

PUBLIC SCOPING MEETING

PRESENTATION AND COMMENTS

July 18, 2019

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

PRESENTATION AND COMMENTS

Taken on Thursday, July 18, 2019

from 5:00 to 7:00 P.M.

At Uintah Conference Center

313 East 200 South

Vernal, Utah 84078

Reported by: Kellie Peterson, RPR, CSR

Page 2 1 APPEARANCES 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 could be associated with this project. And then I'll 2 talk about ways in which you can submit comments during 3 this scoping process. 4 So I will start with some introductions. My 5 name is Josh Wayland. I work for the Surface 6 Transportation Board's Office of Environmental Analysis, 7 or OEA. Dave Navecky is sitting next to me here. He is 8 also with the Office of Environmental Analysis of the 9 Surface Transportation Board. 10 You might have met some technical staff in 11 our open house portion of our meeting, the folks that 12 work with a company called ICF. ICF is an environmental 13 consulting company working for the board on this project. 14 They will assist us on our environmental review. Our 15 office is quite small, so we regularly have a third-party 16 contractor help us prepare our environmental documents. 17 This slide summarizes the role of the Surface 18 Transportation Board in this project. The Surface 19 Transportation Board is a federal government agency that 20 has jurisdiction over the interstate railroad network. 21 So if a company or other entity wants to construct a new 22 line of railroad that would connect to the interstate 23 rail network, they have to obtain approval from the 24 Surface Transportation Board. 25 In this case, the Seven County Infrastructure
Page 3 1 July 18, 2019 5:00 P.M. 2 PROCEEDINGS 3 LAURA ZIEMKE: Good evening. Thank you for 4 coming this evening. My name is Laura Ziemke, and I'll 5 be your facilitator for the evening. 6 At this time, I would like to introduce Josh 7 Wayland, with the Surface Transportation Board's Office 8 of Analysis, to run the presentation. 9 DR. JOSHUA WAYLAND: Hello everyone, and 10 thank you for coming to this scoping meeting for the 11 proposed Uinta Basin Railway project. 12 I hope that you all had the opportunity to 13 learn about the project from our technical staff there in 14 the back and from the poster boards that we have 15 available there. 16 This presentation is just going to be a very 17 brief and high-level overview of the project and of the 18 role of my agency, the Surface Transportation Board. So 19 here's a brief agenda of what I would like to cover this 20 evening. 21 First, I'm going to introduce myself and the 22 Surface Transportation Board, and then I'm going to 23 explain the environmental review process. I will provide 24 a brief overview of the proposed project, and I'll 25 discuss potential areas of environmental impacts that	Page 5 1 Coalition plans to request approval from the Surface 2 Transportation Board to construct and operate a new rail 3 line to connect the Uinta Basin to the interstate rail 4 network. Before the Surface Transportation Board can 5 make a decision on this proposal, the board has to 6 consider the potential impacts of the proposed rail line 7 on the environment. 8 So my office, the Office of Environmental 9 Analysis, or OEA, will be the office of the board that's 10 responsible for preparing an Environmental Impact 11 Statement, or EIS, to inform the board and the public 12 about potential environmental impacts. 13 This slide shows how OEA's environmental 14 process works. I would like to emphasize here that we 15 are very early in this process. Right now, we are in the 16 scoping phase, which is the first step for preparing an 17 EIS. After scoping ends, OEA will start preparing a 18 draft Environmental Impact Statement, a draft EIS, and 19 that document will examine the potential environmental 20 impacts of the proposed rail line. 21 And you'll notice that there will be another 22 opportunity for public comment and public review at that 23 time when we publish that draft document, and we will 24 hold another series of public meetings at that time, to 25 get your comments on that draft. After we receive and

Page 6 1 review the comments on the draft EIS, OEA will prepare a 2 final EIS, with our final conclusions and 3 recommendations. 4 The board will make its final decision 5 regarding whether or not to approve the proposed rail 6 line, and if so, which alternative, only after the 7 environmental review is complete. And in making that 8 final decision, the board is going to consider both the 9 environmental impacts of the proposed project and the 10 transportation merits of the proposed rail line. 11 I would like to emphasize that the Uinta 12 Basin Railway project is not being proposed or sponsored 13 by the federal government. In this case, the project 14 proponent is a Seven County Infrastructure Coalition. 15 According to the coalition, the purpose of the proposed 16 rail line would be to provide common carrier service 17 connecting the Uinta Basin to the interstate rail 18 network, using a route that would allow the coalition to 19 attract shippers with a cost effective rail alternative 20 to trucking. 21 To meet that goal, the coalition proposes to 22 construct and operate a new rail line that would extend 23 from two terminus points in the Uinta Basin, near Myton 24 and near Leland Bench to an existing line of railroad 25 near Kyune.	Page 8 1 a bit longer, at approximately 105 miles long. 2 The third alternative, the Craig route, would 3 extend eastward approximately 185 miles, from Myton and 4 Leland Bench to an existing rail line near Axial, 5 Colorado. 6 As part of this scoping process, we welcome 7 your comments on these proposed alternatives and other 8 potential alternatives that we should consider in our 9 EIS. In addition to identifying potential alternatives, 10 another goal of the scoping process is to identify the 11 potential environmental resources that could be affected 12 by the coalition's proposal. 13 This slide shows the resource areas that OEA 14 has identified to date for consideration in the EIS. 15 They include public safety, transportation systems, air 16 quality and climate change, noise and vibration, land 17 use, cultural and historic resources, biologic resources, 18 including wildlife, socioeconomics, recreation, water 19 resources, visual resources, geology and soils and 20 environmental justice. 21 I want to turn now to a discussion of how you 22 can file your comments during the scoping process. This 23 slide shows a screenshot of the board's official website 24 at www.stb.gov. From this site, you can access project 25 information, including the notice of intent that started
Page 7 1 The coalition has also identified two 2 potential alternatives that would also meet the project's 3 purpose and need. As you hopefully saw on the maps at 4 the back, there are three alternatives that have been 5 proposed. There's the Indian Canyon route, the Wells 6 Draw route and the Craig route. 7 The coalition has estimated that, 8 approximately, seven trains per day would travel on the 9 proposed rail line, including incoming and outgoing 10 trains, and that those trains would carry such projects 11 and commodities as crude oil, fracturing sands, fracking 12 equipment and machinery and other mineral products and 13 agriculture products. 14 This slide shows a map of the proposed rail 15 line. This is a screenshot from the board's project 16 website at www.uintabasinrailwayeis.com, and you can view 17 it at any time on that website. 18 Once again, the coalition's proposed action 19 is the Indian Canyon route, which is shown here in 20 purple. That alternative would be approximately 80 miles 21 long, and, again, it would extend from the Myton and 22 Leland Bench area to Kyune, Utah. 23 The Wells Draw route is shown in red. It 24 would have the same end points as the Indian Canyon route 25 but would take a different route in between and would be	Page 9 1 this scoping process. 2 You'll also notice that there's a tab called 3 e-Filing up in the upper left-hand corner of the screen. 4 By clicking there, you can submit comments electronically 5 directly to the board or directly to OEA. 6 Another way to file comments electronically 7 is through the board-sponsored project's website at 8 uintabasinrailwayeis.com. You'll notice there are a 9 number of tabs down the side of the -- down the left-hand 10 side of the screen that allow you to access additional 11 project information. 12 For example, if you were to click on the 13 "Submit comments" tab, you would see a screen like this, 14 where you can type in your comment and submit it. You'll 15 notice there's a field here for location information. If 16 you have a comment that is specific to a particular 17 location, you can populate that field by clicking on the 18 interactive map on the right-hand side of the screen. 19 And, of course, another way to submit your 20 comments is by saying them here tonight, and I do want to 21 leave plenty of time for -- to give everyone a chance to 22 speak. 23 So thank you all for your participation in 24 the board's environmental review process. I'm going to 25 show you just one more screen -- or one more slide that I

Page 10 1 will leave up before I turn it over to Laura. 2 And this shows the various ways in which you 3 can submit your comments. Again, you can choose to speak 4 tonight, your can submit an electronic comment you can 5 submit a written comment tonight, or here is a mailing 6 address where you can send your comments to me. 7 We are asking that comments for the scoping 8 process be submitted by August 5, 2019. So I will leave 9 it at that and turn it back over to Laura for the oral 10 comment portion of our meeting. 11 Thank you again. 12 LAURA ZIEMKE: All right. Thank you, Josh. 13 We're now at the portion of tonight's meeting 14 where you have the opportunity to give your oral 15 comments. We do have a court reporter here, and she will 16 be capturing everything that is said up at the mic. I 17 would ask that you direct your comments that way so that 18 she can see you speaking, as well as hear you. 19 Throughout tonight's process, I would just 20 like to remind you that this is not an arena for debate, 21 and it is also not a question and answer period. 22 However, after the meeting, Josh and Dave and the other 23 technical specialists will be available to answer 24 questions. 25 So in order to move through this process in	Page 12 1 three minutes, I will go ahead and hold up this red sign. 2 All right. Then out of respect for the 3 others who would like to speak this evening, we ask that 4 you please honor the three minutes and any request I 5 might have that you stop. If you think you will have 6 more comments than you can share in three minutes, we 7 would ask that you focus on your most important comments 8 first. 9 If you have a written statement prepared, 10 please feel free to bring this up and give it to the 11 court reporter or give it to the individuals in the back 12 at the sign-in table. 13 So with that, I would like to go ahead and 14 get started. Our first individual is the mayor of Vernal 15 City, Doug Hammond. 16 If you could come up to the speaker. 17 DOUG HAMMOND: I would like to thank you for 18 having this meeting, for sure. My name is Doug Hammond, 19 D-O-U-G H-A-M-M-O-N-D. I am the mayor of Vernal City, 20 and this railroad is very important to us in an economic 21 fact. 22 We have had oil and gas in our valley for 23 many years, and four years ago when the oil prices went 24 south, so did our people. We would like to have the 25 people come back and the drilling and the completion.
Page 11 1 an orderly fashion, we do have quite a few people who 2 have signed up to comment, I would ask that you follow 3 the following ground rules. But before we go there, if 4 you wish to speak tonight but you did not put a checkmark 5 on the box on your card when you signed in, can you raise 6 your hand and we will have somebody bring a card around 7 to you? No? Okay. All right. 8 So this is how the process will work: I will 9 call the people who have signed up to speak. I will call 10 you up one at a time. Please stand and address your 11 remarks to the right so that the court reporter can 12 clearly hear you. Please speak clearly and slowly, and 13 state your full name and spell your name. 14 If you're representing someone else or an 15 organization, please state that name as well. We need 16 that information to make sure that the court reporter 17 gets an accurate record. Please do not provide any 18 personal information that you don't want made public. 19 The oral comments this evening will be part of the EIS 20 and be public information. 21 Each person who comes up will be given three 22 minutes to speak. The way I will help you with this is 23 once you get to two and a half minutes, I will hold up 24 this sign, just letting you know that you have 30 seconds 25 left so you can wrap things up. And then if you get to	Page 13 1 The railroad is very important for removal of 2 hydrocarbons from the valley. The trucks that take the 3 oil to Salt Lake City at this time will still be on the 4 highway taking oil to that refinery. The railroad will 5 be taking oil to other places in the United States. 6 But my thoughts are, please consider this in 7 reference to the economic factor for our areas. Thank 8 you. 9 LAURA ZIEMKE: Thank you, Mayor Hammond. 10 Our next individual is County Commissioner 11 Brad Horrocks. 12 BRAD HORROCKS: Welcome to our county and 13 thank you for giving us this opportunity. 14 I want to echo what the mayor said. I don't 15 know if you noticed our Main Street in Vernal as you guys 16 come into town, but, you know, we are in a downturn in 17 our economy. We are a gas and oil related county. It is 18 very important for us to get this oil out of our county 19 and find other markets. 20 You know, it's a low sulfur oil. It is great 21 for the air, great for the production of gas. I would 22 like to -- you know, to make it known that we are totally 23 in support of this railroad. And it is not only Uinta 24 Basin, Uintah and Duchesne County, it's the state of 25 Utah.

Page 14 1 If you look at the mineral lease money that 2 comes back into the state of Utah for rural Utah, the 3 fire trucks, the infrastructure that it's paid for, for 4 rural communities throughout the state of Utah, that 5 comes from Duchesne and Uintah County, Severe County and 6 Carbon. You know, it's a tremendous economical benefit 7 for the state of Utah. 8 Look at the kids in the state of Utah that 9 are funded from the Uinta Basin from the mineral lease 10 money. And we appreciate your time and put our total 11 support behind this project. Thank you. 12 LAURA ZIEMKE: Thank you, Commissioner 13 Horrocks. 14 Next we have Naples City Mayor Dean Baker. 15 DEAN BAKER: Dean A. Baker, D-E-A-N A 16 B-A-K-E-R. 17 I'm the major of Naples City. We sit next to 18 Vernal City. Just appreciate you guys coming out tonight 19 and being able to listen and express our comments to you. 20 Just, I grew up here. I can remember as a 21 youth how small -- this was basically a little farming 22 community, then in the '60s, oil and gas activity started 23 to expand. And it gave opportunity for somebody to be 24 able to stay here and work and raise their family in this 25 beautiful area.	Page 16 1 The other is 4. Now the problem you have with this if 2 you go the 3.15, when they come out of that tunnel, they 3 are going to be at an elevation that they are climbing 4 184 feet. So that train will have to be pulling all the 5 way through that train tunnel. 6 Then it comes out, and you have to build a 7 massive bridge to get across a particular canyon that it 8 will be facing. Once you get across the bridge, you will 9 be coming up on state land, which is on a rim rock, and 10 eventually work its way down to lower elevation to where 11 it starts coming down to private property. 12 Then it has to zigzag around and almost like 13 a malaria germ, you might say, of what I have seen on the 14 map. And then you are coming right back down to the 15 bottom to where it is going to be close to the highway 16 and you continue on there. 17 It was brought to my attention this morning, 18 I didn't even realize this, but we have a fault line in 19 that very area. And let me tell you about that fault 20 line. Right down below where the railroad is coming back 21 down to the highway, approximately a mile, we have a 22 problem down there, where the highway is settling because 23 of the fault line. 24 And the highway department has to go in there 25 several times, under contractors, to fix that problem.
Page 15 1 I have been through a lot of upturns and 2 downturns, and the economy has been expressed, by 3 Commissioner Horrocks and Mayor Hammond, economic growth 4 is important to us to be able to be stable out here. And 5 we feel that this rail will give us the stability by 6 being able to export our harder carbons and the other 7 things coming to us that will benefit us, as a basin that 8 is pretty isolated. 9 It takes quite a bit to get us in and out. A 10 lot of people say it is a lot easier for us to go to Salt 11 Lake than it is for them to come out here. But I want 12 you to be aware that we are in full support, and I am in 13 full support. We would like to see this railroad happen 14 and be here sooner than later, and I appreciate you. 15 LAURA ZIEMKE: Thank you, Mayor Baker. 16 Our next individual is David Bigelow. 17 DAVID BIGELOW: Good afternoon or evening. 18 My name is David Bigelow. It is spelled David Bigelow, 19 B-I-G-E-L-O-W. 20 Okay. I'm not against the railroad, as far 21 as getting the oil out of this area and out to market. I 22 have no problem with that. The problem I have is that we 23 are going the wrong direction. 24 First of all, you're involving two possible 25 tunnels up on top of Indian Canyon. One is 3.15 miles.	Page 17 1 It is still settling. So you have an unstable base for a 2 railroad. So what are you going to do if you derail, if 3 you have hazmat material? 4 No. 2, it is my recollection that it is 5 against -- to take a hazardous material through a tunnel. 6 I used to drive truck. I used to drive hazmat. There is 7 a tunnel on top of another pass called Eisenhower Tunnel. 8 If you are coming to that point up there, to that tunnel, 9 you have to go up on top. They will not let you go 10 through that tunnel. 11 To my understanding, it's against federal law 12 to take a hazmat material, such as oil or whatever hazmat 13 materials are going to be on that train through that 14 tunnel, so we are breaking a federal law right there. 15 Okay. I'm almost done. 16 So, basically, like I said, I'm not against, 17 you know, shipping that oil out of here. It needs to be 18 done. I know what economic instability is in a 19 community. I have been dealing with it for 40 years. 20 But my issue is that you are going the wrong direction. 21 You need to go east of here so you will not be faced with 22 those kind of concerns. Thank you. 23 LAURA ZIEMKE: Thank you, David. 24 Melissa Peck? 25 MELISSA PECK: Melissa Peck, property owner.

Page 18 1 You have my spelling. 2 Some of my concerns I'm going to state. I 3 have been up here so many times that I know that the 4 board is tired of hearing me, but anyway, a lot of my 5 things that I want you guys to know about is, be careful 6 what you wish for. 7 I love Vernal, and I think it is doing great. 8 I don't see too many, you know, closed-up storefronts, 9 things like this. Lehi was a small town like that once, 10 and we had Adobe and a few huge companies come in, and 11 now we are the largest city in Utah County. And nothing 12 is the same. All of our farmers and ranchers are moving 13 out because they have been forced out. There is housing 14 everywhere. 15 We go to our celebrations, and we used to 16 know everybody there, and now we don't know a familiar 17 face. The schools, we've got gangs, we've got all kinds 18 of stuff. Our doors, we can't -- I mean, we've never 19 locked our doors before, and now we have to lock or 20 doors. It's -- just be careful for what you wish for. 21 And I worry about their wanting to produce so 22 much oil, going from 80,000 barrels a day to 250- to 23 350,000 barrels a day, what is that going to do to your 24 emissions? Your emissions are already high. And it is 25 going to exceed the legal limit, and I worry about that.	Page 20 1 thought was supposed to be. 2 But I worry about all of these things, and I 3 don't want you guys to turn out to be like Lehi because 4 we are losing all of our good people that homesteaded 5 there. 6 LAURA ZIEMKE: Thank you, Melissa. 7 Deanna Bigelow? 8 DEANNA BIGELOW: I have been up here before. 9 You know my name. I would just like to kind of go over 10 some of the comments that I have already made at times of 11 the impact that it's going to have on our canyon. 12 First of all, I too am not against the 13 economy and what you need to improve yours. We are from 14 Price. We've seen the coal industry tumble since we have 15 been there because of a variety of reasons, and one of 16 them is because the government said, "No more coal." 17 So what is going to happen when big 18 government says, "No more fossil fuels"? Where are you 19 going to be? Okay. 20 The impact that it's going to have -- I'm 21 with my husband, I'm not against you doing it. I just 22 want you to go east and not through this mountainous 23 terrain. They say it is 80 miles from Point A to Point 24 B. It is an 80 mile trip, but when you see how long it 25 takes with all of the zigzags and the ups and the downs
Page 19 1 And I know that they are saying that they are 2 more efficient now and that they can pump horizontally 3 instead of vertical. Well, that is true, but it also 4 takes about 20 times the water to do that too. 5 I heard this afternoon or early -- at the 6 other meeting, that they are eventually planning on 7 piping it to the Leland port and stuff and piping water. 8 Well, where are they going to get the water rights for 9 all that water? Where is all that water coming from? 10 And if they are horizontally drilling, where is all that 11 water coming from? I mean, there is only so much water 12 in the basin and that is a concern of mine too. 13 And if there's 80 -- research has shown that 14 there is supposed to be 86 billion barrels of the 15 different kind -- three different kinds of oil resources 16 in the Basin, and if you do the math on that and they 17 produce it as much as they are supposed to produce it, 18 that reserve will be out in three to five years. Anyway, 19 in three to five years. 20 It is going to take at least ten years to pay 21 the railroad off. Who is going to be on the hook for 22 that? The Seven Counties are going to be on the hook for 23 that. So it is not a renewable energy source. It will 24 eventually run out, just like the coal is running out. 25 So I caution about that. And I just forgot what my final	Page 21 1 and the zigs that they make, which aren't on the maps 2 which you have here, it's going to be a whole lot longer 3 than 80 miles. 80 miles is as the bird flies, and I 4 don't think a train track can go that way. 5 So it's not the safest way either. There 6 are -- there's a gas -- there was a mine that's in -- on 7 191, just down from Argyle Canyon, that had an explosion 8 because they hit a gas line in there. And it was so 9 hazardous, that it blew up, it killed several miners and 10 they had to shut it down. 11 There is the problem of the fault that my 12 husband talked about. So out of the three routes that 13 you have, this may be the shortest route by air, but it 14 is not neither the safer route nor is it the least 15 expensive. 16 If our timber up there is not a managed 17 forest, and therefore, there's a lot of deadfall. 18 There's been a whole lot of dead -- beetle kill. That's 19 going to be a problem. Trains cause fires, and if a fire 20 starts, it's not going to be an easy fight. It's not 21 going to be like if it was out in the desert or in the 22 plains, where you have shrubs and grasses. 23 It's very difficult. If you've ever watched 24 any of the firefighters on US 6 and some of the other big 25 areas where there's mountains, that's a very difficult

Page 22 1 fire to fight. 2 Okay. My other comment is, a lot of people 3 today have said, "I feel your pain but progress is 4 progress and sometimes there has to be concessions." 5 Okay. My last remark is, you don't know what 6 it feels like to have one of your family members die 7 until you personally experience it. 8 So yes, you can have empathy for us losing 9 our property, but you won't feel it like we will unless 10 you have been called on to lose your property in the same 11 way. Thank you. 12 LAURA ZIEMKE: Thank you, Deanna. 13 Sylvia Wilkins? 14 SYLVIA WILKINS: Sylvia Wilkins, S-Y-L-V-I-A 15 W-I-L-K-I-N-S. I'm economic development director for 16 Uintah County. About three years ago, we updated our 17 county strategic plan, and in that, some of our top 18 priorities were not only to diversify our economy but 19 also diversify our energy industry. 20 And this came from the request from our 21 community and also from the state, and this project helps 22 with both of those. With the oil and gas industry, this 23 allows us to get our product to other markets, and not 24 only in the same state that it is now but also to add 25 value in -- to turn it into new products. And so that	Page 24 1 read an article in Forbes just the other day, written by 2 Robert Rapier, and renewables are a great source of 3 energy. But in 2017, they increased by 9 percent, and 4 last year, they increased by 22 percent, but with the 5 global energy demands that we have, fossil fuels had to 6 make up and quadruple what renewables did in that area. 7 So I think there is a huge demand for that. 8 I don't think we can totally shut that off. People would 9 definitely feel the impacts. 10 As far as environmental impacts go, I'm not 11 the smartest in that area, and I know there are 12 individuals that are and you will go through the correct 13 procedures to make sure those are mitigated in the best 14 way, not only for the individuals in this area but 15 everywhere. 16 So thank you for being here. 17 LAURA ZIEMKE: Thank you, Sylvia. 18 David Alison? 19 DAVID ALISON: My name is David Alison, David 20 L. I'm a consultant on the public land policy and 21 natural resources. 22 I have been following this project for some 23 time, following the idea of a railroad through the Basin. 24 I just read a book the other night where they shot at 25 this about a 150 years ago and recognized the need for a
Page 23 1 helps in many ways with pricing. 2 When people say, "You know, the ups and downs 3 will still come because the price will still go up and 4 down," this will help minimize those effects because it 5 will turn into different products than we currently are 6 using it for. 7 As far as diversifying our economy, we get 8 requests all the time from companies that are looking to 9 locate in parts of Utah, but their top three requests 10 are: Are you located near an interstate, near an 11 international airport, or near a rail head? And if you 12 can't answer "yes" to any of those, then we are off their 13 radar. 14 So this really helps with not only 15 transporting energy products but also other -- I know 16 agriculture products have been brought up in discussions, 17 but one thing people haven't realized is how many 18 manufacturers we have in the area. 19 About a year ago, we held a manufacturers 20 roundtable and had 75 different individuals show up, some 21 were home-based businesses, some were small businesses, 22 but they were all commercialized, and these businesses 23 would expand into larger products if they had a way to 24 transport them out of the areas. 25 Also back onto the oil and gas industry, I	Page 25 1 railroad in this area. 2 I think the most important thing for people 3 to realize and the most important thing that has to be 4 done here is to make sure that we identify and weigh all 5 the impacts against the benefits. And when I say all the 6 impacts, I'm throwing in there the no action alternative 7 because there's a tremendous cost here associated with a 8 no action alternatives. 9 Where are we going to get these new roads 10 built? That is very expensive, building roads in this 11 area. We have train problems. The economics of the 12 trucking out of here compared to economics of rail is 13 quite a bit different and all that, I think, should 14 be -- make sure we have considered that. 15 The other thing is agriculture is one of 16 the -- possibly one of the only ways that part of this 17 country can diversify our economy fully. And right now 18 agriculture is stuck. Most of our farm products out of 19 this Basin or production from our irritable lands is 20 marketed through the sale of livestock. 21 And there are other opportunities for that 22 product that could come out of here, but we have no 23 markets to reach, that we can reach. We've saturated our 24 local markets very quickly. So this would help relieve 25 this boom-bust thing we have been suffering all

Page 26 1 over -- all the years. 2 The other thing I'm concerned about is that 3 you weigh closely the availability of various 4 transporters when you reach the rail. Going to one 5 single rail company line, whatever you want to call it, 6 is not good. And alls you have to do is look north, look 7 to Wyoming, look at how much trucking they are doing from 8 west of Rock Springs clear to Bonneville, which is up 9 over the mountain and through Riverton and then up to 10 Shoshone to Bonneville. 11 That was cheaper than getting on the railroad 12 at Rock Springs because that railroad served them way 13 cheaper than the Rock Springs service will be. So when 14 you got two people out there, or three, it really makes a 15 big difference in the cost of this. 16 One other thing I think has to be considered 17 is the maintenance issue. Look at your maps. I can see, 18 you know, just offhand Wells Canyon, with the turns -- 19 okay. I'm out. 20 LAURA ZIEMKE: Thank you, David. 21 Darrell Fordham? 22 DARRELL FORDHAM: Hello again. Darrell 23 Fordham, representing the Argyle Wilderness Preservation 24 Alliance. I'm also a part-time Duchesne County resident. 25 And when I first heard about this railway project, my	Page 28 1 claims. I have given the coalition ample opportunity to 2 make their case public and to do what they are mandated 3 to do by state law as a public entity. 4 They've chosen instead to continue to meet 5 and deliberate in secret. Whether that is intentional or 6 due to inexperience, lack of knowledge or poor legal 7 advice, I don't know, but they continue to withhold any 8 and all financial information that would prove their 9 claims and demonstrate to the public that the railway 10 will pay for itself. 11 I'm sorry, but as the public, we do not have 12 to just take their word for it. You know, there are lots 13 of numbers out there, as far as oil reserves and things. 14 The numbers that I found, as far as the proved reserves 15 as of December 31st of 2017 for the entire state of Utah, 16 was 285 million barrels. 17 At the current production rate of 85,000 18 barrels of oil today, these reserves would be depleted 19 within ten years. At a quadrupled production, they would 20 be depleted within three years. Again, there are all 21 kinds of number being thrown out there, many of them are 22 speculative and not proven. 23 This project is far too costly, both in terms 24 of the cost of construction and cost of private 25 landowners, farmers and ranchers, the environment, water
Page 27 1 concerns were largely regarding the impact on the 2 environment in Argyle Canyon and Argyle Canyon's 3 community and our neighbors. 4 As I started attending meetings and 5 researching this project, I began to have more serious 6 concerns about the financial viability of the project, 7 the lack of transparency from the coalition and the 8 disregard of the Utah Open and Public Meetings Act. 9 You know, this is not a small or 10 inconsequential project. A project of this size and 11 scope and impact begs and warrants intense scrutiny. You 12 know, I applaud all of you that have made the effort to 13 be here today, to learn about the project and to voice 14 your opinions. It's very important. 15 I, myself, have personally spent hundreds of 16 hours researching this project. I have attended all the 17 meetings since early April, when we first learned about 18 this project. I have consulted with the project's 19 engineering team and requested information that would 20 prove that the project is financially feasible and 21 economically viable, and that it will truly deliver the 22 tens and thousands of jobs, the economic growth and the 23 increased public safety. 24 While I oppose it, I have looked for any and 25 all information that would support these alleged positive	Page 29 1 resources, impacts to noise and vibration, impacts to 2 local roads and traffic and infrastructure, to rely on 3 speculation, lack of information, and promises and 4 rhetoric from government officials. 5 Thank you. 6 LAURA ZIEMKE: Thank you, Darrell. 7 Roger Peck? 8 ROGER PECK: Hello, my name is Roger Peck. 9 I'm a landowner in Duchesne County and a member of the 10 Argyle Wilderness Preservation Alliance. 11 So I want to state that I'm all for the 12 development of fossil fuel. I'm in the mining industry. 13 I do earthwork. I do mining and reclamation for a 14 living, but I do oppose this project for multiple reasons 15 and concerns. 16 First of all, as a former firefighter, in 17 both municipal and wildland fire fighting, I see an 18 elevated risk of fires by the railway. I have seen this 19 firsthand. I have been on incidents in the past where 20 the rail was -- or fires were caused by the rail. Faulty 21 bearings seized up, went through our town, caused 22 multiple spot fires through -- about a mile and a half 23 through an area. I have also seen similar incidents at 24 the mouth of Spanish Fork Canyon. This happened many 25 years ago.

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1 It was also -- as part of being a 2 firefighter, I was on our first responder hazmat team. I 3 have seen spills, not by, like, rail but by truck. One 4 incident, where a propane truck had rolled on its side 5 next to I-15, shut the freeway down for hours. It could 6 have caused a lot of damage. It was about 100 yards from 7 a subdivision. We had to evaluate the whole subdivision. 8 This was just a small propane truck. I 9 couldn't imagine if there ever was an incident with a 10 rail carrying even much more acidic or volatile 11 chemicals, which this railway could carry. 12 Second, as a general contractor, with over 13 30-plus years of construction and earth work experience, 14 I do not believe, in my opinion, this project can be 15 built at the estimated dollar figure they are estimating, 16 at \$1.2 to 1.5 billion, especially with the -- in the 17 Indian Canyon and Wells Draw routes, due to the 18 geological and geographic challenges requiring massive 19 cuts in tunnels, field trusses and other structures. 20 There's been four or five other studies on 21 this project and on those routes that have proven this is 22 unfeasible, including a study done by UDOT years ago. 23 And also with an estimated, up to, 400 24 percent increase in the oil production here in the Basin 25 and the rail -- if the railway was built, if it is in the	1 taxes are generated. So it's costing us. 2 Another thing and someone mentioned about 3 going through the mountain at the top of Indian Canyon, 4 that is coal country, and associated with coal is a large 5 amount of methane. So I kind of find myself also 6 concerned about the safety of going through those 7 mountains, cutting into methane, you know, just the 8 process of actually digging the tunnel through there 9 could be very hazardous to the people involved in the 10 work. 11 I do -- and I understand there's problems 12 with going east involving two different states, but it 13 seems to me that that would be the most logical way to 14 go, the safest route. And I'm not against having a rail 15 line in the Basin, but I think it should pass through. A 16 one-way spur really doesn't meet the need of economic 17 growth, other than for a limited few that are involved in 18 the oil field. Thank you. 19 LAURA ZIEMKE: Thank you, Ron. 20 Quinn Bennion? Please spell your last name. 21 QUINN BENNION: Good evening, Quinn Bennion, 22 Q-U-I-N-N B-E-N-N-I-O-N. 23 I currently serve as Vernal City manager, and 24 my perspective comes from economic development. I've sat 25 in many, many meetings, talking about the economy in the
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1 Myton area and going west, it's only going to increase 2 all the traffic throughout the whole Basin communities. 3 All the city streets, the county roads will all be 4 congested much further. Thank you. 5 LAURA ZIEMKE: Thank you, Roger. 6 Ron and Patty Wadley? 7 RON WADLEY: Good afternoon, good evening, 8 Ron Wadley, W-A-D-L-E-Y. I'm a Uintah County resident. 9 A couple of things I'd like to talk about. 10 One is, I don't quite have a grasp on the need and the 11 rush to deplete the oil fields in the Basin. I kind of 12 would like to think about the future. No matter how 13 green everything goes, we are still going to need oil. 14 We will still need paraffin. We will still need gas. 15 I think the children in the future will 16 probably need some of that. I don't think it is a wise 17 idea to increase the productivity in the basin. I've 18 heard arguments that stores are closing and stuff like 19 that. Well, you know, a lot of them came here on the 20 premise of all this oil that was going to come from tar 21 sands and oil shale, which has never produced yet. 22 So it's been eight years since we spent \$80 23 million on a highway to those areas, and the payback was 24 supposed to be from the taxes on the oil generated there, 25 and with zero barrels coming down that highway, zero	1 Basin and trying to diversify the economy. While the 2 rail has been primarily talked about transporting oil and 3 gas extraction and minerals, I view it as the potential 4 of other products as well in the future. 5 If you don't have rail, you don't have that 6 opportunity for other products coming in, in and out of 7 the Basin. We are beholden to truck traffic right now to 8 bring our goods in and out, and there's -- I mean, we 9 aren't even thinking of the possibilities, perhaps, of, 10 you know, 10, 20, 30 years what this could bring outside 11 of oil and gas, whether that goes up or down. 12 I also have good confidence in your process, 13 going through the EIS. I would hope there is some sort 14 of analysis of -- that the rail isn't looked at in 15 isolation of the impact, hopefully, there is some sort of 16 analysis that looks at what the correct truck traffic and 17 the impact to the environment and even fatalities, etc., 18 and surface transportation, if it does examine, how 19 that's offsetting. 20 So thank you, I appreciate the process. 21 LAURA ZIEMKE: Thank you, Quinn. 22 Joel Brown? 23 JOEL BROWN: Good evening. Thank you for 24 coming. My name is Joel Brown, J-O-E-L B-R-O-W-N. I'm 25 the executive director of the Vernal area Chamber of

Page 34 1 Commerce. We represent about 300 businesses here in the 2 Basin. We are the voice of the business community here. 3 I come and represent the board of directors 4 with the chamber of commerce, and we are in full support, 5 in favor of a rail, regardless of which direction it does 6 go. 7 There are many aspects that it can help with 8 the economy here, helping bolster the economy, as well as 9 with economic development diversification, as well as 10 help increase our jobs here in the Basin. 11 So, again, I want to thank you for coming and 12 taking our comments, and that is all I have to say. 13 Thank you. 14 LAURA ZIEMKE: Thank you, Joel. 15 Margaret Bringham? 16 MARGARET BRINGHURST: Wow, this is huge. So 17 just from a personal standpoint, I'm a property owner. 18 With 12 children, we spent years trying to find a spot 19 where we could take vacations, and it was always camping. 20 You can't afford to take everyone to Disneyland. 21 So we found this beautiful spot in Argyle 22 Canyon 26 years ago, and we probably had, I don't know, 23 20 family -- annual family reunions there. And so it is 24 medicine to us. It's our economy. And when I talk about 25 selling it, you know, the next generation and the	Page 36 1 products, possibly people in and out of the area in the 2 future. 3 And I know there are impacts that it will 4 have on our area, and I do want to consider those. And I 5 think we need to take time to visit with the people that 6 are affected and make sure we take into account their 7 concerns, and hopefully, we can come to a compromise. 8 But I think this would be a great addition to 9 our community. It would help stabilize our economy, I 10 believe, because it would bring manufacturing as well to 11 this area, which we have long desired as another form of 12 economic development. 13 I know this has been mentioned a lot, but the 14 oil and gas has been very cyclical, and it is very 15 difficult to raise families, not knowing if you will have 16 a job from year to year and supporting them and stay 17 here. And a lot of families would like to stay in the 18 area. In fact, they have chosen to keep their families 19 here and work outside of the area, hoping they will be 20 able to come back during these cycles. 21 I appreciate the beauty of the canyons. I 22 want to consider that as well, and I hope that we can all 23 work together for a compromise. 24 LAURA ZIEMKE: Thank you, Sonja. 25 Tyson Todd?
Page 35 1 generation after that are horrified because there is 2 peace there. 3 Like Joan Muir says, "Everyone needs peace." 4 I know you all understand that, and you have some place 5 you can go for that peace. 6 So it's our -- it's our piece of mind, not 7 only once a year for the reunion but any time that we can 8 get up there. So the idea of the -- I'm so grateful that 9 you have this wonderful list of environmental impacts 10 because it affects everything that we are -- every reason 11 that we're up there, the animals, the quiet, the trees, 12 everything. 13 So I'm very disturbed that it might go 14 through one of these beautiful canyons. 15 LAURA ZIEMKE: Thank you, Margaret. 16 Sonja Norton? 17 SONJA NORTON: Sonja Norton, S-O-N-J-A 18 N-O-R-T-O-N. 19 I'm a life-long resident of Vernal, and I was 20 a former major, and I'm a business owner. And I'm in 21 support of the rail at this time because I have seen, 22 throughout my life, the changes, mostly to the cyclical 23 nature of our economy here. 24 And I think this could help stabilize the 25 economy, bringing in different industries, different	Page 37 1 TYSON TODD: Tyson Todd, I'm with the State 2 of Utah Schools and Institutional Trust Lands 3 Administration. 4 Here in Vernal, we opened an office out here 5 about a year ago, and it has been a great experience to 6 come home. I was born and raised in Roosevelt, an oil 7 field family, so a lot of this hits close to home. 8 The last two or three times I have been up 9 here, I have talked about the school institutional trust 10 lands, that we have a very tight business relationship 11 with oil and gas, considering the majority of our revenue 12 comes from oil and gas revenue, anywhere from 45 to 70 13 percent, depending on the production and price of oil. 14 I noticed on that list of topics on the EIS, 15 one of them is socioeconomics, and more particularly, the 16 socio part of it is. I called a realtor this morning, 17 and she said there's 250 houses listed for sale in area 18 code 84078 today, not including homes for sale by owner. 19 In my neighborhood, within a four or five 20 house radius, I can count four people working out of 21 state, working in coil tubing, cement, heavy haul, doing 22 12 to 9s, two on, two off, and a lot of it may be perhaps 23 because they can't sell their house. And so is that 250 24 number not correct? Does it really reflect, kind of, the 25 housing situation here in the Basin because of the

Page 38 1 market? Just some things socioeconomically to consider. 2 As far as the economics of the project goes, 3 this rail project, it is an economic development project, 4 but it's almost like an economic redevelopment project to 5 get people back here, who worked here at one time and 6 works somewhere else. This project is not only conducive 7 to higher oil prices but helps the Basin become 8 competitive in low oil prices. 9 We have operators drilling for oil right now 10 in the \$50 range with a 20 percent discount, and they are 11 shutting wells in or not completing them at all. They 12 are called duck wells, drilled but uncompleted. Or they 13 will drill them but not frack them or burp them or 14 deplete them because there's nowhere to send the oil. 15 We're producing as much oil as we were five years ago 16 with a third of the rigs or a quarter of the rigs and 17 nowhere to send the oil. 18 And so I think in a low-cost environment, as 19 it is now, this rail will help. It will place that oil 20 somewhere. It was maybe a year, year and a half ago, it 21 was -- maybe more recent than that, there was a fire in 22 some of the refineries in Salt Lake, where their capacity 23 went down 25, 30 percent. And that directly affects us 24 because there were no other alternatives to send that 25 oil, which is another -- it is not a very good business	Page 40 1 and the ability to pay your bills, and the oil and gas 2 industry has allowed me to do that, to raise my family 3 here in the Basin. 4 I'm in support of the project, partially for 5 the oil and gas industry, of course, and we have heard a 6 lot about a lot of numbers and getting the product out 7 and the reasons why, which I think are all very valid. 8 But also as a cost driver, to allow us to work, like 9 Mr. Todd said, in a low-cost environment, to get the 10 products we need into the Uinta Basin is critical. 11 When we look at fract sands, you know, 12 whether it is chemicals, whether it is tubing, piping, 13 all of that currently has to be trucked in. And so 14 having those costs down allow us -- the rail would allow 15 us to get products out but create economic scenarios 16 where we can produce the product even cheaper than we are 17 now but we are going to even a less favorable cost 18 environment. So I think that needs to be considered. 19 Also there has been comment made about the 20 effects on other industries here in the Basin. 21 Agriculture is a big one. Agriculture has been in the 22 Uinta Basin for decades. 23 And so, anecdotally, I have a good friend who 24 actually looked into purchasing. He is a large dairy 25 farmer in Southern Idaho, needing to expand and relocate
Page 39 1 model to be held hostage for where you can put your oil. 2 But lastly, I just want to say thank you for 3 making the trips. It's been fun to comment and to 4 interact. I see both sides of the story, and I think 5 that we can move forward and do our best to make sure 6 that, you know, industry and local economy can remain 7 whole, at the same time, making sure those affected by 8 this rail line are compensated just as well. 9 Thank you. 10 LAURA ZIEMKE: Thank you. 11 Jacob Woodland? 12 JACOB WOODLAND: First, thank you for the 13 opportunity to come and comment. 14 Full disclosure, I'm Jacob Woodland from 15 Duchesne County, if interested in saying the county where 16 I live. I gratefully work in the oil and gas industry, 17 but I'm here tonight representing myself and not 18 necessarily who I work for. 19 I do raise my family here in the Uinta Basin, 20 and I wish to keep them here. My wife's 21 great-grandfather was the first forest ranger in the high 22 Uintahs back in the turn of the last century, so we have 23 a long history of being here in the Basin. 24 And we purposely moved back here about 15 25 years ago to raise our family here. But that takes a job	Page 41 1 and was ready to bring 1,000 cows into the Uinta Basin 2 about three years ago. And looked into existing 3 facilities that were, more or less, abandoned because 4 they couldn't make it work. He thought he could crunch 5 the numbers and find a way to do it. 6 But, here again, ready to move in, you know, 7 within 30 days, 60 days, determined that -- his comment 8 to me was, "I can either ship milk out or I can ship 9 commodities in but I can't do both. If I had a rail, we 10 could make this happen." 11 And today, he is still in Southern Idaho. 12 And so that part of our economy has not been diversified. 13 There has been a lot of comments about financial or 14 economic viability, private and public partnership. The 15 construction and maintenance, as I understand it, is 16 privately financed or will be. So if it is a viable 17 project, then it should be able to stand on its own two 18 feet and I think it will. 19 I just appreciate your time here and have a 20 good one. 21 LAURA ZIEMKE: Thank you, Jacob. 22 All right. That ends our oral comment 23 portion of the meeting tonight. However, we do still 24 have 30 minutes left in the meeting. We will go back to 25 the open house. Josh and Dave will be back out there, if

Page 42 1 you have questions, or any of the technical specialists 2 that are around the room as well can help you with 3 questions. 4 The OEA will be accepting comments through 5 August 5th, and that's it. That wraps up our oral 6 portion of the night. Thank you. 7 (The conclusion of the presentation.) 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25	
Page 43 1 REPORTER'S CERTIFICATE 2 3 State of Utah) 4) 5 County of Salt Lake) 6 7 I hereby certify that the said meeting 8 was taken at the time and place herein named; 9 That the testimony of said speakers 10 were reported by me in stenotype and thereafter 11 transcribed into typewritten form. 12 I further certify that I am not of kin 13 or otherwise associated with any of the parties of said 14 cause of action and that I am not interested in the 15 events thereof. 16 IN WITNESS WHEREOF, I set my hand this 17 29th day of July, 2019. 18 19 20 Kellie Peterson, RPR 21 22 23 24 25	

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July 18, 2019

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

COMMENTS

Taken on Thursday, July 18, 2019

from 5:00 to 7:00 P.M.

At Uintah Conference Center

313 East 200 South

Vernal, Utah 84078

Reported by: Kellie Peterson, RPR, CSR

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1	A P P E A R A N C E S	1	move forward.
2		2	MARGARET BRINGHURST: Having a large family
3	Dr. Joshua Wayland, OEA Project Manager	3	means about the only thing we can do is camping, and we
4	Laura Ziemke, Meeting Facilitator	4	bought this property 26 years ago, and we have just grown
5	David Navecky, OEA	5	up with it, the animals, the peace and quiet, the beauty.
6		6	And if this plan goes through with the railroad, even if
7		7	they only go through three times a day, it will destroy
8		8	what we have up there.
9		9	And I am very disturbed that this could
10		10	possibly happen.
11		11	TIM SWEENY: My only comment was, like they
12		12	mentioned, when I read through this on the internet, it
13		13	really doesn't address who is financing it. It leaves
14		14	that really up in the air. And I kind of favor the route
15		15	to Craig because when we get rid of all of our oil, then
16		16	we have a passenger train.
17		17	DAVID BIGELOW: I was talking to my neighbor.
18		18	I don't know his last name, but his first name is Gordon.
19		19	He is a landowner in the town below us, about a quarter
20		20	of a mile east of the highway. And they're the ones that
21		21	after they drilled the water well, to get water for their
22		22	cabin and so forth, they did get into gas in that
23		23	particular area and so the gas is present.
24		24	And if a crew gets in there and they run into
25		25	that stuff, who knows what will happen. If you get in
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1	C O M M E N T S	1	there when the train is coming through there, if it has a
2		2	hazmat load and so forth and then it sparks an explosion,
3	BRAD WATKINS: Brad Watkins, B-R-A-D	3	it will be an environmental disaster, beyond anything
4	W-A-T-K-I-N-S. I'm in favor of the Craig route. I think	4	that has been that you can probably imagine.
5	that would be the preferred way to go. It's going to be	5	So the gas is present, and it is a threat and
6	longer, but I think it's going to be easier to build and	6	it needs to be recognized and reckoned with.
7	maintain, a lot more than going over Indian Canyon. I	7	And I would like to finish up a couple of
8	guess that's it.	8	things that I discussed. One of them is the comparison
9	I just wanted to comment that starting at the	9	to these routes, the analysis must take in maintenance
10	power plant and running on that railroad, I don't	10	because some of these routes, I think it's clear, that
11	understand the logic of even being out there. I mean,	11	the cost for maintenance per mile of track is going to be
12	that's a long way. Anyway, I've got the email addresses.	12	quite a bit higher than other sections.
13	If I come up with anything else, I'll go that route.	13	And Wells Canyon route, prime example of
14	PAM KLINCH: This is just like a -- I just	14	that, with all of the turns bends, that all increases
15	want to support this project. I participate in a couple	15	your maintenance on railroad tracks.
16	of meetings, and I've heard the pros and cons. I was	16	The other thing I'm concerned about is, I
17	there when the CIB awarded the money. I grilled deeply	17	mentioned that most of our agriculture products here are
18	on the pros and cons. I really had to express the	18	marketed through livestock, but that livestock grazes on
19	reasoning behind this railway. And I felt like they	19	public lands for a big part of the year. If that ever
20	answered the questions. They have done their homework.	20	declines, that production will no longer be needed.
21	They are prepared to move forward with this.	21	The water that is used to produce that, the
22	But I recognize there are those who will be	22	economic benefits of that water is going to go downstream
23	impacted, private property owners and so forth, but the	23	because there's just not going to be used for the ag
24	economic benefit to this community would just be so	24	products. And that's why we have to be able to diversify
25	tremendous, and I'm just really supporting that so we can	25	the agriculture and have a method of getting product op

Page 6 1 and out of this basin, where we can adjust, should 2 changes take place, in how those products are used. 3 Okay. You know, I feel these people's pain 4 over here, as far as the economy. We spent 40 years over 5 in Carbon County, trying to raise six children. And I 6 was a truck driver most of that time, and so I know what 7 it is like to be up and down and up and down. 8 Like I said, over in Roosevelt, I probably 9 experienced at least half a dozen layoffs, and, you know, 10 I would always have to go to something else to support my 11 family. So I understand their pain over here. 12 But that they do need to get this commodity 13 moved out of the basin to help them out, but there are 14 other alternatives besides going over Indian Canyon. I 15 haven't once heard anybody mention Nine Mile Canyon, 16 which is the natural opening over there, where they are 17 not going to be confronted with a mountain with this type 18 of elevation. 19 And they can go ahead and cut right through 20 and do what they need to do, and they will come out right 21 there, just east of Price there, which will give them 22 access to that rail head there, east and west also. 23 And so I haven't heard it mentioned at all, 24 other than I do know that Nine Mile Canyon, there's a 25 coalition right there that is protecting Indian	Page 8 1 totally -- you know, you should have the three options 2 that you are going to be doing your study on, and there 3 were pros and cons mentioned today on the different 4 railway -- you know, the different routes that you are 5 going to be exploring. And it seemed like there were 6 some concerns as far as the land and different things and 7 the costs and the mileage, and I know those will be 8 studied fully. 9 But I think that listening to people's 10 concerns, when the study does come out and we've explored 11 things, we will pick the best route that will benefit us 12 the best. 13 But I'm in support of this, and I just -- I 14 worry if we don't seek alternatives for us, we can 15 continue to see businesses close. We have a few more 16 businesses closing because they can't make it, and so we 17 just need to do things that benefit us. 18 And change is always hard for us. It's 19 always a struggle when new subdivisions are built, new 20 businesses come in or different things come in. It is an 21 adjustment for each of us, even if it is more trucks on 22 the road, but change is progress and we need it for our 23 economy. 24 JEAN MOLD: I'm a landowner in Argyle 25 Estates, and my concern is how the impact will be to our
Page 7 1 artifacts, but I don't think the rail would impact that 2 at all. 3 So that's another alternative besides the 4 dangerous route going up over Indian Canyon or have them 5 go clear back to Craig, Colorado. But I'm not against 6 them getting their oil and their product out of here and 7 other commodities also. 8 I think the rail will be good for this 9 region, but they need to do it in a safe manner or it is 10 not going to not only impact the environment but impact 11 humanity. Do you understand what I'm saying? 12 BARBARA SIMPER: Barbara Simper, I'm the 13 Uintah County assessor. And as the assessor, I see a lot 14 of changes in our economy, and when the oil and gas 15 industry went down, there were a lot of homes for sale. 16 They were foreclosures and short sales and defaults, and 17 a lot of families left our area and a lot of families 18 stayed but had to work outside of the county to support 19 and stay in the county. 20 And I am in support of this railway. I 21 believe that we need to explore alternatives that help 22 our economy grow, whether it is transporting oil and gas 23 or bringing in manufacturing or other industries to 24 benefit our county. 25 I also believe that you should investigate	Page 9 1 environment there, to our land. What will happen with 2 the many springs that the tunnel is going underneath the 3 spring? How will the water be handled? 4 My concern is that the maps are vague and so 5 I can't really tell where they are coming through, where 6 the proposals are looking at. And I would just be 7 interested in more information on what the impacts will 8 be on the springs, the land, the wildlife, the 9 landowners. 10 If we are a landowner with a tunnel going 11 underneath our property, what does that mean? We don't 12 really know. So those are our concerns. 13 Also we are in a gated community, and it 14 helps keep people from anyone just from coming in, and 15 the thefts are -- we really don't have a theft problem, 16 but if the railway opens everything up, you know, that 17 change with the dynamics of our community up there. 18 And so those are my concerns. I'm a 19 landowner. I'm not affiliated with anyone but we are up 20 there in Argyle Estates. 21 (The conclusion of the oral comments.) 22 23 24 25

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