

Wayland, Joshua

From: Hemphill, Mark <Mark.Hemphill@hdrinc.com>
Sent: Tuesday, March 19, 2019 11:57 AM
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Subject: Uinta Basin Railway - Trains Per Day Estimate

All:

The paragraphs below describe the estimate of trains per day anticipated at this time on the Uinta Basin Railway.

After rail line construction, trains would be expected to transport a number of different commodities, including crude oil, gilsonite, frac sand, steel pipe, and agricultural products. At this time, it is anticipated that rail traffic along the proposed rail line will be approximately 7 trains, loaded and empty, per day on average (3.5 in each direction), with approximately 110 cars per train. Rail traffic could vary due to changes in the domestic and international markets for oil, as well as requests to handle other commodities.

The origin and destination of rail traffic in the Uinta Basin will be at shipper and receiver facilities, which may be at the proposed termini of the railway at Myton and Leland Bench, or at other locations selected, permitted, constructed, and operated by shippers or receivers. Origins of rail traffic going to the Uinta Basin will likely be highly diffuse. For example, major oil industry inputs include fracturing sand/proppant, tubular steel, and oil industry machinery. Frac sand and proppant is currently sourced in the Upper Midwest, Texas, and other Midwestern states, and imported from Pacific Coast and Gulf Coast ports. Tubular product and machinery are sourced from hundreds of steel mills and manufacturing plants principally located in the Midwest, Gulf Coast, and Southeast, and imported from Pacific Coast and Gulf Coast ports. Destinations of rail traffic from the Uinta Basin also will likely be highly diffuse. For example, refineries that at present can or in the future may take Uinta Basin oil are located in the Salt Lake City area, on the Pacific Coast, on the Gulf Coast, in the Mississippi River Valley, in the Chicago area, in the Ohio River Valley, and on the Atlantic Coast. Oil may also move to export at ports capable of handling oil exports, which at present are principally located on the Gulf Coast and the Atlantic Coast. Industrial products produced in the Uinta Basin, such as gilsonite, would typically move to refineries or factories located on the Pacific Coast, on the Gulf Coast, in the Mississippi River Valley, in the Chicago area, in the Ohio River Valley, and on the Atlantic Coast. Agricultural commodities such as hay may be shipped to various destinations domestically and internationally.

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