

From: [Moreen Henderson](#)
To: [Uinta Basin Rail Environment](#)
Subject: Uinta Basin Railway
Date: Thursday, August 01, 2019 10:14:58 AM
Attachments: [Concerned about the financial feasibility of the railway project.docx](#)

EI-26698

Attached are our commits and concerns about the Uinta Railway

Moreen Henderson
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1. Concerned about the financial feasibility of the railway project.

I was told that this is going to be built by private investors by a county commissioner at the last public meeting but at the first meeting they said that the SCIC would be the signatures on loans. I believe that this project could and would leave the tax payers paying for a broke railroad line.

They are saying the railway would increase production of oil from about 80,000 barrels a day now to 400,000 barrels a day. Hard to believe.

Being told this would make HI Way 40 safer, what about the local roads.

2. All three proposed routes cross and follow Uintah Basin Irrigation Company's main piped canal and open canal.

These pipelines were put in 2001 through 2005 with Bureau of Reclamation Salinity funds.

The canal system services around 11,000 acres. They were not built to with stand heavy loads and vibration the railroad would put on them.

If one of the line were to break the whole system would have to be shut down, including another 3200 acres of and irrigated with BIA water (Ute Tribe water).

3. Befits to Agriculture are very few and would take special terminals.

Cattle are the biggest Agricultural product in the Uintah Basin. They are no longer shipped by rail, and have not been for many years.

Alfalfa hay would have to be compressed and loaded in containers. I don't know of any hay being shipped by rail that isn't compressed. Hay could not be loaded on open cars due to weather. This would take a compressor plant and terminal.

Shipping Corn in or out may or may not be cost effective, but would have to have a terminal built. There may be a saving in fertilizers but would also take a terminal to unload, and would still take trucks for delivery to farms.

The Uintah Basin doesn't have the Agricultural base to justify the cost of the terminals needed.

4. The preferred route though Indian Canyon would totally destroy the farm fields. As there isn't room for the road, the creek and a railroad.

The Canyon is known to have flash flood almost yearly.

There are some old cabins that are 100 years old and I would think Indian artifacts.

What would happen to the Deer and Elk herds in the canyon?

5. It looks like that some place on all 3 routes will be crossing the Ute Tribes land. That there is a route that would go south of the farm lands. Craig being the best.

6. The Uintah Basin's air quality isn't always the best. The railroad, the increase in local trucking, the increase of oil wells with motors, increase in waste water facilities. Would make the air quality ever worse.
7. The oilfield uses water for injection and then is put in waste water ponds. They have quite a smell. Increase in production would make more of these smelly ponds.
8. Having a railroad less than 1/8 from our homes, isn't anything we want.

The noise the vibration and railroad dust. What will that do to our feedlot operation and horses?

Who will be responsible for any canal and irrigation lines breaks and loss of crops if there is a break?

9. Newfield Production Company now owned by Encana and Creston Point Oil Company are Canadian Companies. Is it right to take farm land, homes and disturb Indian Canyon and Argyle for foreign Companies to profit??