a lawsuit are not the same "Environmentalist" that were protesting the the Oil sands in the book cliffs were all about saving the environment. However the mess left behind would indicate they have less respect for the environment and more interest in being sheep with a messed up view on saving the environment. But demonstrated their concern of the environment by leaving behind their trash, abandoned cars, left animals behind to fend for them selves, human waste etc. But they were there to save the environment. All Hacks! They would protest they sky being blue if someone told them it was good idea and they felt like it gave them a purpose for their opinion, person perspective to be heard and create chaos based off ideas not facts.

Studies discussed in ""Railway Ecology"" states:

There is strong evidence that noise, light, and vibrations that can reach from 85.5 to 97 dB(A), can affect insects, amphibians and birds (Fig. 6.2). In contrast, the availability of food and vegetation in the railway verges seems to overcome the noise pollution and seems to attract reptiles, some bird species, and several mammals (Fig. 6.2). There is a wide diversity of measures to minimize railway disturbances (Railway Ecology pp 81-99)

I am sure that the individuals and agencies in charge of the railway are smart enough and care enough about the environment to apply all measures to minimize any damage to the environment.

Seems like most that are against it because of the land it will use, but I bet those people who's land will be impacted will be fairly compensated and their livestock will adjust. Never seen a cow refuse to graze because their was a train or vehicle near by. Our community/economy in the basin need this rail way. Not sure how much longer we can sustain our community without it. Uinta Basin progressed to what it today mostly due to Oil Industry.

Name: Janie Schneider

Affiliation: private individual

Comment: Our basin has long suffered the ups and downs of the oilfield. While in some ways the lack of reasonable transportation for getting our oil to the markets has kept our area small and rural, it is hard to have a consistent lifestyle for our families. I am 100% in support of building a railroad and opening us up for oil transport and the possibilities of new industries coming into our community.

Name: Mike Angus

Comment: I am vigorously in support of bringing rail into the Uinta Basin. The benefits of this will outweigh and issues regarding the ROW and its impact.

Thank you,

Mike Angus

Name: John Urbanik

Comment: The Craig route is longer but it would be the least impactful on the overall environment of the area, that being the more fragile mountain areas. Heavy construction would be required for every mile because of smaller corridors and private land owners through these areas. I am deeply concerned you are not showing or asking for impacts on the Colorado side of the lines.

Name: Wayne Justice

Affiliation: Private Citizen

Comment: I fully support the construction of the rail road into the Uintah Basin.

I am a fourth generation resident of the Uintah Basin area and I have watched the local economy struggle because of the high expense of getting the natural resources out of the Basin area to the markets that use the resources.

The flip side of that coin is the high cost of getting products into the Basin.

This railway is a great solution to the above challenges to the local economy.

Of the three routes under study i prefer the route from Myton area to Craig Colorado because it covers more of the Basin area which reduces the truck traffic required to get products to and from the railway terminals.

Name: Chris Quick

Affiliation: Property Owner

Comment: I am commenting in regards to the Indian Canyon/Wells Draw route, specifically the area that goes through 40 or so private property owner's land. It goes through more across the entire route, but this specific area is what I will comment on today.

My family has owned property in that area for 30 years. We have built it up, expanded it, and made it ours. It would be a real shame if a railroad were to pass through this area. I feel, as do many others, that a railroad is unnecessary, especially through this type of terrain. It will cost a ton of money to build and irritate a bunch of property owners. Why not take the railroad through a more southern route through the open desert where it doesn't seem it will affect as many people?

I was told on a facebook post that the route was selected with environmental impacts in mind. But here's the thing. There are corporations, government entities, and individuals who will completely disregard what their fellow mankind thinks just to save a few birds in the path of a road or other building project. They would rather destroy someone's home. That is sickening to me that they care more for the environment than they do about their neighbor. I'm not saying that we shouldn't care about the environment, but we should care for our fellow human beings more when come the choice.

The area I have highlighted on the map where the proposed route goes through makes no sense. It shows it snaking through the mountain in an unnatural way. When considering the terrain, the purple line shows the railroad going up and then down, then up, then down, etc. It doesn't even contour to the landscape in a way that makes any sense. So us as the property owners really have no idea what will be destroyed and what will not be destroyed.

Please take my comments into consideration and prove me wrong when I say that they will be thrown in the trash. Because that's all that corporations seem to do now adays is ignore what the public thinks and just do what they want anyway.

Please call me if you would like additional comments regarding this issue, and I will be happy to have a discussion. I am even willing, if needed, to travel to Vernal or wherever the headquarters is at in order to meet with any executives of Uinta Basin Railway if my schedule allows it.

Thanks,

-Chris Quick

801-643-4907

Name: Amy Daniels

Affiliation: Citizen

Comment: The Craig route seems to be the most logical. Fewer trucks on HWY 40 for long hauls of crude. I feel that putting in a railway would be better for our environment. Our communities are suffering economically. I believe a railway will have a positive impact for ALL employment in the Uintah Basin and beyond.

Name: Rik Lewis

Affiliation: Vernal Resident

Comment: To whom it concerns,

I am excited with the prospect of getting the Uinta Basin Rail system here in eastern Utah! It is a project that, in my opinion, has been needed for a very long time! Most Basin residents feel the same about the need for this kind of connection to the rest of the state of Utah and its neighboring western states.

Our ability to grow economically with minimal or a lessening impact to our community and the surrounding areas, is certainly very limited without this proposed rail service.

I've heard many of the pros and cons concerning the development of this rail system. It is a common consensus, with many I know however, including myself, that a rail system would greatly improve our environment and alleviate many present environmental concerns we all have for our area.

Although there seems to be many voiced opinions in opposition to the project, of those, I believe few have either actually been here or spent much time here in our area! Others with a much-limited understanding, seem to oppose anything and everything, when it comes to a rural area such as ours, just because they can make it an environmental issue! They obviously judge things with a big city mentality, biased by their limited rural experiences. Certainly, they do not live and work in an area such as our, so they are not impacted or affected in the same way we are. But still they believe it's entirely in their right to control everything, in places they don't live and work.

The impact of trucking everything, to and from the basin, has an enormous impact on our environment, roads and infrastructure. The poorest in our communities are also required to pay high taxes on fuel, goods and services, since it is all trucked in. It has been said many times, "we are on the road to nowhere." The general population from the cities, generally choose not to come here, but almost everyone here in the rural areas of the basin, are required to travel long distances, to stay connected to family and friends living outside this area. Also, those not coming here often, are unaware of the enormous amount of semitruck and trailer road travel we have. During years where high oil field production is high, so is transport trucks. Wildlife is also severely affected by the increase in road usage.

Having the Uinta Basin Rail system, seems to be an amazing plan, with little impact, that will be beneficial now and for a long time into the future.

Best regards,

Rik Lewis

Name: Brian Stevens

Affiliation: Resident

Comment: What about the old railroad grade from wats dragon over the top it has already been established. I don't care how we get it to vernal just get it hear. Just a thought since it was already there isn't it historical and just rejuvenation of a historical site the grade from their to vernal wold not be a hard one and is in the oil field not going through private property to stop all the complaints of that

Name: Darin Landes

Affiliation: Dark Horse Timber

Comment: We are an industrial saw mill, just North of Duchesne. We employ approx. 15 people, including our logging operation. Our main market is providing timbers to local coal mines in the Price area. With the railroad, we would be able to send our timbers down to Emery County and eliminate trucks going over Indian Canyon. We also have the possibly of being awarded the contract for providing the railroad project with timbers for the construction, keeping that revenue here in the Basin.

Name: Alvin Nielsen

Comment: We own the Canyon Fork Ranch about 10 miles south of Duchesne in Indian Canyon. We own 390 acres of ground and a 62 head forest grazing cow permit and a 7 head forest grazing horse permit. This ranch has been in our family since 1908 for Six generations.

Our grazing permit runs on the flat part of the canyon where the train track will be and this will take the best feed from our cows. We are also worried the cows will get run over by the trains. We've had several run over by cars so the train would be no different.

We have several ponds that have hundreds of ducks on them. They nest on them every year. There's also a lot of wetlands and marshy areas on our place and throughout the canyon. We water our hayfields from these ponds. We have wheel lines with buried irrigation pipe that will be affected by the railway.

This ranch isn't just a recreational place for us it's our livelihood. We raise cows and hay and hardworking responsible kids. Our cows stay here all year. The ponds stay running thru the winter so we don't have to break ice for stock water.

We have herds of deer, elk and desert big horn sheep in our fields. There are ducks, eagles, hawks, owls, magpies, kill deer, robins, swallows, meadow lark and several other birds. We've seen bear, mountain lions, moose, coyotes, Fox, beaver, muskrats, raccoon, and many others.

We have a house next to the road and a cabin next to the hill with a big barn and several sheds and corrals. We don't know how these won't be affected. The railroad would have to go right in the middle of it all and that's not ok.

Every year there are mudslides in this canyon where the road has had to be closed til it's cleaned up. Last summer our neighbor had a slide flow across the road and ruined most of his hayfield. We had several slides on our place last year also. These will greatly affect the railway. Falling rock is another problem in the canyon. There are always rocks on the road all year long.

Another concern we have is forest fires caused by sparks from the trains. Our cows could easily die if we couldn't get them out in time. Air quality in the winter is already bad the trains will just make it worse.

We think this route for the railway is a bad idea. It will cause a lot of damage and problems to a canyon that's already narrow and dangerous. Please find a different route like cottonwood ridge.

Name: David Shelley

Affiliation: Land Owner

Comment: I Feel Very Strongly It will Destroy our environment That our community has tried so hard to protect. It is our little peace of heaven that we can get away and find peace and quite from all the noise -pollution-crime of the every day stress of the city life a place to relaxes and unwind spend quality time with Friends and family teach our kids the true meaning of nature and wildlife

Our water resource's will be highly impacted as well I Feel there are better routes with less impact and Cheaper!!

Name: Damon Schilowsky

Affiliation: Citizen

Comment: Hello, I wanted to first and foremost thank you for your time. I would like to weigh in on railway routes. I believe the most sustainable route environmentally and economically should be pursued. The route should be one that the community at large can be proud of and right of way acquired as ethically as possible. Thank you for the opportunity to comment. I hope this project succeeds. I believe it to be a benefit to the Uintah Basin and Utah as a whole.

Name: Arvin and Bonnie Winterton

Comment: We are 100% supportive of the Uinta Basin Railway project as it would greatly improve the economy of the Uintah Basin. It seems that the least expensive, least impactful route, which some indicate would run through Indian Canyon, would be best. This is an exciting prospect, and we hope for the best as it moves along.

Name: Ryan Fairbanks

Affiliation: Petroleum industry and Landowner

Comment: To Whom it May Concern:

Our family owns 10 acres of recreational property at or near the indicated location in Section 14, Township 11 South, Range 10 East, SLM and 20 acres in Section 12 of the same Township about 0.5 to 0.65 miles North-Northeast along Hwy 191 from the marked location. We also own 60 acres of recreational property about 2.5 miles SE of the marked location.

I am a petroleum landman and have been engaged in the oil & gas industry since 2005.

While the 90 acres of undeveloped recreational property is an asset to our family and a tranquil place away from daily concerns and traffic, it is remote, barren, and mostly unusable for recreational purposes due to the steep grade pervasive on all of the parcels, with the exception of a few very small areas and sheds that have been constructed on the properties. It is of greater value as grazing land and not likely in any event to be negatively impacted by the proposed railroad, being about 1 mile away at the closest points.

We'd like to see the railroad have its best chances at being approved and constructed because it would benefit the larger communities of Duchesne and Uintah Counties. We feel that the impact to us, our property, and its use will be negligible compared to the benefit to the local economy, and the oil & gas industry.

Please keep me informed about the ongoing developments of the EIS and the proposed rialroad.

-Ryan Fairbanks, Co-Guardian for Richard Fairbanks and Petroleum Landman

Name: Stan Harrison

Comment: This would be huge for the Basin in numerous ways. It offers stability and options never before experienced in the area. This will not only create more jobs, but benefit those that are already established by lowering shipping costs and giving access to new markets. Vernal and the surrounding areas are at a plateau for growth and often experiences a sharp decline following oilfield busts. The railway will allow business to ship products, produce, and livestock cheaper and easier than trucking. Taking a lot of the long haul trucks off the roadways, but still utilizing the drivers for delivery to the rail station. Think of how many large trucks will be off the roads between here and Salt Lake. This will also be appealing to future businesses to promote growth (not just oilfield) for the Basin. So if we are looking at impact, we stand to gain much more than we stand to lose. And of the three suggested routes, I am sure we would be able to find the most agreeable with the lowest impact to farmland and local environment.

Name: Carson Young

Affiliation: Citizen

Comment: I support the railway as a citizen of Uintah County, Utah. The Uinta Basin railway will bring economic stability to the region by supporting not only the oil and gas industry, but all economic industries within the region.

In addition, the railway will reduce the congestion on our crowded highways, reducing the maintenance costs on highways.

Name: Douglas Brown

Affiliation: Uintah County Citizen, Vernal Regional Airport Manager

Comment: To Whom it May Concern,

With regards to the Uinta Basin Railway project, the value of what this project will bring to the quality of life and helping improve our transportation needs is beyond what we can fathom at this time. For myself, working in the transportation industry, I see every day how vital additional forms of transportation for our people and goods is to our region. We are constantly striving to improve our quality of life here in the Uinta Basin, and the key to that is improving our transportation and connectivity to the outside markets. We see time and time again the ups and downs of various industries, and we feel it more deeply than other areas that do not have to deal with the transportation issues we deal with. I would highly recommend to the Surface Transportation Board that we press forward with this project and the necessary steps to see this come to fruition. I am happy to add additional comments as needed regarding the necessity of this additional infrastructure for our region. As for the quality of life for the residents of the Uinta Basin, this project will bring many great opportunities to our citizens and generations to come. Thank you.

Name: Stephanie Anderson

Comment: I am a life long resident of Vernal, and my family has been here at least 6 generations. I support the railway via Craig. Railway transportation for oil, gas, farming commodities, as well as commodities yet to be known will be beneficial for the Basin. The rail will increase safety on our residential roads and highways. A railroad will diversify our continual boom and bust economy giving security to families who have been in the Uintah Basin for generations. We love our valley. Help us help our valley, economy, and residents.

Name: John Bruch

Affiliation: Self-employed Motor Carrier and Safety Consultant

Comment: The opportunities this railway brings to the Uinta Basin extend beyond just the energy sector. Due to the geography of this area, the Basin is somewhat isolated from other communities and having rail service will prove to be a benefit to the residents in several ways:

1. SAFETY:

There are no alternative truck routes bypassing any community in the Basin, hence every load of lumber, furniture, groceries, crude oil, hydrochloric acid, etc. must be transported through the main street of each town. Having a rail service may reduce much of the truck traffic through these areas, thus reducing the chances for crashes and chemical spills in populated areas.

2. OPPORTUNITIES:

A. Having the option of transporting commodities by rail may open the Basin up to industries such as manufacturing which in the past was not feasible.

B. The residents of the Basin would have an entirely new field of learning/careers which the high schools, technical college, and USU could promote in addition to the courses already offered.

3. TAX REVENUES:

The various communities tax coffers would grow by virtue of the increased volume of produced oil and gas, not to mention other commodities such as agriculture, lumber, phosphate, etc.

4. STABILIZATION:

By at least having a chance to import various materials, and export the goods produced in the Basin, the turbulence and uncertainty of the energy sector could be somewhat mitigated.

I have lived in Vernal off and on since 1980 for a total of 19+ years. During that time I have seen the communities in this great area boom, bust, strive, and thrive. I would like to see the rail service come to the Basin, and we, the residents take advantage of the opportunities it affords.

Respectfully submitted,

John Bruch

Name: Andrew Herrera

Affiliation: Family Land will be affected by this

Comment: To whom it may concern,

I am writing this letter in hopes of getting someone to look at different options for the railway that will be less impactful for the area, wildlife and community as a whole. In researching the different routes and impact on the local area there are several other options that would be sufficient and satisfy both parties.

Much of the current property is preserving wildlife and continuing family legacies. Please look into other options that will not violate the land and property owners' rights.

“Unless someone like you cares a whole awful lot, nothing is going to get better. It's not.”

I know a quote from Dr. Seuss might sound cheesy, but it is most likely something you are familiar with. I, we as a community are trying to find a more common ground so that both parties can progress without doing causing harm to the area, wildlife and community. I asks that you look into other options that better support both parties. Thank you for your time.

Best,

Chantel & Andrew Herrera

Name: Phil Daggett

Affiliation: Pastor of Ashley Valley Calvary Chapel in Vernal

Comment: I am a long time resident of Vernal. I've lived here through the numerous boom and bust cycles and have seen first hand the impact that families in our community experience because of the instability of our economy.

As the Pastor of a local church, I've personally witnessed and been with families when they've had to make the very difficult decision to leave our community because of the lack of jobs and the inconsistency again in our Area economically.

In 2008, when the economy took a significant downturn, we lost around 15 families from our church and community who had to relocate.

Since the most recent downturn, we've lost 30 families over the last 4 years who again had no choice but to leave the area.

Our church has lost approx 45 families in 11 years! Families that love our church and community and DIDNT want to leave, but again, had little choice.

It is very difficult when people share life together in a great place like Vernal and don't have the options that many believe the Uinta Basin Railway will bring to our community and the surrounding area.

As a long time resident here, I've talked to a lot of people and the vast majority are very much FOR the railway.

I believe our experience is a snap shot of other churches in our community as well and I thank you for the opportunity to share my perspective on this critical matter.

Sincerely,

Pastor Phil N. Daggett

Ashley Valley Calvary Chapel

Name: Vickie Batty

Affiliation: Fed-Ex

Comment: I am for the railroad coming into our community to revitalize our declining economy that we have been suffering thru!....With out it our community with continue with it's downward spiral!

Name: Riley Brinkerhoff

Affiliation: Wasatch Energy Management

Comment: To Whomever It May Concern:

I grew up in Vernal and still earn my living as a geologist drilling wells in the Uinta Basin. We have always struggled to get products into the Basin and move anything out. Highway 40 has gotten terribly congested with oil trucks and general freighting. A railroad would be a huge help to get better rates on material we import for our business and to move our product out, plus our highways would be safer and suffer less wear and tear. I fully support the route advocated by the Seven County Commission and the builders (Rio Grande).

Please feel free to call me, I'd be happy to talk about it.

Riley

Name: Cory Jensen

Affiliation: Wasatch Energy Management

Comment: I am strongly in support of the proposed railway and the route selected by the coalition (Indian Canyon). This rail will be a huge boost to Utah's economy and will be absolutely crucial to the future of the Uintah basin, which has long been hindered economically by its lack of infrastructure. Transportation has been a key bottleneck in holding down the tremendous economic potential of the Uintah basin. This will mean hundreds of additional jobs for Utah and very likely billions of additional dollars invested in Utah.

Name: Norman King

Affiliation: General Partner in an active Oil Company

Comment: I am very much in favor of the Uinta Basin Railway.

I feel that it would be a real plus for the area, and would also cut back on the tanker Truck Traffic,.

Thank You,

Norman King

Name: Richard Mercer

Affiliation: private citizen

Comment: I drive the 40 highway a lot, and every time I do I can count 50 oil trucks every time sometimes even more. And that is from Heber to the tabby turn off. Which is only 35 minutes, I can only estimate how many trucks travel the 40 in a 24 hour day. I want the railway to be built. Please consider the safety of the people traveling the only road that connects the basin with Wasatch front

Name: N Orson King

Affiliation: Rio Lado Holdings LLC WEM 1 LLC

Comment: I am in favor of the Uinta Basin Railway and also in favor of the Route that iroute that is supported by the 7 county coalition.

Name: Rich Bloomfield

Affiliation: Bloomfield CFO, PLLC

Comment: Due to the positive economic impact on the Uintah Basin and Utah in general, I support the Uintah Basin Railway wholeheartedly and I also am in favor of the route that is preferred by the Seven County Infrastructure Coalition.

Name: Melissa Peck

Affiliation: Indian Canyon Properties Owner & Argyle Wilderness Preservation Alliance Member

Comment: Docket No. FD 36284 Attention Josh Wayland, My name is Melissa Peck and my husband & I have been in the Indian Canyon area since 1996. We are on our third Generation there. We Oppose the Uinta Basin Railway for many reasons, which I will go into in a min. We Specifically Oppose the Indian Canyon Route and the Wells Draw Route because of the location and the terrain. There has been 4 other studies done on this Canyon area in the past 18 years and they have all come back denied because of Steepness, too rugged of terrain and too costly. 3 of these studies by the same people that have just done this one, so what's changed? I suspect the amount of money put in to insure the Current Study Passes. Also Jones & DeMille Engineering, Who are doing the Engineering on the UBR. have never done a railway project before and have dramatically underestimated the project, quoting the Price City Mayor," Jones & DeMille are the Last Engineers I would hire, they totally messed up our ball park, its a real mess!" the drainage has never been right and still floods several times a year. Also Mike McKee, (former CIB board member) who is heading up this project, also headed up another large scale project, building a highway across the basin into Grand county which was never completed, the project was underestimated and ran out of money to finish it so Grand county pulled out and to this day, there is still a deserted highway in the basin that stops in the middle of nowhere, just ends! where over \$150,000,000 dollars were waisted. I know they are underestimating this project as well. It will cost more money to go through Indian Canyon & Wells Draw with massive tunnels & numerous trestles including one massive one, than it will to go to Craig Colorado by the time its finished (if it gets finished). Indian Canyon and the Argyle Canyon areas have many environmental issues. There is Coal & Methane Gas pockets all over that area, there are Nat. gas pumps all over as well. our neighbor hit two gas pockets while drilling his well. There is a major fault line that runs through there where the rail line is going, the ground shifts constantly around there, there is areas where the State can't stabilize highway 191 they have to just keep fixing it and its been that way since before we were there. so the State has posted it a slide area. (I will try to download pictures). There are several dead end box canyons in there. If a spark from a train starts a fire, there will be people that wont be able to get out. We seem to have more drought years anymore than good water years so Springs are extremely important up there and they can change, sometimes they disappear and a new one will pop up somewhere else, I think that is due to the shifting ground but we that have springs or wells baby them and are very protective of them. The animals will be displaced. just since this May we have had a cougar, bobcat, bears, deer and Elk on our camera on our driveway, we know we also have fox, Sage & Forest grouse, weasels, Squirrels Etc.. and have even seen wolf tracks in the winter. and even a buffalo one year! This is a very unique Canyon. The Church of Jesus Christ of Latter Day Saints holds group Sunday Services there because there are so many people up there that go. They also have many acres there for Girls camp & Scout camp where the youth can experience the peace and quiet of the mountains and unplug and become closer to nature. All these things I have mentioned will be effected in a very negative way by the Uinta Basin railroad coming through. not to mention the mountain its self, to reach the ground elevation coming out of the tunnel on the South end they

will have to carve out over 30' down and who knows how far across that will make it just to reach the Massive Trestle to cross over the lower Canyon and will ruin the little waterfall. Pluss the huge Const. staging areas will also destroy the trees and natural beauty that Duchesne County doesn't have much of. From there it will run along the fault line then zig-zag down and wipe out several privately owned properties that have been there for some over four generations. all this for Oil Companies who aren't putting in a dime for this rail line. The other merchants & businesses will not be using it. They SCIC doesn't have a single business willing to commit to using it other than the Oil Companies and there are no contracts there either. the public will not benefit from this rail line. they will however experience Higher Pollution Levels, more local Truck traffic coming & going from the rail hub, from the result of increased production, which also means more water usage and the basin is a desert which experiences water shortages in the summer months. Experts have determined there's about Eighty six Billion Barrels of Oil in the Basin, If that is the Case, the Basin will be out of oil in 5-7 years if they up production from the 80+ thousand barrels per day to the 250-350 thousand barrels per day like they say they will. That is before the rail line will even be paid off!!! not to mention what does that leave for our posterity? and what does pumping that much oil out so fast do to the geological aspect of the Basin? could it cause shifting or earthquakes? We believe this to be a bad thing for the Basin in the long run and an absolutely devastating thing to Indian Canyon & Argyle Canyon and all its inhabitants there in. If by chance this rail line is approved and there are repercussions from it like we know there will be. who will be held responsible for them, the STB, the CIB or the SCIC? I believe they will all be at fault, but we the citizens will be the ones effected, hurt or worse. When hazardous materials are spilled, leaked or ignited. Who will be held responsible? are Hazardous materials even allowed to go through tunnels this size? I have also heard that there are no machines in the US. that are capable of drilling that size/length of a tunnel and machines will have to be brought in from another country to actually do it. Who's responsible if it hits a methane pocket and sparks a rock and blows the whole mountain like an accident that happened several years ago? This has the potential to be a very dangerous and risky project, I sure wouldn't want to be involved. I really hope and pray that the STB really weighs the risks, the negative effects and permanent damage verses the benefits to a select few, and makes the right decision for all. If & when there are repercussions, it will be too late to go back and change your mind. Thank you for your time. Melissa Peck

Name: Albert Morgan

Affiliation: Argyle Wilderness Preservation Alliance

Comment: We came up to this canyon for peace and quiet, and to make a family dream come true. Here in Argyle Canyon we use community springs as water resources and these springs will probably be drained by the tunnel. We as property owners will not be the only ones to be affected by the loss of all the water, all the plants and animals that call this canyon home will then also have a shortage of water and food resources possibly killing off some the the wildlife we have in this beautiful canyon. The blasting to even build the railway would probably crack the sheetrock in our cabins forcing repairs, time and money to maintain our dream. There should be no emanate domain allowed. We all have worked most of our lives and to be able to have a small piece of this beautiful place we call HOME. This project does not help us and we will not benefit from it, only the rich would benefit from this project. There is a representative from the state of Utah that is known to start projects like this and them dump them on the tax payers. I am AGAINST this railroad.

Name: Ashley Hibbert

Affiliation: Argyle Wilderness Preservation Alliance

Comment: I call my grandparents cabin my second home. I have spent much of my life there, even before I was born I was spending time in this beautiful place. It is my favorite place in the whole world, my little piece of heaven if you will. I have grown up here and I hope to one day raise my children here so they too can enjoy this beautiful and peaceful part of our world. If the railroad is built here it will destroy this great place. All the people and the animals that call this canyon home will lose our resources that make this place so great. We use the natural springs for water and all the animals and plants will lose a major source of their much needed water. This railroad would be very close to my grandparents cabin and listening to the trains going back and forth every day and feeling them shake the ground around us could easily cause damage to our cabin and the other surrounding cabins. We are a family here in Argyle Canyon and we will continue to fight against this railroad. We are protecting our homes and our families legacies. Putting the railroad here would destroy our canyon. Consider the all the lives that this railroad would negatively affect and how much you would not want this monstrosity going through your backyard because thats exactly what it feels like. If its not already clear, I am AGAINST this railroad.

Name: Maryann Spainhower

Comment: As I drive through Vernal I am sad to see business after business close. We have amazing people that live here that are full of ideas and willing to work hard they just need a little help. I think the railroad will open up more options to those that want to live in a beautiful smaller community but still have a way to make a living. We need to try something or like other parts of our nation the rural communities will die.