

UTAH ROYALTY OWNERS ASSOCIATION'S COMMENTS ON THE PROPOSED UINTA BASIN RAILWAY TO THE U.S. SURFACE TRANSPORTATION BOARD(USSTB) PUBLIC MEETING ON JULY 18TH,19 HELD AT THE GRACE EVENT CENTER, ROOSEVELT, UT.

To Whom it May Concern:

As President of the Utah Royalty Owners Association I voice and submit our support for the Seven County Infrastructure Committee (SCIC) proposal to build a rail line connecting the Uinta Basin with nation's interstate rail system. We request our comments be made a part of the U.S. Surface Transportation Board's environmental impact statement (EIS) Scoping process.

The Utah Royalty Owners Association is a Non-Profit Association established in 1984 to develop, maintain, and improve good relations between mineral owners and parties which stimulate the general interest of the Royalty owners; improve business methods and practices, to disseminate information to the Association members; to foster cooperation with all levels of government. The parties mentioned above include the Utah Petroleum Association and all producing oil and gas companies which we feel are partners. We are also affiliated with National Association of Royalty Owners (NARO) and NARO-ROCKIES representing MT, ID, WY, NV, UT, AZ, NM.

We believe the preferred alternative selected by SCIC from LeLand Bench through Indian Canyon to Kyune near Helper has the fewest negative impacts on our farms, homes and the two terminals are strategically located near our largest oil reserves.

The Uinta Basin Railway project is the most important event affecting us and would provide economic stability, well- paying jobs, consistent, all-weather freight in to the Basin like Frack Sand, oil industry and farm machinery plus incentivize new businesses to come here.

Safe transport of our Basin Yellow or Black Crude Oil to new refineries and markets could eliminate the discount presently used when oil is delivered to the Salt Lake refineries. A rail would allow the Basin oil producers to compete monetarily with other U.S. oil plays. Other minerals and agricultural products could also be transported by rail and reduce air quality and noise problems caused by the need for numerous trucks. Many of our local eminent energy companies have stated they would increase oil production by at least three times if a rail came.

The approval of this project would not only be a great economic stimulant to Utah but to the United States in total. The Uinta Basin would no longer be the community without a railroad.

Sincerely, Allan E. Smith, UTROA PO Box 1292 Roosevelt, UT 84066 aesmith@ubtanet.com

