

Wayland, Joshua

From: Pamela Underwood <pamelak1@hotmail.com>
Sent: Wednesday, October 23, 2019 5:53 PM
To: Wayland, Joshua
Subject: Uinta Basin Railway

Hello Joshua,

I know there has been no decisions regarding the railway but I have a very legitimate concern.

First off how can the SCIC come in at the last minute with a new route that the public was not made aware of nor did they have the opportunity to speak about it?

Second, I read in the Craig Daily Press that the Colorado route is coming off the table. This is the most logical route for this railway and where it is welcomed by Colorado residents and people in the Uintah Basin who will be benefiting from the railway. If the BLM can still use the Sage Grouse as an excuse for no railway we can also use it in the Wells draw and Indian canyon routes.

Third, the SCIC has not been totally honest with anyone about what they are doing. We just found out that they are planning on taking a heavily used bypass road "Emma Park Road" and putting the railway down the road. This road is not maintained but is still passable and used when there is a accident or rock slide in Price canyon. This road is used heavily by people in Duchesne and Uintah County to travel into Utah County also used by people in Northern Utah to get to their property in Indian canyon. Removing this road means that the instead of taking an extra half hour in case of a accident it will take 4 hours for us to drive around and that is if its during the summer months. That increases to 6 hours or more if it is snowing. No where in the plans or discussions did they say they were going to mill the asphalt on this road and lay the tracks down the road. Nor did they say they were planning on putting a crossing guard in the middle of the canyon at Emma Park Road. You have been in this canyon, the sharp corners, the steep grades, limited visibility now imagine what its like when there is 0 visibility from the snow and a sheet of ice on the road. This is typical for several months during the winter. This is a accident waiting to happen, a HUGE oil spill when a semi or any vehicle is heading up or down and can't stop in time at a railroad crossing in the middle of a highway. Who in their right mind puts a railroad crossing in the middle of a 55 mph highway? Totally insane especially in a already dangerous canyon.

This ENTIRE project needs to be stopped just for lack of transparency. Our County Commissioner Larry Jensen who is in charge of county roads was not even aware of what the true intentions were for this road. Casey Hopes the Commissioner in Carbon County who also sits on the SCIS never told him just convinced him milling the road is in the Counties best interest so they didn't have to maintain it. I have emails that back all of this up.

You know this project is NOT going to cost what they say, I have been doing some research on the cost of railways and this doesn't add up. In 1983 we had a landslide (thistle landslide) the railway had to be rebuild 6 miles of railway with a 3000 foot tunnel cost 45 million in 1983 today that would cost \$107,364,529.91 so please tell me how they figure this 5 mile tunnel and 100 miles of railway is going to cost what they say.

Your being lied to just like the rest of us. Mike McKee is a fraud, a liar and doesn't care what it costs or whose life he destroys as long as he makes a name for himself and tries to recover from his failure road to nowhere project and of course line his pockets with big oil company money.

Thank you for your time,
Pamela Underwood