



Uinta Basin Railway

ENVIRONMENTAL IMPACT STATEMENT

How do I Submit Comments?

- **Written Comments:** Complete and submit this form at a public meeting, or mail your comments to the Surface Transportation Board's address at the bottom of this page.
- **Recorded Comments:** Provide your comments to a court reporter at a public meeting.
- **Electronic Comments:** Submit electronic comments by visiting the project website:
www.uintabasinrailwayeis.com

Please refer to Docket No. FD 36284 in all correspondence addressed to the Surface Transportation Board. All comments must be received or postmarked by August 5, 2019.

NOTE: When an individual chooses to submit an Environmental Comment or some Other Submissions, his or her personal contact information is considered public information and is shared within and outside of STB without additional authorization.

Darlene Burns
Name
457 East 700 South
Address
Vernal Utah 84078
City, State, Zip
(435) 789-7683
Phone
erdarburns@gmail.com
Email

**Comments may be submitted today
or mailed to:**

Surface Transportation Board
ATTN: Docket No. FD 36284
c/o 9300 Lee Highway
Fairfax, VA 22031

During my tenure as a Uintah County Commissioner (2007-2014), having a railroad in our Basin was a concentrated focus. During that time, former rail studies were reconsidered, and a new rail study was developed. With each study it was obvious that routes, financing, attention to environmental impacts, economic benefits, and engineering had been vetted. Now, with this current study, it is time to step forward to approve and support the Uinta Basin Rail Project through Indian Canyon.

Having a rail in the Basin will serve as a catalyst to helping our region diversify the economy by helping agriculture products, oil and mining products, and other commodities get to market. The Uinta Basin Railway will increase opportunities and competitiveness for agriculture and livestock producers, landowners, contractors, miners, and oil and gas producers. The simple presence of a railroad could bring the basin economic prosperity by attracting manufacturing and businesses we have been seeking.

American industries rely on freight rail to get raw goods and products to market in the U.S. and beyond. The extension of a heavy-duty freight railroad would link the resource-rich Uinta and White River Basins with the national railway system. Having a choice of refineries will help improve prices for barrels of oil and open the market to refineries on the gulf coast

The freight rail industry produces some of the nation's highest paying jobs, both in the construction stages, as well as the active stage. These jobs also actively recruit military veterans.

Rails save billions of dollars each year for taxpayers because America's freight railroads operate overwhelmingly on infrastructure that they own, build, maintain, and pay for themselves. On average, railroads spend \$25 billion a year on infrastructure and equipment across their privately-owned networks.

The railway supply industry is also essential at a federal, state and local level—generating value, stimulating jobs, and paying taxes. The railway supply industry last year paid \$16.9 billion in taxes to federal, state and local governments, which helped build schools, pave roads and pay for teachers, police and firefighters.

U.S. freight railroads' infrastructure eases the burden on the nation's overcrowded highways — and the taxpayers who support them. On average, railroads are three to four times more fuel efficient than trucks. In 2018, railroads moved a ton of freight an average of 473 miles per gallon of fuel. Greenhouse gas emissions are directly related to fuel consumption, and moving freight by rail, instead of truck, reduces greenhouse gas emissions by up to 75 percent, on average.

The counties that lie between the Basin oil industry and the Salt Lake refineries suffer from highway congestion and wear, due to the number of trucks that leave the Basin both day and night. Trucks have great impacts on their roads, which could be alleviated from having a rail deliver to the refineries.

With any decision made concerning this Basin Rail Project, there are those who feel they have gained and those who feel they have lost. Rather than focusing on anyone's individual concern, this decision should be made for the collective greater good of the Basin. For these reasons, I strongly support the Uinta Basin Rail Project.

Darlene Burns

