

PUBLIC SCOPING MEETING

PRESENTATION AND COMMENTS

July 19, 2019

PUBLIC SCOPING MEETING
FOR THE ENVIRONMENTAL IMPACT STATEMENT
ON THE UINTA BASIN RAILWAY

PRESENTATION AND COMMENTS

Taken on Friday, July 19, 2019

from 10:00 A.M. to 12:00 P.M.

At Radisson Hotel
215 West South Temple
Salt Lake City, Utah 84101

Reported by: Kellie Peterson, RPR, CSR

1 APPEARANCES Page 2 2 3 Dr. Joshua Wayland, OEA Project Manager 4 Laura Ziemke, Meeting Facilitator 5 David Navecky, OEA 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25	1 I will start with some introductions. My Page 4 2 name is Josh Wayland. I work for the Surface 3 Transportation Board's Office of Environmental Analysis, 4 or OEA. Here to my right is David Navecky. He also 5 works for OEA, the Surface Transportation Board. During 6 the open house portion of the meeting, you may have met 7 some technical staff who are manning the poster boards 8 that we have outside. Those folks work for ICF. 9 ICF is an environmental consulting company 10 who will be helping us with our environmental review. 11 Our office is quite small, so we often rely on the help 12 of a third-party consultant to help us prepare our 13 environmental documents. 14 This slide summarizes the role of the Surface 15 Transportation Board in this project. The Surface 16 Transportation Board is a federal government agency that 17 has jurisdiction over the interstate rail network. So if 18 a company or another entity would like to construct a new 19 rail line that would connect to the interstate rail 20 network, they have to receive approval from the Surface 21 Transportation Board. 22 In this case, the Seven County Infrastructure 23 Coalition plans to request approval to construct and 24 operate a new line of railroad that would connect the 25 Uinta Basin to the interstate rail network.
1 July 19, 2019 10:00 A.M. Page 3 2 PROCEEDINGS 3 LAURA ZIEMKE: Thank you, everyone, for 4 coming. At this time, I would like to turn the meeting 5 over to Dr. Josh Wayland. He is with the Surface 6 Transportation Board's Office of Environmental Analysis, 7 and he will be giving you the presentation. 8 DR. JOSHUA WAYLAND: Good morning, everyone, 9 and thank you for coming to this scoping meeting for the 10 proposed Uinta Basin Railway project. I hope that you 11 all had the chance to learn about the proposed project 12 and ask a lot of questions of our technical staff during 13 the open house portion of the meeting. 14 This presentation is just going to be a very 15 brief overview of the proposed project and the role of my 16 agency, the Surface Transportation Board. 17 So here's an agenda of what I would like to 18 cover today. First, I'm going to introduce myself and my 19 agency, the Surface Transportation Board. Then I'm going 20 to briefly explain our environmental review process. 21 I'll cover some basic information about the proposed rail 22 line, and I'll discuss potential areas of potential 23 environmental impact of the proposed rail line. And 24 then, finally, I will review the ways in which you can 25 submit your comments on this proposed project.	1 Before the Surface Transportation Board, my Page 5 2 agency, can decide whether to approve or deny that 3 request, the board has to first consider potential 4 effects of the proposed rail line on the environment. 5 And my office, OEA, is the office at the board that will 6 be responsible for preparing an Environmental Impact 7 Statement, or EIS, to examine the potential environmental 8 impacts of the proposal. 9 This slide shows OEA's environmental review 10 process. I would like to emphasize that we are still 11 very early in this process. Right now, we are in the 12 scoping phase, which is the first step of the 13 environmental review. 14 After scoping, OEA will begin preparing a 15 draft EIS to examine the environmental impacts of the 16 proposed rail line. We will make that draft document 17 available for public review and comment, so there will be 18 another opportunity for public comment at that time and 19 we will be holding another series of public meetings at 20 that time. 21 After receiving the comments on the draft 22 EIS, OEA will prepare a final EIS that will document our 23 final conclusions and recommendations. Then the board 24 will make its final decision on this proposal, and it 25 will take into account both the environmental impacts and

Page 6 1 the transportation merits of the proposed project. That 2 will occur after the environmental review is complete. 3 So I also want to emphasize that the Uinta 4 Basin Railway project is not being proposed or sponsored 5 by the federal government. The project proponent in this 6 case is the Seven County Infrastructure Coalition, who is 7 seeking approval from the Surface Transportation Board, 8 my agency. 9 According to the coalition, the purpose of 10 the proposed rail line would be to provide common carrier 11 rail service connecting the Uinta Basin to the interstate 12 rail network, using a route that would allow the 13 coalition to attract shippers with a cost-effective rail 14 alternative to trucking. 15 To meet that objective, the coalition 16 proposes to construct and operate a new rail line that 17 would extend from two terminus points within the Uinta 18 Basin, near Myton and Leland Bench, to an existing rail 19 line near Kyune. 20 The coalition has also identified two other 21 alternatives that would meet the project's purpose. The 22 three proposed alternatives, as I hope you saw on our 23 poster boards outside, are called the Indian Canyon 24 route, that's the applicant's proposed action, the Wells 25 Draw route and the Craig route.	Page 8 1 an existing rail line near Axial, Colorado. 2 As part of this scoping process, OEA welcomes 3 your comments on those proposed alternatives or other 4 alternatives that we should look at in the EIS. 5 In addition to identifying potential 6 alternatives, another objective of the scoping process is 7 to identify the environmental resources that could 8 potentially be affected by the proposed rail line. This 9 slide shows the resource areas that OEA has identified to 10 date to be considered in the EIS. 11 They include public safety transportation, 12 air quality, climate change, noise and vibration, land 13 use, cultural and historic resources, visual resources, 14 geology and soils, biological resources, including 15 wildlife, environmental justice. 16 So I would like to turn now to a discussion 17 of how you can submit your comments during the scoping 18 process. This is a screenshot of the board's official 19 website at www.stb.gov. From this website, you can find 20 additional information about the project, including the 21 notice of intent that started the scoping process. 22 In the upper left-hand corner of the screen, 23 there is a link called e-Filing, from which you can 24 submit electronic comments to OEA. Here is a screenshot 25 of the project's specific website that we have set up to
Page 7 1 The coalition estimates that approximately 2 seven trains per day would move along the proposed rail 3 line on average, including incoming and outgoing trains. 4 And that those trains would carry such products as crude 5 oil, fracking sand, fracking equipment and machinery, and 6 equipment and other mineral and agriculture products and 7 commodities. 8 This slide shows a map of those proposed 9 alternatives: Indian Canyon, Wells Draw and Craig 10 routes. You can view this map any time online at our 11 project website, which is at 12 www.uintabasinrailwayeis.com. 13 Once again, the coalition's proposed action 14 is the Indian Canyon route, which is shown here in 15 purple. That route would be approximately 80 miles long, 16 and, again, it would extend from two terminus points, 17 from the Myton and Leland Bench, to an existing rail line 18 near Kyune. 19 The Wells Draw route is shown here in red. 20 It would have the same end points as the Indian Canyon 21 route, but it would follow a different route and it would 22 be somewhat longer, at approximately 105 miles long. 23 The third alternative or the third proposal 24 area is the Craig route, which would extend eastward 25 approximately 185 miles, from Myton and Leland Bench, to	Page 9 1 provide you with more information about the project. You 2 can find it at www.uintabasinrailwayeis.com. Look at the 3 left-hand side of the screen, you will see that there are 4 a number of tabs that will let you find additional 5 information about the project. 6 For example, if you were to click on the tab 7 that says, "Submit comments," you would see this screen, 8 and here is another place where you can submit your 9 comments directly to us at OEA. 10 You will notice that there is a field here 11 for entering location information about your comment if 12 it is place specific. That field will be automatically 13 populated if you click the interactive map on the 14 right-hand side of the screen. 15 Another very important way that you can 16 submit your comments is here in person today, and I do 17 want to leave plenty of time for that. So I want to 18 thank you all for your participation in the board's 19 environmental review process. 20 I'm going to put up one more slide that is 21 going to summarize how you can submit comments. We also 22 have this available as a handout at the back that we 23 encourage you to take home with you. It has the URL for 24 the project specific website and email address where you 25 can submit comments or questions, as well as a mailing

Page 10 1 address if you want to mail me your comment directly. We 2 are asking that all comments for the scoping process be 3 submitted by August 5th. 4 And with that, I'm going to turn it back over 5 to Laura, who will facilitate the oral comment portion of 6 the meeting. 7 LAURA ZIEMKE: All right. Thank you, Josh. 8 And Matt and I are going to take a quick 9 minute. We are going to need to take down the slide 10 because we are going to move that table. So please do 11 pick up one of the sheets at the back desk when you leave 12 so you have all of this information that's up on the 13 slide. I will be right back. 14 (Brief recess.) 15 LAURA ZIEMKE: All right. Thank you, 16 everyone. We have now reached the portion of the meeting 17 where you have the opportunity to give oral comments. We 18 do have a court reporter here this evening, and she will 19 be capturing everything that is said during these oral 20 comments. 21 Throughout the comment process this morning, 22 I would ask that you keep in mind that this is not an 23 arena for debate nor is it a question and answer period. 24 However, after we've finished the oral comments, Josh and 25 Dave and the other technical specialists will be	Page 12 1 information that you do not want to be made public. This 2 will be part of the EIS and a public document. 3 Each person will be allotted three minutes, 4 and that applies to everyone, but to help you with the 5 process, when you get to two and a half minutes, I will 6 hold up this card and just let you know that you have 7 30 -- I will hold up this card and let you know that you 8 have 30 seconds remaining. And then if you get to three 9 minutes, I will hold this card up to let you know that it 10 is time to stop. 11 So out of respect for everyone, we have quite 12 a few people that would like to speak this morning, I ask 13 that you honor the three minutes and any request that I 14 make to have you stop. Please do not go over that time 15 limit. If you think you have more comments than you can 16 present in the time allotted, we recommend that you hit 17 on the comments that are most important to you, then 18 please follow up and submit your comments in person -- or 19 not in person but to the board. 20 So with that, I would like to get started. 21 We would like to start with Representative Elizabeth 22 Weight. 23 ELIZABETH WEIGHT: Do I face this direction? 24 LAURA ZIEMKE: We need the court reporter to 25 be able to see you so that she captures everything you
Page 11 1 available to answer questions, either here in the room or 2 out by the information boards. 3 So in order to move through this process in 4 an orderly fashion -- wait, before I go there, I want to 5 ask, is there anyone who wants to make an oral comment 6 but you did not check the oral comment box on your 7 sign-in form? If you did, raise your hand. We will 8 bring you a form. 9 You didn't check the box? We have one here 10 if you want to bring it forward. Two? 11 Okay. They are bringing a form forward. If 12 you can go ahead and put your name on the form. You 13 don't have to fill out all the details again, but put 14 your name on the form and they will bring it up to me. 15 All right. So this is how the process will 16 work today. I will be calling people up one at a time. 17 If you could please state your name and spell it, and 18 please address your remarks to this direction so that the 19 court reporter can capture everything that you're saying. 20 Please speak clearly and slowly, state your full name, 21 spell it out. 22 If you're representing someone or a group 23 other than yourself, please let us know. We need this 24 information to make sure that the court reporter gets an 25 accurate record. Please do not provide any personal	Page 13 1 say. 2 ELIZABETH WEIGHT: So I'm Representative 3 Elizabeth Weight, E-L-I-Z-A-B-E-T-H W-E-I-G-H-T. I 4 represent an area of Salt Lake County and Salt Lake 5 Valley. I actually don't know too many people who live 6 in the area that will be affected, but one of the things 7 that I'm so excited about is to see everyone here today 8 because I know that represents voices that will not only 9 participate today but spread the word. 10 I wanted to make sure I understood the 11 submission deadline for comments is August? 12 LAURA ZIEMKE: 5th. I will say, I won't be 13 answering questions. I'll go over those things at the 14 end. Okay. 15 ELIZABETH WEIGHT: Okay. I just wasn't sure 16 I heard that correctly, so thank you. 17 I'm a retired educator, and so this process 18 and people being able to get information, education, as 19 well as have the opportunity to give feedback, especially 20 when government entities, like the Seven -- the coalition 21 that is presenting the request for the project, those are 22 really critical to me. 23 And I think in the climate that we have 24 today, it's even more important for people to understand 25 their role and their significance in that process. So I

Page 14 1 appreciate the boatload of information that I just got 2 from Dave and David, and I understand there's another 3 Dave, all the Daves, and also Josh. 4 And the main thing that I wanted to comment 5 on is to encourage people to submit comments. I 6 understand submitting and spreading the word to submit, 7 particularly online, just because there's so much more 8 information, that they can see the specific areas and 9 spread the word to the people who will be impacted in 10 those specific areas is really important. 11 I do sit on the transportation committee this 12 interim at the state legislature, and I'm particularly 13 interested in knowing the nature of the feedback about 14 this. So I'm available to talk to people also or with 15 emails. I hope that is not appropriate to mention -- not 16 inappropriate to mention. But because I didn't know 17 about this project until I got communication for support 18 from some groups that are here to comment today. 19 So with that, that's my conclusion. Thank 20 you again so much for the presentation and the education 21 and the opportunity to comment. 22 LAURA ZIEMKE: Thank you, Representative. 23 All right. Bruce and Teresa Talbot. Please 24 state your name and spell it. 25 BRUCE TALBOT: Bruce Talbot, T-A-L-B-O-T. We	Page 16 1 Those are the impacts that I'm concerned with. 2 As far as the environment goes, I have always 3 had a concern that we as people need to be environmental 4 friendly. That means that we need to ensure that we make 5 use of our environment in a proper way. And I want to be 6 clear on that. Using our environment is something that I 7 feel strongly about, but we need to use it properly. 8 And I'm glad we have an opportunity to add 9 some comments on this particular project, and I'm for the 10 overall product of having a rail system produced in the 11 Uinta Basin. Thank you. 12 LAURA ZIEMKE: Thank you, Bruce. 13 We will take a minute and raise this 14 microphone so people in the back can hear people who are 15 taller. And if it's too tall for you, grab it and turn 16 it down. All right? 17 Thanks, Matt. 18 All right. Mike Christensen? 19 MIKE CHRISTENSEN: I'm Mike Christensen, 20 C-H-R-I-S-T-E-N-S-E-N. I'm here today representing the 21 Utah Rail Passengers Association. And as this proposal 22 currently stands, I'm not in support of it because it 23 does not -- it's missing a huge opportunity to provide 24 expanded economic development opportunities for people in 25 the Uinta Basin, and it does not -- as it currently
Page 15 1 happen to own some property that would be somewhat close 2 to the Indian Canyon project, and our concern is that 3 there may be some impacts to the local residents in that 4 area. 5 We were former residents of Duchesne City and 6 enjoyed living in the area and having our friends and 7 neighbors and the many people that are there, and we 8 appreciate their activities. 9 I personally support the idea of creating the 10 rail system, to add to the ability to move the product 11 that is in the Uinta Basin via the rail system rather 12 than truck. Frankly, we travel up and down the highway, 13 and there are lots and lots of trucks going up and down 14 the road. And they are not as safe, in my estimation, as 15 the railroad would be, so I support the idea of doing 16 that. 17 However, we need to take a close look at each 18 of the options that are there and make sure we are not 19 impacting the people that are owning the properties of 20 those areas. 21 I know a number of ranchers that run cattle 22 and sheep and horses and things in those areas that will 23 be impacted by having to care for their animals instead 24 of free ranging. They will now need to fence in their 25 animals and do those things that need to happen as well.	Page 17 1 stands, it does not promote increased opportunities for 2 passenger rail in Utah. 3 And it seems -- well, I'm very frustrated 4 that a proposal of this magnitude is going forward 5 without making the overall economic development of the 6 Uinta Basin a priority. And to be frank, this looks like 7 it is a huge handout to the oil companies, rather than 8 something that would benefit the average citizen of the 9 Uinta Basin. Thank you. 10 LAURA ZIEMKE: Thank you, Mike. 11 Reed Allen? 12 REED ALLEN: Reed Allen, R-E-E-D A-L-L-E-N. 13 My concerns are, what about the water and the springs 14 that a lot of us all depend upon the water for? The 15 noise and the vibration is another concern. With the 16 vibrations, how do you know if it's an earthquake or the 17 train? Even though you will probably hear the whistle 18 and all that. 19 The other thing is the wildlife. How is it 20 going to affect the deer, grouse, elk, sage hens? And 21 not only that, there's a lot of domestic animals, cattle 22 up there, that will probably get on the track and get 23 killed. 24 How much property will be really destroyed to 25 be -- to make the tunnel? I mean, it takes years and

Page 18 1 years to recover from. And the fires are really a 2 concern of mine. I live in Provo, Utah. There's a few 3 of us that know of the Heber Creeper, but about every 4 year or every other year, that Heber Creeper creates a 5 fire up there. 6 And I don't think they've got as much grass 7 as we have up there. That will catch on fire, and if the 8 wind carries up, that fire will grow so fast and so quick 9 and even jumps big main roads. 10 Why can't they put it on the other side of 11 191, where they wouldn't have to build a trestle or a 12 bridge down below, so they don't have to conserve money 13 on that way? There's no cabins, to my recollection, 14 right on the other side of 191. There are some up 15 higher, but it wouldn't affect them. 16 What about our property value too? How is 17 that going to affect our property, the investment that we 18 have made? And if we want to ever resale or whatever? 19 What about the truck drivers? I mean, are they going to 20 be unemployed? I mean, what's going to happen? 21 I mean, I understand even too sometimes, and 22 I heard this but I don't know, but they can 23 actually -- by using trucks, they can make it roughly 24 around \$5 a gallon or a drum or whatever for fuel, where 25 the train will make it up around about 6.50. Now, I	Page 20 1 without depreciated value over the last 20 years. So 2 what we have done is a very good thing for the state of 3 Utah and, I think, our beneficiaries, in general. 4 Prior to 1994, before we were created through 5 the legislature, the money was used each year as 6 appropriated by the state, so there was no permanent fund 7 to last into perpetuity. 8 Just as an overall fact, why we're invested 9 in this project, is in 2018, we generated \$12.1 million 10 from royalty out of oil, and that represented 91.5 11 percent of our total oil revenues percentage of the year. 12 So the takeaway is that most of our oil royalties are 13 coming out of the Basin. 14 And even though we have 4.5 million mineral 15 acres, only 363,000 of those acres are within the Basin. 16 So that's about 8 percent of our total portfolio actually 17 being monetized within the Basin. So you can see that 18 it's a very critical resource for us to try to monetize. 19 In close, I would just like to note that 20 trust lands is supportive of this project and looks 21 forward to working with cooperating agencies throughout 22 the process. We would like to thank the STB for their 23 efforts, the SCIC, and all of those who have dedicated 24 their time towards the delicate matter. 25 The potential for Utah to find an external
Page 19 1 don't know if that is true or not, but that makes a 2 concern of -- you know, of the unemployment. 3 Is this going to make my fuel bill less money 4 or even more? Please don't destroy our beautiful canyon. 5 It is a lifetime dream. Thank you. 6 LAURA ZIEMKE: Thank you, Read. 7 All right. Wesley Adams? 8 WESLEY ADAMS: Hello. Thank you for the time 9 to comment. My name is Wes Adams, W-E-S A-D-A-M-S. I 10 represent the Utah School and Institutional Trust Lands 11 Administration. I just want to give you guys a little 12 bit of a background of who we are and why I'm commenting 13 on behalf of the trust. 14 So trust lands are mandated to create revenue 15 for our beneficiaries under the state statute, and 16 largely, our biggest beneficiary is public school K 17 through 12. 18 A little bit of a background, in 2018, 19 revenues from the trust generated \$75 million to the 20 rural school system. So the beneficiaries do rely on the 21 that, that we do provide. 22 Since their creation in 1994, trust lands has 23 generated \$1 billion from oil and gas revenue. Okay? 24 And that is out of a permanent fund that is currently at 25 \$2.4 billion. And I would note that the \$1 billion is	Page 21 1 market lies within the rail prospect. Without the rail, 2 Utah would continue to be stranded in the market and have 3 trouble competing with states who have better 4 infrastructure and better dollars. 5 Thank you. 6 LAURA ZIEMKE: Thank you, Wes. 7 Matt Carlson? 8 MATT CARLSON: I'm Matt Carlson, M-A-T-T 9 C-A-R-L-S-O-N. 10 First of all, I would like to thank you for 11 the opportunity to voice our concerns about the rail 12 route through the Argyle Canyon community. 13 We as a community know as understand the 14 importance of providing additional transportation options 15 in the Uinta Basin and that that project will happen. 16 Our concerns are that we feel that not all 17 routes and options have been fully considered and 18 studied, to make sure that this has the least impact on 19 environment, wildlife and existing communities. 20 One option we suggested was to run up SR 191 21 to the right fork of Indian Canyon, which would exit out 22 of Animal Park Junction, with variable impacts on 23 environment, wildlife and our larger community as a 24 whole. Our requests for this option seem to have fallen 25 upon deaf ears since, to our knowledge, this option was

Page 22 1 never considered or communicated to us as not being a 2 viable option. 3 On a personal note, as a child, my father had 4 a cabin on the land and land in Provo, Utah and Woodland, 5 Utah, where he always provided a very peaceful place, not 6 only for his immediate family but also for many others, 7 both friends and those less fortunate, to have a place to 8 go. 9 This serves as a place to escape everyday 10 challenges and pressures of life, where one can have a 11 chance to recharge and be grounded with nature, as we all 12 the have that basic human need. This also provides a 13 place to strengthen family ties and bond with one 14 another, with immediate family, friends or a welcome 15 guest. 16 I'm sure you can all relate to the place 17 either you have or have access to that serves as a basic 18 human need, which, as a fact, is nearly impossible to 19 place a dollar value on. 20 To make a long story short, my father's place 21 was all lost in the name of progress, which affected many 22 people's lives as they have had no peaceful place to go 23 and a place to unwind from life's challenges. 24 Many of us, approximately 500 owners in the 25 Argyle community, have spent countless hours, physical	Page 24 1 John Spehler? And, John, as you come 2 forward, can you stand a little closer to the mic? 3 People in the back are having a hard time hearing. We 4 just need to get close to the mouthpiece. 5 JOHN SPEHLER: My name is John Spehler, 6 S-P-E-H-L-E-R. 7 First of all, I would like to say hello to 8 all the landowners here from Argyle Canyon. 9 As I look out in the room, I don't know any 10 of you people or very few of you, and you don't know me. 11 And that speaks to the fact that this is a very private 12 area, a very serene area. We all enjoy our privacy 13 there, and that's something that could be lost forever if 14 this railway goes through. 15 So as a landowner in Argyle Canyon and a 16 member of the Argyle Wilderness Preservation Alliance, I 17 strongly protest the construction of the Uinta Basin 18 Railway through our mountain properties. 19 The proposed Wells Draw route would run 20 directly across my land, destroying the peace and 21 tranquility we now enjoy. The 20 years of financial 22 investment, hard work and love that we have poured into 23 our remote cabin site will forever be lost. 24 The substantial property value we have built 25 up on our little piece of heaven will become worthless.
Page 23 1 efforts and life savings to develop the same kind of 2 place that many others and I had experienced at my 3 father's place. This peaceful community is now at great 4 risk with this proposed railroad route. 5 As you can see from the more than 3,500-plus 6 signatures on the opposing petition, if this recommended 7 route is approved, then this will have a huge impact on 8 multiple families, friends and many others that cherish 9 places to have access to escape the challenges from 10 everyday life we all so desperately need in today's 11 world. 12 In closing, I would like to leave one thought 13 with each and every one of you involved with making 14 decisions on the proposed routes. If you can go home 15 tonight and consciously lay your head on your pillow and 16 go to sleep without the thought of how many lives your 17 decision will impact in a negative matter, that this 18 could one day be you or your loved ones in the same 19 circumstances, can you comfortably rest only with that 20 decision the rest of your lives? 21 Remember, karma is a strong and living force 22 that either can comfort you or harm you. What will your 23 choice be? 24 Thank you for your time and consideration. 25 LAURA ZIEMKE: Thank you, Matt.	Page 25 1 Both Wells Draw and the Indian Canyon proposed railway 2 routes will destroy the property values of hundreds of 3 landowners like myself. These people have fostered deep 4 connections to their sons and daughters and grandchildren 5 and many, many friends over the years as they have shared 6 their mountain properties with others. 7 Even if the proposed railway does not run 8 directly across my land, all of us will experience the 9 noise, air and groundwater pollution, wildlife 10 destruction and risk of catastrophic wildfires. 11 As a Utah taxpayer, I'm dismayed at the \$27.9 12 million in public funds, which have already been 13 dedicated to this railway project. \$1.2 billion is far 14 too high a price to pay for such an unneeded and unwanted 15 railway. 16 Pollution in the Uinta Basin due to oil and 17 gas extraction is already at dangerous levels. It's time 18 to transition away from a gloom and bust fossil fuel 19 economy, not pour more taxpayer money into the Uinta 20 Basin Railway project. 21 As hundreds of private landowners who will be 22 grievously impacted by this project, we stand together to 23 preserve our land, our values and our way of life. Build 24 this railway somewhere else or better yet, don't build it 25 at all. Thank you.

Page 26 1 LAURA ZIEMKE: Thank you. 2 Darrell Fordham. 3 DARRELL FORDHAM: Good morning. My name is 4 Darrell Fordham. I'm not going to spell it because I 5 have been at all the other meetings. 6 I represent the Argyle Wilderness 7 Preservation Alliance. As I have attended all of these 8 scoping meetings this week, I want to publicly thank Josh 9 and Dave and everyone from STB and ICF for their 10 professional efficient and courteous manner in which you 11 have conducted these meetings. 12 The travel has been rigorous and exhausting, 13 to say the least. This project has a potential to be 14 another Hawaiian train boondoggle, where the cost of the 15 project was undersold to the public. Design and 16 permitting were hastily pushed through, not unlike this 17 project, resulting in cost overruns of over \$4 billion. 18 Or maybe it will turn out like the bullet 19 train in California that is currently \$44 billion over 20 budget and 13 years behind schedule. Or will it become 21 the railway to nowhere, akin to the road to nowhere, aka 22 secret road, that the coalition's director, Mike McKee, 23 championed several years ago, where a portion of the road 24 was built at a cost of around \$55 million, with the 25 purpose of transporting oil shale, only to be left	Page 28 1 money to the coalition. If the coalition is going to own 2 the project, then the counties are going to be on the 3 hook for the repayment of the loan, which would be 4 absolutely devastating to the Uinta Basin when oil prices 5 drop, the economy slows and the train stops running. 6 I urge the STB to select the no action 7 alternative in this EIS, if for no other reason than the 8 lack of financial viability of the private proponent and 9 the lack of proof that the railway will be economically 10 feasible. The contracts that are necessary to ensure the 11 project's viability are not signed and simply do not 12 exist. 13 LAURA ZIEMKE: Thank you, Darrell. 14 Johnny Vasic? 15 JOHNNY VASIC: Hello. Thank you for the 16 opportunity to speak with you. Johnny Vasic, V-A-S-I-C. 17 I'm the executive director of Utah Physicians for a 18 Healthy Environment. 19 The proposed Uinta Basin Railway oil train is 20 an issue that stands to greatly affect all Utahans, as 21 well as communities across the country and around the 22 world. The railway would roughly quadruple oil 23 production in the Uinta Basin, resulting in dire 24 consequences for air quality, public lands, water, public 25 safety, climate change.
Page 27 1 abandoned when the energy company went bankrupt a year 2 later. The Uinta Basin Railway seems eerily similar to 3 that project but at a much higher magnitude. 4 Engineering company HDR, Inc., performed the 5 2014 UDOT study that showed the Indian Canyon route as 6 unfeasible due to cost, steepness of the grade and 7 difficulty of construction. 8 Now five years later, the same engineering 9 company looked at it again and says the cost has 10 decreased by over \$2 billion, even though construction 11 costs have increased significantly in recent years and 12 the mountain certainly has not gotten any shorter. I 13 can't believe that without proof. Neither should any of 14 you. 15 The coalition has claimed from the beginning 16 that they would be the owner of the Uinta Basin railroad. 17 Yet they have -- yet recently, they have claimed that the 18 county and taxpayers will not be on the hook for the loan 19 required to build the project. They brought Drexel 20 Hamilton on board as a public/private partner but the 21 terms of that agreement have not been made public. 22 The Utah Community Impact Board granted \$27.9 23 million to fund the study, planning of the engineering of 24 the project. If it is now going to be owned by a private 25 entity, then CIB violated the state law but granting the	Page 29 1 While the project has been moving ahead full 2 steam, the public has largely been shut out of the 3 process and has been provided with little information 4 until pretty recently. As stated before, these \$27 5 million in public funds that have already been, what we 6 think, illegally dedicated to forwarding this terrible 7 project. 8 The air pollution in the Uinta Basin has 9 already reached dangerous levels due to oil and gas 10 development but by quadrupling oil extraction in the 11 region, the railway would exacerbate the project, 12 resulting in more asthma attacks and more harmful 13 conditions that can lead to premature death. 14 The extraction and combustion of four times 15 as much oil in the Uinta Basin would threaten our ability 16 to avoid the most dangerous of that, climate change. 17 Fossil fuel development requires large amounts of water, 18 and at a time when water scarcity in the region is more 19 tenuous than ever, increased oil development unleashed by 20 the Uinta Basin Railway threatens the region's water 21 supply. 22 So just in closing, this area is already 23 facing water and air quality issues. Utah is not really 24 in need of a new economic stimulus. What we are really 25 in need of and desperate for is clean air. So for the

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1 health of our planet and our children, let us end this 2 boondoggle before it begins. Thank you. 3 LAURA ZIEMKE: Thank you. 4 Elise Lazar? 5 ELISE LAZAR: Elise Lazar, E-L-I-S-E 6 L-A-Z-A-R. 7 I do not support legislatures who initially 8 conceive and make decisions behind closed doors without 9 public input. I do not support the inland port. And I 10 certainly do not support the construction of this 11 railroad because I do not support these legislatures who 12 conceive this heinous proposal. 13 I will do everything I can to make sure they 14 are not re-elected. And because I do not support the 15 inland port, I certainly don't support the obscene 16 funding of this half-crooked idea. And because I do not 17 support the railroad that enabled the inland port, I will 18 try to derail it. 19 And here is what I do support: I support 20 teachers and the education of our youth. I'm appalled 21 that our state is dead last for all states of the United 22 States when it comes to funding per pupil, dead last. 23 And I'm appalled by the \$27.9 million in public funds 24 that have already been illegally dedicated to forward 25 this project.	1 infrastructure development in the basin. 2 But the Craig route of the Uinta Basin 3 Railroad presents a material relocation issue with the 4 established TransWest alignment. TransWest expects this 5 location issue can be readily resolved, and we look 6 forward to resolving that with the Seven County Coalition 7 and the other parties who can make those design and the 8 coordination decisions. 9 And we look forward to further participation 10 in this process. Thank you. 11 LAURA ZIEMKE: Thank you, Joe. 12 Alan Ernsten? 13 ALAN ERNSTEN: My name is Alan Ernsten, 14 A-L-A-N E-R-N-S-T-E-N, and I just wanted to thank Josh 15 for including the notion that these are just proposals. 16 Nothing has been -- I mean, they may never materialize, 17 which is my hope. 18 I want to thank all the people who have 19 spoken against this, and your point was a good one. I 20 like it. I can't remember the other thing that came into 21 my mind, but I'm thinking that these shouldn't be built. 22 The sacrifice of the environment is too great. 23 Oh, yes, and one of the elements in your list 24 of possibilities should be -- or approaches should be 25 that there will be no changes. This project really
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1 Now, knowing that we have 29,187 classroom 2 teachers in Utah, if we were to redirect that money, 3 which is already dedicated to this fiasco of a plan, and 4 give it to our teachers, it would mean an increase of 5 their yearly salary by \$956 per teacher. Such a better 6 way to spend our money. 7 And better yet, if we were to take the funds 8 of the ultimate cost of the railway, which will be at 9 least \$1.2 billion, we will increase teachers salaries by 10 \$41,000 per teacher, over and above the current salaries. 11 Now this, unlike this ridiculously concocted inland port 12 plan, for a host of reasons makes sense. It makes sense 13 for our youth, for our teachers, for our state. 14 No one should support this inland port. 15 Thank you. 16 LAURA ZIEMKE: Joseph Tippetts? 17 JOSEPH TIPPETTS: Good morning. My name is 18 Joe Tippetts, T-I-P-P-E-T-T-S. I represent the TransWest 19 Express Transmission Line project. TransWest is a 20 multistate high-voltage transmission line that extends 21 from Carbon County, Wyoming, to Clark County, Nevada. 22 It traverses the Uinta Basin from east to 23 west, just like the Uinta Basin railroad. TransWest is a 24 critical component to the electrical infrastructure grid 25 in the west. TransWest certainly supports economic and	1 shouldn't even be on the drawing board. 2 So "proposal" was another word -- I hate to 3 be repetitive, but proposal was left off your slide too, 4 given that is such an important word. Thank you. 5 LAURA ZIEMKE: Thank you, Alan. 6 Ryan Beam? 7 RYAN BEAM: You caught me with a granola bar 8 in my mouth. My name is Ryan Beam. Forgive me for 9 crunching here. R-Y-A-N B-E-A-M. I work as public lands 10 campaigner. We are with a coalition of 25 -- over 25 11 other groups that are deeply concerned with the potential 12 impact of the proposed Uinta Basin Railway. 13 While there are numerous other reasons why 14 this project should not progress, such as the illegal use 15 of community impact funds to forward it and the deep 16 questionability of the project's financial feasibility, 17 I'll keep my comments today focused on the rail's 18 potential impact. 19 Within that, I specifically want to focus in 20 on the potential indirect and cumulative effects of 21 constructing this project. That's not to ignore the 22 enormous direct impact but to raise an important point 23 that must not be missed, which is that we must understand 24 the potential impact of producing and transporting any 25 and all products that might travel via the railway across

Page 34 1 the national rail network. 2 Unfortunately, this is not an easy task since 3 the Seven County Infrastructure Coalition and their 4 private partners have provided precious, little 5 dependable information, but also that they cannot or, I 6 assume, would not be willing to make any guarantee about 7 what would or would not be transported, what quantities 8 they would be transported in and to where. 9 First of all, the SCIC has been very unclear 10 what volume of oil might be extracted because of and 11 moved by the railway. Their numbers range from 80,000 12 barrels per day to 500,000 barrels per day, cited in 13 their May 10, 2019 MOU with Drexel Hamilton. 14 Well, which one is it? Because the 15 ramifications could be massive. 16 Secondly, what promise do we have that the 17 railway would only carry Uinta Basin wax and crude oil? 18 The reserves of conventional oil in the Basin won't last 19 forever and quadrupling production will only make that 20 date come sooner. 21 What promise do we have that dangerously 22 explosive, diluted bitumen from tar sand won't head down 23 the rail next? What about liquified natural gas? 24 Thirdly, where is this stuff headed and 25 through which communities across the nation would these	Page 36 1 find it. 2 LAURA ZIEMKE: Thank you, Ryan. 3 Jill Merritt? 4 JILL MERRITT: Jill Merritt, J-I-L-L 5 M-E-R-R-I-T-T. 6 Thank you for allowing us to comment, and I 7 hope that our comments are taken seriously, unlike some 8 other situations we have been in. 9 Many of the things I would like to say have 10 been said, and I really admire the people who have 11 spoken. I have enjoyed listening to the people from 12 Argyle Canyon, about the devastating impacts on their 13 personal lives. 14 And I also want to call attention to the 15 devastating impacts on the lives of young people, people 16 all over the world when we continue to support fossil 17 fuel infrastructure. It has to stop. 18 40 years ago this week, I was ballooning up, 19 and a good friend of mine -- this was after my first son 20 was born. A good friend of mine said, "Well, before you 21 can start losing weight, you need to stop gaining 22 weight." 23 And I believe that the situation with 24 continuing fossil fuel infrastructure is like that. We 25 have to stop making infrastructure that locks us into
Page 35 1 trains pass? The SCIC has solely been talking about 2 refineries on the Gulf Coast, but Uinta Basin crude, for 3 example, has been documented traveling to Portland, 4 Oregon, in 2014. 5 In addition to the significant inconvenience 6 of these long trains disrupting daily life and 7 communities, spills and explosions from the dangerously 8 unregulated oil by the rail industry poses a massive 9 risk. Communities, through which trains originating from 10 the Uinta Basin Railway might travel, deserve to know 11 about this project and understand the potential costs and 12 risks that are coming their way. 13 In conclusion, with all of these details, it 14 seems the SCIC is willing to tell whatever they think 15 will satisfy to whoever they think they need to satisfy. 16 Meanwhile, they have been keeping the public in the dark 17 about what the true picture is. Any picture that the 18 SCIC is trying to paint of this being safe, simple, 19 predictable and certain is false. They have no crystal 20 ball, and we have no guaranties. 21 I urge the OEA to honor what is at the core 22 of the NEPA process here, which is to reveal the true 23 impact of this project. We all deserve to know the 24 truth. The community, through which these trains travel, 25 and those families deserve to know the truth. Please	Page 37 1 this devastating energy plan. Thanks. 2 LAURA ZIEMKE: Thank you, Jill. 3 Dr. Gerald Lazar? 4 DR. GERALD LAZAR: Gerald Lazar, G-E-R-A-L-D 5 L-A-Z-A-R. I represent myself as a concerned citizen. 6 I want to thank you fellows for sitting here 7 and actually paying attention and listening and taking 8 notes. I have been in so many meetings, especially 9 having to do with the inland port, where they are on 10 their phones, they are talking to each other. They are, 11 obviously, not listening or concerned. 12 My son -- one of my sons lives in London, and 13 he is an organizer of the extension builders. One of 14 their requests to parliament was that rather than talking 15 about climate change, they talk about climate crisis. We 16 are in a climate crisis. 17 I've lived here for 33 years in Salt Lake 18 City and watched the pollution get worse every year, as 19 the pollution just rises up higher and higher in the 20 valley. As you know, the railroad would increase the 21 extraction of fossil fuels by four times, and that, of 22 course, will be burned and we will feel the effects of it 23 here in Salt Lake. 24 As a physician, I'm concerned about asthma, 25 I'm concerned about air pollution and I have watched my

Page 38 1 patients suffer more and more through the years, not only 2 an increase in numbers but a decreased quality in life. 3 We should not be talking about minimizing the 4 environmental impact. We should be talking about having 5 no impact. Has anybody done a cost analysis to look at 6 the value of putting this kind of money, billions of 7 dollars we're talking about, into renewable energies as 8 opposed to spending it on fossil fuels? 9 This is a crisis. We need to have no impact 10 on the environment. Thank you. 11 LAURA ZIEMKE: Thank you. 12 Eric Anderson? 13 ERIC ANDERSON: Hi, good morning. My name is 14 Eric Anderson. That's E-R-I-C A-N-D-E-R-S-O-N. Good 15 morning. I want to thank you for allowing me to have a 16 chance to express some of my concerns. 17 My wife and I have a cabin directly above the 18 highway on the south end of 191. And she has breathing 19 problems, and this is -- this was a place for us to go to 20 be able to retire, and this, I can see, only shattering 21 our dreams. The thought of this train going up and down 22 that canyon seven or eight times a day is just -- it's 23 too much for that canyon. 24 And I thoroughly believe a lot of things that 25 I have heard here today, that this is a long way for us	Page 40 1 something that we really want up there. There has to be 2 a different alternative, you know. 3 And when the oil and gas boom slows down, you 4 know, then you are going to have an idle rail line that 5 will sit there, where you could be regulating that, 6 running the trucks out of there and still meet your same 7 goal that you are trying to do. 8 If you are trying to haul oil or crude, 9 whatever you are hauling out the Basin up there, you 10 know, the environmental part of it, you know, is huge. 11 You know, we don't know what that is going to be. You 12 know, and there has to be a different alternative than 13 destroying a lot of people's lives by running a rail line 14 right down through our properties and all east and west 15 of us, you know, with the other landowners and ranchers 16 and the other people that are involved there. 17 So we would really like to see that you 18 consider either dismantling this rail project all 19 together or finding a different solution for it, outside 20 of the area that we are talking about here for this 21 Argyle Canyon and the Indian Canyon route. Thank you. 22 LAURA ZIEMKE: Thank you, Lance. 23 Steve Kelshaw? 24 STEVE KELSHAW: Steve Kelshaw, K-E-L-S-H-A-W. 25 With listening to everything that has been
Page 39 1 to go, even that the environment can't sustain this. And 2 I really like some of the things I have heard about, that 3 we shouldn't be increasing impact on our planet. 4 Thank you so much. 5 LAURA ZIEMKE: Thank you, Eric. 6 Lance Parker? 7 LANCE PARKER: Thanks. I'm Lance Parker, 8 L-A-N-C-E P-A-R-K-E-R. 9 And I'm one of the landowners in Argyle 10 Canyon, and I would like to echo a lot of the sentiments 11 a lot of people have already shared about the land that 12 we have down there and the property that we have. 13 We have been down there for over 40 years, 14 and it's been a real nice place for our families. We 15 have raised our families over the years. It's a good 16 place for us to go. And, you know, if you put a rail 17 line in there, it really doesn't make a lot of sense. 18 And it doesn't just affect our little area we are in, but 19 it affects a lot of people upstream and downstream from 20 us. 21 You know, given the history of -- you know, 22 even recently with the rail systems and all the 23 derailments and things they have had problems with, 24 starting fire alongside the road, they are hauling 25 hazardous material through that area, and that is not	Page 41 1 said from my fellow Argyle Canyon property owners, I 2 totally agree with everything that is said. Everything I 3 wanted to say has actually been said. But there has to 4 be a different way to go through there. That whole damn 5 canyon, there's a lot of private ground, it will affect 6 way too many people, the creek, the wildlife, anyway, the 7 livestock. 8 So that's it. I have to put my two cents in 9 for Argyle Canyon. 10 LAURA ZIEMKE: Thank you, Steve. 11 All right. So Steve was the last comment for 12 this afternoon -- or this morning. We would like to 13 thank everyone for coming to the scoping meeting. 14 Did you sign up? Come on up. 15 DAVID BIGELOW: I think you know my name by 16 now, B-I-G-E-L-O-W, David is the first name. 17 And I would like to approach this from a 18 different angle. First of all, amen to everything 19 everybody has said about the Argyle Association, which 20 I'm a member of, but I would like to approach this from a 21 risk factor that I have been researching for the last few 22 days. 23 And beginning with -- first of all, can you 24 hear me all right in the back? 25 GROUP: Yes.

Page 42 1 DAVID BIGELOW: Okay. This tunnel is what I 2 want to talk about. The north entrance is going to be at 3 the elevation of 8,100 feet. We are talking about a 4 tunnel anywhere from 3.15 miles to 4 miles. That's a 5 long ways. The elevation of Indian Canyon at the very 6 top is 9,100 feet. That means they're going to be 1,400 7 feet underground. 8 Now let me reflect back to a story that took 9 place back in 1998. Just ten miles south of this 10 location, there was another mountain range down there 11 just above Helper, Utah. There was a mine that was put 12 in there called Willow Creek. 13 Now these individuals that were responsible 14 for promoting that particular mine, put their millions 15 and millions of dollars in, were warned, but they didn't 16 heed that warning, that that is a very gassy area. Now 17 anybody that knows anything about coal mining -- which I 18 know a little bit. I used to haul this stuff. I spent 19 40 years raising my family in Carbon County driving coal 20 truck, and so I know a little bit about what I'm talking 21 about. I have had family members that have been involved 22 in the mining industry. 23 I was talking to my son just this morning 24 that worked in that very mine that I'm talking about. 25 But fortunately for him, he couldn't take the physical	Page 44 1 LAURA ZIEMKE: Thank you, David. 2 Deanna Bigelow? 3 DEANNA BIGELOW: It is nice to see somebody 4 that knows how to work the mic. My name is Deanna 5 Bigelow, and I'm a member of the Argyle Wilderness 6 Preservation Alliance. 7 And a lot of these concerns we've talked 8 about already. I just want to, again, reiterate our 9 feelings about that going through our canyon. 10 I'm not necessarily against hauling the oil. 11 And yesterday, Vernal was complaining because their 12 economy is so down and depressed, and they need all of 13 these stores and everything. But as we were leaving 14 Vernal, we stopped to get gas and I was sitting there 15 looking at one sign in that town that had at least seven 16 different companies, businesses, a big shopping mall. 17 If you want to see depression of economy, go 18 to Price, Utah. We have one box store. That's Walmart. 19 We have a couple of small stores but nothing big. We 20 have two grocery stores. So I don't know that their 21 economy is going to be so depressed if they don't get 22 this train track to come through to haul out their oil. 23 My other concern is that they say the 24 first -- the main route that they want to take is through 25 Indian Canyon, and it is going to be 80 miles. That 80
Page 43 1 rigors that it took to do the job that he was doing, so 2 he had to quit. It was shortly after that that they had 3 what they call a bounce. 4 You know, anyone that knows anything about 5 coal mining, there's this seismic event that takes place 6 they call a bounce, and it comes in a form of cave-ins, 7 in the form of explosions, fires, whatever. But it is 8 all over these mountain ranges. Okay? 9 As a consequence, that mine blew up that 10 night and killed two miners and injured 12 more. And I'm 11 almost out of time here, so let me get with my point 12 here. 13 Can you imagine what a train that can be 14 carrying all this oil, which is a hazardous material, 15 underground 1,400 feet, that it is possibly going to 16 encounter one of these bounces. 17 And let me make one other story real short 18 here. Our neighbor down at the bottom almost to where 19 the exit of that one tunnel we are talking about drilled 20 a well -- okay. She said stop -- drilled a water well, 21 and he struck gas, so the gas is there. 22 This could create an environmental disaster, 23 not only for the environment but for everybody and all 24 human and animal life that exists in those areas. Thank 25 you.	Page 45 1 miles is the way that birds fly. When they go through 2 that canyon -- and some of your maps don't show this 3 here. If you go to website, you can see it. Where they 4 are going to come through that canyon, they are going to 5 put in a massive bridge to get from one side of this 6 canyon to the other. And then they are going to be up 7 high in the state land, which is what they are trying to 8 do, and then they have to zigzag all the way down to get 9 to the bottom, to where they want to go out of that 10 canyon. 11 That's not 80 miles, I don't know how much 12 further it would be, but it is not 80 miles. As my 13 husband said, that canyon is not a safe place to build a 14 railroad because of the seismic -- there's a fault that 15 goes through there also. As you go across the road on 16 191, there's a spot there that every year, it -- part of 17 it sinks and they have to fix it. 18 Two years ago, they brought in massive, 19 massive amounts of rocks and everything else to build 20 that up so it won't -- so it wouldn't sink again, and it 21 is sinking again already. And that's because of the 22 fault that goes underneath there. 23 So this route would be too dangerous, and 24 building all of the bridges and the tunnels and 25 everything that has to go through there, it's going to be

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1 too expensive. If they want to put the railroad in, the 2 best way would be to go straight east through Colorado. 3 That is, basically, prairie land, no mountain. If a fire 4 was there, they could put it out a lot faster than the 5 mountain terrain. And it would be very costly to put it 6 down that canyon. 7 So I'm against that canyon route. Thank you. 8 LAURA ZIEMKE: Thank you, Deanna. 9 All right. So Deanna was our last commenter 10 this morning. The meeting does run until noon, and Josh 11 and Dave and the technical specialists will be here if 12 you have questions for them. 13 Please feel free to reach out to them. The 14 Surface Transportation Board will be receiving comments 15 until August 5th, so you can either comment here or go on 16 their website. Please do pick up one of the papers at 17 the end to give you all of your other options for 18 commenting. 19 So thank you for coming. 20 SPEAKER: Can I ask a question while everyone 21 is still here? 22 LAURA ZIEMKE: I guess that is for Josh to -- 23 SPEAKER: What is your timeline for all the 24 different reviews that you posted at the beginning of the 25 presentation? Do you have a rough timeline for, you	1 REPORTER'S CERTIFICATE 2 3 State of Utah)) 4 County of Salt Lake) 5 6 I hereby certify that the said meeting 7 was taken at the time and place herein named; 8 That the testimony of said speakers 9 were reported by me in stenotype and thereafter 10 transcribed into typewritten form. 11 I further certify that I am not of kin 12 or otherwise associated with any of the parties of said 13 cause of action and that I am not interested in the 14 events thereof. 15 IN WITNESS WHEREOF, I set my hand this 16 30th day of July, 2019. 17 18 19 20 _____ Kellie Peterson, RPR 21 22 23 24 25
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1 know, when deadlines are going to happen or different 2 reviews are going to happen? 3 DR. JOSHUA WAYLAND: It's really difficult to 4 provide an estimate for a timeline for producing a draft 5 EIS because we won't exactly know what -- how complicated 6 the impacts or analyses will be until we start getting 7 into it. 8 We are committed to moving forward 9 expeditiously on our review, but we have to do a good and 10 thorough job. And it's going to take us as long as it's 11 going to take to do that. 12 LAURA ZIEMKE: Josh, are you okay with this? 13 DR. JOSHUA WAYLAND: I would prefer not to 14 make this into a question and answer session publicly. I 15 would encourage folks to come and talk to us individually 16 so everybody has the opportunity to do so. Thank you. 17 LAURA ZIEMKE: Thank you, everyone. 18 (The conclusion of the presentation.) 19 20 21 22 23 24 25	

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PUBLIC SCOPING MEETING

COMMENTS

July 19, 2019

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PUBLIC SCOPING MEETING
FOR THE ENVIRONMENTAL IMPACT STATEMENT
ON THE UINTA BASIN RAILWAY

COMMENTS

Taken on Friday, July 19, 2019

from 10:00 A.M. to 12:00 P.M.

At Radisson Hotel
215 West South Temple
Salt Lake City, Utah 84101

Reported by: Kellie Peterson, RPR, CSR

Page 2 1 A P P E A R A N C E S 2 3 Dr. Joshua Wayland, OEA Project Manager 4 Laura Ziemke, Meeting Facilitator 5 David Navecky, OEA 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25	Page 4 1 How much land are they going to have to clear 2 or -- I call it abuse, to get this to go through? 3 Because they are going to have to -- especially where the 4 tunnels go, they will have to have a place where all the 5 big equipment can go. And where are they going to put 6 the dirt and this type of thing here? 7 I'm also concerned because there's -- so 8 especially like this year, we got a good winter and the 9 grass and whatnot has grown really tall and that there. 10 What's to say that isn't going to cause a fire? Like, 11 you're not probably familiar with it, but there's a place 12 up in Heber, Utah, where -- they have it about every 13 year, that little train, the Heber Creeper, it causes 14 fires once a year, or it doesn't go more than two years, 15 I'm sure. 16 And why can't they put the railway on the 17 other side of 191, where there is not any cabins and 18 whatnot? Because if they do that, they wouldn't have to 19 build -- I don't know how they would build a trestle or 20 something, I have been told, to go across 191 now and 21 that will be expensive. 22 But I'm really dis-in favor of this. I do 23 not want the railroad, if I can help it, up through the 24 Argyle Canyon because it's so beautiful. And I would 25 like to have the quietness. And how much noise is there
Page 3 1 C O M M E N T S 2 3 REED ALLEN: My concerns are a number of 4 things. First of all, I bought the land up there to get 5 away from the city noise and stuff like this here and so 6 my grandkids also could enjoy it. 7 Another concern is when they do this 8 tunnelling and whatnot and even the vibration or the 9 noise from the train, what's it going to do to our 10 springs up there that we depend on a lot, you know, for 11 water, for staying up there so that you don't have to 12 bring a bunch of water up and this type of thing here? 13 Also, what effect is it going to have on the 14 wildlife, like the deer, the elk, the grouse, sage hens? 15 It's really pretty up there when you're up there, and you 16 get up early in the morning or even towards later at 17 night, when you can sit around a campfire, even see more 18 of the deer walking through your own property or see it 19 across the road, you know, because my property is right 20 across from Deer Canyon. 21 And if they do the one that goes through that 22 Wells Draw, it will actually really effect me and I'm 23 really dis-in favor of that and what is it going to do to 24 the beauty of the land. Like I say, it is so pretty with 25 the pine trees and stuff like this here.	Page 5 1 really going to be, and vibration, that when -- you know, 2 if an earthquake is coming with the vibration of that 3 railroad? 4 Thank you very much. Please don't do it. I 5 know they don't really care about property value, but 6 what is it going to do to the value of your property too? 7 I mean, I don't want to sell, but I don't want to say 8 that -- you know, I brought it for, like -- I have 20 9 acres. I bought one for, I can't remember, 23,000, and I 10 bought the other ten acres for 8, from a friend, but I 11 don't want to be at a loss. I'm not going to sell it. 12 I want to go get a -- I don't know if I said 13 this or not, but I want to go get a trust made up and put 14 in the trust that it cannot be sold unless they all agree 15 upon it, which that may happen down the road but I hope 16 not, you know. Thank you. 17 JUDY FELD: I just want to make a statement 18 that as I looked at the three routes that they are 19 considering, that the Craig route would be the best route 20 because it is the least invasive. 21 We own property in Indian Canyon, and I just 22 want them to know that -- it's just hard to take. You 23 know, your life -- you put your life in -- your life gets 24 in a spot where we have an area. 25 We have a special needs daughter. We bought

Page 6 1 the property so we could have a quiet place and take her 2 there so that we could feel pretty safe about letting her 3 go places. I know the impact of what the railroad is 4 going to do. I know the devaluation of our property, 5 what it will do to our property. 6 I will be scared to death to take my daughter 7 up there and be around where there is a great big train 8 coming through. And I just want you to know that I 9 really am opposed to them putting it through, either of 10 the Indian Canyon properties, because there are so many 11 folks up there that have purchased grounds for the same 12 reasons we have, you know, a place to be able to go and 13 have peace and quiet. 14 And if we have a railroad going through 15 there, the impact not only on the valuation of the 16 project -- of the property but also on the fact that we 17 are not going to have peace and quiet like we've had in 18 the past. And that's the only place that we can afford 19 to go and spend time. You know, it's not like we can go 20 and travel and do a lot of things. 21 We have this daughter that we can't even get 22 on an airplane, can't get on a train, can't get onto a 23 bus and so that's the place we go. And we just want to 24 make sure that they look at other places where it's the 25 least invasive to people's personal property and to their	Page 8 1 chasing trains all my life, all my son's life too. But 2 they are big. And the other -- oh, the other concern I 3 have is the cost of this project. If it was feasible, 4 why hasn't the oil companies and the gas companies done 5 it? 6 And is it going to end up on the backs of the 7 taxpayers, you know, the property tax? And we are in an 8 area where we get -- don't get many benefits of, like 9 fire, water, you know, utilities paying taxes. Forest 10 fires, yes, but we don't get much from our taxes, other 11 than grading the county road, I guess. And so, you know, 12 is it feasible for us to have to pay for the railroad, 13 eventually? 14 The steep grade of Indian Canyon is really 15 steep, and trains have to have boosters to get up over to 16 Helper, you know. What will they need to get over Indian 17 Canyon, except a long tunnel? 18 JUDY FELD: One more thing on my comment, I 19 really just thought of this. One of our concerns that we 20 had was the pollution from the railway and the fact that 21 we never know what is going to be on those trains. We 22 don't know if it is just going to be coal or if it is 23 going to end up being used for something else, like 24 carrying toxic waste. 25 So that is another genuine concern that I
Page 7 1 lifestyles. That's what I have to say. 2 We have a concern with all the properties 3 there that we can have trains sparking fires, and then we 4 lose our mountains and it takes hundreds of years to get 5 back to where it was. 6 TODD FELD: I oppose the railroad going 7 through the mountains due to the fact that it will affect 8 the values of our property and the serene, quiet mountain 9 setting that we've all purchased our property to enjoy. 10 JILL MERRITT: I would like to know what 11 companies and individuals stand to make the most money if 12 this project goes through. 13 CARL RUEFENACHT: My concern is the tunnels 14 that have to be made through Indian Canyon, the cost of 15 making a tunnel, how long they are going to be, kind of 16 outweighs maybe the longer distance by going through 17 Wells Draw. 18 My other concern is snow removal in the 19 winter time. Indian Canyon gets sometimes a fair amount 20 of snow, and, you know, cleaning the track off and just 21 the -- I like trains, but out in the wilds, it's the 22 wildlife, and it just seems like it's more disruptive 23 going through Indian Canyon than maybe going through 24 Craig or Wells Draw. 25 That's about it. I like trains. I have been	Page 9 1 have personally, that I have for having my special needs 2 daughter up there, you know. I just really want them to 3 know that it's a genuine concern, that we never get the 4 truth really told to us what might go on that train 5 besides coal. 6 DEANNA BIGELOW: I would like it revealed as 7 to why the route through Colorado is not on the first 8 place. Is there some kind of political, or does Utah 9 want to keep all the revenue from this? 10 Why is there such a difficult -- that that is 11 not the straight route? It is the most straight, most 12 level, it is the least dangerous, and I think it is the 13 less impact on the environment and the people that live 14 in the Indian Canyon and the Wells whatever route. And 15 that's about all I want to say. 16 ROBERT BOONE: Anyway, I would like our 17 elected officials to know that we do not want this 18 project in our canyon. We don't. The environmental 19 impact is huge. The damaging effects to the wildlife 20 would be catastrophic. That's it. Please help. 21 (The conclusion of the oral comments.) 22 23 24 25

REPORTER'S CERTIFICATE

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State of Utah)
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County of Salt Lake)

I hereby certify that the said meeting
was taken at the time and place herein named;

That the testimony of said speakers
were reported by me in stenotype and thereafter
transcribed into typewritten form.

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

IN WITNESS WHEREOF, I set my hand this
30th day of July, 2019.



Kellie Peterson, RPR

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