

PUBLIC SCOPING MEETING

PRESENTATION AND COMMENTS

July 19, 2019

1 PUBLIC SCOPING MEETING
2 FOR THE ENVIRONMENTAL IMPACT STATEMENT
3 ON THE UINTA BASIN RAILWAY
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6 PRESENTATION AND COMMENTS
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8 Taken on Friday, July 19, 2019
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10 from 10:00 A.M. to 12:00 P.M.
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14 At Radisson Hotel
15 215 West South Temple
16 Salt Lake City, Utah 84101
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23 Reported by: Kellie Peterson, RPR, CSR
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<p style="text-align: right;">Page 6</p> <p>1 the transportation merits of the proposed project. That 2 will occur after the environmental review is complete. 3 So I also want to emphasize that the Uinta 4 Basin Railway project is not being proposed or sponsored 5 by the federal government. The project proponent in this 6 case is the Seven County Infrastructure Coalition, who is 7 seeking approval from the Surface Transportation Board, 8 my agency. 9 According to the coalition, the purpose of 10 the proposed rail line would be to provide common carrier 11 rail service connecting the Uinta Basin to the interstate 12 rail network, using a route that would allow the 13 coalition to attract shippers with a cost-effective rail 14 alternative to trucking. 15 To meet that objective, the coalition 16 proposes to construct and operate a new rail line that 17 would extend from two terminus points within the Uinta 18 Basin, near Myton and Leland Bench, to an existing rail 19 line near Kyune. 20 The coalition has also identified two other 21 alternatives that would meet the project's purpose. The 22 three proposed alternatives, as I hope you saw on our 23 poster boards outside, are called the Indian Canyon 24 route, that's the applicant's proposed action, the Wells 25 Draw route and the Craig route.</p>	<p style="text-align: right;">Page 8</p> <p>1 an existing rail line near Axial, Colorado. 2 As part of this scoping process, OEA welcomes 3 your comments on those proposed alternatives or other 4 alternatives that we should look at in the EIS. 5 In addition to identifying potential 6 alternatives, another objective of the scoping process is 7 to identify the environmental resources that could 8 potentially be affected by the proposed rail line. This 9 slide shows the resource areas that OEA has identified to 10 date to be considered in the EIS. 11 They include public safety transportation, 12 air quality, climate change, noise and vibration, land 13 use, cultural and historic resources, visual resources, 14 geology and soils, biological resources, including 15 wildlife, environmental justice. 16 So I would like to turn now to a discussion 17 of how you can submit your comments during the scoping 18 process. This is a screenshot of the board's official 19 website at www.stb.gov. From this website, you can find 20 additional information about the project, including the 21 notice of intent that started the scoping process. 22 In the upper left-hand corner of the screen, 23 there is a link called e-Filing, from which you can 24 submit electronic comments to OEA. Here is a screenshot 25 of the project's specific website that we have set up to</p>
<p style="text-align: right;">Page 7</p> <p>1 The coalition estimates that approximately 2 seven trains per day would move along the proposed rail 3 line on average, including incoming and outgoing trains. 4 And that those trains would carry such products as crude 5 oil, fracking sand, fracking equipment and machinery, and 6 equipment and other mineral and agriculture products and 7 commodities. 8 This slide shows a map of those proposed 9 alternatives: Indian Canyon, Wells Draw and Craig 10 routes. You can view this map any time online at our 11 project website, which is at 12 www.uintabasinrailwayeis.com. 13 Once again, the coalition's proposed action 14 is the Indian Canyon route, which is shown here in 15 purple. That route would be approximately 80 miles long, 16 and, again, it would extend from two terminus points, 17 from the Myton and Leland Bench, to an existing rail line 18 near Kyune. 19 The Wells Draw route is shown here in red. 20 It would have the same end points as the Indian Canyon 21 route, but it would follow a different route and it would 22 be somewhat longer, at approximately 105 miles long. 23 The third alternative or the third proposal 24 area is the Craig route, which would extend eastward 25 approximately 185 miles, from Myton and Leland Bench, to</p>	<p style="text-align: right;">Page 9</p> <p>1 provide you with more information about the project. You 2 can find it at www.uintabasinrailwayeis.com. Look at the 3 left-hand side of the screen, you will see that there are 4 a number of tabs that will let you find additional 5 information about the project. 6 For example, if you were to click on the tab 7 that says, "Submit comments," you would see this screen, 8 and here is another place where you can submit your 9 comments directly to us at OEA. 10 You will notice that there is a field here 11 for entering location information about your comment if 12 it is place specific. That field will be automatically 13 populated if you click the interactive map on the 14 right-hand side of the screen. 15 Another very important way that you can 16 submit your comments is here in person today, and I do 17 want to leave plenty of time for that. So I want to 18 thank you all for your participation in the board's 19 environmental review process. 20 I'm going to put up one more slide that is 21 going to summarize how you can submit comments. We also 22 have this available as a handout at the back that we 23 encourage you to take home with you. It has the URL for 24 the project specific website and email address where you 25 can submit comments or questions, as well as a mailing</p>

<p style="text-align: right;">Page 10</p> <p>1 address if you want to mail me your comment directly. We 2 are asking that all comments for the scoping process be 3 submitted by August 5th. 4 And with that, I'm going to turn it back over 5 to Laura, who will facilitate the oral comment portion of 6 the meeting. 7 LAURA ZIEMKE: All right. Thank you, Josh. 8 And Matt and I are going to take a quick 9 minute. We are going to need to take down the slide 10 because we are going to move that table. So please do 11 pick up one of the sheets at the back desk when you leave 12 so you have all of this information that's up on the 13 slide. I will be right back. 14 (Brief recess.) 15 LAURA ZIEMKE: All right. Thank you, 16 everyone. We have now reached the portion of the meeting 17 where you have the opportunity to give oral comments. We 18 do have a court reporter here this evening, and she will 19 be capturing everything that is said during these oral 20 comments. 21 Throughout the comment process this morning, 22 I would ask that you keep in mind that this is not an 23 arena for debate nor is it a question and answer period. 24 However, after we've finished the oral comments, Josh and 25 Dave and the other technical specialists will be</p>	<p style="text-align: right;">Page 12</p> <p>1 information that you do not want to be made public. This 2 will be part of the EIS and a public document. 3 Each person will be allotted three minutes, 4 and that applies to everyone, but to help you with the 5 process, when you get to two and a half minutes, I will 6 hold up this card and just let you know that you have 7 30 -- I will hold up this card and let you know that you 8 have 30 seconds remaining. And then if you get to three 9 minutes, I will hold this card up to let you know that it 10 is time to stop. 11 So out of respect for everyone, we have quite 12 a few people that would like to speak this morning, I ask 13 that you honor the three minutes and any request that I 14 make to have you stop. Please do not go over that time 15 limit. If you think you have more comments than you can 16 present in the time allotted, we recommend that you hit 17 on the comments that are most important to you, then 18 please follow up and submit your comments in person -- or 19 not in person but to the board. 20 So with that, I would like to get started. 21 We would like to start with Representative Elizabeth 22 Weight. 23 ELIZABETH WEIGHT: Do I face this direction? 24 LAURA ZIEMKE: We need the court reporter to 25 be able to see you so that she captures everything you</p>
<p style="text-align: right;">Page 11</p> <p>1 available to answer questions, either here in the room or 2 out by the information boards. 3 So in order to move through this process in 4 an orderly fashion -- wait, before I go there, I want to 5 ask, is there anyone who wants to make an oral comment 6 but you did not check the oral comment box on your 7 sign-in form? If you did, raise your hand. We will 8 bring you a form. 9 You didn't check the box? We have one here 10 if you want to bring it forward. Two? 11 Okay. They are bringing a form forward. If 12 you can go ahead and put your name on the form. You 13 don't have to fill out all the details again, but put 14 your name on the form and they will bring it up to me. 15 All right. So this is how the process will 16 work today. I will be calling people up one at a time. 17 If you could please state your name and spell it, and 18 please address your remarks to this direction so that the 19 court reporter can capture everything that you're saying. 20 Please speak clearly and slowly, state your full name, 21 spell it out. 22 If you're representing someone or a group 23 other than yourself, please let us know. We need this 24 information to make sure that the court reporter gets an 25 accurate record. Please do not provide any personal</p>	<p style="text-align: right;">Page 13</p> <p>1 say. 2 ELIZABETH WEIGHT: So I'm Representative 3 Elizabeth Weight, E-L-I-Z-A-B-E-T-H W-E-I-G-H-T. I 4 represent an area of Salt Lake County and Salt Lake 5 Valley. I actually don't know too many people who live 6 in the area that will be affected, but one of the things 7 that I'm so excited about is to see everyone here today 8 because I know that represents voices that will not only 9 participate today but spread the word. 10 I wanted to make sure I understood the 11 submission deadline for comments is August? 12 LAURA ZIEMKE: 5th. I will say, I won't be 13 answering questions. I'll go over those things at the 14 end. Okay. 15 ELIZABETH WEIGHT: Okay. I just wasn't sure 16 I heard that correctly, so thank you. 17 I'm a retired educator, and so this process 18 and people being able to get information, education, as 19 well as have the opportunity to give feedback, especially 20 when government entities, like the Seven -- the coalition 21 that is presenting the request for the project, those are 22 really critical to me. 23 And I think in the climate that we have 24 today, it's even more important for people to understand 25 their role and their significance in that process. So I</p>

<p style="text-align: right;">Page 14</p> <p>1 appreciate the boatload of information that I just got 2 from Dave and David, and I understand there's another 3 Dave, all the Daves, and also Josh. 4 And the main thing that I wanted to comment 5 on is to encourage people to submit comments. I 6 understand submitting and spreading the word to submit, 7 particularly online, just because there's so much more 8 information, that they can see the specific areas and 9 spread the word to the people who will be impacted in 10 those specific areas is really important. 11 I do sit on the transportation committee this 12 interim at the state legislature, and I'm particularly 13 interested in knowing the nature of the feedback about 14 this. So I'm available to talk to people also or with 15 emails. I hope that is not appropriate to mention -- not 16 inappropriate to mention. But because I didn't know 17 about this project until I got communication for support 18 from some groups that are here to comment today. 19 So with that, that's my conclusion. Thank 20 you again so much for the presentation and the education 21 and the opportunity to comment. 22 LAURA ZIEMKE: Thank you, Representative. 23 All right. Bruce and Teresa Talbot. Please 24 state your name and spell it. 25 BRUCE TALBOT: Bruce Talbot, T-A-L-B-O-T. We</p>	<p style="text-align: right;">Page 16</p> <p>1 Those are the impacts that I'm concerned with. 2 As far as the environment goes, I have always 3 had a concern that we as people need to be environmental 4 friendly. That means that we need to ensure that we make 5 use of our environment in a proper way. And I want to be 6 clear on that. Using our environment is something that I 7 feel strongly about, but we need to use it properly. 8 And I'm glad we have an opportunity to add 9 some comments on this particular project, and I'm for the 10 overall product of having a rail system produced in the 11 Uinta Basin. Thank you. 12 LAURA ZIEMKE: Thank you, Bruce. 13 We will take a minute and raise this 14 microphone so people in the back can hear people who are 15 taller. And if it's too tall for you, grab it and turn 16 it down. All right? 17 Thanks, Matt. 18 All right. Mike Christensen? 19 MIKE CHRISTENSEN: I'm Mike Christensen, 20 C-H-R-I-S-T-E-N-S-E-N. I'm here today representing the 21 Utah Rail Passengers Association. And as this proposal 22 currently stands, I'm not in support of it because it 23 does not -- it's missing a huge opportunity to provide 24 expanded economic development opportunities for people in 25 the Uinta Basin, and it does not -- as it currently</p>
<p style="text-align: right;">Page 15</p> <p>1 happen to own some property that would be somewhat close 2 to the Indian Canyon project, and our concern is that 3 there may be some impacts to the local residents in that 4 area. 5 We were former residents of Duchesne City and 6 enjoyed living in the area and having our friends and 7 neighbors and the many people that are there, and we 8 appreciate their activities. 9 I personally support the idea of creating the 10 rail system, to add to the ability to move the product 11 that is in the Uinta Basin via the rail system rather 12 than truck. Frankly, we travel up and down the highway, 13 and there are lots and lots of trucks going up and down 14 the road. And they are not as safe, in my estimation, as 15 the railroad would be, so I support the idea of doing 16 that. 17 However, we need to take a close look at each 18 of the options that are there and make sure we are not 19 impacting the people that are owning the properties of 20 those areas. 21 I know a number of ranchers that run cattle 22 and sheep and horses and things in those areas that will 23 be impacted by having to care for their animals instead 24 of free ranging. They will now need to fence in their 25 animals and do those things that need to happen as well.</p>	<p style="text-align: right;">Page 17</p> <p>1 stands, it does not promote increased opportunities for 2 passenger rail in Utah. 3 And it seems -- well, I'm very frustrated 4 that a proposal of this magnitude is going forward 5 without making the overall economic development of the 6 Uinta Basin a priority. And to be frank, this looks like 7 it is a huge handout to the oil companies, rather than 8 something that would benefit the average citizen of the 9 Uinta Basin. Thank you. 10 LAURA ZIEMKE: Thank you, Mike. 11 Reed Allen? 12 REED ALLEN: Reed Allen, R-E-E-D A-L-L-E-N. 13 My concerns are, what about the water and the springs 14 that a lot of us all depend upon the water for? The 15 noise and the vibration is another concern. With the 16 vibrations, how do you know if it's an earthquake or the 17 train? Even though you will probably hear the whistle 18 and all that. 19 The other thing is the wildlife. How is it 20 going to affect the deer, grouse, elk, sage hens? And 21 not only that, there's a lot of domestic animals, cattle 22 up there, that will probably get on the track and get 23 killed. 24 How much property will be really destroyed to 25 be -- to make the tunnel? I mean, it takes years and</p>

<p style="text-align: right;">Page 18</p> <p>1 years to recover from. And the fires are really a 2 concern of mine. I live in Provo, Utah. There's a few 3 of us that know of the Heber Creeper, but about every 4 year or every other year, that Heber Creeper creates a 5 fire up there. 6 And I don't think they've got as much grass 7 as we have up there. That will catch on fire, and if the 8 wind carries up, that fire will grow so fast and so quick 9 and even jumps big main roads. 10 Why can't they put it on the other side of 11 191, where they wouldn't have to build a trestle or a 12 bridge down below, so they don't have to conserve money 13 on that way? There's no cabins, to my recollection, 14 right on the other side of 191. There are some up 15 higher, but it wouldn't affect them. 16 What about our property value too? How is 17 that going to affect our property, the investment that we 18 have made? And if we want to ever resale or whatever? 19 What about the truck drivers? I mean, are they going to 20 be unemployed? I mean, what's going to happen? 21 I mean, I understand even too sometimes, and 22 I heard this but I don't know, but they can 23 actually -- by using trucks, they can make it roughly 24 around \$5 a gallon or a drum or whatever for fuel, where 25 the train will make it up around about 6.50. Now, I</p>	<p style="text-align: right;">Page 20</p> <p>1 without depreciated value over the last 20 years. So 2 what we have done is a very good thing for the state of 3 Utah and, I think, our beneficiaries, in general. 4 Prior to 1994, before we were created through 5 the legislature, the money was used each year as 6 appropriated by the state, so there was no permanent fund 7 to last into perpetuity. 8 Just as an overall fact, why we're invested 9 in this project, is in 2018, we generated \$12.1 million 10 from royalty out of oil, and that represented 91.5 11 percent of our total oil revenues percentage of the year. 12 So the takeaway is that most of our oil royalties are 13 coming out of the Basin. 14 And even though we have 4.5 million mineral 15 acres, only 363,000 of those acres are within the Basin. 16 So that's about 8 percent of our total portfolio actually 17 being monetized within the Basin. So you can see that 18 it's a very critical resource for us to try to monetize. 19 In close, I would just like to note that 20 trust lands is supportive of this project and looks 21 forward to working with cooperating agencies throughout 22 the process. We would like to thank the STB for their 23 efforts, the SCIC, and all of those who have dedicated 24 their time towards the delicate matter. 25 The potential for Utah to find an external</p>
<p style="text-align: right;">Page 19</p> <p>1 don't know if that is true or not, but that makes a 2 concern of -- you know, of the unemployment. 3 Is this going to make my fuel bill less money 4 or even more? Please don't destroy our beautiful canyon. 5 It is a lifetime dream. Thank you. 6 LAURA ZIEMKE: Thank you, Read. 7 All right. Wesley Adams? 8 WESLEY ADAMS: Hello. Thank you for the time 9 to comment. My name is Wes Adams, W-E-S A-D-A-M-S. I 10 represent the Utah School and Institutional Trust Lands 11 Administration. I just want to give you guys a little 12 bit of a background of who we are and why I'm commenting 13 on behalf of the trust. 14 So trust lands are mandated to create revenue 15 for our beneficiaries under the state statute, and 16 largely, our biggest beneficiary is public school K 17 through 12. 18 A little bit of a background, in 2018, 19 revenues from the trust generated \$75 million to the 20 rural school system. So the beneficiaries do rely on the 21 that, that we do provide. 22 Since their creation in 1994, trust lands has 23 generated \$1 billion from oil and gas revenue. Okay? 24 And that is out of a permanent fund that is currently at 25 \$2.4 billion. And I would note that the \$1 billion is</p>	<p style="text-align: right;">Page 21</p> <p>1 market lies within the rail prospect. Without the rail, 2 Utah would continue to be stranded in the market and have 3 trouble competing with states who have better 4 infrastructure and better dollars. 5 Thank you. 6 LAURA ZIEMKE: Thank you, Wes. 7 Matt Carlson? 8 MATT CARLSON: I'm Matt Carlson, M-A-T-T 9 C-A-R-L-S-O-N. 10 First of all, I would like to thank you for 11 the opportunity to voice our concerns about the rail 12 route through the Argyle Canyon community. 13 We as a community know as understand the 14 importance of providing additional transportation options 15 in the Uinta Basin and that that project will happen. 16 Our concerns are that we feel that not all 17 routes and options have been fully considered and 18 studied, to make sure that this has the least impact on 19 environment, wildlife and existing communities. 20 One option we suggested was to run up SR 191 21 to the right fork of Indian Canyon, which would exit out 22 of Animal Park Junction, with variable impacts on 23 environment, wildlife and our larger community as a 24 whole. Our requests for this option seem to have fallen 25 upon deaf ears since, to our knowledge, this option was</p>

<p style="text-align: right;">Page 22</p> <p>1 never considered or communicated to us as not being a 2 viable option.</p> <p>3 On a personal note, as a child, my father had 4 a cabin on the land and land in Provo, Utah and Woodland, 5 Utah, where he always provided a very peaceful place, not 6 only for his immediate family but also for many others, 7 both friends and those less fortunate, to have a place to 8 go.</p> <p>9 This serves as a place to escape everyday 10 challenges and pressures of life, where one can have a 11 chance to recharge and be grounded with nature, as we all 12 the have that basic human need. This also provides a 13 place to strengthen family ties and bond with one 14 another, with immediate family, friends or a welcome 15 guest.</p> <p>16 I'm sure you can all relate to the place 17 either you have or have access to that serves as a basic 18 human need, which, as a fact, is nearly impossible to 19 place a dollar value on.</p> <p>20 To make a long story short, my father's place 21 was all lost in the name of progress, which affected many 22 people's lives as they have had no peaceful place to go 23 and a place to unwind from life's challenges.</p> <p>24 Many of us, approximately 500 owners in the 25 Argyle community, have spent countless hours, physical</p>	<p style="text-align: right;">Page 24</p> <p>1 John Spehler? And, John, as you come 2 forward, can you stand a little closer to the mic? 3 People in the back are having a hard time hearing. We 4 just need to get close to the mouthpiece.</p> <p>5 JOHN SPEHLER: My name is John Spehler, 6 S-P-E-H-L-E-R.</p> <p>7 First of all, I would like to say hello to 8 all the landowners here from Argyle Canyon.</p> <p>9 As I look out in the room, I don't know any 10 of you people or very few of you, and you don't know me. 11 And that speaks to the fact that this is a very private 12 area, a very serene area. We all enjoy our privacy 13 there, and that's something that could be lost forever if 14 this railway goes through.</p> <p>15 So as a landowner in Argyle Canyon and a 16 member of the Argyle Wilderness Preservation Alliance, I 17 strongly protest the construction of the Uinta Basin 18 Railway through our mountain properties.</p> <p>19 The proposed Wells Draw route would run 20 directly across my land, destroying the peace and 21 tranquility we now enjoy. The 20 years of financial 22 investment, hard work and love that we have poured into 23 our remote cabin site will forever be lost.</p> <p>24 The substantial property value we have built 25 up on our little piece of heaven will become worthless.</p>
<p style="text-align: right;">Page 23</p> <p>1 efforts and life savings to develop the same kind of 2 place that many others and I had experienced at my 3 father's place. This peaceful community is now at great 4 risk with this proposed railroad route.</p> <p>5 As you can see from the more than 3,500-plus 6 signatures on the opposing petition, if this recommended 7 route is approved, then this will have a huge impact on 8 multiple families, friends and many others that cherish 9 places to have access to escape the challenges from 10 everyday life we all so desperately need in today's 11 world.</p> <p>12 In closing, I would like to leave one thought 13 with each and every one of you involved with making 14 decisions on the proposed routes. If you can go home 15 tonight and consciously lay your head on your pillow and 16 go to sleep without the thought of how many lives your 17 decision will impact in a negative matter, that this 18 could one day be you or your loved ones in the same 19 circumstances, can you comfortably rest only with that 20 decision the rest of your lives?</p> <p>21 Remember, karma is a strong and living force 22 that either can comfort you or harm you. What will your 23 choice be?</p> <p>24 Thank you for your time and consideration.</p> <p>25 LAURA ZIEMKE: Thank you, Matt.</p>	<p style="text-align: right;">Page 25</p> <p>1 Both Wells Draw and the Indian Canyon proposed railway 2 routes will destroy the property values of hundreds of 3 landowners like myself. These people have fostered deep 4 connections to their sons and daughters and grandchildren 5 and many, many friends over the years as they have shared 6 their mountain properties with others.</p> <p>7 Even if the proposed railway does not run 8 directly across my land, all of us will experience the 9 noise, air and groundwater pollution, wildlife 10 destruction and risk of catastrophic wildfires.</p> <p>11 As a Utah taxpayer, I'm dismayed at the \$27.9 12 million in public funds, which have already been 13 dedicated to this railway project. \$1.2 billion is far 14 too high a price to pay for such an unneeded and unwanted 15 railway.</p> <p>16 Pollution in the Uinta Basin due to oil and 17 gas extraction is already at dangerous levels. It's time 18 to transition away from a gloom and bust fossil fuel 19 economy, not pour more taxpayer money into the Uinta 20 Basin Railway project.</p> <p>21 As hundreds of private landowners who will be 22 grievously impacted by this project, we stand together to 23 preserve our land, our values and our way of life. Build 24 this railway somewhere else or better yet, don't build it 25 at all. Thank you.</p>

<p style="text-align: right;">Page 26</p> <p>1 LAURA ZIEMKE: Thank you. 2 Darrell Fordham. 3 DARRELL FORDHAM: Good morning. My name is 4 Darrell Fordham. I'm not going to spell it because I 5 have been at all the other meetings. 6 I represent the Argyle Wilderness 7 Preservation Alliance. As I have attended all of these 8 scoping meetings this week, I want to publicly thank Josh 9 and Dave and everyone from STB and ICF for their 10 professional efficient and courteous manner in which you 11 have conducted these meetings. 12 The travel has been rigorous and exhausting, 13 to say the least. This project has a potential to be 14 another Hawaiian train boondoggle, where the cost of the 15 project was undersold to the public. Design and 16 permitting were hastily pushed through, not unlike this 17 project, resulting in cost overruns of over \$4 billion. 18 Or maybe it will turn out like the bullet 19 train in California that is currently \$44 billion over 20 budget and 13 years behind schedule. Or will it become 21 the railway to nowhere, akin to the road to nowhere, aka 22 secret road, that the coalition's director, Mike McKee, 23 championed several years ago, where a portion of the road 24 was built at a cost of around \$55 million, with the 25 purpose of transporting oil shale, only to be left</p>	<p style="text-align: right;">Page 28</p> <p>1 money to the coalition. If the coalition is going to own 2 the project, then the counties are going to be on the 3 hook for the repayment of the loan, which would be 4 absolutely devastating to the Uinta Basin when oil prices 5 drop, the economy slows and the train stops running. 6 I urge the STB to select the no action 7 alternative in this EIS, if for no other reason than the 8 lack of financial viability of the private proponent and 9 the lack of proof that the railway will be economically 10 feasible. The contracts that are necessary to ensure the 11 project's viability are not signed and simply do not 12 exist. 13 LAURA ZIEMKE: Thank you, Darrell. 14 Johnny Vasic? 15 JOHNNY VASIC: Hello. Thank you for the 16 opportunity to speak with you. Johnny Vasic, V-A-S-I-C. 17 I'm the executive director of Utah Physicians for a 18 Healthy Environment. 19 The proposed Uinta Basin Railway oil train is 20 an issue that stands to greatly affect all Utahans, as 21 well as communities across the country and around the 22 world. The railway would roughly quadruple oil 23 production in the Uinta Basin, resulting in dire 24 consequences for air quality, public lands, water, public 25 safety, climate change.</p>
<p style="text-align: right;">Page 27</p> <p>1 abandoned when the energy company went bankrupt a year 2 later. The Uinta Basin Railway seems eerily similar to 3 that project but at a much higher magnitude. 4 Engineering company HDR, Inc., performed the 5 2014 UDOT study that showed the Indian Canyon route as 6 unfeasible due to cost, steepness of the grade and 7 difficulty of construction. 8 Now five years later, the same engineering 9 company looked at it again and says the cost has 10 decreased by over \$2 billion, even though construction 11 costs have increased significantly in recent years and 12 the mountain certainly has not gotten any shorter. I 13 can't believe that without proof. Neither should any of 14 you. 15 The coalition has claimed from the beginning 16 that they would be the owner of the Uinta Basin railroad. 17 Yet they have -- yet recently, they have claimed that the 18 county and taxpayers will not be on the hook for the loan 19 required to build the project. They brought Drexel 20 Hamilton on board as a public/private partner but the 21 terms of that agreement have not been made public. 22 The Utah Community Impact Board granted \$27.9 23 million to fund the study, planning of the engineering of 24 the project. If it is now going to be owned by a private 25 entity, then CIB violated the state law but granting the</p>	<p style="text-align: right;">Page 29</p> <p>1 While the project has been moving ahead full 2 steam, the public has largely been shut out of the 3 process and has been provided with little information 4 until pretty recently. As stated before, these \$27 5 million in public funds that have already been, what we 6 think, illegally dedicated to forwarding this terrible 7 project. 8 The air pollution in the Uinta Basin has 9 already reached dangerous levels due to oil and gas 10 development but by quadrupling oil extraction in the 11 region, the railway would exacerbate the project, 12 resulting in more asthma attacks and more harmful 13 conditions that can lead to premature death. 14 The extraction and combustion of four times 15 as much oil in the Uinta Basin would threaten our ability 16 to avoid the most dangerous of that, climate change. 17 Fossil fuel development requires large amounts of water, 18 and at a time when water scarcity in the region is more 19 tenuous than ever, increased oil development unleashed by 20 the Uinta Basin Railway threatens the region's water 21 supply. 22 So just in closing, this area is already 23 facing water and air quality issues. Utah is not really 24 in need of a new economic stimulus. What we are really 25 in need of and desperate for is clean air. So for the</p>

<p style="text-align: right;">Page 30</p> <p>1 health of our planet and our children, let us end this 2 boondoggle before it begins. Thank you. 3 LAURA ZIEMKE: Thank you. 4 Elise Lazar? 5 ELISE LAZAR: Elise Lazar, E-L-I-S-E 6 L-A-Z-A-R. 7 I do not support legislatures who initially 8 conceive and make decisions behind closed doors without 9 public input. I do not support the inland port. And I 10 certainly do not support the construction of this 11 railroad because I do not support these legislatures who 12 conceive this heinous proposal. 13 I will do everything I can to make sure they 14 are not re-elected. And because I do not support the 15 inland port, I certainly don't support the obscene 16 funding of this half-crooked idea. And because I do not 17 support the railroad that enabled the inland port, I will 18 try to derail it. 19 And here is what I do support: I support 20 teachers and the education of our youth. I'm appalled 21 that our state is dead last for all states of the United 22 States when it comes to funding per pupil, dead last. 23 And I'm appalled by the \$27.9 million in public funds 24 that have already been illegally dedicated to forward 25 this project.</p>	<p style="text-align: right;">Page 32</p> <p>1 infrastructure development in the basin. 2 But the Craig route of the Uinta Basin 3 Railroad presents a material relocation issue with the 4 established TransWest alignment. TransWest expects this 5 location issue can be readily resolved, and we look 6 forward to resolving that with the Seven County Coalition 7 and the other parties who can make those design and the 8 coordination decisions. 9 And we look forward to further participation 10 in this process. Thank you. 11 LAURA ZIEMKE: Thank you, Joe. 12 Alan Ernsten? 13 ALAN ERNSTEN: My name is Alan Ernsten, 14 A-L-A-N E-R-N-S-T-E-N, and I just wanted to thank Josh 15 for including the notion that these are just proposals. 16 Nothing has been -- I mean, they may never materialize, 17 which is my hope. 18 I want to thank all the people who have 19 spoken against this, and your point was a good one. I 20 like it. I can't remember the other thing that came into 21 my mind, but I'm thinking that these shouldn't be built. 22 The sacrifice of the environment is too great. 23 Oh, yes, and one of the elements in your list 24 of possibilities should be -- or approaches should be 25 that there will be no changes. This project really</p>
<p style="text-align: right;">Page 31</p> <p>1 Now, knowing that we have 29,187 classroom 2 teachers in Utah, if we were to redirect that money, 3 which is already dedicated to this fiasco of a plan, and 4 give it to our teachers, it would mean an increase of 5 their yearly salary by \$956 per teacher. Such a better 6 way to spend our money. 7 And better yet, if we were to take the funds 8 of the ultimate cost of the railway, which will be at 9 least \$1.2 billion, we will increase teachers salaries by 10 \$41,000 per teacher, over and above the current salaries. 11 Now this, unlike this ridiculously concocted inland port 12 plan, for a host of reasons makes sense. It makes sense 13 for our youth, for our teachers, for our state. 14 No one should support this inland port. 15 Thank you. 16 LAURA ZIEMKE: Joseph Tippetts? 17 JOSEPH TIPPETTS: Good morning. My name is 18 Joe Tippetts, T-I-P-P-E-T-T-S. I represent the TransWest 19 Express Transmission Line project. TransWest is a 20 multistate high-voltage transmission line that extends 21 from Carbon County, Wyoming, to Clark County, Nevada. 22 It traverses the Uinta Basin from east to 23 west, just like the Uinta Basin railroad. TransWest is a 24 critical component to the electrical infrastructure grid 25 in the west. TransWest certainly supports economic and</p>	<p style="text-align: right;">Page 33</p> <p>1 shouldn't even be on the drawing board. 2 So "proposal" was another word -- I hate to 3 be repetitive, but proposal was left off your slide too, 4 given that is such an important word. Thank you. 5 LAURA ZIEMKE: Thank you, Alan. 6 Ryan Beam? 7 RYAN BEAM: You caught me with a granola bar 8 in my mouth. My name is Ryan Beam. Forgive me for 9 crunching here. R-Y-A-N B-E-A-M. I work as public lands 10 campaigner. We are with a coalition of 25 -- over 25 11 other groups that are deeply concerned with the potential 12 impact of the proposed Uinta Basin Railway. 13 While there are numerous other reasons why 14 this project should not progress, such as the illegal use 15 of community impact funds to forward it and the deep 16 questionability of the project's financial feasibility, 17 I'll keep my comments today focused on the rail's 18 potential impact. 19 Within that, I specifically want to focus in 20 on the potential indirect and cumulative effects of 21 constructing this project. That's not to ignore the 22 enormous direct impact but to raise an important point 23 that must not be missed, which is that we must understand 24 the potential impact of producing and transporting any 25 and all products that might travel via the railway across</p>

<p style="text-align: right;">Page 34</p> <p>1 the national rail network. 2 Unfortunately, this is not an easy task since 3 the Seven County Infrastructure Coalition and their 4 private partners have provided precious, little 5 dependable information, but also that they cannot or, I 6 assume, would not be willing to make any guarantee about 7 what would or would not be transported, what quantities 8 they would be transported in and to where. 9 First of all, the SCIC has been very unclear 10 what volume of oil might be extracted because of and 11 moved by the railway. Their numbers range from 80,000 12 barrels per day to 500,000 barrels per day, cited in 13 their May 10, 2019 MOU with Drexel Hamilton. 14 Well, which one is it? Because the 15 ramifications could be massive. 16 Secondly, what promise do we have that the 17 railway would only carry Uinta Basin wax and crude oil? 18 The reserves of conventional oil in the Basin won't last 19 forever and quadrupling production will only make that 20 date come sooner. 21 What promise do we have that dangerously 22 explosive, diluted bitumen from tar sand won't head down 23 the rail next? What about liquified natural gas? 24 Thirdly, where is this stuff headed and 25 through which communities across the nation would these</p>	<p style="text-align: right;">Page 36</p> <p>1 find it. 2 LAURA ZIEMKE: Thank you, Ryan. 3 Jill Merritt? 4 JILL MERRITT: Jill Merritt, J-I-L-L 5 M-E-R-R-I-T-T. 6 Thank you for allowing us to comment, and I 7 hope that our comments are taken seriously, unlike some 8 other situations we have been in. 9 Many of the things I would like to say have 10 been said, and I really admire the people who have 11 spoken. I have enjoyed listening to the people from 12 Argyle Canyon, about the devastating impacts on their 13 personal lives. 14 And I also want to call attention to the 15 devastating impacts on the lives of young people, people 16 all over the world when we continue to support fossil 17 fuel infrastructure. It has to stop. 18 40 years ago this week, I was ballooning up, 19 and a good friend of mine -- this was after my first son 20 was born. A good friend of mine said, "Well, before you 21 can start losing weight, you need to stop gaining 22 weight." 23 And I believe that the situation with 24 continuing fossil fuel infrastructure is like that. We 25 have to stop making infrastructure that locks us into</p>
<p style="text-align: right;">Page 35</p> <p>1 trains pass? The SCIC has solely been talking about 2 refineries on the Gulf Coast, but Uinta Basin crude, for 3 example, has been documented traveling to Portland, 4 Oregon, in 2014. 5 In addition to the significant inconvenience 6 of these long trains disrupting daily life and 7 communities, spills and explosions from the dangerously 8 unregulated oil by the rail industry poses a massive 9 risk. Communities, through which trains originating from 10 the Uinta Basin Railway might travel, deserve to know 11 about this project and understand the potential costs and 12 risks that are coming their way. 13 In conclusion, with all of these details, it 14 seems the SCIC is willing to tell whatever they think 15 will satisfy to whoever they think they need to satisfy. 16 Meanwhile, they have been keeping the public in the dark 17 about what the true picture is. Any picture that the 18 SCIC is trying to paint of this being safe, simple, 19 predictable and certain is false. They have no crystal 20 ball, and we have no guaranties. 21 I urge the OEA to honor what is at the core 22 of the NEPA process here, which is to reveal the true 23 impact of this project. We all deserve to know the 24 truth. The community, through which these trains travel, 25 and those families deserve to know the truth. Please</p>	<p style="text-align: right;">Page 37</p> <p>1 this devastating energy plan. Thanks. 2 LAURA ZIEMKE: Thank you, Jill. 3 Dr. Gerald Lazar? 4 DR. GERALD LAZAR: Gerald Lazar, G-E-R-A-L-D 5 L-A-Z-A-R. I represent myself as a concerned citizen. 6 I want to thank you fellows for sitting here 7 and actually paying attention and listening and taking 8 notes. I have been in so many meetings, especially 9 having to do with the inland port, where they are on 10 their phones, they are talking to each other. They are, 11 obviously, not listening or concerned. 12 My son -- one of my sons lives in London, and 13 he is an organizer of the extension builders. One of 14 their requests to parliament was that rather than talking 15 about climate change, they talk about climate crisis. We 16 are in a climate crisis. 17 I've lived here for 33 years in Salt Lake 18 City and watched the pollution get worse every year, as 19 the pollution just rises up higher and higher in the 20 valley. As you know, the railroad would increase the 21 extraction of fossil fuels by four times, and that, of 22 course, will be burned and we will feel the effects of it 23 here in Salt Lake. 24 As a physician, I'm concerned about asthma, 25 I'm concerned about air pollution and I have watched my</p>

<p style="text-align: right;">Page 38</p> <p>1 patients suffer more and more through the years, not only 2 an increase in numbers but a decreased quality in life. 3 We should not be talking about minimizing the 4 environmental impact. We should be talking about having 5 no impact. Has anybody done a cost analysis to look at 6 the value of putting this kind of money, billions of 7 dollars we're talking about, into renewable energies as 8 opposed to spending it on fossil fuels? 9 This is a crisis. We need to have no impact 10 on the environment. Thank you. 11 LAURA ZIEMKE: Thank you. 12 Eric Anderson? 13 ERIC ANDERSON: Hi, good morning. My name is 14 Eric Anderson. That's E-R-I-C A-N-D-E-R-S-O-N. Good 15 morning. I want to thank you for allowing me to have a 16 chance to express some of my concerns. 17 My wife and I have a cabin directly above the 18 highway on the south end of 191. And she has breathing 19 problems, and this is -- this was a place for us to go to 20 be able to retire, and this, I can see, only shattering 21 our dreams. The thought of this train going up and down 22 that canyon seven or eight times a day is just -- it's 23 too much for that canyon. 24 And I thoroughly believe a lot of things that 25 I have heard here today, that this is a long way for us</p>	<p style="text-align: right;">Page 40</p> <p>1 something that we really want up there. There has to be 2 a different alternative, you know. 3 And when the oil and gas boom slows down, you 4 know, then you are going to have an idle rail line that 5 will sit there, where you could be regulating that, 6 running the trucks out of there and still meet your same 7 goal that you are trying to do. 8 If you are trying to haul oil or crude, 9 whatever you are hauling out the Basin up there, you 10 know, the environmental part of it, you know, is huge. 11 You know, we don't know what that is going to be. You 12 know, and there has to be a different alternative than 13 destroying a lot of people's lives by running a rail line 14 right down through our properties and all east and west 15 of us, you know, with the other landowners and ranchers 16 and the other people that are involved there. 17 So we would really like to see that you 18 consider either dismantling this rail project all 19 together or finding a different solution for it, outside 20 of the area that we are talking about here for this 21 Argyle Canyon and the Indian Canyon route. Thank you. 22 LAURA ZIEMKE: Thank you, Lance. 23 Steve Kelshaw? 24 STEVE KELSHAW: Steve Kelshaw, K-E-L-S-H-A-W. 25 With listening to everything that has been</p>
<p style="text-align: right;">Page 39</p> <p>1 to go, even that the environment can't sustain this. And 2 I really like some of the things I have heard about, that 3 we shouldn't be increasing impact on our planet. 4 Thank you so much. 5 LAURA ZIEMKE: Thank you, Eric. 6 Lance Parker? 7 LANCE PARKER: Thanks. I'm Lance Parker, 8 L-A-N-C-E P-A-R-K-E-R. 9 And I'm one of the landowners in Argyle 10 Canyon, and I would like to echo a lot of the sentiments 11 a lot of people have already shared about the land that 12 we have down there and the property that we have. 13 We have been down there for over 40 years, 14 and it's been a real nice place for our families. We 15 have raised our families over the years. It's a good 16 place for us to go. And, you know, if you put a rail 17 line in there, it really doesn't make a lot of sense. 18 And it doesn't just affect our little area we are in, but 19 it affects a lot of people upstream and downstream from 20 us. 21 You know, given the history of -- you know, 22 even recently with the rail systems and all the 23 derailments and things they have had problems with, 24 starting fire alongside the road, they are hauling 25 hazardous material through that area, and that is not</p>	<p style="text-align: right;">Page 41</p> <p>1 said from my fellow Argyle Canyon property owners, I 2 totally agree with everything that is said. Everything I 3 wanted to say has actually been said. But there has to 4 be a different way to go through there. That whole damn 5 canyon, there's a lot of private ground, it will affect 6 way too many people, the creek, the wildlife, anyway, the 7 livestock. 8 So that's it. I have to put my two cents in 9 for Argyle Canyon. 10 LAURA ZIEMKE: Thank you, Steve. 11 All right. So Steve was the last comment for 12 this afternoon -- or this morning. We would like to 13 thank everyone for coming to the scoping meeting. 14 Did you sign up? Come on up. 15 DAVID BIGELOW: I think you know my name by 16 now, B-I-G-E-L-O-W, David is the first name. 17 And I would like to approach this from a 18 different angle. First of all, amen to everything 19 everybody has said about the Argyle Association, which 20 I'm a member of, but I would like to approach this from a 21 risk factor that I have been researching for the last few 22 days. 23 And beginning with -- first of all, can you 24 hear me all right in the back? 25 GROUP: Yes.</p>

Page 42

1 DAVID BIGELOW: Okay. This tunnel is what I
2 want to talk about. The north entrance is going to be at
3 the elevation of 8,100 feet. We are talking about a
4 tunnel anywhere from 3.15 miles to 4.miles. That's a
5 long ways. The elevation of Indian Canyon at the very
6 top is 9,100 feet. That means they're going to be 1,400
7 feet underground.

8 Now let me reflect back to a story that took
9 place back in 1998. Just ten miles south of this
10 location, there was another mountain range down there
11 just above Helper, Utah. There was a mine that was put
12 in there called Willow Creek.

13 Now these individuals that were responsible
14 for promoting that particular mine, put their millions
15 and millions of dollars in, were warned, but they didn't
16 heed that warning, that that is a very gassy area. Now
17 anybody that knows anything about coal mining -- which I
18 know a little bit. I used to haul this stuff. I spent
19 40 years raising my family in Carbon County driving coal
20 truck, and so I know a little bit about what I'm talking
21 about. I have had family members that have been involved
22 in the mining industry.

23 I was talking to my son just this morning
24 that worked in that very mine that I'm talking about.
25 But fortunately for him, he couldn't take the physical

Page 43

1 rigors that it took to do the job that he was doing, so
2 he had to quit. It was shortly after that that they had
3 what they call a bounce.

4 You know, anyone that knows anything about
5 coal mining, there's this seismic event that takes place
6 they call a bounce, and it comes in a form of cave-ins,
7 in the form of explosions, fires, whatever. But it is
8 all over these mountain ranges. Okay?

9 As a consequence, that mine blew up that
10 night and killed two miners and injured 12 more. And I'm
11 almost out of time here, so let me get with my point
12 here.

13 Can you imagine what a train that can be
14 carrying all this oil, which is a hazardous material,
15 underground 1,400 feet, that it is possibly going to
16 encounter one of these bounces.

17 And let me make one other story real short
18 here. Our neighbor down at the bottom almost to where
19 the exit of that one tunnel we are talking about drilled
20 a well -- okay. She said stop -- drilled a water well,
21 and he struck gas, so the gas is there.

22 This could create an environmental disaster,
23 not only for the environment but for everybody and all
24 human and animal life that exists in those areas. Thank
25 you.

Page 44

1 LAURA ZIEMKE: Thank you, David.
2 Deanna Bigelow?

3 DEANNA BIGELOW: It is nice to see somebody
4 that knows how to work the mic. My name is Deanna
5 Bigelow, and I'm a member of the Argyle Wilderness
6 Preservation Alliance.

7 And a lot of these concerns we've talked
8 about already. I just want to, again, reiterate our
9 feelings about that going through our canyon.

10 I'm not necessarily against hauling the oil.
11 And yesterday, Vernal was complaining because their
12 economy is so down and depressed, and they need all of
13 these stores and everything. But as we were leaving
14 Vernal, we stopped to get gas and I was sitting there
15 looking at one sign in that town that had at least seven
16 different companies, businesses, a big shopping mall.

17 If you want to see depression of economy, go
18 to Price, Utah. We have one box store. That's Walmart.
19 We have a couple of small stores but nothing big. We
20 have two grocery stores. So I don't know that their
21 economy is going to be so depressed if they don't get
22 this train track to come through to haul out their oil.

23 My other concern is that they say the
24 first -- the main route that they want to take is through
25 Indian Canyon, and it is going to be 80 miles. That 80

Page 45

1 miles is the way that birds fly. When they go through
2 that canyon -- and some of your maps don't show this
3 here. If you go to website, you can see it. Where they
4 are going to come through that canyon, they are going to
5 put in a massive bridge to get from one side of this
6 canyon to the other. And then they are going to be up
7 high in the state land, which is what they are trying to
8 do, and then they have to zigzag all the way down to get
9 to the bottom, to where they want to go out of that
10 canyon.

11 That's not 80 miles, I don't know how much
12 further it would be, but it is not 80 miles. As my
13 husband said, that canyon is not a safe place to build a
14 railroad because of the seismic -- there's a fault that
15 goes through there also. As you go across the road on
16 191, there's a spot there that every year, it -- part of
17 it sinks and they have to fix it.

18 Two years ago, they brought in massive,
19 massive amounts of rocks and everything else to build
20 that up so it won't -- so it wouldn't sink again, and it
21 is sinking again already. And that's because of the
22 fault that goes underneath there.

23 So this route would be too dangerous, and
24 building all of the bridges and the tunnels and
25 everything that has to go through there, it's going to be

<p style="text-align: right;">Page 46</p> <p>1 too expensive. If they want to put the railroad in, the 2 best way would be to go straight east through Colorado. 3 That is, basically, prairie land, no mountain. If a fire 4 was there, they could put it out a lot faster than the 5 mountain terrain. And it would be very costly to put it 6 down that canyon. 7 So I'm against that canyon route. Thank you. 8 LAURA ZIEMKE: Thank you, Deanna. 9 All right. So Deanna was our last commenter 10 this morning. The meeting does run until noon, and Josh 11 and Dave and the technical specialists will be here if 12 you have questions for them. 13 Please feel free to reach out to them. The 14 Surface Transportation Board will be receiving comments 15 until August 5th, so you can either comment here or go on 16 their website. Please do pick up one of the papers at 17 the end to give you all of your other options for 18 commenting. 19 So thank you for coming. 20 SPEAKER: Can I ask a question while everyone 21 is still here? 22 LAURA ZIEMKE: I guess that is for Josh to -- 23 SPEAKER: What is your timeline for all the 24 different reviews that you posted at the beginning of the 25 presentation? Do you have a rough timeline for, you</p>	<p style="text-align: right;">Page 48</p> <p>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 30th day of July, 2019. 17 18 19 _____ 20 Kellie Peterson, RPR 21 22 23 24 25</p>
<p style="text-align: right;">Page 47</p> <p>1 know, when deadlines are going to happen or different 2 reviews are going to happen? 3 DR. JOSHUA WAYLAND: It's really difficult to 4 provide an estimate for a timeline for producing a draft 5 EIS because we won't exactly know what -- how complicated 6 the impacts or analyses will be until we start getting 7 into it. 8 We are committed to moving forward 9 expeditiously on our review, but we have to do a good and 10 thorough job. And it's going to take us as long as it's 11 going to take to do that. 12 LAURA ZIEMKE: Josh, are you okay with this? 13 DR. JOSHUA WAYLAND: I would prefer not to 14 make this into a question and answer session publicly. I 15 would encourage folks to come and talk to us individually 16 so everybody has the opportunity to do so. Thank you. 17 LAURA ZIEMKE: Thank you, everyone. 18 (The conclusion of the presentation.) 19 20 21 22 23 24 25</p>	

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\$	2	80 7:15 44:25 45:11,12
<hr/>	<hr/>	80,000 34:11
\$1 19:23,25	20 20:1 24:21	
\$1.2 25:13 31:9	2014 27:5 35:4	<hr/>
\$12.1 20:9	2018 19:18 20:9	9
\$2 27:10	2019 3:1 34:13	<hr/>
\$2.4 19:25	25 33:10	9,100 42:6
\$27 29:4	29,187 31:1	91.5 20:10
\$27.9 25:11 27:22 30:23	<hr/>	<hr/>
\$4 26:17	3	A
\$41,000 31:10	<hr/>	<hr/>
\$44 26:19	3,500-plus 23:5	A-D-A-M-S 19:9
\$5 18:24	3.15 42:4	A-L-A-N 32:14
\$55 26:24	30 12:7,8	A-L-L-E-N 17:12
\$75 19:19	33 37:17	A-N-D-E-R-S-O-N 38:14
\$956 31:5	363,000 20:15	A.M. 3:1
<hr/>	<hr/>	abandoned 27:1
1	4	ability 15:10 29:15
<hr/>	<hr/>	absolutely 28:4
1,400 42:6 43:15	4.5 20:14	access 22:17 23:9
10 34:13	4.miles 42:4	account 5:25
105 7:22	40 36:18 39:13 42:19	accurate 11:25
10:00 3:1	<hr/>	acres 20:15
12 19:17 43:10	5	action 6:24 7:13 28:6
13 26:20	<hr/>	activities 15:8
185 7:25	500 22:24	Adams 19:7,8,9
19 3:1	500,000 34:12	add 15:10 16:8
191 18:11,14 21:20 38:18 45:16	5th 10:3 13:12 46:15	addition 8:5 35:5
1994 19:22 20:4	<hr/>	additional 8:20 9:4 21:14
1998 42:9	6	address 9:24 10:1 11:18
	<hr/>	Administration 19:11
	8	admire 36:10
	<hr/>	affect 17:20 18:15,17
	8 20:16	

28:20 39:18 41:5	angle 41:18	average 7:3 17:8
affected 8:8 13:6 22:21	animal 21:22 43:24	avoid 29:16
affects 39:19	animals 15:23,25 17:21	Axial 8:1
afternoon 41:12	answering 13:13	
agencies 20:21	appalled 30:20,23	<hr/> B <hr/>
agency 3:16,19 4:16 5:2 6:8	applicant's 6:24	B-E-A-M 33:9
agenda 3:17	applies 12:4	B-I-G-E-L-O-W 41:16
agree 41:2	approach 41:17,20	back 9:22 10:4,11,13 16:14 24:3 41:24 42:8,9
agreement 27:21	approaches 32:24	background 19:12,18
agriculture 7:6	appropriated 20:6	ball 35:20
ahead 11:12 29:1	approval 4:20,23 6:7	ballooning 36:18
air 8:12 25:9 28:24 29:8, 23,25 37:25	approve 5:2	bankrupt 27:1
aka 26:21	approved 23:7	bar 33:7
akin 26:21	approximately 7:1,15,22, 25 22:24	barrels 34:12
Alan 32:12,13 33:5	area 7:24 13:4,6 15:4,6 24:12 29:22 39:18,25 40:20 42:16	basic 3:21 22:12,17
alignment 32:4	areas 3:22 8:9 14:8,10 15:20,22 43:24	basically 46:3
Allen 17:11,12	arena 10:23	basin 3:10 4:25 6:4,11,18 15:11 16:11,25 17:6,9 20:13,15,17 21:15 24:17 25:16,20 27:2,16 28:4, 19,23 29:8,15,20 31:22, 23 32:1,2 33:12 34:17,18 35:2,10 40:9
Alliance 24:16 26:7 44:6	Argyle 21:12 22:25 24:8, 15,16 26:6 36:12 39:9 40:21 41:1,9,19 44:5	Beam 33:6,7,8
allotted 12:3,16	Association 16:21 41:19	beautiful 19:4
allowing 36:6 38:15	assume 34:6	begin 5:14
alongside 39:24	asthma 29:12 37:24	beginning 27:15 41:23 46:24
alternative 6:14 7:23 28:7 40:2,12	attacks 29:12	begins 30:2
alternatives 6:21,22 7:9 8:3,4,6	attended 26:7	behalf 19:13
amen 41:18	attention 36:14 37:7	Bench 6:18 7:17,25
amounts 29:17 45:19	attract 6:13	beneficiaries 19:15,20 20:3
analyses 47:6	August 10:3 13:11 46:15	
analysis 3:6 4:3 38:5	automatically 9:12	
Anderson 38:12,13,14		

beneficiary 19:16
benefit 17:8
big 18:9 44:16,19
Bigelow 41:15 42:1 44:2,3,5
biggest 19:16
bill 19:3
billion 19:23,25 25:13 26:17,19 27:10 31:9
billions 38:6
biological 8:14
birds 45:1
bit 19:12,18 42:18,20
bitumen 34:22
blew 43:9
board 3:16,19 4:5,15,16,21 5:1,3,5,23 6:7 12:19 27:20,22 33:1 46:14
board's 3:6 4:3 8:18 9:18
boards 4:7 6:23 11:2
boatload 14:1
bond 22:13
boom 40:3
boondoggle 26:14 30:2
born 36:20
bottom 43:18 45:9
bounce 43:3,6
bounces 43:16
box 11:6,9 44:18
breathing 38:18
bridge 18:12 45:5
bridges 45:24

briefly 3:20
bring 11:8,10,14
bringing 11:11
brought 27:19 45:18
Bruce 14:23,25 16:12
budget 26:20
build 18:11 25:23,24 27:19 45:13,19
builders 37:13
building 45:24
built 24:24 26:24 32:21
bullet 26:18
burned 37:22
businesses 44:16
bust 25:18

C

C-A-R-L-S-O-N 21:9
C-H-R-I-S-T-E-N-S-E-N 16:20
cabin 22:4 24:23 38:17
cabins 18:13
California 26:19
call 36:14 43:3,6
called 6:23 8:23 42:12
calling 11:16
campaigner 33:10
canyon 6:23 7:9,14,20 15:2 19:4 21:12,21 24:8,15 25:1 27:5 36:12 38:22,23 39:10 40:21 41:1,5,9 42:5 44:9,25 45:2,4,6,10,13 46:6,7

capture 11:19
captures 12:25
capturing 10:19
Carbon 31:21 42:19
card 12:6,7,9
care 15:23
Carlson 21:7,8
carrier 6:10
carries 18:8
carry 7:4 34:17
carrying 43:14
case 4:22 6:6
catastrophic 25:10
catch 18:7
cattle 15:21 17:21
caught 33:7
cave-ins 43:6
cents 41:8
challenges 22:10,23 23:9
championed 26:23
chance 3:11 22:11 38:16
change 8:12 28:25 29:16 37:15
check 11:6,9
cherish 23:8
child 22:3
children 30:1
choice 23:23
Christensen 16:18,19
CIB 27:25

circumstances 23:19	10:2,17,20,24 12:15,17, 18 13:11 14:5 16:9 33:17 36:7 46:14	connect 4:19,24
cited 34:12		connecting 6:11
citizen 17:8 37:5	committed 47:8	connections 25:4
City 15:5 37:18	committee 14:11	consciously 23:15
claimed 27:15,17	commodities 7:7	consequence 43:9
Clark 31:21	common 6:10	consequences 28:24
classroom 31:1	communicated 22:1	conserve 18:12
clean 29:25	communication 14:17	consideration 23:24
clear 16:6	communities 21:19 28:21 34:25 35:7,9	considered 8:10 21:17 22:1
click 9:6,13	community 21:12,13,23 22:25 23:3 27:22 33:15 35:24	construct 4:18,23 6:16
climate 8:12 13:23 28:25 29:16 37:15,16	companies 17:7 44:16	constructing 33:21
close 15:1,17 20:19 24:4	company 4:9,18 27:1,4,9	construction 24:17 27:7, 10 30:10
closed 30:8	competing 21:3	consultant 4:12
closer 24:2	complaining 44:11	consulting 4:9
closing 23:12 29:22	complete 6:2	continue 21:2 36:16
coal 42:17,19 43:5	complicated 47:5	continuing 36:24
coalition 4:23 6:6,9,13, 15,20 7:1 13:20 27:15 28:1 32:6 33:10 34:3	component 31:24	contracts 28:10
coalition's 7:13 26:22	conceive 30:8,12	conventional 34:18
Coast 35:2	concern 15:2 16:3 17:15 18:2 19:2 44:23	cooperating 20:21
Colorado 8:1 46:2	concerned 16:1 33:11 37:5,11,24,25	coordination 32:8
combustion 29:14	concerns 17:13 21:11,16 38:16 44:7	core 35:21
comfort 23:22	conclusion 14:19 35:13 47:18	corner 8:22
comfortably 23:19	conclusions 5:23	correctly 13:16
comment 5:17,18 9:11 10:1,5,21 11:5,6 14:4,18, 21 19:9 36:6 41:11 46:15	concocted 31:11	cost 26:14,17,24 27:6,9 31:8 38:5
commenter 46:9	conditions 29:13	cost-effective 6:13
commenting 19:12 46:18	conducted 26:11	costly 46:5
comments 3:25 5:21 8:3, 17,24 9:7,9,16,21,25		costs 27:11 35:11
		counties 28:2
		countless 22:25

country 28:21
county 4:22 6:6 13:4
27:18 31:21 32:6 34:3
42:19
couple 44:19
court 10:18 11:19,24
12:24
courteous 26:10
cover 3:18,21
Craig 6:25 7:9,24 32:2
create 19:14 43:22
created 20:4
creates 18:4
creating 15:9
creation 19:22
creek 41:6 42:12
Creeper 18:3,4
crisis 37:15,16 38:9
critical 13:22 20:18
31:24
crude 7:4 34:17 35:2
40:8
crunching 33:9
crystal 35:19
cultural 8:13
cumulative 33:20
current 31:10

D

daily 35:6
damn 41:4
dangerous 25:17 29:9,16
45:23

dangerously 34:21 35:7
dark 35:16
Darrell 26:2,3,4 28:13
date 8:10 34:20
daughters 25:4
Dave 10:25 14:2,3 26:9
46:11
Daves 14:3
David 4:4 14:2 41:15,16
42:1 44:1
day 7:2 23:18 34:12
38:22
days 41:22
dead 30:21,22
deadline 13:11
deadlines 47:1
deaf 21:25
Deanna 44:2,3,4 46:8,9
death 29:13
debate 10:23
decide 5:2
decision 5:24 23:17,20
decisions 23:14 30:8
32:8
decreased 27:10 38:2
dedicated 20:23 25:13
29:6 30:24 31:3
deep 25:3 33:15
deeply 33:11
deer 17:20
delicate 20:24
deny 5:2

depend 17:14
dependable 34:5
depreciated 20:1
depressed 44:12,21
depression 44:17
derail 30:18
derailments 39:23
deserve 35:10,23,25
design 26:15 32:7
desk 10:11
desperate 29:25
desperately 23:10
destroy 19:4 25:2
destroyed 17:24
destroying 24:20 40:13
destruction 25:10
details 11:13 35:13
devastating 28:4 36:12,
15 37:1
develop 23:1
development 16:24 17:5
29:10,17,19 32:1
difficult 47:3
difficulty 27:7
diluted 34:22
dire 28:23
direct 33:22
direction 11:18 12:23
directly 9:9 10:1 24:20
25:8 38:17
director 26:22 28:17
disaster 43:22

discuss 3:22
discussion 8:16
dismantling 40:18
dismayed 25:11
disrupting 35:6
document 5:16,22 12:2
documented 35:3
documents 4:13
dollar 22:19
dollars 21:4 38:7 42:15
domestic 17:21
doors 30:8
down 10:9 15:12,13
16:16 18:12 34:22 38:21
39:12,13 40:3,14 42:10
43:18 44:12 45:8 46:6
downstream 39:19
draft 5:15,16,21 47:4
Draw 6:25 7:9,19 24:19
25:1
drawing 33:1
dream 19:5
dreams 38:21
Drexel 27:19 34:13
drilled 43:19,20
drivers 18:19
driving 42:19
drop 28:5
drum 18:24
Duchesne 15:5
due 25:16 27:6 29:9

E

e-filing 8:23
E-L-I-S-E 30:5
E-L-I-Z-A-B-E-T-H 13:3
E-R-I-C 38:14
E-R-N-S-T-E-N 32:14
early 5:11
ears 21:25
earthquake 17:16
east 31:22 40:14 46:2
eastward 7:24
easy 34:2
echo 39:10
economic 16:24 17:5
29:24 31:25
economically 28:9
economy 25:19 28:5
44:12,17,21
education 13:18 14:20
30:20
educator 13:17
eerily 27:2
effects 5:4 33:20 37:22
efficient 26:10
efforts 20:23 23:1
EIS 5:7,15,22 8:4,10 12:2
28:7 47:5
electrical 31:24
electronic 8:24
elements 32:23
elevation 42:3,5

Elise 30:4,5
Elizabeth 12:21,23 13:2,
3,15
elk 17:20
email 9:24
emails 14:15
emphasize 5:10 6:3
enabled 30:17
encounter 43:16
encourage 9:23 14:5
47:15
end 7:20 13:14 30:1
38:18 46:17
energies 38:7
energy 27:1 37:1
engineering 27:4,8,23
enjoy 24:12,21
enjoyed 15:6 36:11
enormous 33:22
ensure 16:4 28:10
entering 9:11
entities 13:20
entity 4:18 27:25
entrance 42:2
environment 5:4 16:2,5,
6 21:19,23 28:18 32:22
38:10 39:1 43:23
environmental 3:6,20,23
4:3,9,10,13 5:6,7,9,13,
15,25 6:2 8:7,15 9:19
16:3 38:4 40:10 43:22
equipment 7:5,6
Eric 38:12,13,14 39:5

Ernsten 32:12,13
escape 22:9 23:9
established 32:4
estimate 47:4
estimates 7:1
estimation 15:14
evening 10:18
event 43:5
everyday 22:9 23:10
exacerbate 29:11
examine 5:7,15
excited 13:7
executive 28:17
exhausting 26:12
exist 28:12
existing 6:18 7:17 8:1
21:19
exists 43:24
exit 21:21 43:19
expanded 16:24
expects 32:4
expeditiously 47:9
expensive 46:1
experience 25:8
experienced 23:2
explain 3:20
explosions 35:7 43:7
explosive 34:22
express 31:19 38:16
extend 6:17 7:16,24
extends 31:20

extension 37:13
external 20:25
extracted 34:10
extraction 25:17 29:10,
14 37:21

F

face 12:23
facilitate 10:5
facing 29:23
fact 20:8 22:18 24:11
factor 41:21
fallen 21:24
false 35:19
families 23:8 35:25
39:14,15
family 22:6,13,14 42:19,
21
fashion 11:4
fast 18:8
faster 46:4
father 22:3
father's 22:20 23:3
fault 45:14,22
feasibility 33:16
feasible 28:10
federal 4:16 6:5
feedback 13:19 14:13
feel 16:7 21:16 37:22
46:13
feelings 44:9
feet 42:3,6,7 43:15

fellow 41:1
fellows 37:6
fence 15:24
fiasco 31:3
field 9:10,12
fill 11:13
final 5:22,23,24
finally 3:24
financial 24:21 28:8
33:16
find 8:19 9:2,4 20:25
36:1
finding 40:19
finished 10:24
fire 18:5,7,8 39:24 46:3
fires 18:1 43:7
fix 45:17
fly 45:1
focus 33:19
focused 33:17
folks 4:8 47:15
follow 7:21 12:18
force 23:21
Fordham 26:2,3,4
forever 24:13,23 34:19
Forgive 33:8
fork 21:21
form 11:7,8,11,12,14
43:6,7
fortunate 22:7
fortunately 42:25
forward 11:10,11 17:4

20:21 24:2 30:24 32:6,9
33:15 47:8

forwarding 29:6

fossil 25:18 29:17 36:16,
24 37:21 38:8

fostered 25:3

fracking 7:5

frank 17:6

Frankly 15:12

free 15:24 46:13

friend 36:19,20

friendly 16:4

friends 15:6 22:7,14 23:8
25:5

frustrated 17:3

fuel 18:24 19:3 25:18
29:17 36:17,24

fuels 37:21 38:8

full 11:20 29:1

fully 21:17

fund 19:24 20:6 27:23

funding 30:16,22

funds 25:12 29:5 30:23
31:7 33:15

G

G-E-R-A-L-D 37:4

gaining 36:21

gallon 18:24

gas 19:23 25:17 29:9
34:23 40:3 43:21 44:14

gassy 42:16

general 20:3

generated 19:19,23 20:9

geology 8:14

Gerald 37:3,4

give 10:17 13:19 19:11
31:4 46:17

giving 3:7

glad 16:8

gloom 25:18

goal 40:7

good 3:8 20:2 26:3 31:17
32:19 36:19,20 38:13,14
39:15 47:9

government 4:16 6:5
13:20

grab 16:15

grade 27:6

grandchildren 25:4

granola 33:7

granted 27:22

granting 27:25

grass 18:6

great 23:3 32:22

greatly 28:20

grid 31:24

grievously 25:22

grocery 44:20

ground 41:5

grounded 22:11

groundwater 25:9

group 11:22 41:25

groups 14:18 33:11

grouse 17:20

grow 18:8

guarantee 34:6

guaranties 35:20

guess 46:22

guest 22:15

Gulf 35:2

guys 19:11

H

half 12:5

half-crooked 30:16

Hamilton 27:20 34:13

hand 11:7

handout 9:22 17:7

happen 15:1,25 18:20
21:15 47:1,2

hard 24:3,22

harm 23:22

harmful 29:12

hastily 26:16

hate 33:2

haul 40:8 42:18 44:22

hauling 39:24 40:9 44:10

Hawaiian 26:14

hazardous 39:25 43:14

HDR 27:4

head 23:15 34:22

headed 34:24

health 30:1

Healthy 28:18

hear 16:14 17:17 41:24

heard 13:16 18:22 38:25 39:2	husband 45:13	38:2
hearing 24:3	I	increased 17:1 27:11 29:19
heaven 24:25	ICF 4:8,9 26:9	increasing 39:3
Heber 18:3,4	idea 15:9,15 30:16	Indian 6:23 7:9,14,20 15:2 21:21 25:1 27:5 40:21 42:5 44:25
heed 42:16	identified 6:20 8:9	indirect 33:20
heinous 30:12	identify 8:7	individually 47:15
Helper 42:11	identifying 8:5	individuals 42:13
helping 4:10	idle 40:4	industry 35:8 42:22
hens 17:20	ignore 33:21	information 3:21 8:20 9:1,5,11 10:12 11:2,24 12:1 13:18 14:1,8 29:3 34:5
high 25:14 45:7	illegal 33:14	infrastructure 4:22 6:6 21:4 31:24 32:1 34:3 36:17,24,25
high-voltage 31:20	illegally 29:6 30:24	initially 30:7
higher 18:15 27:3 37:19	imagine 43:13	injured 43:10
highway 15:12 38:18	impact 3:23 5:6 21:18 23:7,17 27:22 33:12,15, 18,22,24 35:23 38:4,5,9 39:3	inland 30:9,15,17 31:11, 14 37:9
historic 8:13	impacted 14:9 15:23 25:22	input 30:9
history 39:21	impacting 15:19	Institutional 19:10
hit 12:16	impacts 5:8,15,25 15:3 16:1 21:22 36:12,15 47:6	intent 8:21
hold 12:6,7,9	importance 21:14	interactive 9:13
holding 5:19	important 9:15 12:17 13:24 14:10 33:4,22	interested 14:13
home 9:23 23:14	impossible 22:18	interim 14:12
honor 12:13 35:21	inappropriate 14:16	interstate 4:17,19,25 6:11
hook 27:18 28:3	include 8:11	introduce 3:18
hope 3:10 6:22 14:15 32:17 36:7	including 7:3 8:14,20 32:15	introductions 4:1
horses 15:22	incoming 7:3	invested 20:8
host 31:12	inconvenience 35:5	investment 18:17 24:22
hours 22:25	increase 31:4,9 37:20	
house 3:13 4:6		
huge 16:23 17:7 23:7 40:10		
human 22:12,18 43:24		
hundreds 25:2,21		

involved 23:13 40:16 42:21	Kyune 6:19 7:18	left-hand 8:22 9:3
issue 28:20 32:3,5	<hr/> L <hr/>	legislature 14:12 20:5
issues 29:23	L-A-N-C-E 39:8	legislatures 30:7,11
<hr/> J <hr/>	L-A-Z-A-R 30:6 37:5	Leland 6:18 7:17,25
J-I-L-L 36:4	lack 28:8,9	levels 25:17 29:9
Jill 36:3,4 37:2	Lake 13:4 37:17,23	lies 21:1
job 43:1 47:10	Lance 39:6,7 40:22	life 22:10 23:1,10 25:23 35:6 38:2 43:24
Joe 31:18 32:11	land 8:12 22:4 24:20 25:8,23 39:11 45:7 46:3	life's 22:23
John 24:1,5	landowner 24:15	lifetime 19:5
Johnny 28:14,15,16	landowners 24:8 25:3,21 39:9 40:15	limit 12:15
Joseph 31:16,17	lands 19:10,14,22 20:20 28:24 33:9	link 8:23
Josh 3:5 4:2 10:7,24 14:3 26:8 32:14 46:10,22 47:12	large 29:17	liquified 34:23
JOSHUA 3:8 47:3,13	largely 19:16 29:2	list 32:23
July 3:1	larger 21:23	listening 36:11 37:7,11 40:25
jumps 18:9	Laura 3:3 10:5,7,15 12:24 13:12 14:22 16:12 17:10 19:6 21:6 23:25 26:1 28:13 30:3 31:16 32:11 33:5 36:2 37:2 38:11 39:5 40:22 41:10 44:1 46:8,22 47:12,17	live 13:5 18:2
Junction 21:22	law 27:25	lived 37:17
jurisdiction 4:17	lay 23:15	lives 22:22 23:16,20 36:13,15 37:12 40:13
justice 8:15	Lazar 30:4,5 37:3,4	livestock 41:7
<hr/> K <hr/>	lead 29:13	living 15:6 23:21
K-E-L-S-H-A-W 40:24	learn 3:11	loan 27:18 28:3
karma 23:21	leave 9:17 10:11 23:12	local 15:3
keeping 35:16	leaving 44:13	location 9:11 32:5 42:10
Kelshaw 40:23,24	left 26:25 33:3	locks 36:25
killed 17:23 43:10		London 37:12
kind 23:1 38:6		long 7:15,22 22:20 35:6 38:25 42:5 47:10
knowing 14:13 31:1		longer 7:22
knowledge 21:25		looked 27:9
		losing 36:21

lost 22:21 24:13,23	18,19	mineral 7:6 20:14
lot 3:12 17:14,21 38:24 39:10,11,17,19 40:13 41:5 44:7 46:4	material 32:3 39:25 43:14	miners 43:10
lots 15:13	materialize 32:16	minimizing 38:3
love 24:22	Matt 10:8 16:17 21:7,8 23:25	mining 42:17,22 43:5
loved 23:18	matter 20:24 23:17	minute 10:9 16:13
<hr/>	Mckee 26:22	minutes 12:3,5,9,13
M	means 16:4 42:6	missed 33:23
<hr/>	meet 6:15,21 40:6	missing 16:23
M-A-T-T 21:8	meeting 3:4,9,13 4:6 10:6,16 41:13 46:10	monetize 20:18
M-E-R-R-I-T-T 36:5	meetings 5:19 26:5,8,11 37:8	monetized 20:17
machinery 7:5	member 24:16 41:20 44:5	money 18:12 19:3 20:5 25:19 28:1 31:2,6 38:6
made 12:1 18:18 27:21	members 42:21	morning 3:8 10:21 12:12 26:3 31:17 38:13,15 41:12 42:23 46:10
magnitude 17:4 27:3	mention 14:15,16	MOU 34:13
mail 10:1	merits 6:1	mountain 24:18 25:6 27:12 42:10 43:8 46:3,5
mailing 9:25	Merritt 36:3,4	mouth 33:8
main 14:4 18:9 44:24	met 4:6	mouthpiece 24:4
make 5:16,24 11:5,24 12:14 13:10 15:18 16:4 17:25 18:23,25 19:3 21:18 22:20 30:8,13 32:7 34:6,19 39:17 43:17 47:14	mic 24:2 44:4	move 7:2 10:10 11:3 15:10
makes 19:1 31:12	microphone 16:14	moved 34:11
making 17:5 23:13 36:25	Mike 16:18,19 17:10 26:22	moving 29:1 47:8
mall 44:16	miles 7:15,22,25 42:4,9 44:25 45:1,11,12	multiple 23:8
mandated 19:14	million 19:19 20:9,14 25:12 26:24 27:23 29:5 30:23	multistate 31:20
manner 26:10	millions 42:14,15	Myton 6:18 7:17,25
manning 4:7	mind 10:22 32:21	<hr/>
map 7:8,10 9:13	mine 18:2 36:19,20 42:11,14,24 43:9	N
maps 45:2		<hr/>
market 21:1,2		nation 34:25
massive 34:15 35:8 45:5,		national 34:1
		natural 34:23

nature 14:13 22:11
Navecky 4:4
necessarily 44:10
negative 23:17
neighbor 43:18
neighbors 15:7
NEPA 35:22
network 4:17,20,25 6:12
34:1
Nevada 31:21
nice 39:14 44:3
night 43:10
noise 8:12 17:15 25:9
noon 46:10
north 42:2
note 19:25 20:19 22:3
notes 37:8
notice 8:21 9:10
notion 32:15
number 9:4 15:21
numbers 34:11 38:2
numerous 33:13

O

objective 6:15 8:6
obscene 30:15
occur 6:2
OEA 4:4,5 5:5,14,22 8:2,
9,24 9:9 35:21
OEA's 5:9
office 3:6 4:3,11 5:5

official 8:18
oil 7:5 17:7 19:23 20:10,
11,12 25:16 26:25 28:4,
19,22 29:9,10,15,19
34:10,17,18 35:8 40:3,8
43:14 44:10,22
online 7:10 14:7
open 3:13 4:6
operate 4:24 6:16
opportunities 16:24 17:1
opportunity 5:18 10:17
13:19 14:21 16:8,23
21:11 28:16 47:16
opposed 38:8
opposing 23:6
option 21:20,24,25 22:2
options 15:18 21:14,17
46:17
oral 10:5,17,19,24 11:5,6
order 11:3
orderly 11:4
Oregon 35:4
organizer 37:13
originating 35:9
outgoing 7:3
overruns 26:17
overview 3:15
owned 27:24
owner 27:16
owners 22:24 41:1
owning 15:19

P

P-A-R-K-E-R 39:8
paint 35:18
papers 46:16
Park 21:22
Parker 39:6,7
parliament 37:14
part 8:2 12:2 40:10 45:16
participate 13:9
participation 9:18 32:9
parties 32:7
partner 27:20
partners 34:4
pass 35:1
passenger 17:2
Passengers 16:21
patients 38:1
pay 25:14
paying 37:7
peace 24:20
peaceful 22:5,22 23:3
people 11:16 12:12 13:5,
18,24 14:5,9,14 15:7,19
16:3,14,24 24:3,10 25:3
32:18 36:10,11,15 39:11,
19 40:16 41:6
people's 22:22 40:13
percent 20:11,16
percentage 20:11
performed 27:4
period 10:23

permanent 19:24 20:6	port 30:9,15,17 31:11,14 37:9	pretty 29:4
permitting 26:16	portfolio 20:16	price 25:14 44:18
perpetuity 20:7	portion 3:13 4:6 10:5,16 26:23	prices 28:4
person 9:16 12:3,18,19	Portland 35:3	Prior 20:4
personal 11:25 22:3 36:13	poses 35:8	priority 17:6
personally 15:9	possibilities 32:24	privacy 24:12
petition 23:6	possibly 43:15	private 24:11 25:21 27:24 28:8 34:4 41:5
phase 5:12	posted 46:24	problems 38:19 39:23
phones 37:10	poster 4:7 6:23	process 3:20 5:10,11 8:2,6,18,21 9:19 10:2,21 11:3,15 12:5 13:17,25 20:22 29:3 32:10 35:22
physical 22:25 42:25	potential 3:22 5:3,7 8:5 20:25 26:13 33:11,18,20, 24 35:11	produced 16:10
physician 37:24	potentially 8:8	producing 33:24 47:4
Physicians 28:17	pour 25:19	product 15:10 16:10
pick 10:11 46:16	poured 24:22	production 28:23 34:19
picture 35:17	prairie 46:3	products 7:4,6 33:25
piece 24:25	precious 34:4	professional 26:10
pillow 23:15	predictable 35:19	progress 22:21 33:14
place 9:8,12 22:5,7,9,13, 16,19,20,22,23 23:2,3 38:19 39:14,16 42:9 43:5 45:13	prefer 47:13	project 3:10,11,15,25 4:15 6:1,4,5 7:11 8:20 9:1,5,24 13:21 14:17 15:2 16:9 20:9,20 21:15 25:13,20,22 26:13,15,17 27:3,19,24 28:2 29:1,7, 11 30:25 31:19 32:25 33:14,21 35:11,23 40:18
places 23:9	premature 29:13	project's 6:21 8:25 28:11 33:16
plan 31:3,12 37:1	prepare 4:12 5:22	promise 34:16,21
planet 30:1 39:3	preparing 5:6,14	promote 17:1
planning 27:23	present 12:16	promoting 42:14
plans 4:23	presentation 3:7,14 14:20 46:25 47:18	proof 27:13 28:9
plenty 9:17	presenting 13:21	
point 32:19 33:22 43:11	presents 32:3	
points 6:17 7:16,20	Preservation 24:16 26:7 44:6	
pollution 25:9,16 29:8 37:18,19,25	preserve 25:23	
populated 9:13	pressures 22:10	

proper 16:5	46:1,4,5	raise 11:7 16:13 33:22
properly 16:7	putting 38:6	raised 39:15
properties 15:19 24:18 25:6 40:14	<hr/>	raising 42:19
property 15:1 17:24 18:16,17 24:24 25:2 39:12 41:1	Q <hr/>	ramifications 34:15
proponent 6:5 28:8	quadruple 28:22	ranchers 15:21 40:15
proposal 5:8,24 7:23 16:21 17:4 30:12 33:2,3	quadrupling 29:10 34:19	range 34:11 42:10
proposals 32:15	quality 8:12 28:24 29:23 38:2	ranges 43:8
proposed 3:10,11,15,21, 23,25 5:4,16 6:1,4,10,22, 24 7:2,8,13 8:3,8 23:4,14 24:19 25:1,7 28:19 33:12	quantities 34:7	ranging 15:24
proposes 6:16	question 10:23 46:20 47:14	re-elected 30:14
prospect 21:1	questionability 33:16	reach 46:13
protest 24:17	questions 3:12 9:25 11:1 13:13 46:12	reached 10:16 29:9
provide 6:10 9:1 11:25 16:23 19:21 47:4	quick 10:8 18:8	Read 19:6
provided 22:5 29:3 34:4	quit 43:2	readily 32:5
providing 21:14	<hr/>	real 39:14 43:17
Provo 18:2 22:4	R <hr/>	reason 28:7
public 5:17,18,19 8:11 12:1,2 19:16 25:12 26:15 27:21 28:24 29:2,5 30:9, 23 33:9 35:16	R-E-E-D 17:12	reasons 31:12 33:13
public/private 27:20	R-Y-A-N 33:9	receive 4:20
publicly 26:8 47:14	rail 3:21,23 4:17,19,25 5:4,16 6:10,11,12,13,16, 18 7:2,17 8:1,8 15:10,11 16:10,21 17:2 21:1,11 34:1,23 35:8 39:16,22 40:4,13,18	receiving 5:21 46:14
pupil 30:22	rail's 33:17	recent 27:11
purple 7:15	railroad 4:24 15:15 23:4 27:16 30:11,17 31:23 32:3 37:20 45:14 46:1	recently 27:17 29:4 39:22
purpose 6:9,21 26:25	railway 3:10 6:4 24:14,18 25:1,7,13,15,20,24 26:21 27:2 28:9,19,22 29:11,20 31:8 33:12,25 34:11,17 35:10	recess 10:14
pushed 26:16		recharge 22:11
put 9:20 11:12,13 18:10 39:16 41:8 42:11,14 45:5		recollection 18:13
		recommend 12:16
		recommendations 5:23
		recommended 23:6
		record 11:25
		recover 18:1
		red 7:19
		redirect 31:2

Reed 17:11,12
refineries 35:2
reflect 42:8
region 29:11,18
region's 29:20
regulating 40:5
reiterate 44:8
relate 22:16
relocation 32:3
rely 4:11 19:20
remaining 12:8
remarks 11:18
remember 23:21 32:20
remote 24:23
renewable 38:7
repayment 28:3
repetitive 33:3
reporter 10:18 11:19,24
12:24
represent 13:4 19:10
26:6 31:18 37:5
Representative 12:21
13:2 14:22
represented 20:10
representing 11:22
16:20
represents 13:8
request 4:23 5:3 12:13
13:21
requests 21:24 37:14
required 27:19
requires 29:17

resale 18:18
researching 41:21
reserves 34:18
residents 15:3,5
resolved 32:5
resolving 32:6
resource 8:9 20:18
resources 8:7,13,14
respect 12:11
responsible 5:6 42:13
rest 23:19,20
resulting 26:17 28:23
29:12
retire 38:20
retired 13:17
reveal 35:22
revenue 19:14,23
revenues 19:19 20:11
review 3:20,24 4:10 5:9,
13,17 6:2 9:19 47:9
reviews 46:24 47:2
ridiculously 31:11
right-hand 9:14
rigorous 26:12
rigors 43:1
rises 37:19
risk 23:4 25:10 35:9
41:21
risks 35:12
road 15:14 26:21,22,23
39:24 45:15
roads 18:9

rocks 45:19
role 3:15 4:14 13:25
room 11:1 24:9
rough 46:25
roughly 18:23 28:22
route 6:12,24,25 7:14,15,
19,21,24 21:12 23:4,7
24:19 27:5 32:2 40:21
44:24 45:23 46:7
routes 7:10 21:17 23:14
25:2
royalties 20:12
royalty 20:10
run 15:21 21:20 24:19
25:7 46:10
running 28:5 40:6,13
rural 19:20
Ryan 33:6,7,8 36:2

S

S-P-E-H-L-E-R 24:6
sacrifice 32:22
safe 15:14 35:18 45:13
safety 8:11 28:25
sage 17:20
salaries 31:9,10
salary 31:5
Salt 13:4 37:17,23
sand 7:5 34:22
satisfy 35:15
savings 23:1
scarcity 29:18

schedule 26:20

school 19:10,16,20

SCIC 20:23 34:9 35:1,14,
18

scoping 3:9 5:12,14 8:2,
6,17,21 10:2 26:8 41:13

screen 8:22 9:3,7,14

screenshot 8:18,24

seconds 12:8

secret 26:22

seeking 6:7

seismic 43:5 45:14

select 28:6

sense 31:12 39:17

sentiments 39:10

serene 24:12

series 5:19

serves 22:9,17

service 6:11

session 47:14

set 8:25

shale 26:25

shared 25:5 39:11

shattering 38:20

sheep 15:22

sheets 10:11

shippers 6:13

shopping 44:16

short 22:20 43:17

shorter 27:12

shortly 43:2

show 45:2

showed 27:5

shown 7:14,19

shows 5:9 7:8 8:9

shut 29:2

side 9:3,14 18:10,14 45:5

sign 41:14 44:15

sign-in 11:7

signatures 23:6

signed 28:11

significance 13:25

significant 35:5

significantly 27:11

similar 27:2

simple 35:18

simply 28:11

sink 45:20

sinking 45:21

sinks 45:17

sit 14:11 40:5

site 24:23

sitting 37:6 44:14

situation 36:23

situations 36:8

sleep 23:16

slide 4:14 5:9 7:8 8:9
9:20 10:9,13 33:3

slowly 11:20

slows 28:5 40:3

small 4:11 44:19

soils 8:14

solely 35:1

solution 40:19

son 36:19 37:12 42:23

sons 25:4 37:12

sooner 34:20

south 38:18 42:9

speak 11:20 12:12 28:16

SPEAKER 46:20,23

speaks 24:11

specialists 10:25 46:11

specific 8:25 9:12,24
14:8,10

specifically 33:19

Spehler 24:1,5

spell 11:17,21 14:24 26:4

spend 31:6

spending 38:8

spent 22:25 42:18

spills 35:7

spoken 32:19 36:11

sponsored 6:4

spot 45:16

spread 13:9 14:9

spreading 14:6

springs 17:13

SR 21:20

staff 3:12 4:7

stand 24:2 25:22

stands 16:22 17:1 28:20

start 4:1 12:21 36:21
47:6

started 8:21 12:20
starting 39:24
state 11:17,20 14:12,24
19:15 20:2,6 27:25 30:21
31:13 45:7
stated 29:4
Statement 5:7
states 21:3 30:21,22
statute 19:15
STB 20:22 26:9 28:6
steam 29:2
steepness 27:6
step 5:12
Steve 40:23,24 41:10,11
stimulus 29:24
stop 12:10,14 36:17,21,
25 43:20
stopped 44:14
stops 28:5
store 44:18
stores 44:13,19,20
story 22:20 42:8 43:17
straight 46:2
stranded 21:2
strengthen 22:13
strong 23:21
strongly 16:7 24:17
struck 43:21
studied 21:18
study 27:5,23
stuff 34:24 42:18
submission 13:11

submit 3:25 8:17,24 9:7,
8,16,21,25 12:18 14:5,6
submitted 10:3
submitting 14:6
substantial 24:24
suffer 38:1
suggested 21:20
summarize 9:21
summarizes 4:14
supply 29:21
support 14:17 15:9,15
16:22 30:7,9,10,11,14,
15,17,19 31:14 36:16
supportive 20:20
supports 31:25
Surface 3:5,16,19 4:2,5,
14,15,20 5:1 6:7 46:14
sustain 39:1
system 15:10,11 16:10
19:20
systems 39:22

T

T-A-L-B-O-T 14:25
T-I-P-P-E-T-T-S 31:18
tab 9:6
table 10:10
tabs 9:4
takeaway 20:12
takes 17:25 43:5
taking 37:7
Talbot 14:23,25

talk 14:14 37:15 42:2
47:15
talked 44:7
talking 35:1 37:10,14
38:3,4,7 40:20 42:3,20,
23,24 43:19
tall 16:15
taller 16:15
tar 34:22
task 34:2
taxpayer 25:11,19
taxpayers 27:18
teacher 31:5,10
teachers 30:20 31:2,4,9,
13
technical 3:12 4:7 10:25
46:11
ten 42:9
tenuous 29:19
Teresa 14:23
terminus 6:17 7:16
terms 27:21
terrain 46:5
terrible 29:6
thing 14:4 17:19 20:2
32:20
things 13:6,13 15:22,25
36:9 38:24 39:2,23
thinking 32:21
third-party 4:12
Thirdly 34:24
thought 23:12,16 38:21
threaten 29:15

threatens 29:20	35:10,24	understood 13:10
ties 22:13	traveling 35:3	unemployed 18:20
time 3:4 5:18,20 7:10 9:17 11:16 12:10,14,16 19:8 20:24 23:24 24:3 25:17 29:18 43:11	traverses 31:22	unemployment 19:2
timeline 46:23,25 47:4	trestle 18:11	unfeasible 27:6
times 29:14 37:21 38:22	trouble 21:3	United 30:21
Tippetts 31:16,17,18	truck 15:12 18:19 42:20	unleashed 29:19
today 3:18 9:16 11:16 13:7,9,24 14:18 16:20 33:17 38:25	trucking 6:14	unlike 26:16 31:11 36:7
today's 23:10	trucks 15:13 18:23 40:6	unneded 25:14
tonight 23:15	true 19:1 35:17,22	unregulated 35:8
top 42:6	trust 19:10,13,14,19,22 20:20	unwanted 25:14
total 20:11,16	truth 35:24,25	unwind 22:23
totally 41:2	tunnel 17:25 42:1,4 43:19	up 8:25 9:20 10:11,12 11:14,16 12:6,7,9,18 15:12,13 17:22 18:5,7,8, 14,25 21:20 24:25 36:18 37:19 38:21 40:1,9 41:14 43:9 45:6,20 46:16
town 44:15	tunnels 45:24	upper 8:22
track 17:22 44:22	turn 3:4 8:16 10:4 16:15 26:18	upstream 39:19
train 17:17 18:25 26:14, 19 28:5,19 38:21 43:13 44:22	<hr/> U <hr/>	urge 28:6 35:21
trains 7:2,3,4 35:1,6,9,24	UDOT 27:5	URL 9:23
tranquility 24:21	Uinta 3:10 4:25 6:3,11,17 15:11 16:11,25 17:6,9 21:15 24:17 25:16,19 27:2,16 28:4,19,23 29:8, 15,20 31:22,23 32:2 33:12 34:17 35:2,10	Utah 16:21 17:2 18:2 19:10 20:3,25 21:2 22:4, 5 25:11 27:22 28:17 29:23 31:2 42:11 44:18
transition 25:18	ultimate 31:8	Utahans 28:20
transmission 31:19,20	unclear 34:9	<hr/> V <hr/>
transportation 3:6,16,19 4:3,5,15,16,21 5:1 6:1,7 8:11 14:11 21:14 46:14	underground 42:7 43:15	V-A-S-I-C 28:16
transported 34:7,8	underneath 45:22	valley 13:5 37:20
transporting 26:25 33:24	undersold 26:15	values 25:2,23
Transwest 31:18,19,23, 25 32:4	understand 13:24 14:2,6 18:21 21:13 33:23 35:11	variable 21:22
travel 15:12 26:12 33:25		Vasic 28:14,15,16

Vernal 44:11,14

viability 28:8,11

viable 22:2

vibration 8:12 17:15

vibrations 17:16

view 7:10

violated 27:25

visual 8:13

voice 21:11

voices 13:8

volume 34:10

W

W-E-I-G-H-T 13:3

W-E-S 19:9

wait 11:4

Walmart 44:18

wanted 13:10 14:4 32:14
41:3

warned 42:15

warning 42:16

watched 37:18,25

water 17:13,14 28:24
29:17,18,20,23 43:20

wax 34:17

Wayland 3:5,8 4:2 47:3,
13

ways 3:24 42:5

website 7:11 8:19,25
9:24 45:3 46:16

week 26:8 36:18

weight 12:22,23 13:2,3,
15 36:21,22

welcomes 8:2

Wells 6:24 7:9,19 24:19
25:1

Wes 19:9 21:6

Wesley 19:7,8

west 31:23,25 40:14

whistle 17:17

wife 38:17

Wilderness 24:16 26:6
44:5

wildfires 25:10

wildlife 8:15 17:19 21:19,
23 25:9 41:6

Willow 42:12

wind 18:8

Woodland 22:4

word 13:9 14:6,9 33:2,4

work 4:2,8 11:16 24:22
33:9 44:4

worked 42:24

working 20:21

works 4:5

world 23:11 28:22 36:16

worse 37:18

worthless 24:25

www.stb.gov. 8:19

**www.
uintabasinrailwayeis.
com.** 7:12 9:2

Wyoming 31:21

Y

year 18:4 20:5,11 27:1

37:18 45:16

yearly 31:5

years 17:25 18:1 20:1
24:21 25:5 26:20,23
27:8,11 36:18 37:17 38:1
39:13,15 42:19 45:18

yesterday 44:11

young 36:15

youth 30:20 31:13

Z

ZIEMKE 3:3 10:7,15
12:24 13:12 14:22 16:12
17:10 19:6 21:6 23:25
26:1 28:13 30:3 31:16
32:11 33:5 36:2 37:2
38:11 39:5 40:22 41:10
44:1 46:8,22 47:12,17

zigzag 45:8

PUBLIC SCOPING MEETING

COMMENTS

July 19, 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

6 COMMENTS
7

8 Taken on Friday, July 19, 2019
9

10 from 10:00 A.M. to 12:00 P.M.
11
12
13

14 At Radisson Hotel
15 215 West South Temple
16 Salt Lake City, Utah 84101
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 How much land are they going to have to clear</p> <p>2 or -- I call it abuse, to get this to go through?</p> <p>3 Because they are going to have to -- especially where the</p> <p>4 tunnels go, they will have to have a place where all the</p> <p>5 big equipment can go. And where are they going to put</p> <p>6 the dirt and this type of thing here?</p> <p>7 I'm also concerned because there's -- so</p> <p>8 especially like this year, we got a good winter and the</p> <p>9 grass and whatnot has grown really tall and that there.</p> <p>10 What's to say that isn't going to cause a fire? Like,</p> <p>11 you're not probably familiar with it, but there's a place</p> <p>12 up in Heber, Utah, where -- they have it about every</p> <p>13 year, that little train, the Heber Creeper, it causes</p> <p>14 fires once a year, or it doesn't go more than two years,</p> <p>15 I'm sure.</p> <p>16 And why can't they put the railway on the</p> <p>17 other side of 191, where there is not any cabins and</p> <p>18 whatnot? Because if they do that, they wouldn't have to</p> <p>19 build -- I don't know how they would build a trestle or</p> <p>20 something, I have been told, to go across 191 now and</p> <p>21 that will be expensive.</p> <p>22 But I'm really dis-in favor of this. I do</p> <p>23 not want the railroad, if I can help it, up through the</p> <p>24 Argyle Canyon because it's so beautiful. And I would</p> <p>25 like to have the quietness. And how much noise is there</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 REED ALLEN: My concerns are a number of</p> <p>4 things. First of all, I bought the land up there to get</p> <p>5 away from the city noise and stuff like this here and so</p> <p>6 my grandkids also could enjoy it.</p> <p>7 Another concern is when they do this</p> <p>8 tunnelling and whatnot and even the vibration or the</p> <p>9 noise from the train, what's it going to do to our</p> <p>10 springs up there that we depend on a lot, you know, for</p> <p>11 water, for staying up there so that you don't have to</p> <p>12 bring a bunch of water up and this type of thing here?</p> <p>13 Also, what effect is it going to have on the</p> <p>14 wildlife, like the deer, the elk, the grouse, sage hens?</p> <p>15 It's really pretty up there when you're up there, and you</p> <p>16 get up early in the morning or even towards later at</p> <p>17 night, when you can sit around a campfire, even see more</p> <p>18 of the deer walking through your own property or see it</p> <p>19 across the road, you know, because my property is right</p> <p>20 across from Deer Canyon.</p> <p>21 And if they do the one that goes through that</p> <p>22 Wells Draw, it will actually really effect me and I'm</p> <p>23 really dis-in favor of that and what is it going to do to</p> <p>24 the beauty of the land. Like I say, it is so pretty with</p> <p>25 the pine trees and stuff like this here.</p>	<p style="text-align: right;">Page 5</p> <p>1 really going to be, and vibration, that when -- you know,</p> <p>2 if an earthquake is coming with the vibration of that</p> <p>3 railroad?</p> <p>4 Thank you very much. Please don't do it. I</p> <p>5 know they don't really care about property value, but</p> <p>6 what is it going to do to the value of your property too?</p> <p>7 I mean, I don't want to sell, but I don't want to say</p> <p>8 that -- you know, I brought it for, like -- I have 20</p> <p>9 acres. I bought one for, I can't remember, 23,000, and I</p> <p>10 bought the other ten acres for 8, from a friend, but I</p> <p>11 don't want to be at a loss. I'm not going to sell it.</p> <p>12 I want to go get a -- I don't know if I said</p> <p>13 this or not, but I want to go get a trust made up and put</p> <p>14 in the trust that it cannot be sold unless they all agree</p> <p>15 upon it, which that may happen down the road but I hope</p> <p>16 not, you know. Thank you.</p> <p>17 JUDY FELD: I just want to make a statement</p> <p>18 that as I looked at the three routes that they are</p> <p>19 considering, that the Craig route would be the best route</p> <p>20 because it is the least invasive.</p> <p>21 We own property in Indian Canyon, and I just</p> <p>22 want them to know that -- it's just hard to take. You</p> <p>23 know, your life -- you put your life in -- your life gets</p> <p>24 in a spot where we have an area.</p> <p>25 We have a special needs daughter. We bought</p>

<p style="text-align: right;">Page 6</p> <p>1 the property so we could have a quiet place and take her 2 there so that we could feel pretty safe about letting her 3 go places. I know the impact of what the railroad is 4 going to do. I know the devaluation of our property, 5 what it will do to our property. 6 I will be scared to death to take my daughter 7 up there and be around where there is a great big train 8 coming through. And I just want you to know that I 9 really am opposed to them putting it through, either of 10 the Indian Canyon properties, because there are so many 11 folks up there that have purchased grounds for the same 12 reasons we have, you know, a place to be able to go and 13 have peace and quiet. 14 And if we have a railroad going through 15 there, the impact not only on the valuation of the 16 project -- of the property but also on the fact that we 17 are not going to have peace and quiet like we've had in 18 the past. And that's the only place that we can afford 19 to go and spend time. You know, it's not like we can go 20 and travel and do a lot of things. 21 We have this daughter that we can't even get 22 on an airplane, can't get on a train, can't get onto a 23 bus and so that's the place we go. And we just want to 24 make sure that they look at other places where it's the 25 least invasive to people's personal property and to their</p>	<p style="text-align: right;">Page 8</p> <p>1 chasing trains all my life, all my son's life too. But 2 they are big. And the other -- oh, the other concern I 3 have is the cost of this project. If it was feasible, 4 why hasn't the oil companies and the gas companies done 5 it? 6 And is it going to end up on the backs of the 7 taxpayers, you know, the property tax? And we are in an 8 area where we get -- don't get many benefits of, like 9 fire, water, you know, utilities paying taxes. Forest 10 fires, yes, but we don't get much from our taxes, other 11 than grading the county road, I guess. And so, you know, 12 is it feasible for us to have to pay for the railroad, 13 eventually? 14 The steep grade of Indian Canyon is really 15 steep, and trains have to have boosters to get up over to 16 Helper, you know. What will they need to get over Indian 17 Canyon, except a long tunnel? 18 JUDY FELD: One more thing on my comment, I 19 really just thought of this. One of our concerns that we 20 had was the pollution from the railway and the fact that 21 we never know what is going to be on those trains. We 22 don't know if it is just going to be coal or if it is 23 going to end up being used for something else, like 24 carrying toxic waste. 25 So that is another genuine concern that I</p>
<p style="text-align: right;">Page 7</p> <p>1 lifestyles. That's what I have to say. 2 We have a concern with all the properties 3 there that we can have trains sparking fires, and then we 4 lose our mountains and it takes hundreds of years to get 5 back to where it was. 6 TODD FELD: I oppose the railroad going 7 through the mountains due to the fact that it will affect 8 the values of our property and the serene, quiet mountain 9 setting that we've all purchased our property to enjoy. 10 JILL MERRITT: I would like to know what 11 companies and individuals stand to make the most money if 12 this project goes through. 13 CARL RUEFENACHT: My concern is the tunnels 14 that have to be made through Indian Canyon, the cost of 15 making a tunnel, how long they are going to be, kind of 16 outweighs maybe the longer distance by going through 17 Wells Draw. 18 My other concern is snow removal in the 19 winter time. Indian Canyon gets sometimes a fair amount 20 of snow, and, you know, cleaning the track off and just 21 the -- I like trains, but out in the wilds, it's the 22 wildlife, and it just seems like it's more disruptive 23 going through Indian Canyon than maybe going through 24 Craig or Wells Draw. 25 That's about it. I like trains. I have been</p>	<p style="text-align: right;">Page 9</p> <p>1 have personally, that I have for having my special needs 2 daughter up there, you know. I just really want them to 3 know that it's a genuine concern, that we never get the 4 truth really told to us what might go on that train 5 besides coal. 6 DEANNA BIGELOW: I would like it revealed as 7 to why the route through Colorado is not on the first 8 place. Is there some kind of political, or does Utah 9 want to keep all the revenue from this? 10 Why is there such a difficult -- that that is 11 not the straight route? It is the most straight, most 12 level, it is the least dangerous, and I think it is the 13 less impact on the environment and the people that live 14 in the Indian Canyon and the Wells whatever route. And 15 that's about all I want to say. 16 ROBERT BOONE: Anyway, I would like our 17 elected officials to know that we do not want this 18 project in our canyon. We don't. The environmental 19 impact is huge. The damaging effects to the wildlife 20 would be catastrophic. That's it. Please help. 21 (The conclusion of the oral comments.) 22 23 24 25</p>

1 REPORTER'S CERTIFICATE

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3 State of Utah)

)

4 County of Salt Lake)

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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 30th day of July, 2019.

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Kellie Peterson, RPR

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deer 3:14,18,20	fair 7:19	hard 5:22
depend 3:10	familiar 4:11	Heber 4:12,13
devaluation 6:4	favor 3:23 4:22	Helper 8:16
difficult 9:10	feasible 8:3,12	hens 3:14
dirt 4:6	feel 6:2	hope 5:15
dis-in 3:23 4:22	FELD 5:17 7:6 8:18	Hotel 1:14
disruptive 7:22	fire 4:10 8:9	huge 9:19
distance 7:16	fires 4:14 7:3 8:10	hundreds 7:4
down 5:15	folks 6:11	<hr/>
Draw 3:22 7:17,24	Forest 8:9	I
due 7:7	form 10:10	<hr/>
<hr/>	Friday 1:8	impact 1:2 6:3,15 9:13, 19
E	friend 5:10	Indian 5:21 6:10 7:14,19, 23 8:14,16 9:14
<hr/>	<hr/>	individuals 7:11
early 3:16	G	interested 10:13
earthquake 5:2	<hr/>	invasive 5:20 6:25
effect 3:13,22	gas 8:4	<hr/>
effects 9:19	genuine 8:25 9:3	J
elected 9:17	good 4:8	<hr/>
elk 3:14	grade 8:14	JILL 7:10
end 8:6,23	grading 8:11	Joshua 2:3
enjoy 3:6 7:9	grandkids 3:6	JUDY 5:17 8:18
environment 9:13	grass 4:9	July 1:8 10:16
environmental 1:2 9:18	great 6:7	<hr/>
equipment 4:5	grounds 6:11	K
events 10:14	grouse 3:14	<hr/>
eventually 8:13	grown 4:9	Kellie 1:23 10:20
expensive 4:21	guess 8:11	kin 10:11
<hr/>	<hr/>	kind 7:15 9:8
F	H	<hr/>
<hr/>	<hr/>	L
Facilitator 2:4	hand 10:15	<hr/>
fact 6:16 7:7 8:20	happen 5:15	Lake 1:16 10:4

land 3:4,24 4:1	number 3:3	properties 6:10 7:2
Laura 2:4		property 3:18,19 5:5,6, 21 6:1,4,5,16,25 7:8,9 8:7
letting 6:2	<hr/> O <hr/>	PUBLIC 1:1
level 9:12	OEA 2:3,5	purchased 6:11 7:9
life 5:23 8:1	officials 9:17	put 4:5,16 5:13,23
lifestyles 7:1	oil 8:4	putting 6:9
live 9:13	oppose 7:6	
long 7:15 8:17	opposed 6:9	<hr/> Q <hr/>
longer 7:16	oral 9:21	quiet 6:1,13,17 7:8
looked 5:18	outweighs 7:16	quietness 4:25
lose 7:4	<hr/> P <hr/>	
loss 5:11		<hr/> R <hr/>
lot 3:10 6:20	P.M. 1:10	Radisson 1:14
<hr/> M <hr/>	parties 10:12	railroad 4:23 5:3 6:3,14 7:6 8:12
made 5:13 7:14	past 6:18	railway 1:3 4:16 8:20
make 5:17 6:24 7:11	pay 8:12	reasons 6:12
making 7:15	paying 8:9	REED 3:3
Manager 2:3	peace 6:13,17	remember 5:9
meeting 1:1 2:4 10:6	people 9:13	removal 7:18
MERRITT 7:10	people's 6:25	reported 1:23 10:9
money 7:11	personal 6:25	REPORTER'S 10:1
morning 3:16	personally 9:1	revealed 9:6
mountain 7:8	Peterson 1:23 10:20	revenue 9:9
mountains 7:4,7	pine 3:25	road 3:19 5:15 8:11
<hr/> N <hr/>	place 4:4,11 6:1,12,18,23 9:8 10:7	ROBERT 9:16
named 10:7	places 6:3,24	route 5:19 9:7,11,14
Navecky 2:5	political 9:8	routes 5:18
night 3:17	pollution 8:20	RPR 1:23 10:20
noise 3:5,9 4:25	pretty 3:15,24 6:2	RUEFENACHT 7:13
	project 2:3 6:16 7:12 8:3 9:18	

S	T	U
		type 3:12 4:6
		typewritten 10:10
safe 6:2	takes 7:4	U
sage 3:14	tall 4:9	
Salt 1:16 10:4	tax 8:7	UINTA 1:3
scared 6:6	taxes 8:9,10	up 3:4,10,11,12,15,16 4:12,23 5:13 6:7,11 8:6, 15,23 9:2
SCOPING 1:1	taxpayers 8:7	Utah 1:16 4:12 9:8 10:3
sell 5:7,11	Temple 1:15	utilities 8:9
serene 7:8	ten 5:10	V
set 10:15	testimony 10:8	
setting 7:9	thereof 10:14	valuation 6:15
side 4:17	thing 3:12 4:6 8:18	values 7:8
sit 3:17	things 3:4 6:20	vibration 3:8 5:1,2
snow 7:18,20	thought 8:19	W
sold 5:14	time 6:19 7:19 10:7	
son's 8:1	TODD 7:6	walking 3:18
South 1:15	told 4:20 9:4	waste 8:24
sparkling 7:3	toxic 8:24	water 3:11,12 8:9
speakers 10:8	track 7:20	Wayland 2:3
special 5:25 9:1	train 3:9 4:13 6:7,22 9:4	Wells 3:22 7:17,24 9:14
spend 6:19	trains 7:3,21,25 8:1,15, 21	West 1:15
spot 5:24	transcribed 10:10	whatnot 3:8 4:9,18
springs 3:10	travel 6:20	WHEREOF 10:15
stand 7:11	trees 3:25	wildlife 3:14 7:22 9:19
State 10:3	trestle 4:19	wilds 7:21
statement 1:2 5:17	trust 5:13,14	winter 4:8 7:19
staying 3:11	truth 9:4	Y
steep 8:14,15	tunnel 7:15 8:17	
stereotype 10:9	tunnelling 3:8	year 4:8,13,14
straight 9:11	tunnels 4:4 7:13	
stuff 3:5,25		

years 4:14 7:4

Z

Ziemke 2:4