

SEVEN COUNTY INFRASTRUCTURE COALITION
PUBLIC HEARING MINUTES

June 12, 2025 at 10:00 a.m.

Carbon County Commission Chambers (Anchor Location + Electronic)

751 East 100 North

Price, Utah 84501

Utah State Capitol Commission Room 450 (Satellite Location)

350 State Street

Salt Lake City, Utah 84114

(801) 712-7622

Board Members Present: Jared Haddock (Carbon County), Dennis Worwood (Emery County), Greg Jensen (Sevier County), Sonja Norton (Uintah County), Silvia Stubbs (San Juan County), Greg Miles (Duchesne County), and Jack Lytle (Daggett County).

Also in attendance: Keith Heaton, Brian Barton, Stacey Herpel, Michael Hawley, Melanie Sasser, Doug Rasmussen, Tim Stratton, Joel Brown, Connor House, Curtis Wells, and Lionel Trepanier.

Attended telephonically: Kelly Carter, Jay Johnson, Jon Stearmer, Lori Haslem, Candace Powers, Heather Poulsen, Travis Campbell, Lynn Sitterud, Matthew Rowen, Chad Hamblin, Lionel Trepanier, Becky English, Amy, Anne Dal Vera, Cody Deeter, Darryl Davis, David Bennett, Deeda Seed, Fox 13 News, Gary Hanneman, Heidi Jeffery (Foley), Jason Blevins, Jeff Worthington, Joan Entwistle, Joe Reimann, Jonathan Johansen, Joseph Abramson, Judy, Karen Pierog, Kyle Dunphey, Patrick Hunter, Reed Dills, Rikki Hrenko-Browning, Rodney Nielsen, Steve White, Todd Robbins, W. Lefevre, Steve Kuchner, Brandy O'Brien.

Others Present: (Please notify staff at 435-817-0025 of any spelling corrections or if you were present and not listed.)

Public Meeting Participation Information:

Please click the link below to join the webinar:

<https://jonesanddemille.zoom.us/j/81812623532>

Or Join by Telephone:

Seven County Infrastructure Coalition

1-253-215-8782 or
1-346-248-7799 or
1-669-900-6833

Webinar ID: 818 1262 3532

1. Welcome and Pledge of Allegiance (Greg Miles)

Chairman Miles welcomed everyone to the meeting at 10:00 AM. Chairman Miles stated that the anchor location is in Price at the Carbon County Commission Chambers and a satellite location at the State Capitol in Commission Room 450 for today's public hearing. All board members were present with Commissioner Lytle joining later, staff with Jon Stearmer at the capitol, and members of the public in person and virtually. Chairman Miles led the pledge of allegiance and had everyone in attendance introduce themselves and then moved to the second agenda item.

2. Public Hearing (Greg Miles)

Chairman Miles stated that today's public hearing is about Resolution 2025-05A regarding private activity bonds. Chairman Miles stated that we will go ahead and open it up for public comment at this time and turned the time over to Tim Stratton. Mr. Stratton thanked the board for letting him come today.

Mr. Stratton stated that we are here for a public hearing on the proposed issuance of bonds for the Uinta Basin Railroad Project, at the last meeting the board adopted an inducement resolution to potentially issue up to \$2.4 billion worth of private activity bonds of the Seven County Infrastructure Coalition for the purpose of acquiring, constructing and establishing a railroad project within the jurisdiction of the Seven County Infrastructure Coalition. This hearing is required by the Internal Revenue Service, Federal Regulations, and the Tax Reform Act of 1986. There is an opportunity for members of the public and interested parties to comment on the proposed issuance of the bonds.

Mr. Stratton stated that he would like to note for the record that they have received comments to date via e-mail and written comments at last count right before the meeting started was 27 comments from interested parties who have provided those comments via written form and e-mail. For the record, those comments are accepted into the record and will be made a part of the records of this proceeding so that all of the Commissioners can have a chance to read them. It is important to point out today that the purpose of the hearing is to accept comments on the issuance of the bonds, and so we ask that those comments be directed and related to the proposed issuance of the bonds.

Mr. Stratton stated that there are no action items after the hearing, we are here to accept comments and to hear from the public that are interested in making comments on the project, so

there is no formal action that will result at the end of the hearing. This is an opportunity for members of the public to comment on the proposed issuance of the bonds and we welcome those comments at this time. Mr. Stratton stated that there are some standing rules and guidelines for the public wishing to comment in terms of timelines and that he will be here for any questions as well. Mr. Stratton then turned the time back over to Chairman Miles.

Chairman Miles thanked Mr. Stratton and stated that we do have our standard language that we will present at this time related to the public hearing comments.

Public comment was accepted verbally, during the meeting, telephonically by Zoom, and by electronic written submission at stacey@7county.utah.gov. Electronic written comments will be forwarded to the Board Members. All comments are summarized in the meeting minutes. A complete copy of any written comments submitted may be requested at the email address provided herein.

Chairman Miles then turned time over to Brian Barton for those wishing to make public comments electronically. Mr. Barton thanked the chairman and stated that to reiterate that this first public comment period is specific to the private activity bonds issuance, there will be additional time for general public comments after the public hearing after the private activity bond hearing is closed.

We now ask those who wish to participate in the virtual public comment today, to raise their hand. You may raise your hand on Zoom by clicking the "raise hand" button on your screen, or, if you are dialing in by phone, please press *9 now.

Each speaker will be provided three minutes to make a comment. Please clearly state your name and place of legal residence. We ask you to please turn on your camera as you make your comment. We will be providing verbal cues in order to respectfully provide time to all those wishing to participate. Once your time is up, the host will mute your microphone and prompt the next speaker to begin.

At this time, we will read the names of those wishing to make a comment.

Comments Virtually:

Deeda Seed of Salt Lake City, Utah - In regards to the bond issuance, I am not going to go into all of our concerns about the railway, but I do want to say that the issues impacting the Colorado River are really significant as that is a water source for 40 million people. So in that context, let's talk about the bond issuance. The US Department of Transportation authorized the bonds the Seven County Infrastructure Coalition is seeking because the money isn't there. There is a \$30 billion cap and \$29.44 billion has already been allocated. How is the coalition going to get this money and when? The second question that is raised is what is happening with the equity portion of the financing. Is there any? How much is that? Where is that coming from? Given the ballooning cost of the railway and other changes over time in terms of the price of oil and steel

tariffs, why hasn't the coalition disclosed to the public updated financial projections? How does this project pencil out? The public has no clue, especially when President Trump hopes the price of oil will decline to \$40 to \$50 per barrel. The last thing is that there may be a stranded asset problem here because as you know, there is this effort to build these translating facilities that would serve the same purpose as the railway. One of those is being publicly subsidized. How in your minds are you reconciling that you have got these two competing ways of extracting waxy crude, so the consequence of tax-exempt bonds allows wealthy tax payers to dodge tax liability and this lowers tax revenues that would pay for America's defense, Veterans Healthcare, and community renewal projects. There is a huge opportunity cost with what you are intending to do. We want to under score that this project will place risks and costs on counties and communities in Colorado. It is disappointing that the coalitions in Utah seem to care so little about their neighbors in the Colorado River Basin and that this project will have consequences for those communities that have not been fully explored. For example, the threat of derailment, the EIS noted the likelihood of a derailment every year and that could be catastrophic for the Colorado River. So at the end of the day, we are all in this together and we need to work together for a future with clean air, clean water and a healthy environment. There are a lot of problems with this project that we hope you recognize.

Anne Del Vera of Fort Collins, Colorado - I am very concerned about the issuance of the public activity bonds as an American taxpayer because those bonds would establish quite a burden on the American taxpayer at a time when our government is currently eliminating many expenditures in other ways at the same time, we are facing increased tariffs on steel and other requirements to try to reduce the cost of fuel. I do not think that this is a good decision to make. I would like to see the Carbon Committee deny the application of the tax exempt bonds. I also agree with much of what the previous speaker has said about concerns beyond what I have stated.

Steve Kuchner of Glenwood Springs, Colorado - I think that everyone on the board that we are looking at here probably understands this even better than I imagined. We are all living in the same region of the country. I hope that this group will listen intently, especially to the first speaker and the second speaker in regards to the concerns that the populace has between where the rail is going to be finished, the 88 miles, and then connecting to possible other rail connections to be able to just go ahead and get a private activity bond for this seems to be a rush toward a goal that may not even work out in the long run. It has already been noted why there is an issue in regards to the amount that can be provided, but in general we just do not want these trains coming through our Colorado River Canal Basin area. We are justifiably anxious and we are concerned. We think there are better answers here. I appreciate your time for listening. As always, we do live in a wonderful country and I hope you keep it that way.

Todd Robbins of Saratoga Springs, Utah - I am a resident of Saratoga Springs, but I also have good friends in Castle Dale who I have been in conversation with about this, but one of the things I am concerned about is the amount of subsidies that have been proposed. So financiers have told the Coalition in 2023 that tax exempt bonds can offer bond holders a 6% return per year as opposed to a 10% rate for corporate bonds. Meaning that the tax exempt bonds will save the railway up to \$96 million per year in finance costs. But that means that the US taxpayers will be losing 10s of millions of dollars in tax revenues annually. I don't think that we should be

subsidizing the extraction of crude oil in a time of climate crisis, which I know is a hotly debated topic in this state, but we need to take care of the land that we have instead of exploiting it.

Reed Dills of Buena Vista, Colorado - I represent Colorado Trout Unlimited and our major goal is the protection of the cold water resource in Colorado. National Travel Unlimited expands the concern to the entire country. I also represent friends of Browns Canyon. We were responsible for creating the Browns Canyon National Monument, which includes the Arkansas River, which contains an 100 mile stretch of gold medal trout stream, part of which travels through the National Monument. We fear increased train traffic could spill over to the Arkansas River if your project requires even more extraction of oil in Utah. You need to understand, you may have won the battle with the Supreme Court, but the war continues. The Supreme Court did not address the DC Circuit Court of Appeals decision that the STB violated environmental laws because they failed to adequately disclose impacts of the increased rail traffic in Colorado. This includes more oil spills, accidents and wildfires that could harm trout and endangered fish in the Colorado River. Studies project more wildfires and oil spills if this train project is allowed. The Colorado Trout Unlimited is also concerned about increased use of fossil fuels, which guarantees climate change effects will get worse with more forest fires, floods, tornadoes and more powerful hurricanes also, warming streams nationwide will decrease habitat for cold water fisheries throughout the United States in North America. I would like to close with one final question. Is there a time frame for submitting written comments after today or is today the only opportunity?

Patrick Hunter of Carbon Dale, Colorado - I am about 10 miles from the Colorado River. My concerns are about the possible damage to the river. I understand that there are two mile long trains planned and they will come through our area and actually go through the Moffett Tunnel. So I think there is some real danger with that kind of transportation itself. My other concern is about the effects of taking this oil and turning it into carbon dioxide and what effect that is going to have on our overall climate situation, which is worsening by the day. So it is really in both areas and then I wanted to make mention of something. I have been looking at the kind of direction that our major corporations like AECOM are using. Which is one of the major participants in the project. I looked at their major shareholders and they are Black Rock, Vanguard, Prime Cap and State Street. You will find these same companies are the major shareholders of many of our corporations in this country and they control the actions of these corporations. Which is strictly profit and share price. So this project is considered, designed and pushed forward by basically these shareholders. The question becomes whether or not we should be subject to their profit interests or the larger environmental and local interests.

Chad Hamblin of Roosevelt, Utah - I am a fifth generation Uintah Basin resident. I have lived in Duchesne County, one of the counties represented by the Seven County Infrastructure Coalition, almost all my life. I feel I have seen Uintah Basin transitioning from a rural farming community to an industrial ice land. Earlier this week I woke up to the sound of the burn off at the local refinery just a couple of miles away from my house. Sometimes we can see the glow at night from our house. I am sure it is putting all kinds of pollutants into the air we breathe. Years ago, I was surprised to learn that here in the Uintah Basin, we sometimes have the worst air in the nation. It has worse air pollution than Los Angeles or any other big city. They say the railway will reduce oil and gas traffic on the roads, but that is only the roads to and from the basin. It will quadruple traffic on roads within the basin, including the one past my house that is already a

busy road with much of the traffic on it being oil field related. Yet there doesn't seem to be any infrastructure for law enforcement policing the speeds on that road. People go by really fast. Earlier this week, I was looking at the Seven County Infrastructure Coalition's website and I was surprised when I read that the mission statement for the organization says, The Seven County Infrastructure Coalition's mission is to promote cooperative regional planning, increase economic opportunity and public services and implement sustainable infrastructure projects. I would like to ask the coalition what public services are you providing to the residents of the counties you represent? The railway certainly isn't a public service. It is a service to the oil industry and doesn't benefit me as a Duchesne County citizen in any way whatsoever. Under the heading of sustainable projects, the website says resources and maximize long term benefits, the railway would do the opposite. It would destroy natural resources. For short term benefits, according to Collins Dictionary, something is sustainable if it is capable of being maintained at a steady level without exhausting existing natural resources or causing severe ecological damage. The railway is certainly not a sustainable project. There is nothing sustainable about oil and gas production. Sustainable projects would be things like regenerative organic agriculture, ecotourism, etc. Maybe the coalition could support recycling. Most people in my community have no ability to recycle anything. Providing recycling would be a public service and it would be sustainable. I sometimes wonder if the coalition's name should be the Seven County Fossil Fuels Infrastructure Coalition, since that seems to be all the coalition really cares about. The railway would destroy habitat and Forest Service, inventoried roadless and land in Indian Canyon in a place where I enjoy hiking and cross country skiing on one of my most recent trips there, I saw a huge herd of Elk. I also saw evidence of barriers in the area. The railway would cut through a bunch of berry bushes and other habitat on the bottom of the canyon that are prime wildlife habitat and would also impact the stream in the canyon. The noise of the trains will certainly scare away wildlife from the area if the railway goes through, I will no longer have any desire to visit that area and I am sure wildlife won't want to hang out there either. True to your own mission statement and reject and abandon the railway project, instead, build things that provide real public services and support projects that are actually sustainable. I absolutely feel that the private activity bonds should not be issued for this destructive unsustainable project.

David Bennett of Park City, Utah - I have concerns about how these bonds pencil out. The costs have already gone up. You are now requesting \$2.4 billion, but that doesn't include the additional cost of private equity investing in these bonds. What is the total cost of this railroad? Oil prices are down, the tariffs are being imposed at a level of 50% for steel. Clearly that is going to raise the prices. Railroads are notorious for cost overruns. How is this going to pencil out? It seems more and more today that our lives are structured around a monopoly game. How much money can we make? How do we go about making this money? That is all that matters. This railroad and the construction of this railroad is going to cross 425 streams. The environmental damage is incalculable. This country, part of what makes it great, is its science, and our science tells us that climate change and the resultant effects are ever increasing. We need to be concerned about this and as we go to talk about issuing these bonds, how is this all going to pencil out in order to go ahead? We pay these bonds we are talking about having as was mentioned. A two mile long train going four times a day and an additional 87 million gallons of waxy crude on these trains. If we go ahead and pump at that level, how long is the oil going to be available? The biggest issue of them all is the fact that the Uintah Basin currently is in non-attainment for ozone last year. The non-attainment level went from marginal to moderate. When you go ahead and

quadruple the amount of oil that is going to be pumped, what is that going to do to that ozone level? What about children and grandchildren who are residing in the basin and their future health? The scientists tell us that this air is not sustainable and therefore the bonds are really questionable as to how they are going to be paid back. Please reconsider this entire project.

Joan Entwhistle of Summit County, Utah - I am speaking as a taxpayer and a resident of Utah. I also share many of the other commenters' concerns about the impacts on habitats and the Colorado River and the degradation of the environment of this railroad, and is poor subsidizing for the increase of oil production in the Uintah Basin, which will increase the ozone and air pollution at a time when all federal subsidies are being cut per renewable energy. Another example is how we are putting the thumb down on the scales for fossil fuels.

Brandi O'Brien of Salt Lake City, Utah - These comments are from Dr. Brian Mensch, President of Utah positions for a healthy environment who could not be here today. We oppose the use of tax exempt bonds to finance the Uinta Basin Railway because it would amount to a public subsidy for a project that is scientifically certain to worsen air pollution and public health outcomes across the region. In the winters of 2012 and 2013, researchers from the University of Colorado measured VOC's over the Uintah Basin and made a frightening discovery. They found concentrations 200 times background levels as much as would be expected from the tail pipples of 100 million cars, about the same number as all of the cars registered in the US. In some areas, benzene concentrations were 10,000 times higher than is typical for a large city. Almost all of it was from the oil and gas industry. These VOC's are highly toxic in and of themselves as carcinogens and reproductive and developmental toxins. But they are also precursors of ozone, another proven pollution problem in the Uintah Basin. Our physician's group took national reporters on a tour of the basin in 2015. While we did our own VOC measurements when we got within a few 100 yards of a fracking pond, the fumes were physically overpowering, forcing us to literally run backwards away from the pond. One reporter lost his sense of smell for over a month afterwards. At other sites, we saw toxic fracking, fracking waste water being sprayed through sprinklers into the atmosphere as if it was just watering a golf course. The shocking conclusion of the research was no surprise to us, since the pollution nightmare, whenever you have a pollution nightmare, you will have a public health nightmare if you look hard enough or wait long enough. We calculated the spike in neonatal deaths in the Vernal area in 2015. It was 6 times the national average. Oil production has nearly doubled since those measurements were taken, and the very purpose of the railway is to increase production another 400% without game changing pollution controls applied throughout the industry, there is no rational reason to think this railway will not directly cause a public health catastrophe for communities throughout the basin. That easily anticipated consequences would include stillbirths, newborn deaths, birth defects, leukemia and other blood disorders, all types of cancer and respiratory, and other diseases. I have not heard a single word from any proponents of this railway acknowledging this. Meanwhile, the economic benefit would be heavily concentrated among top officials and a handful of oil companies. It is not mere speculation or hyperbole, but a scientifically based conclusion. You are sacrificing the very communities you profess to be saving.

Becky English of Denver, Colorado - This project is frankly appalling. I chair the Transportation Committee for the Colorado Sierra Club and we are obviously very opposed to this entire project, but let me try for a moment to restrict my comments to the bonding here. The

money is not in the US Department of Transportation coffers and I don't know what your plan is beyond the US Department of Transportation for this bonding, but the money just isn't there and I share the concern for the public about standing behind what will become at some point a stranded asset. My main concern is the environmental destruction and the climate destruction of this project, and I just want you to know that the Sierra Club will not be standing by and watch a project like this happen. As other speakers have pointed out to you, and I am sure others have as well, the environmental destruction risks that are simply not acceptable and in spite of our recent findings at the US Supreme Court, we will take other opportunities to legally challenge what you are trying to do here, it is insidious. It is just a horrible development for not only those in Uintah Basin. I have spent a few years in Northern Utah at Utah State University and it is beautiful. You have a beautiful state. I also went to school in Salt Lake City and I can't believe that Utah fans are standing behind you.

Utah State Capitol, Commission Room 450 In Person:

Lionel Trepanier of Salt Lake City, Utah - I appear before you personally and on behalf of the Utah Tar Sands Resistance. Some may be cheering the fall of our environmental laws and some may be here for the building of more pollution in the Uintah Basin, but I am here to rain on that parade. I am going to highlight two issues with this \$2.4 billion bond issuance. These issues, they may not rise to the level that you heard the previous speakers talk about, the loss of our natural environment, the loss of breathable air and water that we can drink. But these issues that I am going to bring to you are issues that can be brought in Federal Court when those who are making decisions don't follow the rules. The first issue is deficiencies in the notice for this public hearing and if you look at the notice for public hearing its significant part of this record is full of typographical errors. It doesn't say notice of public hearing and in fact, the official notice in this case was so riddled with errors they used the word insubstantially when state and federal law regulations required just the opposite statement of substantially. The inconsistent spacing is throughout the document and like I pointed out, some of the words are actually opposite the meaning of the legal impact of these. I am going to explain about that because that comes in under the Internal Revenue Service section 147 F standards and you will hear more about that. But even if we can overlook the significant error-ridden nature of the notice, the notice still fails because the notice specifies unreasonable participation procedures. The notice in this case, the error filled notice, failed to provide adequate notice of virtual participation opportunities. There is a notice on the public notice website updated as late as today for this hearing and it was updated yesterday too, but that is less than 24 hours from a meeting and doesn't provide notice.

Carbon County Commission Chambers In Person:

Chairman Curtis Wells of Grand County, Utah - You know this is an emotional conversation with a lot of these comments in understanding the importance of this project. We are in a different scenario publicly in the narratives than we have been in the past. Just with climate change and misunderstandings of these resources and what they stand to bring. We are in an energy race with AI and data centers that is very much a matter of national security and economic security. These resources that need the transportation to bring these resources to market and the benefits of this railway means safer roads, safer communities, and I hear the term ecotourism, it is over 90% of everything that everybody is wearing, that drove here, on your

bicycles. Your backpacks come from waxy crude from the basin. I just respectfully think it is important for a lot of the public that have taken concern in this to really do their research and understand what the benefits of this project mean. If this project and when this project is completed, this means more revenue for the whole state for the communities from San Juan County to Sevier County, to Daggett County and cleaner water for the kids, facilities for the kids. Improvements for affordable housing, better roads, and better schools.

Written Comments:

Pam VanCura - Expressed opposition to the proposed Uinta Basin Railway. Consider this an ill-Conceived idea. The chances for oil spills are far too great. Such spills will cause irreparable harm to the environment and possibly to local communities and their residents. The impact is really significant and I think you know a lot of the news surrounding the Supreme Court's decision is we want the Federal Government to follow the rules that they set and to follow the guidelines ethically that they set and for that to not be abused on a regional level due to emotion and political agendas. With respect to all the comments, you know it is easy to pick on an oil project, but I think it is really important that you know, you all continue on with your heads held high. It is a tough duty, but the benefits to all the citizens in Utah and your country, your state, by seeing that this project is completed is very important.

Susan Makov - Stated that there is already too much pollution.

Anna Boller of Salt Lake City, Utah - Expressed opposition to more public subsidies for the Uinta Basin Railway. Pollution that is real and risks to increasing it. Utah must be reduced, not new sources added. A federal review concluded the Railway would add up to 87 million gallons of waxy crude per week to the interstate rail system. The oil production and combustion the Railway would create would cause up to an additional 56 million tons of carbon pollution a year – more than the nation's three dirtiest coal plants combined. Oil would be transported via as many as 180,000 loaded rail cars per year from the Uinta Basin to the mainline of the Union Pacific where it would travel east adjacent to the Colorado River – the source of water for 40 million people – for more than 100 miles, then through Denver and on to Gulf Coast and Cancer Alley refineries, where communities are already overburdened with toxic emissions from existing facilities. Federal analyses predict that if this new railway is built, train derailments will more than double to roughly three per year between Kyune, Utah and Denver, Colorado. About once a year, according to federal projections, a fully loaded oil train will derail along the route; and roughly once every four years, that derailment would result in an oil spill.

Brandi Bosworth of Salt Lake City, Utah - Please say/vote NO to the proposed Uinta railway. We need to move away from carbon anything! Carbon is choking our environment. Please use those taxpayer dollars for green energy and trees. If we don't act now on the environment, we simply won't be able to exist on this planet.

Jill Fonte - I am very concerned that we are quickly destroying our wonderful environmental infrastructure here in Utah. I can point to many examples to illustrate my concern, and they span all corners of the state, but this Uintah Railway Basin is egregious on many levels. I am unavailable to attend today's meeting, but I wish to register my opposition to building this

railway primarily because of the carbon pollution it would add to our atmosphere. Secondly, the dust and pollutants released by construction must be taken into account. Thirdly, is there any regard given to what oil spills will do to the environment in the event of derailments? Utah continues to use taxpayer dollars on projects (opening mines, building inland ports, expanding freeways, etc.) in ways that only degrade the quality of life for the taxpayers. Please note my fervent opposition to this railway.

Julie Daily of Cottonwood Heights, Utah - As a US and Utah taxpayer I am against tax exempt bonds for the proposed Uinta Basin railway. Our Utah values are to support families not private interests.

Patty Becnel of Ogden, Utah - I'm strongly opposed to this rail line. As was shown in court documents, the full NEPA review was needed. The rail line will not only endanger pristine forest areas, threaten water supplies and disrupt species, the waxy crude it carries will further endanger all of our lives as more fossil fuels burned will wreak havoc on an already warming earth.

Eric Strohacker - I respectfully would like to submit comments regarding the proposed Uinta Railway. This construction and train railway would do huge amounts of harm. Please consider the following remarks.

A federal review concluded the Railway would add up to 87 million gallons of waxy crude per week to the interstate rail system. The oil production and combustion the Railway would create would cause up to an additional 56 million tons of carbon pollution a year – more than the nation's three dirtiest coal plants combined.

Oil would be transported via as many as 180,000 loaded rail cars per year from the Uinta Basin to the mainline of the Union Pacific where it would travel east adjacent to the Colorado River – the source of water for 40 million people – for more than 100 miles, then through Denver and on to Gulf Coast and Cancer Alley refineries, where communities are already overburdened with toxic emissions from existing facilities.

About once a year, according to federal projections, a fully loaded oil train will derail along the route; and roughly once every four years, that derailment would result in an oil spill.

While last month's U.S. Supreme Court decision may have removed one hurdle to the Railway's construction, other hurdles remain. And if they can't get the financing, this project will stay off the rails.

Bridgette Meinhold of Wasatch County - I am writing in lieu of being able to attend the June 12th meeting to oppose the Uinta Basin Railway. This oil train is not only a huge cost to taxpayers, but also a huge environmental liability. I do not support taking more fossil fuels out of the ground in general, let alone a massive railway project that only ships oil.

The oil train would result in massive carbon pollution, would increase refinery emissions of hazardous air pollutants in Gulf Coast and Cancer Alley communities already overburdened with

pollution, would threaten spills in the Colorado River, and would double accident rates along the Union Pacific line between central Utah and Denver.

How about a train that actually improves mass transit and reduces carbon emissions, rather than encouraging the burning of fossil fuels?

Rob McKinnie of Salt Lake City, Utah - I disapprove of the proposed Uinta Basin Railway development. It would be a wasted tax burden on the citizens of Utah to subsidize those corporations which still profit from environmental pollution. It does not even support Utah industry since much of the petroleum would be shipped to out-of-state producers, leaving Utahns to absorb the costs.

The money would be more effectively spent on alternative, renewable, non-destructive energy solutions. This would enhance the health and reduce the death and illness resulting from current production, refining, and consumption of petroleum products.

The benefits of new energy would be more and better jobs for the citizens of Utah and a cleaner environment with enhanced health and living conditions.

It's time for Utah's leaders to look to the future and stop prolonging the painful and unnecessary effects of obsolete technologies.

Janis Ries - You have my support but I will not be attending the meeting.

Mary Navas of Salt Lake City, Utah - I write to express my strong dismay and disagreement with the proposed Uinta Basin Railway.

As I see it, this is public financing for the private profits of a small number of developers. I don't see any reason why the taxpayers of Utah should be financing this project. Where are the benefits? To whom does the financing of the project make sense? What do these people stand to gain? Are they in construction? Are they brokering the deal? Do they own some of the land the rail line will cross? Because we have no conflict of interest regs or laws in Utah, citizens have learned to question and doubt. Is this the way it has to be? The state of Utah is justifiably infamous for privatizing profits at the expense of the public. Indeed many of the state legislators are themselves developers and many retired legislators now are using their connections and experience for their private financial portfolios.

And along the way, how are current land owners being compensated IF the right of way is granted for this project? What are the environmental impacts of developing another rail line? Air quality in our state is already beyond clean air standards; so how does this contribute to the existing problems of clean air? I ask because this could mean that Utah citizens pay with their health as well as their tax dollars.

I think the rail line concept is an old one that has resurfaced again. It has failed before because it promoted the extraction and sale of fossil fuels, and the degradation of Utah's lands to make profits for a few. I wonder if any of the same people are involved. Former Governor Gary

Herbert would likely know. I wish I could see this as a pure investment for Utah, but it isn't and I can't.

Charlene Love Nicholson of Moab, Utah and Cottonwood Heights, Utah - As a citizen of the state of Utah for over 30 years, and an advocate for clean air, renewable energy, and liberation for compromised communities devastated by cancer and lung disease from oil and gas companies, I say NO to the Uinta Basin Railway. This is not the solution for our future energy goals and as a tax payer I refuse to have my tax dollars used to subsidize dirty fuel industries, including this railway. Stop the madness and start investing in clean, renewable wind and solar. The last thing this state, and planet needs is another oil mongering machine that creates as much pollution as the 3 biggest coal power plants in the state. I say NO!

Wendy Park of Oakland, California - On May 8, 2025, the Seven County Infrastructure Coalition adopted Resolution 2025-05A, expressing the Coalition's intent to issue up to \$2.4 Billion in "private activity bonds" to help finance construction of the Uinta Basin Railway, which would send up to 300,000 barrels of oil daily along the Colorado River and to the Gulf Coast. This resolution raises a number of questions.

The Coalition cannot obtain \$2.4 billion in tax-exempt private activity bonds from the Department of Transportation, possibly for years. The Railway financiers stated that they intend to submit an application "shortly" to the U.S. Department of Transportation (US DOT) for approval to issue tax-exempt private activity bonds. The tax code provision establishing the US DOT program capped the allocation for bonds at \$30 billion. 26 U.S.C. § 142(m)(2). Data from this month shows US DOT has already allocated \$29.4 billion, leaving less than \$600 million left available for allocation. US DOT, Private Activity Bonds – Allocations website (updated June 4, 2025). Congress may not revise the cap until late 2026, if ever. It thus appears US DOT currently has no legal way to authorize the Railway to issue \$2.4 billion in private activity bonds under the existing cap. The money just isn't there.

How does the Coalition intend for the Railway to be funded, if the option of tax-exempt private activity bonds is not available? If the Railway can currently obtain an allocation of only \$500 million, where will the rest of the money come from? How much private equity does DHIP intend to raise, and how, and when? If approved, wouldn't this be the first use of private activity bonds to benefit a single entity – the oil industry – as opposed to benefiting the general traveling public?

The Coalition must demonstrate that the project is eligible for tax-exempt private activity bonds. It is questionable that the Uinta Basin Railway qualifies for a US DOT private activity bond allocation. Private activity bonds may finance "qualified highway or surface freight *transfer facilities*," which include "any facility for the transfer of freight from truck to rail or rail to truck (including any temporary storage facilities directly related to such transfers) which receives Federal assistance under either title 23 or title 49, United States Code (as so in effect)." 26 U.S.C. § 142(m)(1). But the Railroad itself is not a facility specifically "*for the transfer of freight from truck to rail,*" or vice versa, such as a "temporary storage facilit[y]," *id.*—it is a facility for the *transportation* of freight. It is also unclear that the Railroad "receives Federal assistance" under title 49's federal aid provisions for railroads, or that the

Railroad has ever received title 49 assistance, or that any aspect of the project will receive title 23 assistance for railway-highway crossings under 23 U.S.C. § 130.

How is the Railroad a “surface freight transfer facility”? And what title 23 or title 49 federal assistance is the Coalition counting on?

The Coalition has not shown that it will meet the public approval requirements for tax exempt private activity bonds. It is questionable that the Coalition’s slated June 13 public hearing and bond approval meet the Internal Revenue Code’s public approval requirements for a private activity bond. *See* 26 U.S.C. § 147(f). Section 147 requires governmental approval of the bond after a public hearing, not just by the entity issuing the public activity bonds, but also by “each governmental unit having jurisdiction over the area in which any facility [to be financed by the bonds] is located.” 26 U.S.C § 147(f)(2)(A).

The Railroad will be located within Uintah, Duchesne, Utah, and Carbon counties. But the Coalition has suggested that the Coalition is the only governmental entity that will conduct a public hearing and approve the bond issue. Will each of the counties and municipalities in which the Railroad is located also conduct a public hearing and approve the bonds? And, if not, how does approval by only the Coalition satisfy the public approval requirements?

We also question whether the Coalition’s board can even approve the bond issue. Because the Coalition has opted to have the bond approved by “the applicable elected representative” (instead of by voter referendum), *see id.* § 147(f)(2)(B), the approval must be made by:

- (I) an elected legislative body of such [governmental] unit, or
- (II) the chief elected executive officer, the chief elected State legal officer of the executive branch, or any other elected official of such [governmental] unit designated for purposes of this paragraph by such chief elected executive officer or by State law.

26 U.S.C § 147(f)(2)(E)(i). These requirements ensure “public approval and democratic accountability” for construction of the taxpayer-subsidized facility. *Indian River Cty. v. United States DOT*, 945 F.3d 515, 528 (D.C. Cir. 2019) (citing *Indian River Cty. v. Dept. of Transp.*, 348 F. Supp. 3d 17, 29-30) (D.D.C. 2018)).

The board does not meet the public approval requirement, because it is not an “elected legislative body.” 26 U.S.C. § 147(f)(2)(E)(i)(I). Its members are appointed by each member county’s legislative body.¹ Nor is the Coalition’s executive director elected,² so there is no “chief elected executive officer” with authority to approve the bonds or designate “any other elected official of [the Coalition]” to approve the bonds. *See id.* § 147(f)(2)(E)(i)(II). And state law does not designate an “elected official” of the Coalition to perform this function. *Id.* Further, there are no elected officials of the Coalition that could be so designated. How can the Coalition’s board make the required public approval when it is not accountable to the communities in which the Railroad will be sited?

Financial headwinds may make the Railway even more financially precarious. Uinta Basin oil production is up over previous years, but may cool as oil prices have fallen to their lowest

level since 2021. President Trump says his target price for oil is between \$40 and \$50 per barrel. The price of steel (used for rails) in the U.S. is on the upswing as 50% tariffs on most steel imports kick in. Catastrophic insurance costs have increased dramatically in the past decade due to major industrial rail accidents and massive increase in wildfire risk.

How does the Railway pencil out given these developments? How will the Railway weather the inevitable boom-bust cycle of oil prices and demand? How will the Railway make a profit if oil is \$40-\$50 per barrel? Why hasn't the Coalition made available to the public financial feasibility studies that address whether the project will be viable for the 30 years necessary to repay the bonds? How will the Railway be insured for catastrophic liability?

Taxpayers are funding competing oil transport facilities. Utah taxpayers are already subsidizing the expansion of at least one of the rail transloading facilities in the Price/Helper area. Now, the Coalition is seeking to reduce revenues to the Federal treasury by inducing the issuance of tax exempt bonds. The truck-to-rail facilities compete directly with the Uinta Basin Railway, potentially leaving one or the other as a multi-million (or billion) dollar stranded asset.

How much in subsidies should state and federal taxpayers pay to benefit oil companies, including those headquartered out-of-state? What is the impact of the Railway on the transloading facilities' financial viability, and vice versa?

The Railway may benefit some Utah counties, but it puts risks onto the Colorado River and Utah's neighbors. The Uinta Basin Railway will place significant costs – financial and otherwise – on counties in Colorado where increased oil train traffic will raise the risks of accidents, oil spills, wildfires, and harm to wildlife. Oil trains will travel for more than 100 miles directly alongside the Colorado River, the most important river in the Southwest, and the source of water for more than 40 million people.

SCIC, Addendum to and Restatement of Interlocal Cooperation Agreement Establishing the Seven County Infrastructure Coalition, art. 5.4(C) (Dec. 1, 2016), available at <https://scic-utah.org/wp-content/uploads/2022/04/Seven-County-Infrastructure-Coalition-Interlocal-Entity-12-01-2016.pdf>.² See *id.*, art. 5.4(L).

Why don't the Coalition counties care about the costs they will inflict upon the Colorado River and Utah's neighbors?

Thank you for your consideration. We hope that the Coalition will answer these questions at its June 12, 2025 meeting, or at least before submitting any application for private activity bonds to the Department of Transportation.

Given the many unanswered questions about the project, including its financial uncertainties, and the massive taxpayer subsidies for a single polluting industry, and the impacts the railway will have on air, water, and communities, we oppose the use of these bonds for the Uinta Basin Railway.

Ian Wade of Sale Lake City, Utah - A federal review concluded the Uintah Basin Railway would add up to 87 million gallons of waxy crude per week to the interstate rail system. The oil production and combustion the Railway would create would cause up to an additional 56 million tons of carbon pollution a year – more than the nation's three dirtiest coal plants combined.

Oil would be transported via as many as 180,000 loaded rail cars per year from the Uinta Basin to the mainline of the Union Pacific where it would travel east adjacent to the Colorado River – the source of water for 40 million people – for more than 100 miles, then through Denver and on to Gulf Coast and Cancer Alley refineries, where communities are already overburdened with toxic emissions from existing facilities.

Such a project does not deserve tax-free bonds underwritten by the public

Angela Deneris - Please stop the Uinta railway! It is a travesty to build a railroad that could spill oil and be cut through a very sensitive environmental environment. It would add pollution to an area already highly polluted.

Christopher & Sherrie Hall of Ogden, Utah - Sherrie and I oppose the use of DOT tax-exempt bonds to finance the Uinta Basin Railway. Public subsidies for fossil fuel projects are inappropriate in 2025.

Carsten Angerhofer of Lehi, Utah - On a hike years ago, my family discovered a beautiful little meadow in the mountains of the Ashley National Forest. We were so inspired by this remote sanctuary that we have returned many times since. It is the domain of mountain bluebirds, sage grouse, golden eagles, bobcats, bears and cougars. In early summer, the meadow is so full of sego lily blossoms that, from a distance, the petals almost look like a blanket of snow.

This little meadow lies directly in the path of the proposed Uinta Basin Railway — an 80-mile polluting pipeline on wheels designed to increase fossil fuel extraction on public lands in the Uinta Basin. Under the proposal, this precious meadow, along with over 10,000 acres of pristine wildland, would be stripped bare to become an industrial rail line whose only passenger is unrefined crude oil. This multi-billion dollar project will serve far-away oil executives while undermining our goals for a sustainable future and making life worse in Utah. As Utah faces unprecedented mega-drought, warming temperatures, air pollution, and increasingly severe wildfire seasons it is astonishing that our politicians want to pour gasoline on the fire.

Our public resources should be used for sustainable development that serves the public and protects our pristine landscapes and climate. This land is precious to me and my family and we strongly oppose the proposed Uinta Basin Railway.

Thank you for your consideration,

Allan Post of Taylorsville, Utah - This has got to be one of the most ill-conceived projects conceived by a Utah legislature that has come down the pike in recent years.

It will produce more ecologically destructive mining of shale, that takes huge amounts of money and effort to extract the oil from. It we are down to scrounging shale, the handwriting is on the wall: we are in the last days of an oil economy. Partly, because the planet cannot tolerate the harm of harvesting it and burning it, and partly because much better sources of fuel exist, especially in the sun drenched location of Utah, which has unexploited geothermal potential. There is also Thorium, recycling of biowaste for methane to power plants, and hydrogen as examples of technologies that could be used singly or collectively to provide energy, while using pre existing resources, while not harming the environment. Also, our air would get better, which kinda is terrible in Utah. Now, we are even having days of haze in warm weather. Please dont show the common disinclination here to think backwards regarding such important decisions. I also feel the environmental impact exceeds the benefits of undertaking such a project and am staunchly against it

Pat Annoni of Midvale, Utah - No to Funding Uinta Basin Oil Train with Tax-Exempt Bonds! This could cost taxpayers tens of millions of dollars per year!

Joan Gregory of Salt Lake City, Utah - I am not able to attend today's Uinta Basin Railway hearing on June 12 at 10 am but I AM VERY concerned.

Here are some of the reasons why:

- The Oil Train's Costs Keep Rising.
- The Authority the Railway Intends to Use to Issue Tax Exempt Bonds Is Running Out of Funds to Allocate.
- Oil Train Proponents Seek Tens of Millions Per Year in Subsidies from Federal Taxpayers.
- Further Financial Headwinds: Oil Prices Down, Steel Prices Up.
- Increasing Oil Train Costs Will Likely Require More Drilling, and More Oil Trains, for the Railway to Break Even.

Basically, even if one only pays attention to the money, this makes no sense.

And yet, there are more reasons that this makes no sense at all and is, in fact, dangerous:

- A federal review concluded the Railway would add up to 87 million gallons of waxy crude per week to the interstate rail system. The oil production and combustion the Railway would create would cause up to an additional 56 million tons of carbon pollution a year – more than the nation's three dirtiest coal plants combined.
- Oil would be transported via as many as 180,000 loaded rail cars per year from the Uinta Basin to the mainline of the Union Pacific where it would travel east adjacent to the Colorado River – the source of water for 40 million people – for more than 100 miles, then through Denver and on to Gulf Coast and Cancer Alley refineries, where communities are already overburdened with toxic emissions from existing facilities.
- Federal analyses predict that if this new railway is built, train derailments will more than double to roughly three per year between Kyune, Utah and Denver, Colorado.

About once a year, according to federal projections, a fully loaded oil train will derail along the route; and roughly once every four years, that derailment would result in an oil spill.

There are huge financial, health and safety issues here. It makes no sense to proceed. Now is the time to put an end to the Uintah Basin Railway.

Brandi O'Brien of Salt Lake City, Utah for Dr. Brian Moench - These comments are from Dr. Brian Moench, President of Utah Physicians for a Healthy Environment who could not be here today.

In the winters of 2012 and 2013, researchers from the University of Colorado, measured VOCs (chemicals like benzene, ethyl benzene, xylene, and toluene) over the Uinta Basin and made a frightening discovery. They found concentrations 200 times background levels, as much as would be expected from the tailpipes of 100 million cars, about the same number as all the cars registered in the United States. In some areas, benzene concentrations were 10,000 times higher than is typical for a large city. Almost all of it was from the oil and gas industry. These VOCs are highly toxic in and of themselves, as carcinogens and reproductive and developmental toxins, but they are also precursors of ozone, another, proven pollution problem in the basin.

Our physicians group took national reporters on a tour of the basin in 2015 while we did our own VOC measurements. When we got within a few hundred yards of a fracking pond, the fumes were physically overpowering, forcing us to literally run backwards away from the pond. One reporter lost his sense of smell for over a month afterwards. At other sights we saw toxic fracking waste water being sprayed through sprinklers into the atmosphere as if it was just watering a golf course. The shocking conclusions of other researchers were no surprise to us. This is a pollution nightmare.

Whenever you have a pollution nightmare you will have a public health nightmare if you look hard enough or wait long enough. We calculated the spike in neonatal deaths in the Vernal area in 2015, covered by national media, was six times the national average.

Oil production has nearly doubled since those measurements were taken and the very purpose of this railway is to increase production another 400%. Without game changing pollution controls applied throughout the industry there is no rational reason to think this railway will not directly cause a public health catastrophe for communities throughout the basin. The easily anticipated consequences would include still births, new born deaths, birth defects, leukemia and other blood disorders, all types of cancer, neurologic and respiratory and immunologic diseases. Yet I have not heard a single word from any of the proponents of this railway acknowledging any of this. Meanwhile, the economic benefit would be heavily concentrated among top officials of a handful of oil companies. It is not mere speculation or hyperbole, but a scientifically based conclusion; you are sacrificing the very community you profess to be saving.

Steve Kushner of Roaring Fork Valley, Colorado - I am responding to the idea that a bond will be presented for over 2 billion dollars that will lead to increased air pollution and possible train derailments that could affect the entire western population of the United States of America

Ann Johnson of Carbondale, Colorado - As a tax payer I am appalled and offended at the idea of subsidizing the Uinta Basin Railway. It is too ironic that taxpayers would be left paying subsidies to endanger the Colorado River and to transport oil that will pollute the air and exacerbate environmental challenges. My emphatic no on subsidies for the Uinta Basin Railway,

Courtney Devine of Little Cottonwood Canyon, Utah - Please stop all funding and work on the dangerous and polluting Uinta Basin Railway. I live in Little Cottonwood Canyon (Sandy) and do not wish my tax dollars to support this project

Illene Pevec of Colorado River Watershed, Colorado - Should oil travel by train right alongside the Colorado river as projected in this dirty oil project, the chance is estimated to be very high that there will be derailments and oil spills into the Colorado River that serves billions of household and farms along its route to sea. Not only is this a terrible danger to our water, but the production and the use of this oil will cause a great deal of carbon pollution. Climate change is causing horrendous storms and terrible wildfires. To add more oil to that fire is foolish and a criminal act as far as all of our descendants are concerned. This country will become unlivable if we continue to extract and use dirty oil. Please exercise caution And a consciousness of certain damage to future generations in the decision that you make

Emily Peterson of Salt Lake City, Utah - I am writing to express my concerns over the proposed Uinta Basin Railway. Federal reviews have shown that the proposed railway would significantly increase carbon pollution, producing more than the nation's three dirtiest coal plants and produce high risks of oil spills.

I also feel it is irresponsible to use tax-exempt bonds to pay for the project, seeing as it is a clear benefit to the oil industry rather than a road or bridge that would benefit the general public.

Additionally, my mother currently lives in Salt Lake City and has been highly affected by air pollution in the winters, causing her to be hospitalized like January due to a chronic health condition exacerbated by the inversion. I don't think projects like these will help alleviate existing air pollution and believe Utah can and should be a leader in clean energy instead.

Tamra Ratieta - I'm working this morning, so I'm unable to attend the meeting. But I wanted to say that my family and I are against it. It will pollute the air even more, and there is the risk of spills. It will also hurt the wildlife. If there is going to be a railway, it would be better to build one to transport people.

John Griffith of Duchesne County, Utah - Dear Public Officials, Developers, and those hoping to build the Uinta Basin Railway: My wife and I own just over 37 acres, nearly due north of the city of Duchesne. It is part of a subdivision titled Ranches at Cedar Hollow. (See image below) It is a high-desert property that is filled with beauty. I hope you'll take a moment and view some of the photos attached. We have a trailer there and visit often. We love this land simply for the beauty it carries and seek to care for it in a way that such natural beauty will be preserved.

The downsides of our property are primarily due to how the gas and oil industry manage their

affairs. There are days when the air quality is worse than Millcreek City where our primary residence is. (See screen captures below.)

An oil refinery near what used to be Pin Willey's on the other side of the hill from us, over a mile away, burns off so much oil/gas that the night sky glows. Add the light pollution from the many oil/gas rigs spread between us and Duchesne renders stargazing difficult.

Hopefully you can understand why we are strongly against such a railway project that will only increase such negative elements to our beloved retreat. But this will negatively affect land owners like us all the way to Price, as well as wildlife and air and water quality. Add to that, the incentive to continue investing in a limited extractive resource that is harming the entire planet.

I am a registered Republican. This party has a storied and respectable history of conservation and caring for air and water quality. We have mostly failed at this sacred trust over the last several decades. Since Trump has led the party it has completely lost its way. Please pull the party back into what matters most—the well-being of the planet that all of our well-being depends upon.

Reasons to oppose the Uinta Basin Railway: ([Find additional reasons and data here](#))

- It will negatively affect the quality of life for landowners from Duchesne to Price
- It will negatively affect wildlife by permanently disrupting their natural travel patterns
- It will negatively affect water quality because an oil spill is inevitable, according to government forecasts based on past experience elsewhere.
- It will add even more pollution to the air, causing health harms for those who live in the area full and part-time time
- It will add to the light pollution. I part due to train operation, but even more because of the increased oil and gas development it will encourage

Please, please, do not allow the Uinta railway project to go forward.

Joni Wirts of Summit County, Utah - I live in Summit County. I urge you to stop the Uinta Railway from being developed. We need to transition away from fossil fuels, it builds infrastructure around it

Bryan Gibson of Salt Lake City, Utah - I am writing to express my strong opposition to the issuing of \$2.4 billion in tax-exempt Private Activity Bonds for the Uinta basin Railway . I do not think we should be using taxpayer funds to subsidize the transport of hazardous waxy crude along the Colorado River, or through vulnerable communities. This project will increase the risk of oil spills and derailments. This public subsidy would cost taxpayers up to \$96 million a year and would contribute up to 56 million tons of carbon pollution each year. In my opinion

taxpayer dollars should not fund dangerous fossil fuel infrastructure which is only making our air quality and climate change problems worse.

Joe Reimann of Cottonwood Heights, Utah - I followed the 10 am zoom hearing today at the Carbon County Commission without participating. I noted that all of the comments were highly critical of the proposed railway project. It amazed me that only one of the commenters actually lives in the area where the oil production occurs.

My concern for not going forward with the project concerns the ongoing safety problems from trucking the crude oil to refineries in the Salt Lake City area. I am aware that numerous crashes have occurred on the US 40/I-80 route from the Uinta Basin to the refineries with considerable loss of life for both motorists and truckers. I recommend checking the accident statistics from the Utah Department of Transportation and ask for their opinion on whether hauling oil via rail to the railyard at Helper then on to Salt Lake City could help reduce fatal traffic accidents involved with the tanker trucks. In my opinion, the likely better safety record for rail might be a factor in making the best decision for this project moving forward.

Lionel Trepanier of Salt Lake City, Utah - I am submitting the attached formal public comment regarding serious procedural deficiencies in the public hearing process for the Seven County Infrastructure Coalition's \$2.4 billion Private Activity Bond issue scheduled for June 12, 2025. I was cutoff.

This comment addresses multiple violations of federal tax law requirements under IRC Section 147(f), constitutional due process protections, and SCIC's own established procedures for public participation. The issues raised include:

- 19 distinct typographical errors in the official public notice that render it legally inadequate
- Arbitrary elimination of electronic participation despite years of established practice
- Inadequate geographic accessibility for residents across the 13,000+ square mile seven-county area
- Misleading webpage information that failed to reflect virtual participation options
- Violations of federal "reasonable opportunity" standards for public comment

The scale of this \$2.4 billion commitment—one of the largest municipal bond issuances in Utah history—demands enhanced public participation procedures, not the restricted and error-ridden process currently being conducted.

I respectfully request that the Board:

1. Acknowledge the legal insufficiency of today's hearing
2. Republish corrected notice addressing all identified errors
3. Conduct new hearings with restored electronic participation
4. Provide adequate geographic accessibility for all affected residents

The attached detailed comment provides full documentation of these deficiencies and their legal implications. The public deserves proper notice and meaningful opportunity to participate in decisions of this magnitude affecting their communities.

I urge the Board to halt this proceeding and conduct proper public hearings that comply with federal law and respect the established rights of rural Utah residents. Attached Letter to these minutes.

Thank you for your consideration of these serious procedural concerns in the comments I attached.

Jean Tabin of Park City, Utah - I am very much against this railway and in particular public subsidies going to support it. This railway may result in oil spills close to the Colorado River which we can not risk, not to mention an increase in toxic emissions.

Kylie Frederick-Kellams - Reaching out to express my comments on the Uinta Basin Railway.

As a Utahn who is concerned about environmental and public health welfare, I do not support the idea of USDOT issuing tax-exempt private activity bonds to this project. As a tax-payer this costs me on a project that concerns me.

A federal review concluded this railway would create an additional 56 million tons of carbon pollution per year. Scientists have predicted that the earth will experience record heat and extreme temperatures in the next 5 years, and funding/ constructing such a carbon polluting project only fuels issues like this.

This also comes at a time when alternative methods of energy, like solar and wind projects, are quickly and vastly surpassing things like coal, oil, and gas. This is expected to be a trillion dollar industry globally.

It saddens me to see the US not investing in the future of energy and working harder to phase out fossil fuels- this puts us behind in what is becoming a booming job and economic industry. Those are the projects I would rather see subsidized as they are better for my future all-around.

I am also concerned about the passing of this railway, transporting oil, by a critical and increasingly scarce water source, the Colorado River. While oil spills are never intended or planned, they do happen, and the Colorado River specifically is critical to the Western US.. any project causing any risk to this vital source for humans, wildlife, and more is too much.

End of Public Hearing Comment Period:

Mr. Barton thanked everyone for their comments today and asked if there were any other comments in the room or any others that would like to make a public comment at this time? Seeing no more comments, we will turn the time back over to Mr. Stratton.

Mr. Stratton thanked the chairman. Members of the board that concludes the formal portion of the public hearing. I would open it up if the board has any questions before the Chair closes the hearing, but at this point it appears that we have received all the public comments from the public appearing either here or at the satellite location wishing to comment on the project and we thank all of the members of the public for their input and comments whether those were in

person or the comments that we have received prior to the closing of this hearing. Are there any questions for me at this time? Seeing none, we turn this time back over to the board.

Mr. Stearmer stated that we can formally close the public hearing for this and then we can move into the public comment period for anyone who would like to comment on other projects or the actual railway project. Nobody else is at the satellite location for public comment and will be closing this location.

Chairman Miles thanked Mr. Stearmer, Mr. Stratton, and Mr. Barton for facilitating the public hearing. Chairman Miles asked for a motion to close the public hearing at this time.

Motion to close the public hearing concerning the resolution 2025-05A by Commissioner Lytle and seconded by Commissioner Jensen.

Chairman Miles called for a vote to close the public hearing concerning the Resolution 2025-05A. **The motion passed unanimously.**

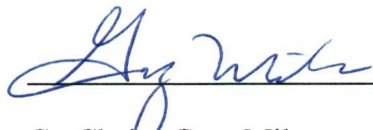
Chairman Miles stated that this officially closes the public hearing and we will now return to our regular meeting.

Seven County Infrastructure Coalition

A motion to approve the June 12, 2025 public hearing minutes was made by Commissioner Haddock, seconded by Commissioner Worwood.

SEVEN COUNTY INFRASTRUCTURE COALITION VOTING:

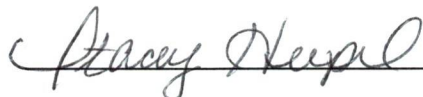
Carbon Board Member	Yes <u>X</u>	No <u> </u>
Daggett Board Member	Yes <u> </u>	No <u> </u> [Excused]
Duchesne Board Member	Yes <u>X</u>	No <u> </u>
Emery Board Member	Yes <u>X</u>	No <u> </u>
San Juan Board Member	Yes <u>X</u>	No <u> </u>
Sevier Board Member	Yes <u>X</u>	No <u> </u>
Uintah Board Member	Yes <u>X</u>	No <u> </u>



Co-Chair: Greg Miles

Co-Chair: Jack Lytle

ATTEST:



Stacey Herpel



