

PUBLIC SCOPING MEETING

PRESENTATION AND COMMENTS

July 17, 2019

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

PRESENTATION AND COMMENTS

Taken on Wednesday, July 17, 2019

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

At Carbon County Event Center
450 South Fairgrounds Road
Price, Utah 84501

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 I would like to talk about today. First, I'm going to 2 introduce myself and my agency, the Surface 3 Transportation Board. Then I'm going to briefly explain 4 the environmental review process. Then I'll review some 5 of the basic information about the proposed Uinta Basin 6 Railway project, and I will discuss categories of 7 potential environmental impacts of this proposed project. 8 And then finally, I want to review how you 9 can submit your comments about this project. 10 So let's start with some introductions. 11 Again, my name is Josh Wayland, and I work for the 12 Surface Transportation Board, Office of Environmental 13 Analysis, or OEA. We also have from OEA here today, Dave 14 Navecky, who is sitting next to me. I notice in the 15 audience we have Christy Groves, from the Forest Service, 16 one of our cooperating federal agencies on the project. 17 I also want to recognize Mayor Mike 18 Kourianos, from Price, and Irene Hansen, county 19 commissioner from Duchesne County. Thank you both for 20 attending. 21 You all might have met during the open house, 22 some technical staff members who were walking around by 23 those boards. They work for a company called ICF. ICF 24 is an environmental consulting company who will be 25 helping my agency in the preparation of the EIS. My
Page 3 1 July 17, 2019 5:00 P.M. 2 PROCEEDINGS 3 LAURA ZIEMKE: All right. Welcome to this 4 meeting, the scoping meeting this evening. At this point 5 in time, I would like to turn the meeting over -- oh, my 6 name is Laura Ziemke. I will be your facilitator for the 7 evening. 8 But at this point, I would like to turn the 9 evening over to Dr. Josh Wayland, with the Surface 10 Transportation Board, Office of Analysis. One note, you 11 will hear us referencing OEA, and that does reference the 12 Office of Environmental Analysis. 13 DR. JOSHUA WAYLAND: Hello. Can everyone 14 hear me if I speak at this volume? All right. 15 So hi, and thank you, everyone, for coming to 16 the scoping meeting today. Hopefully, you've already had 17 the opportunity to speak with some of the staff here and 18 look at the poster boards in the back and learn about 19 this proposed project during the open house portion of 20 the meeting. 21 This presentation that I'm going to give is 22 just a really brief and high-level overview of the 23 proposed project and the role of my agency, the Surface 24 Transportation Board. 25 So here's a brief agenda or outline of what I	Page 5 1 agency is quite small. Our office is quite small, so we 2 regularly hire third-party contractors to help us with 3 our environmental reviews. 4 This slide summarizes the role of the Surface 5 Transportation Board in this proposed project. The board 6 is a federal agency that has jurisdiction over the 7 interstate freight railroad network. So if any company, 8 or other entity, wants to construct a new railroad, they 9 have to get approval from the Surface Transportation 10 Board if it would connect to that interstate freight 11 railroad network. 12 In this case, the Seven County Infrastructure 13 Coalition is planning to request approval to construct a 14 new line of railroad that would connect the Uinta Basin 15 to the interstate railroad network. Before the board, 16 the Surface Transportation Board, my agency, can make a 17 decision about that request, the board has to consider 18 the potential environmental impacts that the rail line 19 would have. 20 And my office, OEA, is the office at the 21 board that's responsible for considering those impacts. 22 We're going to produce a document called an environmental 23 impact, or EIS, that will inform the board and the public 24 about the potential environmental impacts of the proposed 25 rail line.

Page 6 1 This slide shows OEA's environmental review 2 process. I want to emphasize right from the beginning, 3 that we are very early in this process. Right now, we 4 are in the scoping phase, which is the first step of 5 preparing an EIS. After scoping, OEA will prepare a 6 draft environmental statement, a draft EIS, and that 7 document will examine the potential environmental impacts 8 from the proposed rail line. 9 You will note that the public will have an 10 opportunity to comment on that draft document before we 11 put together a final EIS, and then after that final EIS, 12 the board will issue its final decision. 13 When the board makes its final decision as to 14 whether or not to approve this proposed rail line and 15 which alternative, if any, to approve, the board is going 16 to consider both the environmental impacts of the 17 proposed project and the transportation merits of the 18 proposed rail line. 19 So I want to emphasize that the Uinta Basin 20 Railway project is not being proposed or sponsored by the 21 federal government. In this case, the proposal is being 22 made by the Seven County Infrastructure Coalition, which 23 is the applicant. And according to the coalition, the 24 purpose of the proposed rail line would be to provide 25 common railway service, connecting the Uinta Basin to the	Page 8 1 on the poster boards at the back. 2 Once again, the coalition's preferred 3 alternative is the Indian Canyon route, which is shown 4 here in purple. That route would be approximately 80 5 miles long, and it would extend from two terminus points 6 in the Uinta Basin, near Myton and Leland Bench, to an 7 existing rail line near Kyune, Utah. 8 The Wells Draw route is shown in red, and 9 that proposed alternative would have the same beginning 10 and end points at the Indian Canyon route, but it would 11 follow a different route in between, and it would be 12 somewhat longer, at approximately a 105 miles long. 13 Then finally, the Craig route, which is shown 14 here in mustard, is the -- would extend eastward, from 15 Myton and Leland Bench, to a connection with an existing 16 rail line near Axial, Colorado. 17 As part of this scoping process, OEA, we 18 welcome your comments on those proposed alternatives or 19 other alternatives that we should consider in the EIS. 20 In addition to identifying potential alternatives, 21 another objective of the scoping process is to identify 22 the environmental resources that could be -- potentially 23 be affected by the proposed rail line. 24 This slide shows the resource areas that OEA 25 has identified to date to consider in the EIS, and they
Page 7 1 interstate rail network, using a route that would allow 2 the coalition to attract shippers, with a cost-effective 3 rail alternative to trucking. 4 To meet that goal, the coalition proposes to 5 construct and operate a new line of railroad between two 6 terminus points in the Uinta Basin and an existing rail 7 line near Kyune, Utah. The coalition also identified two 8 other alternatives that would meet the project's purpose. 9 The three proposed alternatives that the 10 applicant, the coalition, has come up with are called the 11 Indian Canyon route, that's the applicant's preferred 12 route, the Wells Draw route, and the Craig route. 13 Whichever alternative were to ultimately be 14 approved and constructed, the coalition estimates that 15 approximately seven trains per day would operate on the 16 proposed rail line, including trains in each direction, 17 loaded and unloaded. And those trains would carry such 18 products as crude oil, fracking equipment, fracking sand, 19 machinery and mineral and agriculture products. 20 This slide shows a map of the proposed rail 21 line and the proposed alternatives. You can view this 22 map any time on the project website, which is at 23 www.uintabasinrailwayeis.com. It's an interactive map. 24 It allows you to zoom in and out. You can also, of 25 course, view the maps that we have here at the meeting,	Page 9 1 include public safety, transportation, air quality and 2 climate change, noise and vibration, land use, cultural 3 and historic resources, biological resources, 4 socioeconomics, recreation, water resources, visual 5 resources, geology and soils and environmental justice. 6 Once again, we welcome your comments on this 7 list or other resource areas that should be considered in 8 our environmental review. 9 I want to turn now to a discussion of how you 10 can submit your comment during the scoping process. This 11 is a screenshot of the board's website at www.stb.gov. 12 From this website, you can find the project information, 13 including the notice of intent that started this scoping 14 process. 15 If you look at the upper left-hand side of 16 the screen, you will also see a link called eFiling, 17 which would allow you to submit electronic comments. 18 This is a screenshot from the project's 19 specific website, www.uintabasinrailwayeis.com. You will 20 notice that the tabs along the left-hand side allow you 21 to access additional information about the project. For 22 example, if you were to click on the tab entitled, 23 "Submit comments," you would see a screen like this, 24 where you can fill in your comment and submit it 25 electronically.

Page 10 1 From this form, you see that there's also an 2 option to add location information about your comment. 3 That field would be populated automatically if you click 4 on the interactive map on the right-hand side of the 5 screen. 6 Another way to submit comments on this 7 proposed project is here tonight by giving oral comments, 8 and I do want to leave plenty of time for everyone to 9 have an opportunity to speak. 10 So I'm going to leave it at that for now. 11 Thank you all again for your participation in the board's 12 environmental process. I'm going to show you just one 13 more slide, and I will leave it up on the screen. It 14 shows the various ways that you can comment: By mail or 15 electronically or in person. 16 For this scoping process, we are asking that 17 all public comments be submitted by August 5th, 2019. 18 With that, I'm going to turn it back over to Laura for 19 the oral comment portion of our meeting. Thank you, 20 again. 21 LAURA ZIEMKE: Great. Thank you, Josh. 22 All right. So we've now reached the portion 23 of tonight's meeting where you have the opportunity to 24 give your oral comments. A court reporter is here 25 tonight, and she will be capturing everything that is	Page 12 1 do not provide any personal information that you do not 2 want to be made public. This information will be 3 available in the EIS. 4 So each person will be given three minutes to 5 comment this evening, and this applies to everyone. In 6 order to help you with that, what I'll do is when you 7 have 30 seconds left, at two and a half minutes, I will 8 hold up a yellow card and let you know you are nearing 9 the end of your time. And if you do get to three 10 minutes, I will hold up this red card to let you know you 11 are at time. 12 So out of respect for everyone here who would 13 like to make a comment, we do have quite a number of 14 people who signed up who want to comment, I ask that you 15 please honor the three minutes and any request that you 16 might have for you to stop speaking if you're over your 17 time. Please honor that, knowing that someone else is 18 trying to get an opportunity to speak. 19 However, what we will do this evening is once 20 everyone has had that opportunity to speak, if you feel 21 like there were a few things that you really missed, we 22 will give people the opportunity to come up a second time 23 to finish that and give you a couple more minutes. But 24 we will ask everyone to stick with that three minutes to 25 start with, please.
Page 11 1 said up at the podium for the speaker. 2 Throughout the process tonight, I ask that 3 you keep in mind that this is not a time for debate and 4 it's also not a question and answer period. However, 5 after the meeting, Dave and Josh will still be here, as 6 well as the other technical experts, and you are welcome 7 to ask them questions at that time. 8 So in order to have an orderly and efficient 9 process, we have a few guidelines that we would ask 10 everyone to please follow if you wish to speak. And 11 first of all, let me ask this: If you wish to speak but 12 you did not check the box on your card when you checked 13 in, can you raise your hand, if there is someone who 14 thinks they wanted to speak but they didn't check the 15 box? No? Okay. All right. 16 So I will be calling individuals up one at a 17 time, for those of you that did check the box that you 18 wanted to speak. I would ask that you address your 19 comments to this direction so that the court reporter can 20 easily capture what you've said. Please speak clearly 21 and slowly and state your full name and spell it for her. 22 If you're representing someone else or an 23 organization, please state that organization or 24 individual. We need to have this information to make 25 sure this court reporter gets an accurate record. Please	Page 13 1 So with that, I'll be calling everybody up 2 one at a time. So with that, I would like to call up 3 Commissioner Irene Hansen. 4 COMMISSIONER IRENE HANSEN: Good evening. My 5 name is Irene Hansen. That is spelled I-R-E-N-E 6 H-A-N-S-E-N. I'm a Duchesne County Commissioner, and I 7 appreciate the Service Transportation Board and the 8 opportunity to be here. And my most of my comments will 9 be towards the socioeconomic part of the proposal. 10 In my previous life, and still currently to a 11 degree, I have done economic development for Duchesne 12 County for over 25 years, and what a privilege that has 13 been. I think we all know that across America, rural 14 America is really struggling. 15 There has been over 300 hospitals closed in 16 rural America. The statistics are not good, and there 17 are a lot of struggles. You know, in the Uinta Basin, we 18 have worked really hard to do everything we can for 19 ourself. We've built one of the top rural hospitals in 20 America. 21 We've built -- our electric company is a 22 cooperative. Our telephone and telecommunication 23 companies are a locally owned cooperative. We've built 24 an adjacent USU campus, Applied Technology College, and 25 our county is under 20,000 in population.

Page 14 1 I think one of the hardest things in doing 2 economic development has been the ups and downs, and 3 that's what we hope a rail will do is just even out some 4 of those ups and downs. To give you an example of that, 5 in November of 2014, our unemployment rate was 2.9. In 6 the middle of June of 2016, it was over 10. So in less 7 then, basically, 18 months, we went from 2 percent to 10 8 percent. 9 And I wish it was just the numbers, but what 10 that means is that people are leaving, people are losing 11 their homes. And in my own neighborhood, five homes went 12 back to the bank. Devastating blows. 13 And do we think rail will solve everything? 14 Of course not. But we do believe that it's a tool in the 15 tool belt. Doing economic development, we are very 16 active with all state agencies. And other than ag and 17 energy, we had two site visits in 20 years. Neither one 18 of them located because of our transportation issues. 19 You know, I can't help but think back in the 20 sesquicentennial celebration, the Golden Spike 21 celebration for the two trains coming, there by Brigham 22 City. Every day in the legislature, someone is handing 23 out golden spikes and inviting all of us to be there to 24 celebrate. Rail is a good thing. It helps to diversify 25 the economy. That is what opened up the west. And,	Page 16 1 have an opportunity sort of dropped on our doorstep, to 2 discuss it and figure out the best way to make these 3 things happen, taking into account both our environmental 4 assets as well as the real need for jobs and 5 opportunities for our communities. 6 So thank you for allowing me to speak, and I 7 look forward to next steps. 8 LAURA ZIEMKE: Thank you, Mayor Peterman. 9 All right. Our next individual is Darrell 10 Fordham. 11 DARRELL FORDHAM: Hi, my name is Darrell 12 Fordham. I represent the Argyle Wilderness Preservation 13 Alliance. 14 Tonight, my comments are particularly related 15 to the financial aspects of the project and SCIC's 16 fitness to construct such a project. 17 If construction on the project commences and 18 serious budget overruns occur, we want to know who is 19 going to make up the difference for the shortfalls and to 20 what threshold will that party, or parties, be willing to 21 continue pouring financial resources into the project. 22 Take for example the ongoing Hawaiian train 23 boondoggle. That rail project was pushed through, and 24 the schedule was expedited in much the same way that the 25 SCIC is pushing through the Uinta Basin Railway.
Page 15 1 again, as an area, we will do everything we can for 2 ourselves. We have done. We don't depend on people. We 3 know that if we want to have a sustainable community, we 4 have to build it. 5 But in this case, we need help to make 6 something like this happen, and we appreciate your time. 7 Thank you. 8 LAURA ZIEMKE: Thank you, Commissioner 9 Hansen. 10 All right. Next, Lenise Peterman. And I 11 believe you are with the mayor's office; is that correct? 12 LENISE PETERMAN: I'm the mayor. 13 LAURA ZIEMKE: You are the mayor, okay. 14 LENISE PETERMAN: Good evening. My name is 15 Lenise Peterman L-E-N-I-S-E P-E-T-E-R-M-A-N. 16 And I'm Helper City's major. And I just 17 wanted to thank you all for coming down and hosting this 18 public meeting. And to say that as a rural community, we 19 really look at these opportunities and we know we have to 20 take smart, strategic steps when we are talking 21 infrastructure, environmental impacts. 22 And I want you all to know that we're happy 23 to support that, especially with the socioeconomic impact 24 for our area, where we have struggled so very much as a 25 rural community, and that we are so excited to just even	Page 17 1 A recent article in the Wall Street Journal 2 indicates that, quote, "Honolulu's elevated rail line 3 shows how badly municipalities can stumble in tackling 4 giant infrastructure projects, especially when they are 5 powered by political urgency," closed quote. 6 The mistakes made on that project increased 7 the original anticipated cost of 5.1 billion to over 9 8 billion. As a result, Hawaii's government has 9 implemented an extra excised tax on businesses, which 10 rides up the cost of goods and services, as well as an 11 expanded hotel tax. 12 The Uinta Basin Railway project is already 13 facing huge cost overruns. At the SCIC meeting on July 14 3rd, it was revealed that the BLM is estimating that 15 their cost recovery for studying the three proposed 16 routes is currently \$4.6 million. SCIC only budgeted 17 \$500,000 for cost recovery for the BLM, U.S. Forest 18 Service and Bureau of Indian Affairs combined. That is 19 over a 900 percent cost overrun. 20 This project can easily mimic the Hawaiian 21 train boondoggle, and our fear is construction will 22 start, properties will be damaged and destroyed, wildlife 23 will be displaced, groundwater and waterways will be 24 negatively impacted, and then funding will run out for 25 the project and the project will never be completed. Or

Page 18 1 when the money runs out, taxpayers will be expected to 2 pay for the short fall. 3 The fact that the SCIC continues to withhold 4 all relevant financial information concerning the project 5 should be a cause for serious concern and alarm for 6 everyone, especially the residents of the seven counties 7 that SCIC allegedly represents. Much like the Great 8 Lakes Basin transportation decision rendered August 21, 9 2017, where the project application was denied based on 10 the applicant's financial condition and the financial 11 feasibility of the project. 12 I strongly urge the STB to select the no 13 build alternative for the railway project. Thank you. 14 LAURA ZIEMKE: Thank you, Darrell. 15 Becca Fordham. 16 BECCA FORDHAM: My name is Becca Fordham, 17 B-E-C-C-A F-O-R-D-H-A-M. I'm with the Argyle Wilderness 18 Preservation Alliance, and I strongly oppose this 19 railroad. 20 Commissioner Greg Miles stated in the STB 21 scoping meeting on 7/16/19, in Craig, Colorado, that 22 Duchesne's biggest commodity is oil right now -- excuse 23 me, is oil. And right now, they do not have a freeway, 24 pipeline or any really good way to transport it, other 25 than truck.	Page 20 1 DEANNA BIGELOW: My name is Deanna Bigelow, 2 D-E-A-N-N-A B-I-G-E-L-O-W, and I'm a member of the Argyle 3 Wilderness Preservation group. My concerns aren't 4 technical. Mine are just passionate. 5 I want to make a list of all of the animals 6 that would be affected by putting this train through our 7 Argyle Canyon. These are actual animals that we and our 8 neighbors have seen: Bears, elk, deer, bobcats, mountain 9 lion, fox, beaver, squirrels, chipmunks, mountain grouse, 10 songbirds, hawks and ducks. 11 All of these are part of that canyon, and 12 they will be forced, through this construction, to move 13 elsewhere. And either they will be going to an 14 environment that has no water for them and it's dry, or 15 they will be forced to the other parts of the forest and 16 that will overwhelm what little forest will be left. 17 My second concern is that the forest through 18 Argyle Canyon is not managed by the federal government. 19 It's not managed by the forest department or anyone else. 20 It's private property, and there is a lot of deadfall. 21 Aspens don't live forever, and there's a lot of deadfall 22 that has to be removed from your own property a lot, but 23 how do you do that for ten acres each? That's difficult. 24 And then a few years ago, we had a very bad 25 beetle infestation that killed a lot of the trees up
Page 19 1 Well, UDOT announced back in the spring that 2 their total construction budget for all road projects for 3 2019, in the state of Utah, is \$2.1 billion. Again, that 4 is for all road projects in the state of Utah, \$2.1 5 billion. 6 Just imagine the safe and efficient 7 freeway/highway that \$1.2 billion (sic) could build, to 8 transport the oil out of the basin, along with other 9 goods and products that everyone could benefit from and 10 use. 11 One of the biggest myths about the railway is 12 that it will take the long haul trucks off of Highway 40. 13 That is not true. What Director McKee stated in a radio 14 interview in October 2018, that it cost \$5 a barrel to 15 ship by truck to the Salt Lake refineries, and by rail, 16 it's estimated to cost somewhere between \$5.25 to \$6.19 17 per barrel by rail. 18 Doesn't that make you go, "huh?" It does me. 19 So I ask you, why would Director McKee and the SCIC want 20 to build a railroad if it's not cheaper? Because the 21 SCIC will have ownership in the railroad, and they stand 22 to profit from it, regardless if the shipping cost is 23 higher. Thank you. 24 LAURA ZIEMKE: Thank you, Becca. 25 Deanna Bigelow.	Page 21 1 there. Our ten acres probably lost one third of our pine 2 trees due to the beetles. So it makes for fire 3 potential, and railroads trains can cause fires. And 4 also the terrain to put out the fire would be very 5 expensive, and it would take a long time and that means 6 more acreage burned. 7 Then as I was looking at your maps, the red 8 direction is more an open area. It's longer, yes, but 9 it's -- doesn't go through forests and it is a much more 10 advantageous to the environment. 11 My last comment would be, I have been told 12 that this railroad train is going to go from this point 13 to this point, and it will be 80 miles. And at both 14 meetings I have been to, I have not seen -- the last one 15 that puts in a big bridge across the canyon, and then it 16 goes down and it goes way back, and it goes forward and a 17 ways back and goes around here and does a circle. 18 You can't tell me that's 80 miles worth of 19 train track. The other one that is 100 miles would 20 probably be less. Thank you. 21 LAURA ZIEMKE: Thank you, Deanna. 22 David Bigelow. 23 DAVID BIGELOW: Hello, again. My name is 24 David Bigelow, B-I-G-E-L-O-W. I'm a member of the Argyle 25 Wilderness Association.

Page 22 1 And at this point in time, I would like to 2 express my concerns about the impact that this railroad 3 is going to have on the landowners that are up in that 4 area, which I happen to be one of them. 5 We have had our property approximately -- as 6 I said the other day, 12 years but it's actually -- my 7 wife corrected me. It has been almost 22 years. So we 8 have enjoyed it immensely. And the reason we purchased 9 that property was, basically, as I said the other day, to 10 kind of get away from the rat race down below. 11 My concern is that -- there is an 12 alternative. There's a tunnel that is proposed that is 13 going to be 3.15 miles in length. That would start on 14 the north side of the mountain out there, an elevation of 15 8,100 feet. It will exit approximately 3.15 miles later 16 at an elevation of 8,224, which is a 134-miles climb that 17 that train has to make, which is going to be excessive 18 use over a period of time, extra fuel, not to mention the 19 impact it is going to have on the air quality. 20 Now, there is an alternative. There is 21 another, what we call, a low impact tunnel, which starts 22 at that same point of 8,100 feet elevation, and it goes 23 for just an additional 1.5 miles, to where it will exit 24 out at -- let me get my numbers right here. It will drop 25 389 feet by the time it exits out. With a distance of	Page 24 1 I can tell you that right now, that this is 2 going to be one of those projects that, as was mentioned 3 before, will grow and grow and grow, and somebody's going 4 to have the pay the bill. 5 I also want everybody to know that with my 6 experience, it's not just the railway that is going to 7 impact. In our area, they have to build access roads. 8 They have to have staging area, especially where they are 9 going to build a tunnel. There's going to be massive 10 scars. 11 Yes, they can do reclamation, and I also do 12 reclamation, and it takes many years for that to recover. 13 And in a wooded area like ours, it will never be the 14 same. 15 And secondly, I would like to say that I'm a 16 former firefighter. I was a firefighter for years with 17 my own municipality, as well as a wildland firefighter 18 for the U.S. Forest Service and our local county. I know 19 that having a railway does increase fire hazard because I 20 have had experiences with instances from fires started by 21 trains. 22 We had one years ago that went through Lehi 23 over about a mile to two distance. There were several 24 fires that we had to split up and put out. I seen a 25 similar fire in the mouth of Spanish Fork Canyon that did
Page 23 1 4.5 miles, that's going to be more than sufficient to 2 maintain that 2 percent grade that the railroad needs. 3 Now as I was talking to a friend about it 4 yesterday, he said, "It only makes sense that -- they are 5 going to already be in there drilling that first tunnel 6 3.15 miles. Why not just continue for another 1.5?" 7 And they are going to be there. And it is 8 going to have something like an impact of 4 landowners on 9 that route versus 44 landowners impacted going the other 10 way. And then going the other way, they will have to 11 construct a bridge, they will have to -- a massive amount 12 of equipment that's got to go in there to do the grade 13 work, and it's just -- okay, time to stop. 14 LAURA ZIEMKE: Thank you, David. 15 Roger Peck. 16 ROGER PECK: Hello, my name is Roger Peck, 17 R-O-G-E-R P-E-C-K. I'm a landowner in the Argyle Canyon 18 area, as well as a member of the Argyle Wilderness 19 Preservation Alliance. 20 I'm a Utah state contractor. I work in the 21 dirt. I'm in the mining and excavation industry. I have 22 a lot of experience. I have spent most of my life doing 23 earthwork. And from my own opinion, I know this rail can 24 be built but not at the estimated figure that they are 25 proposing. That's impossible.	Page 25 1 the same thing, started multiple spot fires that had to 2 be put out. 3 These were on low brush, low fuel area. In a 4 heavy wooded areas like ours, going through the forest, 5 it would be a disaster. There is heavy fuel, a lot of 6 dead fall, and it would be a disaster. There could be 7 people -- because of the terrain, the limited access, 8 there could be people trapped in areas that they cannot 9 get out of and I have a big concern about that. 10 Also I would like to bring up the traffic 11 situation that is also mentioned. I know they've talked 12 about that this will alleviate traffic, and I disagree 13 with that because the rail hub is going to be in Myton. 14 So there is going to be a huge increase in traffic all 15 around the Basin, from Duchesne clear to Vernal. 16 It's going to be a lot heavier with all the 17 trucks running to that rail hub. And it's going to only 18 alleviate traffic off of -- north and west of Duchesne on 19 the Highway 40 and 191. Thank you. 20 LAURA ZIEMKE: Thank you, Roger. 21 Melissa Peck. 22 MELISSA PECK: Hello, again. My name is 23 Melissa Peck, M-E-L-I-S-S-A P-E-C-K, and I'm a property 24 owner in Argyle Canyon and I'm also a member of the 25 Argyle Wilderness Preservation Alliance.

Page 26 1 I would like to address you and some of the 2 residents of the Basin here. One of the things I'm 3 really concerned about with this project is environmental 4 to the Uinta Basin. 5 So the main reason they want to run this rail 6 line is for oil, and they want to increase the production 7 of oil, and that will help with jobs and things, but what 8 things they probably haven't been told and are not aware 9 of is that by increasing the oil production, they have 10 rigs that they'll increase, and that increases emissions 11 and that can only go so high. 12 Then they will be drilling more oil wells and 13 going through more things like that, and that's -- the 14 emissions is already pretty high, and then when you 15 quadruple it -- like the SCIC has said back in the fall, 16 that right now, there's about 80,000 barrels going out 17 the of the Basin. They want to see 250- to 300,000 18 barrels going from the Basin. So they are going to 19 exceed their legal limit of emissions. 20 And anyway, let's see, what else? Researches 21 proven reserves is about 86 billion barrels, and that's 22 reserves. And if you do the math and if they are hauling 23 350,000 barrels a day, they are going to be out of oil in 24 the reserves in anywhere from three to five years. If 25 they get federal money to fund this train, they are going	Page 28 1 and spell it. 2 ANDREW KURISH: Good evening. My name is 3 Andrew Kurish, A-N-D-R-E-W K-U-R-I-S-H, and I would like 4 to, while I'm not affiliated with them, echo the concern 5 of the members so far of the Argyle Wilderness 6 Preservation Alliance. 7 I would like to touch on three areas of 8 impact. Specifically, I would like to get on the 9 socioeconomic effects. I do believe that this may have 10 potential economic benefits to the local economies of 11 Duchesne and Uinta Basin Counties. 12 However, I feel that the cost and the benefit 13 of that need to be studied further, especially given the 14 current costs proposals for this project being 15 significantly lower than previously provided cost 16 proposals for a similar project approximately ten years 17 ago. 18 I do feel that should this project be 19 completed, it may attract additional business to the 20 Basin, and therefore, that may be economic beneficial to 21 the Basin. 22 Next, I would like to touch on some land use 23 concerns that are, I feel, different than some of the 24 others that you may hear this evening. I would like to 25 speak primarily regarding my concern with land use along
Page 27 1 to be out of oil, and the oil companies are just going to 2 up and leave and that's going to leave their town 3 devastated. And who is going to be on the hook to finish 4 paying this railroad off? It will take at least ten 5 years if it is federally funded. 6 Let's see, another thing is that they 7 deplete -- they said they didn't want to fund this 8 because it was going out of state, so that's when they 9 took the other Colorado routes away. But they've changed 10 it, and now it is still going to a hub but that is taking 11 it out of state. It is going to Oklahoma, Louisiana, 12 Texas and the Gulf Coast. 13 So we are sending all of our oil out of state 14 and deplete our reserve, then what will happen, you know, 15 to our future generations? There is not going to be 16 anything left for them. 17 So I'm sorry, this doesn't make sense to me. 18 I know that Helper and Price have a rail hub, and that 19 they expected their economy to grow and do all this but 20 it hasn't. They had the same thing, it is kind of a boom 21 and doom. And I'm sorry, I don't believe this is the 22 answer. I think a highway or something that benefits 23 everyone else is the answer and not this. Thank you. 24 LAURA ZIEMKE: Thank you, Melissa. 25 Andrew Kurish. And please state your name	Page 29 1 the Wells Draw route. This is one of the alternatives 2 proposed. 3 Along that route, land use is fairly limited. 4 It is limited primarily to oil companies. Q Star 5 Pipeline, cattle grazing, as well as a wilderness therapy 6 program called Second Nature, of which I'm a former 7 student approximately five years ago, which is what 8 brings me here this evening. 9 I'm not representing them, but I am 10 representing my own concerns with the impact that a 11 proposed railroad through the field area that they 12 utilize for wilderness therapy groups would present. 13 This would cut directly through the heart of 14 their field area, down along the road before turning west 15 and cutting through another area, which is also an 16 extremely environmentally sensitive area as well. 17 There is also limited recreation along that 18 route that should be considered, although not a major 19 factor. 20 Additionally, there are going to be 21 environmental impacts along that route. Even the 22 sponsored -- the Seven County Infrastructure Coalition 23 has identified environmentally sensitive areas along 24 Wells Draw route shortly after the turn west toward 25 Indian Canyon.

Page 30 1 And, quite honestly, they haven't been very 2 transparent in what they provided to us. However, they 3 have identified those. And so I think that that area 4 needs to be studied further, both the impacts on runoff 5 and water that is going to come from that area, as well 6 as plant and animal life. 7 Given these concerns, I feel that financial 8 study's important, and ultimately, I feel that should a 9 decision go ahead and be made, it should be through 10 either the Craig route or a no build alternative. Thank 11 you for your time. 12 LAURA ZIEMKE: Thank you, Andrew. 13 Tyson Todd. 14 TYSON TODD: I'm Tyson Todd, T-Y-S-O-N 15 T-O-D-D. I'm the assistant to director of the School and 16 Institutional Trust Lands Administration in Vernal. The 17 School and Institutional Trust Lands Administration is a 18 state agency that was granted land from the federal 19 government, and it generates revenue from that land to 20 fund public education. 21 The majority of our revenue each year comes 22 from oil and gas, primarily in the Uinta Basin. Just to 23 give a sample of some numbers, the fiscal year 2018, 33 24 of the 61 million deposit into the trust came from oil 25 and gas, down from 93 million of the 139 million in 2014.	Page 32 1 And so this rail will help alleviate that 2 problem as well because if we can reach outside markets, 3 Uinta Basin producers won't be subject to that 20 4 percent. They can get the full cost, the WTI cost for 5 the oil that every everybody else gets because they are 6 not limited to only shipping it to Salt Lake area 7 producers. 8 There is a fixed cost to truck it to the 9 Wasatch Front, there is a fixed cost to ship it by rail, 10 but the advantage of the rail is they are not subject to 11 that 20 percent discount. And they can ship it to other 12 markets, where people will pay premium for it. 13 In the end, this rail will help the trust 14 lands administration receive royalties, as well as 15 private landowners, local municipalities, towns and 16 cities through tax revenue generation. 17 LAURA ZIEMKE: Thank you, Tyson. 18 Pamela Underwood. 19 PAMELA UNDERWOOD: Hi, my name is Pamela 20 Underwood, P-A-M-E-L-A U-N-D-E-R-W-O-O-D. This railway 21 through Indian Canyon will destroy the perfect land while 22 wasting taxpayers' money. It will only benefit big oil 23 companies, destroy land that people have owned for 24 decades, contaminate water and endanger wildlife. 25 I would like to start with wildlife. How
Page 31 1 Much of this is due to decrease in hydrocarbon production 2 quantities and commodity prices. 3 An increase in the ability for Uinta Basin 4 area producers to produce oil and gas and get a better 5 price for it would help provide more revenue into the 6 trust, which would, in turn, be distributed back out to, 7 primarily, public education. 8 The railway will help do this by, primarily, 9 three different ways: One, it will alleviate some 10 capacity constraints on Uinta Basin producers; two, it 11 will help reduce price discounts base producers are 12 subject to; and three, it will allow oil to be shipped 13 beyond Salt Lake City. 14 The nature of the oil in the Uinta Basin is 15 that it has a very high core point, meaning it turns to 16 wax at low temperatures, which constrains the distance in 17 which the oil can be shipped via truck. That is why the 18 oil only goes to Salt Lake right now. 19 Any additional production that would go 20 through the rail would be able to be shipped to markets 21 outside of Salt Lake City. Because the oil -- most of 22 the oil in Uinta Basin, approximately 80,000 barrels a 23 day, right now goes to Salt Lake. The producers in the 24 area receive a price discount of approximately 20 25 percent, 18 to 20 percent.	Page 33 1 many of you have seen a deer in the wild that will walk 2 within 20 feet of you? I see it every time I go to our 3 cabin. How many of you have seen sage hens in the wild? 4 I have several times when I go to the cabin. 5 I would like to start right there. Due to 6 decline in sage hen, in Utah, our governor authorized a 7 conservation plan for sage hen in January of this year. 8 A few years ago, the power company tried to put power 9 lines through our properties. When we said, "No, go 10 south on BLM land," the BLM stepped up and said, 11 "Absolutely not on our land due to the sage hens." 12 If the BLM can say no to power lines because 13 of sage hens, we can say no to the railway due to sage 14 hens. 15 What about the water? The wildlife in the 16 area depends on the water flows through these mountains. 17 I'm no expert, but I'm sure heavy equipment used to make 18 the railway and running a train filled with oil will 19 containment water sources. Even diverting the water will 20 mess with ecosystem and wildlife. 21 If you have never been up in this area, let 22 me tell you, we have the most beautiful nature-made 23 streams and waterfalls. 24 I would also like to address fires sparked by 25 trains and oil spills. Some of the worst fires in the

Page 34 1 U.S. were sparked by trains. The biggest threat to us 2 landowners is fire. We all know firsthand what kind of 3 devastation one spark of lightening or hot amber from a 4 campfire can cause. Having a train through this area 5 surrounded by thousand of dead pine trees will be a 6 landowner's worst nightmare again. 7 They say this railway will be the safest way 8 to transport oil. We have had a few oil spills in the 9 canyon by trucks going too fast around the sharp corners. 10 Can you imagine what a train loaded with 100 cars of oil 11 will cause? Does it -- don't say it can't happen or it 12 won't happen because it will. 13 And both mayors of Price and Helper ought to 14 be very concerned about this because this is our water it 15 will spill into. 16 For the last 40-plus years, I have enjoyed my 17 slice of heaven on earth of this property. How many of 18 you can say you can drive 30 minutes from your city homes 19 and see a clear night sky full of stars, listen to the 20 wind blow through hundreds of trees, have wildlife walk 21 within feet of you without being spooked, play in fresh 22 mountain water, ride motorcycles or four-wheelers, teach 23 children about nature or just enjoy the peace and quiet? 24 Thank you. 25 LAURA ZIEMKE: Thank you, Pamela.	Page 36 1 I live there three months out of the year. How do I get 2 up there? How do I now feel safe to get down if I have 3 to worry about the railroad being in the way or the 4 equipment in the way or the blasting away? Because what 5 they are talking about is just a few blocks from my 6 cabin. 7 Environmentally -- I can hear my neighbors 8 because of the way the canyons are. I can hear them 9 talking way up in the mountain because the canyons are 10 so -- can you imagine a train going through that? The 11 sound we are going to hear coming up those canyons? They 12 are going to just -- seven of them a day going through 13 that. 14 Let's talk about safety. What about our 15 grandkids? They like to ride their four-wheelers and, 16 you know, run around. My kids used to walk that whole 17 area. They are not going to be safe to walk. 18 Another thing I would like to mention is if 19 the government changes their position, they are doing 20 fracking up there, they are not -- some people will not 21 allow fracking, so you better think about, is that going 22 to completely stop? Thank you very much. 23 LAURA ZIEMKE: Thank you, Mary. 24 Dawn Manzanares. 25 DAWN MANZANARES: First name is Dawn,
Page 35 1 George Urbanik. 2 GEORGE URBANIK: Yes. My name is George 3 Urbanik, U-R-B-A-N-I-K. I grew up in this area. 73 4 years old. I have ridden horses through this country all 5 of my life. And I now have property in this area, and I 6 see what everybody else does. We do not want this 7 destroyed. We have beautiful, pristine waters. We have 8 forests, we have our animals, and we have our kids, our 9 grandkids and now our great grandkids that we bring there 10 to enjoy it with us. 11 That's all I wanted to say. Thank you. 12 LAURA ZIEMKE: Thank you, Bruce. 13 Mary Urbanik. 14 MARY URBANIK: I don't know what I want to 15 say since I looked at some of your posters here. The 16 first one says, "Public safety." I really want to talk 17 about public safety. 18 If you haven't been in our canyon, some areas 19 are wide, some are very small, very narrow. Now one 20 meeting that I heard about, they talked about wanting 21 2,000 feet of railway. 2,000 feet in that -- some of 22 that canyon isn't even 2,000 feet wide in places. Our 23 roads aren't in those areas. 24 Where is our safety? The people that are 25 here, how do we get to our homes that we have up there?	Page 37 1 D-A-W-N, last name Manzanares, M-A-N-Z-A-N-A-R-E-S. I'm 2 a member of the Argyle Wilderness Preservation and a 3 landowner. I would like to open by expressing my full 4 support of the fossil fuel development and employment it 5 will inevitably create. I'm not anti-fossil fuel. I 6 understand fully the upside of a railway to transport gas 7 and oil to the Basin. 8 However, I feel inclined to express my 9 concern of the impact the railway will have on landowners 10 in the region. We have a moral responsibility to take 11 into consideration the burden placed on our neighbor. 12 Property owners throughout the area will be impacted 13 drastically. The threat of wildlife will be an 14 overwhelming possibility. Property value will 15 subsequently drop and our investment will be drastically 16 compromised. 17 I beg this community to take the individuals 18 adversely affected into consideration. I own and operate 19 my own business. I understand that business decisions 20 must be made, but we must find the middle ground between 21 this being a business decision and a moral decision. 22 I ask the committee to please think about 23 everyone involved. We must think about the upside and 24 the downside of all parties involved. I feel there are 25 other options available. I also feel that those of us

Page 38 1 that will be affected negatively have been left in the 2 dark. 3 The lack of transparency is extremely 4 alarming and, consequently, causes me to envision less 5 than decent motives. This massive endeavor can be 6 absolutely crippling to this area. I fail to see where 7 any of us on the other side of the fence have been taken 8 into consideration. 9 So, again, I ask you to please bring the 10 negative impact to this project to light, and let us find 11 a way to find some middle ground. This story is similar 12 to other landowners in this property. My kids were 13 raised on this mountain. 14 16 years ago, my husband's family decided to 15 sell his family cabin. We spent 14 years saving and 16 looking for just the right place to give our 17 grandchildren the same opportunity that our kids had, a 18 little piece of heaven here on earth, away from the 19 crowds and the noise of everyday life. 20 Now we are being told that our mountain will 21 have a railway through it destroying that. No one wants 22 to have their home invaded. No one wants to put our 23 kids, wildlife or property in danger. I do not think 24 anyone on this committee cares about what the landowners 25 want or only want what will go in their pockets.	Page 40 1 wildlife, fire hazards, not to mention what you are 2 putting on the railway. UP just had a story on KUTV News 3 about the toxic stuff that is being put on the railways 4 and the dumping of these things. 5 I don't think people have done their due 6 diligence in this matter. It's going to be way too 7 costly to go through there and put a railway. And I just 8 am very opposed to it, and that's all I've got to say. 9 LAURA ZIEMKE: Thank you, Mitchell. 10 All right that was our last person who signed 11 up to speak today. Is there anyone who felt they really 12 didn't get that? Melissa. Is there anyone else? I 13 would like to see a show of hands. We want to give maybe 14 two more minutes if there was something that they felt 15 they missed. 16 Okay. Come up front please. 17 Please keep it at two minutes. All right. 18 And anyone else? 19 MELISSA PECK: Sorry, I'm used to the five 20 minutes. 21 LAURA ZIEMKE: I would like to bring you guys 22 forward. There are some chairs there, so have a seat 23 there. 24 All right. State your name again, please. 25 MELISSA PECK: Melissa Peck, and you probably
Page 39 1 I think these meetings are meant just to save 2 face. Memories are made and bonds are formed on the 3 mountain. Neighbors look out for each other's places. 4 This is not found on very many places, and shame on those 5 of you trying to take away the last true homestead areas. 6 LAURA ZIEMKE: Thank you. 7 CONCECION DAMIAN: C-O-N-C-E-C-I-O-N 8 D-A-M-I-A-N. I'm a landowner from the Argyle area. So 9 I'm really against the construction of the railroad, but 10 I'm here -- pretty much every one of the speakers already 11 called out everything, but I would like to speak for a 12 little bit on the living things in the area, that they 13 can't be here to speak for themselves. 14 And that's where it's going to be the most 15 affected, besides the landowners, of course. And I want 16 to tell that I'm against the project. Thank you. 17 LAURA ZIEMKE: Thank you. 18 Mitchell Haden. 19 MITCHELL HADEN: Yes, my name is Mitchell 20 Haden. I'm just with the rest of the landowners up 21 there. People bought recreational property up there, 22 some of us, over 40 years ago, and we don't want to see 23 it destroyed by a railroad. 24 And you can't say that it is not going to 25 have negative impact on it, like people have stated with	Page 41 1 have the spelling down by now. 2 One of the things, too, that I was going to 3 talk about, besides the air quality, is pumping out of 4 the Basin that much, that fast, has anybody stopped to 5 look at these geological aspects of this? I mean, you're 6 pumping things out of the ground. Is there going to be 7 settling? Could it cause an earthquake? 8 Have the residents really thought this 9 through? Because I know there is a lot of oil out there, 10 but the amount that they are taking out is an incredible 11 amount that they plan to take out. 12 So another thing is the tankers are not 13 limited by taking oil because the tankers are heated. 14 That is the only way they can get the oil in and out 15 because it is waxy, is that the tankers the truck 16 tankers, they are heated and so they can go long 17 distances. It is possible. 18 And I do not believe that it will benefit the 19 private property owners. Like I say, we've got railroads 20 in Lehi that don't even have rail line, like, the rail 21 lines are abandoned. It is just not -- we are moving 22 past railroads and rail lines into the future, and I just 23 don't see this -- the benefit outweighing the risks and 24 the debts, quite frankly. Thank you. 25 LAURA ZIEMKE: Thank you.

Page 42 1 And, again, please state your name. 2 ANDREW KURISH: Andrew Kurish. I just wanted 3 to elaborate a little bit more on my concerns with regard 4 to the environmental impact on plant and animal life. I 5 think it is important to study that in very good detail 6 along all of the routes. And then also, the impact on 7 water, especially the amount of oil spill along -- either 8 the Wells Draw or Indian Canyon routes. 9 These are areas that drain eventually or are 10 either providing public water sources or they are 11 draining into the Green River, which is a major water 12 source for the area. And I think that deserves 13 consideration and study. Thank you. 14 LAURA ZIEMKE: Thank you. 15 GORDON EVERETT: Gordon Everett, 16 E-V-E-R-E-T-T. I just wanted to speak to the lady from 17 Duchesne County. You know, I have worked on the 18 railroad. I know how many people it takes to run it. 19 After that's built, you will have 25 to 35 people taking 20 care of that railroad. That's not going to do much for 21 your rates on who is working and who is not. 22 So somebody is blowing smoke, and I don't 23 know who it is but it's bad. 24 LAURA ZIEMKE: All right. Thank you. All 25 right. One thing I -- okay. Go ahead.	Page 44 1 left in the -- for the meeting, so we will be returning 2 to the boards. The technical specialists and Dave and 3 Josh are available if you want to approach them about any 4 questions that you may have. Thanks so much. 5 (The meeting was concluded at 6:40 P.M.) 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25
Page 43 1 DAVID BIGELOW: Hello, again. My name is 2 David Bigelow. 3 Two things, two points I want to make. Like 4 I said a while ago, we have owned our property for 22 5 years, but probably 30 years ago, we used to love to 6 drive up to the top of Indian Canyon, way up on top, and 7 you turn around and come back that 8 percent grade, what 8 do you see right down there in your view? A beautiful 9 panorama of Quakies, whether it's fall colors or 10 whatever, and pine trees. It's absolutely beautiful. 11 If they route that high impact tunnel, that 12 will all be gone. It will just totally destroy it. 13 Thank you. 14 LAURA ZIEMKE: Thank you. All right. I do 15 notice this evening a lot of you came up with what you 16 had to say written down. I would encourage you to turn 17 those in, especially if you were not able to get your 18 comment out during the three minutes that you had. 19 Please feel free to either drop them in the 20 box up front or turn them in up here. And that does wrap 21 up our this portion of the meeting for tonight. 22 The OEA will be accepting comments through 23 August 5th, and we thank everyone for coming and sharing 24 your comments and concerns this evening. 25 Oh, one more thing. We still have 30 minutes	Page 45 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 23rd day of July, 2019. 18 19 20 Kellie Peterson, RPR 21 22 23 24 25

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PUBLIC SCOPING MEETING

ORAL COMMENTS

July 17, 2019

ADVANCED REPORTING SOLUTIONS

801-746-5080 | office@advancedrep.com | advancedrep.com

SALT LAKE | 159 West Broadway, Broadway Lofts, Suite 100 | Salt Lake City, Utah 84101

PROVO | 3507 North University Avenue, Suite 350-D | Provo, Utah 84604

ST. GEORGE | 20 North Main Street, Suite 301 | St. George, Utah 84770



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

ORAL COMMENTS

Taken on Wednesday, July 17, 2019

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

At Carbon County Event Center

450 South Fairgrounds Road

Price, Utah 84501

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 mostly private property. It would be advantageous for 2 everyone if federal property was used, but like always, 3 you would rather use private property because it is 4 easier to take advantage of the private owners than to 5 work with the government. 6 The majority of the people you are displacing 7 have been here since the 1980s and some even longer, 8 since the '20s. So take into consideration what you are 9 doing to all of the people here and put yourself in their 10 position. 11 DONNA ROBLES: I would like to say I'm really 12 concerned with the fire danger that this project presents 13 to our wildlife and to our neighbors. I'm afraid that 14 they will be using the tanks that we have available to 15 fight fires to go through with this project, and then 16 what are we going to have if there is a fire? 17 And are the people that are building this 18 going to be liable in fighting for any fire danger, any 19 lives that are taken and any property that is destroyed? 20 Also, if they take the water from up above, 21 the wildlife and the people down below in Bloomington and 22 everything that get our leftover water, it will dry all 23 of our springs up. So I'm really concerned about the 24 environment up there. 25 LEANN PREECE: I'm a landowner, and our
Page 3 1 C O M M E N T S 2 3 CAROLYN EVERETT: We are against the railroad 4 route up Indian Canyon or Wells Draw. We have spent many 5 years and hundreds of thousands of dollars getting our 6 place where we can enjoy it with our family and friends. 7 We have built cabins, we've drilled a well, put in a 8 solar system, septic tanks, just to name a few things. 9 If the railroad goes through, as it is now, 10 it will take out our cabin and all of our outbuildings, 11 so we will have lost everything that we have worked so 12 hard for. The railroad will affect everyone in -- on the 13 mountain. All of our property values will go down. 14 Everyone will have to put up with the noise and the stink 15 from the engines. 16 There is also the possibility of sparks 17 starting a forest fire from the train or the derailment 18 that would cause multiple tanks of spilled oil in the 19 canyon. This is a pristine forest in the middle of a 20 desert. This is mostly private property between the 21 state and federal government and BLM own approximately 71 22 percent of the land -- sorry, land in Utah. 23 Supposedly, the BLM land is held in trust for 24 the American people. Surely, that is a lot better and 25 more economical route than going up the canyon that is	Page 5 1 company that owns it is an LLC, and it's Willow Creek 2 Brady Properties. And I guess the question that I have, 3 who's paying for this? And I strongly oppose it based on 4 we've had our property for 40 years. We do not want a 5 railroad to come through. 6 The grade is too steep, and I -- I don't know 7 about this tunnel business but -- and I have just a real 8 strong feeling that it will impact the environment that 9 we enjoy as we get away from all of the muck. 10 So anyway, I wanted to record that. 11 ROY PATEL: I'm in the favor for the train to 12 come in the area on the rural area. It will create a lot 13 of job opportunities for the local community, where 14 unemployment is too high right now. I know in the entire 15 nation, the unemployment is very low, but in that 16 particular Duchesne and Uintah County, unemployment is 17 two digits right now, 12 percent. 18 So I'm in favor for the train. So more jobs 19 and more products in and more money. 20 (The conclusion of the oral comments.) 21 22 23 24 25

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 23rd day of July, 2019. 17 18  19 _____ Kellie Peterson, RPR 20 21 22 23 24 25	Page 6

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