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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. 36470, Rio Grande Pacific Corporation – Continuance

In Control Exemption – Colorado, Midland & Pacific Railway Company

Ms. Brown,

Thank you for reading this letter, as it outlines a great concern of mine and my future home. I live in the town of Howard, Colorado. My husband and I moved here to escape the big city life. Living here affords us clean air, a huge reduction in traffic, stress and the beauty of the Arkansas River and the Rocky Mountains. When we bought our house, we were told that the railroad had been dormant for over two decades, and it was very unlikely that it would return. As history reminds us, a lot can change in twenty years in a community. This area attracts those that want to reside and recreate in an area rich in wildlife, nature and outdoor activities. People are not the only ones residing here, as the area is home to an abundance of wildlife including elk, big horn sheep, deer, bear, eagles, blue herons, ducks, and many more. The Arkansas River is a gold medal fishing haven, and a livelihood to a number of rafting outfitters.

When we learned that there is interest in the rail road running again through the Arkansas River valley, which goes right by our home, we were shocked and dismayed. The idea that freight trains are what is being proposed wreaks havoc on the life and lifestyle that I explained above as the reasons for moving here. The environment will suffer greatly from pollution and noise, disrupting the peace and healthy air that we desire. Our property values that have continued to rise since moving here will likely plummet with the possibility of an active railroad line going through. The fact that the line runs along a river, if there were ever a derailment or spill of freight, especially oil, it would devastate the wildlife and the industry that relies on the river. Both of these instances have happened in the past. The condition of the line after it has been abandoned for so long will require new infrastructure, so why not invest that new material and money in a place that does not impact so many people, pristine land and wildlife negatively? Also, why was there so little time from the press release to the deadline for public input?

I just want to be sure that my voice is heard as greatly opposing this activation of the rail road line by Colorado Midland and Pacific Railway Company. I'm confident that many more people who live along this proposed line share my feelings and are writing you as well.

Respectfully,

Cindy Millsap

Cindy Millsap

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