

PUBLIC SCOPING MEETING

PRESENTATION AND COMMENTS

July 18, 2019

1 PUBLIC SCOPING MEETING
2 FOR THE ENVIRONMENTAL IMPACT STATEMENT
3 ON THE UINTA BASIN RAILWAY
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5 PRESENTATION AND COMMENTS
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9 Taken on Thursday, July 18, 2019

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11 from 11:00 A.M. to 1:00 P.M.
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13 At Grace Event Center
14 1024 West Highway 40
15 Roosevelt, UT 84066
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24 Reported by: Kellie Peterson, RPR, CSR
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<p style="text-align: right;">Page 2</p> <p>1 A P P E A R A N C E S</p> <p>2</p> <p>3 Dr. Joshua Wayland, OEA Project Manager</p> <p>4 Laura Ziemke, Meeting Facilitator</p> <p>5 David Navecky, OEA</p> <p>6</p> <p>7</p> <p>8</p> <p>9</p> <p>10</p> <p>11</p> <p>12</p> <p>13</p> <p>14</p> <p>15</p> <p>16</p> <p>17</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p>	<p style="text-align: right;">Page 4</p> <p>1 scoping process.</p> <p>2 So I'll start with some introductions. My</p> <p>3 name is Josh Wayland. I work for the Surface</p> <p>4 Transportation Board's Office of Environmental Analysis,</p> <p>5 or OEA. Also from OEA is Dave Navecky, who is sitting</p> <p>6 next to me here. You might have met some technical</p> <p>7 staff, as you looked around the room at the poster boards</p> <p>8 that we have in the back, and those folks work for a</p> <p>9 company called ICF.</p> <p>10 ICF is an environmental consulting company</p> <p>11 that will be assisting my office with the environmental</p> <p>12 review. Our office is very small, so we regularly use a</p> <p>13 third-party contractor or third-party consultant to help</p> <p>14 us with our environmental reviews.</p> <p>15 This slide summarizes the role of a Surface</p> <p>16 Transportation Board in this project. The Surface</p> <p>17 Transportation Board is a federal government agency that</p> <p>18 has jurisdiction over the infrastructure railroad</p> <p>19 network. So before a railroad company or a local</p> <p>20 government entity, or any other entity, can construct or</p> <p>21 utilize a railroad that connects to the interstate</p> <p>22 railroad, they have to seek approval from the Surface</p> <p>23 Transportation Board, my agency.</p> <p>24 In this case, the Seven County Infrastructure</p> <p>25 Coalition plans to request approval to construct and</p>
<p style="text-align: right;">Page 3</p> <p>1 July 18, 2019 11:00 A.M.</p> <p>2 P R O C E E D I N G S</p> <p>3</p> <p>4 LAURA ZIEMKE: All right. At this time, I</p> <p>5 would like to turn the presentation over to Josh Wayland,</p> <p>6 with the Surface Transportation Board, Office of</p> <p>7 Environmental Analysis.</p> <p>8 DR. JOSHUA WAYLAND: Hello everyone, and</p> <p>9 thank you for coming to this scoping meeting for the</p> <p>10 proposed Uinta Basin Railway project. I hope you all had</p> <p>11 the opportunity already to learn about the project by</p> <p>12 talking to our technical staff and looking at the poster</p> <p>13 boards that we have at the back.</p> <p>14 This presentation is just going to be a very</p> <p>15 brief and high-level overview of the proposed project, as</p> <p>16 well as the role of my agency, the Surface Transportation</p> <p>17 Board.</p> <p>18 So here's the agenda of what I would like to</p> <p>19 talk about today: First, I'm going to introduce myself</p> <p>20 and my agency, the Surface Transportation Board, and then</p> <p>21 I'm going to briefly talk about our environmental review</p> <p>22 process. I'll review some of the basic information about</p> <p>23 the proposed project and discuss potential categories of</p> <p>24 environmental impacts that could occur as a result of</p> <p>25 this proposed rail line. And then finally, I would like</p> <p> to review how you can submit your comments during the</p>	<p style="text-align: right;">Page 5</p> <p>1 operate a new line of railroad that would connect the</p> <p>2 Uinta Basin to the interstate rail network.</p> <p>3 Before the board or the Surface</p> <p>4 Transportation Board, my agency, can approve or make a</p> <p>5 decision on that project, on that proposal, the board has</p> <p>6 to first consider the potential environmental impacts of</p> <p>7 the proposed rail line. And my office, OEA, is the</p> <p>8 office in the board that will be responsible for</p> <p>9 preparing an Environmental Impact Statement, or EIS, to</p> <p>10 inform the board and the public about the proposed</p> <p>11 environmental impacts that could occur if the board were</p> <p>12 to approve this project.</p> <p>13 This slide shows an overview of OEA</p> <p>14 environmental review process. I would like to emphasize</p> <p>15 at the beginning that we are at the very first step of</p> <p>16 this process. Right now, we are in the scoping phase,</p> <p>17 which is the first step in preparing an EIS. After</p> <p>18 scoping, OEA will prepare a draft EIS that will examine</p> <p>19 potential environmental impacts of the Seven County</p> <p>20 Infrastructure Coalition proposal. And at that point, we</p> <p>21 will host another series of public meetings and ask for</p> <p>22 public comment again on that draft document.</p> <p>23 After receiving comments from the public on</p> <p>24 the draft EIS that we will prepare, OEA will then prepare</p> <p>25 a final EIS that will make our final conclusions and</p>

<p style="text-align: right;">Page 6</p> <p>1 recommendations. And then the board will make its final 2 decision as to whether or not to approve the proposed 3 rail line and, if so, which alternative they will 4 approve. And in making that decision, the board will 5 consider both the environmental impacts and the 6 transportation merits of the proposed rail line. 7 I would like to emphasize again that the 8 Uinta Basin Railway project is not being proposed or 9 sponsored by the federal government. The project 10 proponent in this case is the Seven County Infrastructure 11 Coalition, and that's the applicant. The coalition has 12 described the purpose of the proposed rail line as being: 13 To provide common carrier rail service connecting the 14 Uinta Basin to the interstate rail network, using a route 15 that would allow the coalition to attract shippers with a 16 cost-effective rail alternative to trucking. 17 To meet that objective, the coalition 18 proposes to construct and operate a new rail line 19 extending from two terminus points in the Uinta Basin, 20 one near Myton and one near Leland Bench, to an existing 21 Union Pacific rail line near Kyune, Utah. 22 The coalition has also identified two other 23 alternatives that would meet the project's purpose and 24 need. The three proposed alternatives, as you might have 25 seen on our poster board in the back, are called the</p>	<p style="text-align: right;">Page 8</p> <p>1 The third alternative is the Craig route, 2 shown here in yellow, which would extend eastward 3 approximately 185 miles, from Myton and Leland Bench, to 4 an existing rail line near Axial, Colorado. 5 As part of this scoping process, OEA welcomes 6 your comments on these proposed alternatives or other 7 alternatives that we should consider in our environmental 8 review. 9 In addition to identifying potential 10 alternatives, another purpose of the scoping process is 11 to help us identify potential environmental impacts or 12 environmental resources that could be adversely or 13 beneficially impacted by this proposed rail line. So 14 this slide shows the resource area that OEA has 15 identified to date to be considered an EIS. 16 They include public safety, transportation, 17 air quality and climate change, noise and vibration, land 18 use, cultural and historic resources, biological 19 resources, including wildlife, socioeconomics, 20 recreation, water resources, visual resources, geology 21 and soils and environmental justice. 22 I would like you to turn now to a section on 23 how you can file your comments on the scoping process. 24 This is a screenshot of the board's main website, 25 www.stb.gov. From this website, you can find information</p>
<p style="text-align: right;">Page 7</p> <p>1 Indian Canyon route, that is the applicant's preferred 2 route, the Wells Draw route and the Craig route. 3 Whichever route, if any, were to be, 4 ultimately, approved and constructed, the coalition says 5 there will be approximately seven trains per day, 6 including loaded and unloaded trains, would move along 7 the proposed rail line each day. And they would carry 8 such products as crude oil, fracturing sand, fracking 9 equipment and machinery, mineral and agriculture 10 products. 11 This slide shows the map of those three 12 proposed routes. You can see this map any time online at 13 the board's project website, 14 www.uintabasinrailwayeis.com. 15 Once again, the coalition's preferred 16 alternative is the Indian Canyon route, which is shown 17 here in red, and that route would be approximately 80 18 miles long. And, again, it would extend from two 19 terminus points, near Myton and Leland Bench, to an 20 existing rail line near Kyune. 21 The Wells Draw route would have the same 22 terminus point, same beginning and end point as the 23 Indian Canyon route, but it would take a different route 24 in between. And it would be somewhat longer at 25 approximately 105 miles long.</p>	<p style="text-align: right;">Page 9</p> <p>1 about the project, including the notice from intent that 2 started this scoping process that we are in right now. 3 You will also notice that in the upper 4 left-hand side of the screen, there is a link for 5 e-Filing where you can file comments electronically. 6 Here is another option for filing your 7 comments electronically, you can visit the project's 8 specific website that the board and the OEA has made 9 available at www.uintabasinrailwayeis.com. You will 10 notice that there are tabs along the left-hand side that 11 you can click on to get more information about the 12 project. 13 For example, if you were to click on the tab 14 entitled, "Submit comments," you would see this page 15 where you can type in your information and your comment. 16 You will notice that there is a field here for entering 17 location information about your comment, and you can 18 populate that field by clicking on the interactive map on 19 the right-hand side of the screen. 20 Another way to submit your comments during 21 the scoping process is here today, and I do want to leave 22 plenty of time for everyone to have their opportunity to 23 speak. So I thank you for all your participation in the 24 board's process. 25 Before I turn it back over to Laura to</p>

<p style="text-align: right;">Page 10</p> <p>1 facilitate the oral comment portion, I'm going to show 2 you one more slide, which shows the various ways which 3 you can submit your comments. Again, in person today, 4 electronically through the board's website or through the 5 project website or you can mail a hardcopy directly to 6 me. My address is up there. 7 Thank you again. I will turn it over to 8 Laura at this point. 9 LAURA ZIEMKE: All right. Thank you, Josh. 10 My name is Laura Ziemke. I will be your facilitator for 11 this -- for the remainder of the meeting. 12 So we have reached the portion of the meeting 13 where you have the opportunity to come forward and 14 provide your oral comments to OEA. Throughout the 15 comment process, we ask that you keep in mind that this 16 is not the arena for a debate and it is not a question 17 and answer period. 18 However, we will -- after the meeting ends at 19 1:00, Josh and Dave are open to staying a little after 20 that time, if people have questions for them and you 21 would like to connect with them. 22 So we to have quite a number of people who 23 have signed up to give oral comments today, so in order 24 to move through the process efficiently, we ask that 25 everyone follow a few ground rules.</p>	<p style="text-align: right;">Page 12</p> <p>1 Please do not provide any personal 2 information that you do not want to be made public. This 3 information in your oral comments will be part of the 4 Environmental Impact Statement. 5 Then just out of respect for others, you 6 know, who would like to make comments, I ask that you 7 please honor that three minute request and that you stop 8 speaking and not go over that time limit. As I said, we 9 do have a number of people who would like to speak today. 10 So with that, I would like to go ahead and 11 get started. Our first individual is Commissioner Irene 12 Hansen. 13 IRENE HANSEN: Good morning. My name is 14 Irene Hansen, I-R-E-N-E H-A-N-S-E-N, and I'm currently 15 serving as a Duchesne County Commissioner. Thank you for 16 the opportunity to be here, and thank you for all of 17 those who are here today with us. 18 You know, there's certainly no doubt about 19 the fact, and if you looked at any of the things in the 20 back, that permitting a new rail is a big deal. It's a 21 big deal environmentally. It's a big deal all the way 22 around. But I think it's safe to say that in America, we 23 have found the best way to do that. 24 It's been done in some of the most pristine 25 places in our country, it's been done in some of the most</p>
<p style="text-align: right;">Page 11</p> <p>1 But before we go through, is there anyone who 2 signed in and wanted to give an oral comment but did not 3 check the box for oral comment? If you did, raise your 4 hand. Okay. All right. So we will go forward with the 5 individuals we have identified here. 6 So I will be calling people up one at a time. 7 We will ask you to come up to the speaker here, and you 8 will have three minutes for your comment. When you get 9 to about two and a half minutes, I will hold up this 10 sign, just to let you know that you have 30 seconds left. 11 And then when it's -- when you do get to that three 12 minute point, I will hold up this sign and ask you to 13 please stop. 14 If you have written down your comments, 15 please be sure to turn them in. I would ask you to 16 focus, since it is three minutes, on the most important 17 part of your comments so you can share those directly 18 with OEA, that would be great. Please speak clearly and 19 slowly. State your full name and spell it. 20 We do have a court reporter here. She will 21 be capturing everything that is said up at the 22 microphone. If you are representing a different 23 individual or an organization, please state that name. 24 We need this information to make sure that the court 25 reporter gets an accurate record.</p>	<p style="text-align: right;">Page 13</p> <p>1 pristine canyons in the world, and it can be done safely, 2 with a great deal of attention to wildlife, to endangered 3 species. I think that we, as Americans, have a record of 4 knowing how to do these things correctly and wisely, and 5 I appreciate the fact that you are considering three 6 alternatives. I think that's very important so that we 7 know the best way to do that. 8 You know, I have to admit, because of my 9 previous life in economic development, that there was a 10 part of me last night that my heart was jumping for joy 11 as I heard the comments about the beauty in Duchesne 12 County, which I have been saying, as well as many of the 13 residents, for 100 years. The beautiful starry nights, 14 all of those things, the wildlife, the beauty, and, you 15 know, we understand that landowners and people who 16 recreate here, that this is their slice of heaven, and to 17 be honest with you, that really does make me very proud. 18 You know, I think that conservative estimates 19 are that we have over 11 billion barrels of recoverable 20 oil. That's very conservative. Others have estimated 21 that to be 50 billion. And this is not things like tar 22 sands. This is recoverable conventional fuel. And so 23 there is a bright future for the Basin. 24 You know, at one time, I know many have 25 worried, "Oh, my goodness, can you handle the upswing?"</p>

<p style="text-align: right;">Page 14</p> <p>1 At one time, we had 50 rigs operating in the 2 Uinta Basin. Currently, we have less than ten. We can 3 handle the upswing. And really, it just makes us live 4 kind of like everybody does along the Wasatch Front, 5 where your kids get to stay here and you get to enjoy 6 life and you have new stores moving in and new 7 restaurants. 8 So all -- so that's what we are asking. We 9 just want to have the same things that other places in 10 Utah enjoy. Thank you. 11 LAURA ZIEMKE: Thank you, Commissioner 12 Hansen. 13 Our next individual is Mike Hyde. 14 MIKE HYDE: Mike Hyde, last name H-Y-D-E. I'm 15 here today as the community development director for 16 Duchesne County, and as Commissioner Hansen said, this 17 project is a big deal in how we look at it. 18 I would like to quote a few things from our 19 county general plan, which is kind of the blueprint for 20 how we look at where the county is going in the next 20, 21 30 years. And the general plan talks about our 22 dependence on a single industry here. Sure, we have 23 strong agriculture industry and some tourism but oil and 24 gas is the major driver of the economy out here. 25 And unfortunately, it is prone to a</p>	<p style="text-align: right;">Page 16</p> <p>1 here with our outdoor recreation and scenery. 2 On a personal level, I have two stepsons who 3 are employed in the oil and gas industry, hauling water 4 and doing remote sensing work, and we sure would like 5 them to be able to keep their jobs and raise their 6 families here in the Basin and I think that will 7 certainly help that way. Thank you. 8 LAURA ZIEMKE: Thank you, Mike. 9 Allen Smith. 10 ALLEN SMITH: Thank you. As president of the 11 Utah Royalty Owners Association, I voice and submit our 12 support for the Seven County Infrastructure Committee, 13 SCIC's, proposal to build a rail line of Uinta Basin with 14 the nation's interstate rail system. 15 We request our comment be made a part of 16 Surface Transportation Board's Environmental Impact 17 Statement, EIS, scoping process. 18 The Utah Royalty Owners Association is a 19 nonprofit association established in 1984 to develop, 20 maintain and improve good relations between mineral 21 owners and parties which stimulate the general interest 22 of the royalty owners, improve business methods and 23 practices to disseminate information to the association 24 members, to foster cooperation with all levels of 25 government.</p>
<p style="text-align: right;">Page 15</p> <p>1 boom-and-bust cycle. So while it is booming, our 2 unemployment rate is down around 3 percent, typically. 3 When it is busted, there is an exodus of folks, and our 4 unemployment rate goes up to 11, 12 percent. 5 So the county general plan advocates a way to 6 try to get rid of the single industry dependence and that 7 is through diversifying the economy. And we feel that 8 this proposed rail line will help us do that. While 9 there is a vast resource of crude oil and natural gas out 10 here, getting it to market has been a problem. 11 We've talked about pipelines. However, those 12 are only going to help with one particular commodity. 13 The rail line would enable us to help other commodities 14 get to the market, not only the oil but also agriculture 15 commodities and other mineral commodities. 16 So we think that this is a good project to 17 help with that diversification that we so sorely need in 18 this area. We do know that there will be some economic 19 benefits but also some environmental impacts, and we've 20 already provided information to the federal agency about 21 those from our general plan. 22 And as Josh indicated, this is just the start 23 of the process. And we too, as the county, want to see 24 the project done in a way that is complimentary to what 25 we have here and not contrary to the things that we enjoy</p>	<p style="text-align: right;">Page 17</p> <p>1 The parties mentioned above include Utah 2 Petroleum Association and all producing oil and gas 3 companies, which we feel are partners. We are also 4 affiliated with the National Association of Royalty 5 Owners, NARO, the NARO Rockies, representing Montana, 6 Idaho, Wyoming, Nevada, Utah, Arizona, New Mexico. 7 We believe that the preferred alternative 8 selected by SCIC from Leland Bench through Indian Canyon 9 to Kyune near Helper has the fewest negative impacts on 10 our farms, homes, and the two terminals are strategically 11 located near our largest oil reserves. 12 The Uinta Basin Railway project is the most 13 important event affecting us and would provide economic 14 stability, well-paying jobs, consistent all-weather 15 freight into the Basin like frack sand, oil and farm 16 industry, plus incentivize new businesses to come here. 17 Safe transport of our Basin yellow or black 18 crude oil to new refineries and markets could eliminate 19 the discount presently used when oil is delivered to the 20 Salt Lake refineries. A rail would allow the Basin oil 21 producers to compete monetarily with other U.S. oil 22 plays. 23 Other mineral and agriculture products could 24 also be transported by rail and reduce air quality and 25 noise problems caused by the need for numerous trucks.</p>

<p style="text-align: right;">Page 18</p> <p>1 Many of our local energy companies have stated they would 2 increase oil production by at least three times if the 3 rail came. 4 The approval of this project would not only 5 be a great economic stimulant to Utah but to the United 6 States in total. The Uinta Basin would no longer be the 7 community without a railroad. 8 Sincerely, Allen E. Smith, UTROA, PO Box 1292 9 Roosevelt, Utah and my email is aesmith@ubtanet.com. 10 Thank you. 11 LAURA ZIEMKE: Thank you, Allen. 12 Tyson Todd. 13 TYSON TODD: I'm Tyson Todd, T-Y-S-O-N 14 T-O-D-D. I'm with the State of Utah Trust Lands 15 Administration. The Trust Lands Administration is a 16 quasi state government agency that manages land that was 17 granted to us from the federal government for the 18 generation of revenue that primarily goes to public 19 education, among other beneficiaries. 20 The trust lands is pretty well tied into oil 21 and gas. The majority of our revenue, depending on 22 production and price, comes from oil and gas, and the 23 majority of that comes from the Uinta Basin. In 2018, of 24 the \$61 million that the trust generated, 33 million of 25 it came from oil and gas.</p>	<p style="text-align: right;">Page 20</p> <p>1 years ago with 45 drilling rigs. And I think this 2 technological development helps add validity to this 3 railway project, in that it's not a stretch to need 90 4 drilling rigs to build a rail line but an order of 5 magnitude less than that. 6 And I appreciate the opportunity to talk. I 7 appreciate you coming out and listening to the 8 community's voices and concerns. I think that this is a 9 good opportunity for the Uinta Basin to really moderate 10 some of the highs and lows but also help us maintain our 11 quality of life and help enhance ourselves that ability 12 to maintain that quality of life and to make a good 13 living. Thank you. 14 LAURA ZIEMKE: Thanks, Tyson. 15 Charles Denver? 16 CHARLES DENVER: No comment. 17 LAURA ZIEMKE: Tom Henderson? 18 TOM HENDERSON: No comment at this time. 19 LAURA ZIEMKE: Art Taylor? 20 ART TAYLOR: I'm Art Taylor from Duchesne, 21 more specifically, from Indian Canyon. I usually can't, 22 I figure, introduce myself in three minutes, but I will 23 try to hold to it. 24 As I got a letter from -- with Mike McKee's 25 signature, a certified letter that was incidentally sent</p>
<p style="text-align: right;">Page 19</p> <p>1 And those effects are felt throughout the 2 state of Utah, when we distribute those funds to public 3 schools everywhere, but proportionally, it goes to more 4 rural areas. It's just the way the equation is made, 5 that rural areas get more percentage of the money. And 6 just in the last fiscal year, the last disbursement, \$1.5 7 million approximately, came to Uintah Basin schools and 8 we are proud of that. 9 Because we are tied to the oil and gas 10 industry, we are here to advocate for the rail because we 11 feel that the railway would be able to elevate both 12 production capacity problems and help alleviate some of 13 the discounts that oil and gas producers receive here in 14 the state -- here in the Basin. 15 It's also interesting to note that, you know, 16 things change. Technology is not static. And so in 17 2014-2015, we were producing 80-, 90,000 barrels a day, 18 we were doing it with 45, 50 drilling rigs. Technology 19 has changed where we are not really drilling vertical 20 wells so much, but horizontal wells. 21 And according to S&P global plats data that 22 they put out for drilling rigs, right now there are seven 23 drilling rigs in Utah, all of them in the Basin. Six of 24 them are drilling for oil. So we can produce the same 25 amount of oil now with six drilling rigs as we were five</p>	<p style="text-align: right;">Page 21</p> <p>1 to the wrong address, but I did finally get it. And I 2 looked it over, and I saw the route that Indian Canyon 3 railroad was going to take. My big concern was because 4 it goes through our property up in Indian Canyon. 5 About 1960, my wife and I wanted to have our 6 children to be sure to have something to do. We had ten 7 children, not back then, but all in all, ten children. 8 And yeah, we know what causes it. But we wanted them to 9 have something to do, and I love the land, and so we 10 began buying property. 11 And we bought -- we started out and bought 12 three old homesteads from Poulsen brothers in Indian 13 Canyon. Then we had other old homesteaders that wanted 14 to sell. We ended up with seven homesteads in Indian 15 Canyon. 16 Then the DWR came and wanted to sell 1,000 17 acres they had in the mouth of Indian Canyon, or close to 18 it, and wanted us to buy it. And we made a deal and 19 everything, but then they found they couldn't sell it 20 outright. They had to put it up for bid. And so we bid 21 on it, but the DWR wanted to keep a conservation easement 22 on that land. 23 Meaning that it could never be subdivided, 24 never be industrialized, that it had to -- and it had to 25 be maintained so it would be a good place for wildlife,</p>

<p style="text-align: right;">Page 22</p> <p>1 especially elk, deer, antelope and the big horn sheep. 2 We got the bid on it and went ahead. And 3 then we get the letter that says that the railroad was 4 going to come through, and I know the country is coming 5 through. 6 I've run sheep all down through Antelope, 7 clear down to Green River, Wells Draw, the whole works, 8 so I know where you are going. And I looked at the map, 9 and I saw that the map was going to come across Antelope 10 from down below Antelope and head northwest to Highway 11 191 on our land, where it has that agriculture east -- or 12 the conservation easement. 13 From there -- 14 LAURA ZIEMKE: Art, I'm sorry, we are at the 15 three minutes. 16 ART TAYLOR: Will somebody loan me their five 17 minutes -- or three minutes? 18 LAURA ZIEMKE: I was going to say, Josh and 19 Dave will be here after and can continue to hear you. 20 ART TAYLOR: Anyway, my time isn't clear up, 21 is it? 22 LAURA ZIEMKE: Yes, we are passed. 23 ART TAYLOR: Okay. Thank you. I appreciate 24 you giving us the opportunity. I got a lot to tell you, 25 so...</p>	<p style="text-align: right;">Page 24</p> <p>1 ship it down to Texas or Louisiana or somewhere, they 2 have that option and the money will be better, which you 3 will see the Basin improve, as far as the equipment 4 coming in, the products going out, and we need this 5 railroad. We need it bad, have needed it. 6 As far as the trucking, you have all seen it. 7 Salt Lake to Price even, the trucks are running 8 constantly. It's not going to slow down the truckers. 9 They are still going to have to haul it through the rail 10 head. We are still going to have to haul water, but it's 11 going to help businesses like mine, the service 12 companies, that's leaving the Uinta Basin and they are 13 having to leave. 14 Right now, to me at least, Uinta Basin is in 15 the toilet, as far as trying to be in the oil field. 16 Everyone has to feel it, the people in town. You have to 17 feel it because we are slow. 18 I appreciate the time. Thank you. 19 LAURA ZIEMKE: Thank you, Garry. 20 Noreen Henderson? 21 NOREEN HENDERSON: I'm Noreen Henderson, 22 N-O-R-E-E-N, Henderson. We have a ranch in Pleasant 23 Valley, Henderson Ranches, so I will be speaking for the 24 agriculture community. 25 The Uinta Basin's largest agriculture product</p>
<p style="text-align: right;">Page 23</p> <p>1 LAURA ZIEMKE: Yes. They will be here after 2 the meeting. Please do catch up with them. Thank you, 3 Art. 4 All right, Garry Rohrer. 5 GARRY ROHRER: Hi, I'm Garry Rohrer. That is 6 Garry, two Rs, R-O-H-R-E-R. I own RBS Tools here in 7 Roosevelt. It's a service company for the oil field. I 8 presently have 12 employees. I've got two stores, one in 9 Texas and one here, and the reason being that I moved to 10 Texas with part of my equipment is because the Basin is 11 so slow. 12 It's an up and down and has been an up and 13 down ever since I have been here, since 1967, and then 14 back in '79. The thing that I perceive that the railroad 15 is going to do is it's going to allow us to be able to 16 get the product out. 17 Presently, these oil companies have so many 18 wells that are shut in. That's what my business does, is 19 help bring them back on production when they have stuck 20 pipe in the hole, collapsed pipe or fill in the well, and 21 it truly makes a big difference if they are able to get 22 rid of their oil. 23 Right now, and it has been forever, that Salt 24 Lake City determines how much oil to send and what the 25 price is going to be, where if they have the option to</p>	<p style="text-align: right;">Page 25</p> <p>1 is cattle. Cattle are no longer shipped on a railroad 2 and have not been for probably 40 years. My husband and 3 I put the last cattle on the railroad in Price. After 4 that, that was in 1968, there have not been any cattle 5 shipped on the rail out of there. 6 One of the other impacts is the area where 7 the Wells Draw line or the Indian Canyon line comes 8 through Pleasant Valley, and either one of those lines 9 are following Uintah Basin Irrigations' main pipelines. 10 Part of these pipelines are PVC pipe with laterals coming 11 off with them from the farm. Part of these pipes are 12 large 66-inch steel pipe, coated with cement on the 13 inside. I don't know what the vibration is going to do 14 to that. 15 Also the one crossing crosses what we call 16 "The Cut." It has never been able to be piped because of 17 the -- any vibration or anything in there seems to cave 18 the rocks off. We have had a hard time cleaning it with 19 backhoes because of the vibration of the backhoe. 20 Another thing is, is the noise and vibration 21 on our dairies. We have a couple of fairly large dairies 22 in our area, and we have about three fairly large feed 23 lots in our area. What is the noise and vibration going 24 to do to our production of our cattle and our milk? 25 Also what is this going to do when it goes</p>

<p style="text-align: right;">Page 26</p> <p>1 through our private land and it cuts through the middle 2 of fields or, in the one case, the line looks like it 3 goes between my house and our feed lot. This would make 4 us crossing this track five and six times a day, just to 5 be able to feed the cattle in the feed lot. 6 It is going to impact our land values. Also 7 in the Uinta Basin, most of the water that is held in the 8 Uinta Basin is held by the Ute Tribe or by the Bureau of 9 Reclamation. I don't know if you have the water 10 resources to do your oil field production. 11 One last thing is the cost to the taxpayers 12 for this railway. Thank you. I appreciate your time. 13 LAURA ZIEMKE: Thank you, Noreen Henderson. 14 Wayne Henderson? 15 WAYNE HENDERSON: No comment at this time. 16 LAURA ZIEMKE: Wayne Griffin? 17 WAYNE GRIFFIN: I have a recorded comment 18 there. 19 LAURA ZIEMKE: Okay. Trent Potter? 20 TRENT POTTER: Morning, I'm Trent Potter, 21 from Duchesne. 22 This is an environmental meeting. One thing 23 I want to ask you is, you know, we do have an air quality 24 issue in the Basin, so with the increase in the 25 production of oil we are seeing with the rail, how would</p>	<p style="text-align: right;">Page 28</p> <p>1 because it will affect us, what we do, personally. 2 That canyon is not very wide, and take 3 another big slice out of it, there is going to be an 4 impact, a big impact on us. I know a lot of people don't 5 care about that, but for us, it is an environmental 6 impact. 7 So thank you for your time. 8 LAURA ZIEMKE: Thank you, Trent. 9 Dustin McGee? Dustin? 10 Mark Nielson? 11 MARK NIELSON: Hi, I'm Mark Nielson, 12 N-I-E-L-S-O-N. Along with Mr. Taylor, I have been in 13 Indian Canyon my whole life. I have been a landowner, 14 lived there my whole life, and if the -- just because we 15 have a rail don't mean the price of oil is going to go 16 up. 17 Anyway, my family has been there since the 18 early 1900s. Some of my family is here. It is a huge 19 impact of what we do and where I have grown up and what I 20 want to do. The canyon isn't very wide to take another 21 swipe, like Trent says. Anyway, I will leave a comment 22 online when I have more time, but I don't understand it. 23 Thank you. 24 LAURA ZIEMKE: Thank you, Mark. 25 Brandon Zelder? Brandon? All right.</p>
<p style="text-align: right;">Page 27</p> <p>1 that be addressed with the ozone and the particulates in 2 the air? That's one concern I had, how would that be 3 addressed. 4 The other thing is on an economic level, I 5 know everyone says the railroad will bring an economic 6 boom to the area. As far as I can tell, and maybe 7 someone can correct me on this, the amount of oil leaving 8 the Basin depends on one thing, and that is -- one thing 9 alone, that is the price of oil. And when oil is above 10 \$100 a barrel, there were all kinds of trucks going to 11 haul oil to Price to the rail head then. 12 Now there is not the -- I mean, there are a 13 few trucks but not near like there was. So I'm just 14 wondering -- it's, basically, the price of oil. So if 15 the price of oil stays down or drops any more -- I mean, 16 trucks can be parked, and, you know, they are not needed. 17 The railroad will be sitting there and we are still 18 paying for it, even if the oil price isn't there. 19 So I just -- I'm wondering about the 20 economics of the whole project. Is it really going to be 21 there? I guess it remains to be seen. But that is a 22 concern that I have. 23 And as was mentioned before, the railroad 24 will go through eight miles of us in Indian Canyon, so 25 that is a big environmental concern to us personally</p>	<p style="text-align: right;">Page 29</p> <p>1 Ken Bird? Oh, are you Brandon? 2 BRANDON BENCH: Yes. 3 LAURA ZIEMKE: And can you spell your last 4 name? Because I don't think I said it correctly. 5 BRANDON BENCH: Yes, I guess I don't write 6 very well. It's Brandon Bench, B-E-N-C-H. Social 7 security number -- 8 So I sit on the Duchesne County Special 9 Service District No. 2, and I'm here listening for that 10 district. I'm not here making a comment for them. We 11 actually haven't been involved in this railroad at all, 12 the discussion this time around, and so we really don't 13 know anything as the local transportation board. 14 And so don't misconstrue the transportation 15 board is making this comment or anything. But I'm a 16 life-long resident of Duchesne County, and I own a small 17 business. And if this is going through my fields or my 18 property, I would be heartbroken. I really would. My 19 heart goes out to these people that have put their heart 20 and soul into their land. 21 Now if I had a vacation property up there, I 22 would be upset too, but I don't feel as much with them, I 23 guess. But where it is going to hurt these landowners, I 24 really feel for them. But I feel like the Uinta Basin 25 has been closed off from the rest of the world. We have</p>

<p style="text-align: right;">Page 30</p> <p>1 been in a bowl for a long time. 2 And I think that a railroad, just like the 3 bigger highway in and out of the Basin, would just bring 4 economic benefit to us. Even if the oil times are up and 5 down, the railroad would bring a lot more with it. It 6 would bring greater opportunities for all industries or 7 all walks of life. 8 And I am really sorry for those that have to 9 take a hit on this, and one of them -- or a few of them 10 might never talk to me again, but I'm in support of this 11 railroad because I see a huge benefit. But I'm really 12 saddened by the people it is going to affect, and I'm 13 saddened for their livelihoods. 14 Hopefully, the Seven County Coalition, and 15 those that are involved in this, can make it somewhat 16 right for them and give them a huge benefit. I know the 17 people that are behind this, and they are just good 18 people. They are people that grew up farming, so I 19 really doubt that your pleas of land and the environment 20 being taken care of are not being heard because the 21 people of the Seven County Coalition are great people. 22 And that's it. 23 LAURA ZIEMKE: Okay. Thank you, Brandon. 24 Ken Bird? Ken? 25 KEN BIRD: My name is Ken Bird, B-I-R-D. I'm</p>	<p style="text-align: right;">Page 32</p> <p>1 economic. This is where it begins. So on a personal 2 note, I would like to thank you for all showing up. 3 Thanks. 4 LAURA ZIEMKE: Thank you, Ken. 5 David Bigelow? 6 DEANNA BIGELOW: He had to leave for a few 7 minutes. 8 LAURA ZIEMKE: Okay. I will put him back. 9 Darrell Fordham? 10 DARRELL FORDHAM: Hi, my name is Darrell 11 Fordham. I'm representing the Argyle Wilderness 12 Preservation Alliance, and I'm also a part-time Duchesne 13 County resident. 14 First, I would like to make it clear that I'm 15 not against fossil fuels, and I'm not against economic 16 growth. However, I do not believe that the proposed 17 railway will have the socioeconomic benefit to the Uinta 18 Basin that the coalition claims that it will. 19 They made claim of massive economic growth, 20 tens of thousands of jobs, increase safety, etc., but 21 have not produced any documentation or any contracts or 22 verifiable data to back up these claims. 23 Some of the questions that we've asked are at 24 what volume is the railway profitable and financially 25 viable? At what oil price will Uinta Basin producers</p>
<p style="text-align: right;">Page 31</p> <p>1 representing -- today I'm representing the Duchesne 2 County GOP. I'm not taking an opinion -- a position one 3 way or another. I was asked to come to this meeting and 4 listen, and I think more so that your elected officials 5 that couldn't be here and those that might be interested 6 in pursuing running for office would be interested in 7 knowing. 8 So my total agenda here today is just to take 9 notes and listen so that if any of these candidates that 10 might be considering running for office have any 11 questions or what -- you know, opinions. I think that 12 this is a really good start to what we are doing, get 13 positions on both sides, pro and con. 14 I think that this could be a real civil way 15 to go about it. Like I said, there's pros and cons both 16 directions. I can see -- you know, personally, I know 17 what it would do for me. Again, like I said, others, you 18 know, it's going to affect, and I feel for them. But 19 like I said, I'm not making a comment, one way or 20 another, pro or con right now. 21 But I do appreciate the people, you folks 22 that have come out to voice your opinions and to start 23 the process. You know, this is -- this is where 24 everything begins, whether it is political or whether it 25 is environmental or whether it is our livelihood or</p>	<p style="text-align: right;">Page 33</p> <p>1 stop pumping and stop shipping out of the Basin? And if 2 and when that happens, who will pay the loan payments for 3 the railway? 4 And who's actually going to fund the 5 construction of the railway, and where will the money 6 come from? What contracts are in place with oil 7 producers, farmers and other industries who will 8 allegedly use the railway? This railway is being pushed 9 with a "Field of Dreams" mentality, that "if we build it, 10 they will come." 11 Train loading facilities are also not a part 12 of the railway project. Who is going to build those? 13 Are they under contract? This is very shaky ground to 14 base a multibillion dollar project on. You know, think 15 back to the last oil boom in this area. Was it caused by 16 a new transportation mode coming to the area? And did it 17 stop due to a transportation bottleneck? 18 No, it was fueled by skyrocketing oil prices. 19 Then when the economic slowed and the administration 20 changed, oil prices dropped and the boom turned to bust. 21 Building this railway will not change the volatility of 22 the oil industry. It will only result in Uintah, 23 Duchesne, Emory, Carbon, Severe, Daggett and San Juan 24 County being left with a million-plus dollars of debt and 25 no way to pay it.</p>

<p style="text-align: right;">Page 34</p> <p>1 The bottom line is, if this railway was truly 2 viable, oil producers would have stepped up and built it 3 already, or Union Pacific or BFS would have built it. If 4 the companies who would stand to benefit the most from it 5 won't pay to build it, why should we, as the public? 6 That is a huge red flag. Thank you. 7 LAURA ZIEMKE: Thank you, Darrell. 8 Melissa Peck? 9 MELISSA PECK: My name is Melissa Peck, and 10 I'm sure you already have the spelling. This is my 11 fourth meeting here. 12 Again, I'm a property owner in Argyle Canyon, 13 and I'm a member of the Argyle Wilderness Preservation 14 Alliance. And we understand that the Basin needs help. 15 I live in Lehi, but my heart is here. My heart is in the 16 canyon. I wish I could live there full time, but I'm not 17 retired yet and I have a job -- I have two jobs, 18 actually. 19 So we've worked -- we have had that property 20 for 22 years, and we have raised our kids there. We are 21 raising our grandkids there. I know we are just like 22 you. Lehi's struggled for a long time, and then all of 23 these big companies come in, and we have experienced the 24 biggest boom you could even imagine. We have the biggest 25 city in Utah County now.</p>	<p style="text-align: right;">Page 36</p> <p>1 the word, the permits, the -- help me out here. What am 2 I looking for? Water rights, yeah, where are they going 3 to get the water rights? 4 In Utah County, in Lehi, we just had to redo 5 all of our water rights. I have a well, and it's deep, 6 and we've had it through generations, I had to reclaim 7 it. And then they come out and inspect it, and if you 8 are not using the exact amount that you say you are, they 9 take that water right. They take those excess water 10 rights from you. You are looking at that. It is 11 happening now in Heber and in Provo, and it is coming 12 here. 13 You guys -- this is a bigger thing than you 14 think, and I urge you to really research this for 15 yourselves. Don't take their word for it. They are 16 selling you pipe dreams. Look at Price and Helper. It 17 hasn't helped them. They are struggling, and they go out 18 of state too. 19 LAURA ZIEMKE: Thank you, Melissa. 20 David Bigelow? 21 DAVID BIGELOW: My name is David Bigelow. 22 D-A-V-I-D B-I-G-E-L-O-W, and I have been looking at your 23 faces for the last half of the week now, and I'm going to 24 look in a different direction today than where I have 25 been going.</p>
<p style="text-align: right;">Page 35</p> <p>1 My dad's been chief of police for 2 20-something years. That kind of growth isn't good 3 either. I don't go to the county things anymore because 4 I don't know anybody, and we have people from out of 5 state and it is not the kind of growth you want. 6 But what I'm here to say is, you guys need to 7 think about this really good and hard. And don't take 8 McKee's word for it. Back in October, he stated it's 9 cheaper to truck oil than it is to put it on the rails by 10 25 cents to a \$1.25. 11 You guys have to do the research on your own. 12 You're already -- your emissions is already high. You're 13 already seeing the repercussions of it. When this oil, 14 if it -- when it goes back up again, and it will because 15 it always does, it goes up and down, your emissions is 16 going to be so high, that -- it will only let it go up so 17 high, but you will look like Salt Lake. 18 And then pumping it out so fast, it's got to 19 have repercussions geologically. I mean, are you going 20 to start experiencing shifting or fault lines? There are 21 a lot of things to worry about. They are putting a 22 pipeline up by Leland Bench for these hubs and stuff too. 23 Where are they going to get the water? You guys are 24 already short on water. Where are they going to get 25 those water resources and those -- yeah, I can't think of</p>	<p style="text-align: right;">Page 37</p> <p>1 First of all, I'm a landowner up in Argyle 2 Canyon. And my family and I have enjoyed it immensely, 3 along with our neighbors, for 22 years. It is place 4 where we can meet up and get away from the heat below or 5 the rat race below, whatever you want to call it, and we 6 love it up there. 7 Now, we've been in Carbon County for 40 8 years. I have raised my family with the coal industry, 9 and I know what the ups and downs and I know what the 10 economies are like and how it affects our family. I have 11 been laid off probably at least ten times in the process 12 before I was able to retire, so I know the pain of not 13 being able to support your family and I know the pain of 14 the economy going up and down and up and down. 15 That's the way it is, and I'm not disputing 16 the fact that you have oil over here and it needs to be 17 shipped out. But my issue right now -- I'm going to 18 point out something to you, gentlemen, at this point in 19 time that I don't think -- you may not be aware of. 20 Let's go back up to the top there. 21 I have been talking about two tunnels. Now, 22 tunnels are something that goes deep underground, and 23 that mountain is pretty high. It is about 9,000 feet. 24 It might be more than that. I think it is closer to 10- 25 You have Point A, which is the entrance, goes way north</p>

<p style="text-align: right;">Page 38</p> <p>1 of the mountain top itself. You have one tunnel that is 2 going to be coming out of there 3.15 miles. It will be 3 rising up 184 feet before it finally exits. 4 And when it does exit, it'll come down the 5 canyon, and there will be a lot of great work to do there 6 because there is another canyon that has to be 7 negotiated. There's going to be a massive bridge built. 8 That will be a lot of money, a lot of time. Sure, that 9 will produce a job and so forth, but, I mean, all with 10 construction companies that will be bringing their own 11 people in. It's not going to help the economy here, as 12 far as jobs are concerned. 13 Then they will go ahead and follow -- after 14 they get across that canyon on a bridge, it will go and 15 wind its way across and start going through state land, 16 and then it will start coming back and winding back in. 17 So they maintain the 2 percent grade and that, and then 18 it is going to come right back down next to the highway, 19 which is where the other tunnel comes through and we are 20 going to call that Point C. 21 Well, there's another point I want to make, 22 and I want you to listen to this real good. Okay? What 23 are they going to find when they get in those underground 24 tunnels, when they drill those mountains? What will they 25 find down there? Well, just about 8 to 10 miles south of</p>	<p style="text-align: right;">Page 40</p> <p>1 of the SCIC went before the board to ask for more funding 2 to continue their study. Anyway, one of the 3 commissioners, particularly from Uintah County, stated 4 before the board that this rail line would be necessary 5 to alleviate truck traffic through their communities and 6 through the Basin. 7 I feel like this is a huge misconception and 8 couldn't be farther from the truth because the rail line 9 is coming from over near Highway 6. It comes up through 10 Myton. And then they are going to increase the 11 production of oil up to 400 percent, from their 12 estimates. That is going to put so much more truck 13 traffic all through the Basin, on the county roads, the 14 city streets, everything, going to Myton from Duchesne, 15 back this way and from everywhere out here in the Basin. 16 Traffic will be crazy. It will be worse than Salt Lake 17 Valley, and I don't think they really thought that 18 through. 19 I think that money would be more well spent 20 on our highway systems, Highway 40 and Highway 191. We 21 travel them often for work and for recreation, and they 22 both have room for so much improvement. Highway 191 is a 23 disaster. We travel it almost weekly, and there's so 24 many areas where there is no guardrail, no barriers, no 25 nothing.</p>
<p style="text-align: right;">Page 39</p> <p>1 there -- I can't stop yet -- there is a coal mine, a 2 brand new coal mine, brand new, they spent millions of 3 dollars on it, and it blew up on them because of the gas. 4 It is a very gassy area. 5 LAURA ZIEMKE: Thank you. David, we are at 6 our three minutes. 7 DAVID BIGELOW: Okay. I will bring it up to 8 these gentlemen later. 9 My final statement is, I don't think -- this 10 is not the safest route. What are do you going to do if 11 it hit a gas tunnel and blows up? It will be an 12 environmental disaster. 13 LAURA ZIEMKE: Thank you. Thank you, David. 14 Roger Peck? 15 ROGER PECK: Hello, my name is Roger Peck. 16 I'm a landowner in Duchesne County and a member of the 17 Argyle Wilderness Preservation Alliance. 18 I would like it known that I'm all for the 19 production and development of fossil fuel. I'm in the 20 mining industry myself. That is what I do for a living. 21 However, I do oppose this project from -- this project 22 for many concerns and reasons. I would like to point one 23 out. 24 Back in June, I attended a meeting in Vernal 25 with the CIB, the Community Impact Board, where members</p>	<p style="text-align: right;">Page 41</p> <p>1 Just in the last month, there was another 2 fatality, another truck going off the road. We actually 3 witnessed that one. There has been so many accidents and 4 so many fatalities due to the dangers of that road. It 5 could stand to have so much improved. 6 There needs to be more passing lanes, even 7 between here and Duchesne. There is one passing area, 8 and you get stuck behind all this traffic. And all these 9 aren't oil tankers either. I'm from the trucking 10 industry. I have seen belly-dumps, the pneumatics and 11 everything else here, that I think the highway system 12 needs to be improved and I feel like that is where the 13 money needs to be spent. 14 Thank you. 15 LAURA ZIEMKE: Thank you, Roger. 16 Lance Henderson? 17 LANCE HENDERSON: Lance Henderson, L-A-N-C-E 18 H-E-N-D-E-R-S-O-N. I'm here representing myself, Uintah 19 Basin Irrigation Company and the John and Wade Price 20 family. 21 I have a few concerns. One, this proposed 22 rail line going through Pleasant Valley will fall within 23 a half mile of my house. I'm concerned about the noise. 24 I'm concerned about the value of my house and my 25 property. If that goes through there, if I did want to</p>

<p style="text-align: right;">Page 42</p> <p>1 sell or move, I feel that my land values will be degraded 2 where I wouldn't be able to. 3 On the UBIC front, according to the map I was 4 looking at online, it follows and crosses the UBIC north 5 pipeline three times, maybe four. It's kind of hard 6 because the map is a little vague. I'm concerned about 7 what that's going to do to the pipeline, breakage in the 8 future and then loss of trucks. I think it could be 9 rerouted. 10 On the John and Wade Price family issue, part 11 of this -- one of their fields will be totally destroyed 12 by this. It goes right through the middle of their 13 field. It will be totally destroyed. It will not be 14 able to be farmable. It will be within a half mile of 15 Wade's house, or less, of Wade Price's house. 16 Right there by his house, there is a county 17 road. Not too far from that, there is another county 18 road next to my house. That will be two county road 19 crossings that the trains will be crossing. Seven trains 20 a day, that's 14 different horn blasts a day. That's 21 what? Every other hour? 22 The other thing is, do we want this? Do we 23 want the increase in traffic? Do we want the increase in 24 emissions? Do we want the increase in population? An 25 increase in population is an increase in crime and all</p>	<p style="text-align: right;">Page 44</p> <p>1 that. It even goes right across all the people's 2 driveways who are here. That is how close it is to our 3 houses. 4 But anyway, in general, the Indian Canyon 5 route, I can't believe it would be a good route to go up 6 Indian. Just the calls I have up there in the winter, we 7 have constant -- boulders rolling off that mountain 8 constantly. Off of those high cliffs, they get so much 9 momentum. They are half the size of the cars. They roll 10 right across the road, right across the field to the 11 whole other side of the valley there. It's a narrow 12 valley all the way up. 13 But the break off from the ice getting in and 14 expanding and contracting these rocks coming off all the 15 time, I just can't imagine a train going through and 16 vibrating those things through all the time. And in a 17 narrow valley at night, a lot of -- everybody goes to bed 18 in this county, but I don't. 19 And about 2:00 or 3:00 in the morning, I have 20 video of pushing hundreds of heads of elk down that 21 canyon. They crowd in there at night, and just the 22 wildlife alone that trains are known to kill those things 23 left and right, anyway. But the cattle up there. We get 24 the highway safety issue up there. It's just a constant 25 issue up Indian, the narrowness and the -- just how it is</p>
<p style="text-align: right;">Page 43</p> <p>1 the other problems with that. 2 Currently, if you live in Pleasant Valley, 3 you don't have to lock your doors. You can leave your 4 doors open. You can leave your keys in your car. I have 5 lived there my whole life. I've never had a break-in, 6 never had a vehicle stolen. I don't know if I really 7 want to see the increase in population in the Basin to 8 take away that. 9 If I wanted to live in the city, I would have 10 moved to the city when I was younger. Thank you. 11 LAURA ZIEMKE: Thank you, Lance. 12 Todd HALL? 13 TODD HALL: My wife put my name in, so it 14 looks like I'm talking, mostly for Todd, not highway 15 patrol. I'm on duty right now. 16 I'm Todd Hall. I live down at the base of 17 Indian. I live in the Mini Ranches, and as you all know, 18 if you've heard of Mini Ranches, our house is held 19 together with duct tape and so forth. 20 But the train's proposal is to go right 21 through our place, right through our Mini Ranches, right 22 through the subdivision. And we're built on rocks out 23 there, and the vibration, you can feel cars go by on the 24 floor of your house, let alone trains. But our houses 25 would literally fall apart. There is no doubt about</p>	<p style="text-align: right;">Page 45</p> <p>1 and how it traveled and whatnot. 2 Just to go up there, I just can't see -- it 3 is just a nightmare up there on the road, let alone 4 trains going up there and whatnot. But just the effect 5 it would have coming through that whole area with our 6 houses and with the land and up Indian, of all places, we 7 have very few canyons in the state anywhere, where it's 8 pristine and people come to look at and can have a 9 peaceful drive. And it would just be disgusting to have 10 that gone. It really would. 11 But anyway, 30 seconds, I'm good. It has 12 been a pleasure. I'm all for taking traffic on and off 13 the road, but I fear that the local -- we do a lot of 14 crashes, and there's probably one or two fatales a year 15 involved with a semi here on Highway 40, and I would have 16 liked a train go through my house before I would have to 17 go tell another family somebody died. 18 I mean, I'm all for clearing the roads up, 19 but I fear that, like they say, the local traffic is 20 where people don't pay attention, I fear that those 21 fatales will go up. 22 So, anyway, it's been a pleasure. 23 LAURA ZIEMKE: Thank you, Todd. 24 Steve Evans? 25 STEVE EVANS: Thank you. Thank you for</p>

<p style="text-align: right;">Page 46</p> <p>1 coming from all the way from the East Coast. It's an 2 enjoyable area. 3 My name is Steve Evans, E-V-A-N-S. I think 4 you can spell "Steve." 5 I have owned and operated radio stations here 6 in the Uinta Basin for over 25 years. I have also served 7 on many community service organizations, including 8 president of the Vernal Area Chamber of Commerce. These 9 experiences have provided me an opportunity of consulting 10 with numerous retail business owners about the challenges 11 they face. 12 The Uinta Basin is the most -- I would argue, 13 is the most challenging place to do business in the 14 state. This is due to the cyclical nature of the 15 extraction industry. Although we have huge amounts of 16 energy resources here in the Uinta Basin, producers are 17 limited by the ability to transport this to market. 18 Being able to transport this product to 19 market will not change the price of the oil, but it will 20 change the ability to market it to a much broader 21 universe. The Uinta Basin Railway will allow producers 22 the ability to transport to national markets and 23 international markets, thereby allowing the free capital 24 system to work and by helping establish a consistent 25 demand for Uinta Basin energy products.</p>	<p style="text-align: right;">Page 48</p> <p>1 Costello. That is how everybody knows that name. Well, 2 not the Millennials. That is my generation. I'm 3 speaking for myself. 4 I also host a radio talk show on Wednesdays 5 at KBEL, so I have been around the Uinta Basin talking 6 with a lot of people around this, the rail. 7 And I have had a lot of people come up to me, 8 and this isn't a scientific method study, but I can tell 9 you, overwhelming, the Uinta Basin is in support of the 10 rail. And it could be through marketing or whatever 11 methods that are out there, but I can say that I -- my 12 heart goes out to those who have land, and that goes for 13 every rail throughout the country that has ever taken 14 place or any highway. 15 I had a client of mine as a real estate 16 agent, I do that as well, they came up and said, "UDOT 17 said they're taking our land." It's on Highway 40. He 18 didn't get a chance in it. They took it. So if we want 19 to expand the Highway 40, guess what? If we want to have 20 four lanes from here to there, guess what is going to 21 happen? A lot of land is going to be acquired to do 22 that. 23 It is unfortunate that is how progress 24 happens, but if we don't have progress, then we don't 25 have the jobs to support all of those kids, which I've</p>
<p style="text-align: right;">Page 47</p> <p>1 Utah's population is projected to grow by 2 double by the year 2050. Uinta Basin is an enabled 3 workforce and room to grow. The Uinta Basin Railway 4 would provide a means to expand and diversify our local 5 economy through transportation of manufacturing, light 6 manufacturing products and material. 7 With a stable economy comes stable families. 8 Families throughout the Uinta Basin have been separated, 9 as the bread winner leaves home to work a ten-on, ten-off 10 shift in another energy-producer state. 11 The Uinta Basin Railway will help mitigate 12 these social problems created by an unstable energy 13 economy, thereby creating local jobs on behalf of local 14 businesses and families affected by our unstable economy. 15 I stand in support of the railway, and I 16 thank you for your consideration. 17 LAURA ZIEMKE: Thank you, Steve. 18 Ken Rykin? Ken? I think I'm mispronouncing 19 the last name. 20 KEN RYKIN: No, I'm good. I have heard 21 enough. 22 LAURA ZIEMKE: Okay. Thank you. 23 James Costello? 24 JAMES COSTELLO: James Costello, 25 C-O-S-T-E-L-L-O, and that is like the old Abbott and</p>	<p style="text-align: right;">Page 49</p> <p>1 got 12 that we keep having and that we need the jobs for. 2 And so I understand the decisions of all the people that 3 are getting up here from Duchesne. They are being 4 affected by that. Of course they are voicing their 5 feelings on that, and I understand that. If it was my 6 land, I would feel the same way. 7 That small, little community is going to be 8 affected. There is no doubt about it. But the same 9 thing would happen if we were putting a four-lane highway 10 going up Indian. The last study that UDOT did up there 11 was to include a highway, and so that is why the study 12 didn't go through, with all the expense of doing that. 13 Highways are very expensive. On that CIB 14 board that we just had that approved that, one of the key 15 elements -- and UDOT that sits on that board and he 16 explains that the cost of putting a highway to meet the 17 demands of oil that would be here is just not feasible. 18 The state can never provide it. 19 The other option is, how do we pay for a 20 rail? Let's say the rail does -- it's a good thing. 21 Well, does the federal government have the money? Does 22 the state have the money? Does the local have the money? 23 Well, you know we say no. Right? Because we have to pay 24 taxes. And so that is when a private industry comes in, 25 and they say, "We believe in this project."</p>

<p style="text-align: right;">Page 50</p> <p>1 And I love that somebody from New York comes 2 in and says, "We have got money. We are willing to pay 3 for it because it is a good investment." 4 That tells me, an analyst -- after I went and 5 graduated and after college, I was a stockbroker. So 6 when I know guys are number crunching and everything and 7 saying, "This is a good, feasible plan," that brings hope 8 to me, saying that this has been studied quite in-depth. 9 There are other issues that go on. 10 Obviously, a lot more study, a lot more research 11 personally that all of us need to do. 12 Thank you very much. 13 LAURA ZIEMKE: Thank you, James. 14 Michael Throckmorton? 15 MICHAEL THROCKMORTON: Im kind of a Johnny 16 come lately here. I bought my place 26 years ago. I 17 learned to walk downtown Roosevelt. My dad was a Gilson 18 Throckmorton. I have been around this community for 19 awhile. My dad moved here 35 years ago after retiring 20 from being a policeman from Salt Lake. 21 And it's always the case. I've spent about 22 15 years on Wall Street as a merchant banker, raising 23 money for all sorts of projects, whether it is oil, 24 whatever it might be. And I'm not against oil and I'm 25 not against transportation. What I'm against is, it's</p>	<p style="text-align: right;">Page 52</p> <p>1 social justice fair. Be fair. It's my property. To me, 2 what is it worth? I don't care what an assessor says, 3 you find me a similar property where I can move to and 4 raise my silly goats and rabbits and all my animals. Be 5 fair to me. Be fair to everybody that is involved in 6 this. 7 And we are with you. It, ultimately, comes 8 down to fairness, being fair, so that somebody can start 9 over again in the condition that will be acceptable to 10 them. I can tell you right now, you pay me a million and 11 a half for my property, I will take the goat and say, 12 "Well, let me take them over to" -- 13 30 seconds? That was a quick four minutes. 14 But not to try to be silly here but be fair. 15 It is all about variable change. We are going to have a 16 population on this world that will continue to grow. 17 Some of us won't be around for it but a bunch of you 18 will. And it's -- the rules of law is about being just. 19 That's why the lady's got a blindfold. Be just. Not 20 what you think justice is, but from your home where you 21 get paid. Stop, be fair. 22 LAURA ZIEMKE: Michael, can you spell your 23 last name, please? 24 MICHAEL THROCKMORTON: Throckmorton, 25 T-H-R-O-C-K-M-O-R-T-O-N, on the throwing a rock, Morton</p>
<p style="text-align: right;">Page 51</p> <p>1 always the county, it's always the big government that 2 comes in, and they say, "This is for the good." 3 Okay. Pay me. Be fair with me. Treat me 4 with respect, from all the work I have done on my little 5 20 acres, with all my animals, my fencing and everything. 6 Because what I can tell -- my next-door neighbor, who is 7 quite the gold mining guy, he said, "This thing is coming 8 right through our property, so you are going to lose it. 9 You will not have enough room to have ingress/egress and 10 have your property." 11 Well, he may be right. He may not be right. 12 But the reality is, I would imagine for everybody that 13 wants this thing really badly, it doesn't touch them. 14 And for everybody here that has property that will be 15 affected, I will bet when they roll around at night, 16 stressing about "what am I going to do now?" -- I was 17 told by a friend recently, "I'm too old to die young. 18 I'm 61." 19 Well, I have been through all sorts of health 20 problems this last decade. I don't have the ability to 21 go rebuild. I'm not going to move to some condo in Lehi 22 where my sons live, and the reality is -- I don't see the 23 three minute counter, so I assume I still have four 24 minutes. 25 But in brief, be fair, and not fair like</p>	<p style="text-align: right;">Page 53</p> <p>1 Salt. There you go. 2 LAURA ZIEMKE: Thank you. 3 All right. Vicki Heimuli, is that close? 4 VICKI HEIMULI: No. 5 LAURA ZIEMKE: If you can spell your name, 6 please. 7 VICKI HEIMULI: My name is Vicki Heimuli, 8 H-E-I-M-U-L-I. I was raised in Tabiona and moved to Salt 9 Lake and I moved back here in 2016. And it was by the 10 grace of God the train tracks going right in front of my 11 place. 12 I have been on disability because I worked 13 too hard being a CNA and an overnight stocker that I blew 14 out my hands. So it was just my little property that was 15 69,000 that was being sold for 110. And for some reason, 16 I was able to get it. I live on a fairly fixed income, 17 and you won't be able to place me in a home that I can 18 make it on. 19 My payment is only 347 a month, and I barely 20 make it on that. So I'm asking, really consider what you 21 are doing, and as he says, be fair because I went for 22 three years living with my daughter, trying to even find 23 a place even to rent and couldn't find one, when my dream 24 was opened up for my place out here in the country. 25 And as he says, we need to have somebody</p>

<p style="text-align: right;">Page 54</p> <p>1 protect our animals as well, because everybody is 2 growing. Everybody is taking our wildlife. They wonder 3 why the lions and everything is showing up in Salt Lake 4 City and in their garages and everything. As long as we 5 build in the mountains and more out in Park City and all 6 of that, we take the range. 7 You guys have -- the train track comes right 8 across from it, in front of my place and the neighbors, 9 and we have five acres. Are you going to take a big 10 slice of that? Mine is in a pie shape. I only get the 11 back little corner because you take the big, front piece 12 in front of me. Where do I go? What do I do when they 13 come over to help me level off my driveway? 14 I've already got rocks shifting and the dirt 15 was falling through it, and you can see where it's 16 shifting around my house. I have sink holes. I told 17 them, "One day I might disappear. Just come look in a 18 hole. You will find me." 19 And it's a little scary, but it is my 20 sanctuary, and it does affect us who are in that line. 21 So please reroute it somewhere else. And that is all 22 I've got to say. 23 LAURA ZIEMKE: Thank you, Vicki. 24 All right. I would like to check if there is 25 anyone that I missed. I think when there was a few</p>	<p style="text-align: right;">Page 56</p> <p>1 Street, there are all kinds of buildings that don't have 2 shops in them anymore. Kmart left, Payless left, Bells 3 left and a whole bunch of others because the coal 4 industry was shutdown by the federal government and the 5 regulations. 6 There was a power plant that we used to drive 7 by as we were going up to our property. It was a well 8 producing power plant, but because it couldn't meet the 9 regulations that the government was putting on those 10 kinds of things, they were denied. And it was too 11 expensive to rebuild it, so it was completely torn down. 12 And how many jobs were lost there? 13 I have a question about the 27,000 jobs that 14 we have been told that this project is going to create. 15 Well, it is not going to be in building the train. It is 16 not going to be in the oil wells, because my son works 17 for the gas wells in Emery County. They have 150 wells. 18 It takes eight people to manage those wells. 19 The other thing I wanted to bring up was the 20 administration that is in the White House now is pro 21 fossil fuels. He's willing -- the administration is 22 willing to help people out. He's canceled a lot of the 23 regulations that have hurt businesses everywhere, and 24 he's building the economy, but who knows who is going to 25 be next after him.</p>
<p style="text-align: right;">Page 55</p> <p>1 people who -- you signed up for a card and checkmarked 2 it? 3 DEANNA BIGELOW: I did, yes. 4 LAURA ZIEMKE: You did? Okay. All right. 5 Go ahead and come forward. 6 And Debbie is getting the other gentleman 7 because I'm just concerned, because as I was flipping 8 cards, I was afraid I turned someone's card and wanted to 9 make sure I didn't miss somebody who signed up. 10 State your name and spell it, please. 11 DEANNA BIGELOW: My name is Deanna Bigelow. 12 Do you want me to spell my name again? I will. I'm also 13 with the Argyle Preservation Alliance. I'm a property 14 owner in Argyle Canyon. 15 A lot of what I was going to say this morning 16 has already been said. I would just like to bring out a 17 few more points. 18 When we moved to Price, Utah, over 40 years 19 ago, it was at the height of a coal boom. There was jobs 20 everywhere. There was no place to live. In all the time 21 that we've lived there, the coal industry was fairly well 22 going until you got administration, the head of the 23 government, who decided that coal was no longer needed, 24 and so Price has gone down the tube. 25 There is nothing -- if you walk down Main</p>	<p style="text-align: right;">Page 57</p> <p>1 And if the government says, "No more fossil 2 fuel production," this whole project will go for not. 3 Thank you. 4 LAURA ZIEMKE: Thank you. 5 Todd Reidhead? And can you please state your 6 name and spell it? 7 TODD REIDHEAD: Todd Reidhead, 8 R-E-I-D-H-E-A-D. 9 I'm not standing to refute anything that has 10 been said, one way or the other, but I'm here to talk of 11 being a mail holder, being a businessman who has built 12 several businesses here in the Basin. 13 The radio station that Steve talked about, my 14 brother and I are the ones that got it licensed and built 15 it. That big old tire store in Vernal, we built it. 16 Juniper Trucking come to me, I helped build it. I own 50 17 percent. I own 50 percent of it. I know what it is to 18 build businesses in the Uinta Basin. I know how hard it 19 is to hold the money that you do make because there are 20 the ups and downs, and you make it through the hard 21 times. 22 Now, I own, from just right next to this 23 property, all the way around to the sand wash. That was 24 my winter ranch that I ran cows on. Now we just barely 25 sold the last of our winter range four years ago, oil</p>

<p style="text-align: right;">Page 58</p> <p>1 wells all over it. We lived with it. I got tired, and 2 my kids wanted it and have chances to sell it off. We 3 lived in the middle of an oil field. 4 Now as far as trucks running everywhere, that 5 is a misconception. Right here in your backyard, all of 6 these wells, dozens of wells -- there's yet a system 7 being put in right now to take them to central loading 8 areas. They are not going to go to every individual 9 battery. 10 Water is being pumped centrally too. And as 11 far as losing jobs for truckers, no, there won't be 12 anymore long hauls into the Salt Lake area. They will be 13 hauling in these central areas. 14 My heart aches for the people up Argyle and 15 up Indian Canyon. It's a hard thing, and I can't say 16 that it always is fair. When Roosevelt Airport was 17 built, they condemned that on me. Well, I came out 18 better by condemnation than I would if I tried to sell it 19 outright. 20 Now they were over fair. We had to live by 21 the ruling. So I can't tell you whether it is going to 22 be fair or not, but I can tell you this: For every 23 barrel of oil that goes out and so much gas, there's 24 roughly 12 percent of the revenue goes to CIB. 25 Now some of those roads, such as Wells Draw,</p>	<p style="text-align: right;">Page 60</p> <p>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 29th day of July, 2019. 18 19 _____ 20 Kellie Peterson, RPR 21 22 23 24 25</p>
<p style="text-align: right;">Page 59</p> <p>1 have CIB money in it probably. I can't tell you, but I 2 think it probably did because it's energy related. Well, 3 maybe that really funds the road that was built somewhere 4 else, or the park that was built in Roosevelt or 5 somewhere else. So everyone is benefiting. There are 6 good parts. There are bad parts. I thank you. 7 LAURA ZIEMKE: Thank you, Tom. 8 All right. That ends today's portion of the 9 oral comments. We have about five minutes left in the 10 meeting time. We do have to breakdown right at 1:00 11 because we are conducting another meeting this afternoon 12 in Vernal. Usually we would keep the boards up a little 13 bit longer. 14 However, Josh and Dave have said that they 15 will stay around, as well as a couple other technical 16 specialists, so if you have questions, they are available 17 for you, anybody who has a tag on. 18 And we thank everyone for coming this 19 afternoon and that will be it. Thank you very much. 20 Oh, one thing, the Surface Transportation 21 Board will be accepting comments through August 5th, and 22 you can get a comment form over here at the comment table 23 or you can, as he put up here on the screen on the 24 website. 25 (The presentation was concluded at 1:00 P.M.)</p>	

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PUBLIC SCOPING MEETING

COMMENTS

July 18, 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



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


4
5 COMMENTS
6

7
8 Taken on Thursday, July 18, 2019
9

10 from 11:00 A.M. to 1:00 P.M.
11

12 At Grace Event Center
13 1024 West Highway 40
14 Roosevelt, Utah 84066
15
16
17
18
19
20
21

22
23 Reported by: Kellie Peterson, RPR, CSR
24
25

<p style="text-align: right;">Page 2</p> <p>1 A P P E A R A N C E S</p> <p>2</p> <p>3 Dr. Joshua Wayland, OEA Project Manager</p> <p>4 Laura Ziemke, Meeting Facilitator</p> <p>5 David Navecky, OEA</p> <p>6</p> <p>7</p> <p>8</p> <p>9</p> <p>10</p> <p>11</p> <p>12</p> <p>13</p> <p>14</p> <p>15</p> <p>16</p> <p>17</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p>	<p style="text-align: right;">Page 4</p> <p>1 economically depressed at this time, and that's why I</p> <p>2 left Sanpete County is because it was so economically</p> <p>3 depressed because there was just no opportunities. And</p> <p>4 the railroad would have helped that, if we would have</p> <p>5 kept the railroad.</p> <p>6 (Conclusion of the oral comments.)</p> <p>7</p> <p>8</p> <p>9</p> <p>10</p> <p>11</p> <p>12</p> <p>13</p> <p>14</p> <p>15</p> <p>16</p> <p>17</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p>
<p style="text-align: right;">Page 3</p> <p>1 C O M M E N T S</p> <p>2</p> <p>3 WAYNE GRIFFIN: I'm Wayne Griffin. I'm a</p> <p>4 retired social worker. But the refineries are still</p> <p>5 going to need oil, no matter what, if the railroad does</p> <p>6 come in, but I think it's the best thing that ever</p> <p>7 happened out here. We need to get the minerals out of</p> <p>8 here, and we need another boom here of oil and gas. I'm</p> <p>9 highly in favor for it all.</p> <p>10 CASEY BLACKBURN: I grew up in Sanpete</p> <p>11 County, and in 1983 the Thistle floods wiped out the</p> <p>12 railroad line that comes down through Sanpete County. At</p> <p>13 that time Ephraim and Manti, both, had potential to grow</p> <p>14 industrial growth, and after we lost that railroad, that</p> <p>15 was very limited.</p> <p>16 So I'm in support of the railroad, just</p> <p>17 because of the opportunity that it gives us to grow</p> <p>18 industry, and it's steady industry that doesn't fluctuate</p> <p>19 like the oil field does. I see out here how, when the</p> <p>20 oil fields slow down, you have a lot of people that lose</p> <p>21 their jobs, they leave the area, their houses are</p> <p>22 foreclosed on, which costs us all millions of dollars, I</p> <p>23 am sure. But if we had something for steady, it would be</p> <p>24 very beneficial to our area.</p> <p>25 Sanpete area is very financially and</p>	<p style="text-align: right;">Page 5</p> <p>1 REPORTER'S CERTIFICATE</p> <p>2</p> <p>3 State of Utah)</p> <p>4)</p> <p>5 County of Salt Lake)</p> <p>6</p> <p>7 I hereby certify that the said meeting</p> <p>8 was taken at the time and place herein named;</p> <p>9 That the testimony of said speakers</p> <p>10 were reported by me in stenotype and thereafter</p> <p>11 transcribed into typewritten form.</p> <p>12 I further certify that I am not of kin</p> <p>13 or otherwise associated with any of the parties of said</p> <p>14 cause of action and that I am not interested in the</p> <p>15 events thereof.</p> <p>16 IN WITNESS WHEREOF, I set my hand this</p> <p>17 27th day of July, 2019.</p> <p>18</p> <p>19 </p> <p>20 Kellie Peterson, RPR</p> <p>21</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p>

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