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Cynthia Brown
Chief, Section of Administration Surface Transportation Board Office of Proceedings
395 E Street, SW
Washington, DC 20423
Re: **Docket No. FD 36471**

Dear Ms. Brown,

It has come to our attention that the Colorado Midland and Pacific Railway recently signed a lease agreement with Union Pacific to use the Tennessee Pass rail line, which runs through Browns Canyon National Monument, Bighorn Sheep Canyon and the Royal Gorge. Simultaneously, CMP filed for an exemption from regulations that should apply to this lease and ensuing rail operations.

We are writing in opposition to this plan and approval of the Uinta Basin Railway Environmental Impact Statement.

This proposed rail route would transport crude oil through the Brown's Canyon National Monument, approved by Congress in 2015. In addition the rail line will parallel 102 miles of a Gold-Medal designated fishery and a stretch of river providing over 140 miles of recreational boating with some of the best whitewater in America. Browns Canyon in combination with Bighorn Sheep Canyon and the Royal Gorge provide recreation for over 200,000 rafting and kayaking commercial clients. This is a \$ 66 million economic impact to the river communities of Buena Vista, Salida and Canon City in addition to the smaller towns in the valley. The Arkansas Headwaters Recreation Area, Colorado's most unique state park, encompasses this stretch of river as well. The AHRA received receipts of \$ 1,467,327.21 in 2019 from camping, agreements, passes and special activities.

CMP is proposing to run 10 trains per day (one way) on this Tennessee Pass route, meaning as many as 2500 to 3500 trains per year, yet claiming revenues less than \$5 million per year. The potential for a negative impact to this remarkable resource from one accident is too great of a risk. This rail line has been dormant for close to 24 years and is serious disrepair. Even when this line was operating full time we experienced numerous mishaps. A crude oil spill would destroy a resource we have worked hard to resurrect from the abuse of heavy metal spills from the mining industry.

The risk of endangering this vital resource for many rural Colorado communities is simply not worth it. As representatives of the 30 major outfitters on the Arkansas River, we would strongly encourage the STB to reject this proposal.

Sincerely,

Bob Hamel
Executive Director
Arkansas River Outfitters Assoc.

Mike Kissack
President
Arkansas River Outfitters Assoc.

Bill Dvorak
Board Member
Arkansas River Outfitters Assoc.

CC: Parties of Record