

The Uinta Basin Railway:

A Threat to Colorado's Communities and Rivers



The Proposal – Pumping an Oil Boom

- Proposed new construction of 88-mile rail line
- Entirely in Utah; links to Union Pacific Line in Central Utah
- Purpose: *increasing* oil production in Uinta Basin by up to 127 million barrels/year
 - Compare: total 2022 production in all Colorado = 157 mmbbl in 2023
- Rail required b/c trucking, pipeline too expensive
- Product = “waxy crude”
- Project has been approved by federal rail regulators; still needs final approval from Forest Service (due to Utah right-of-way) and financing

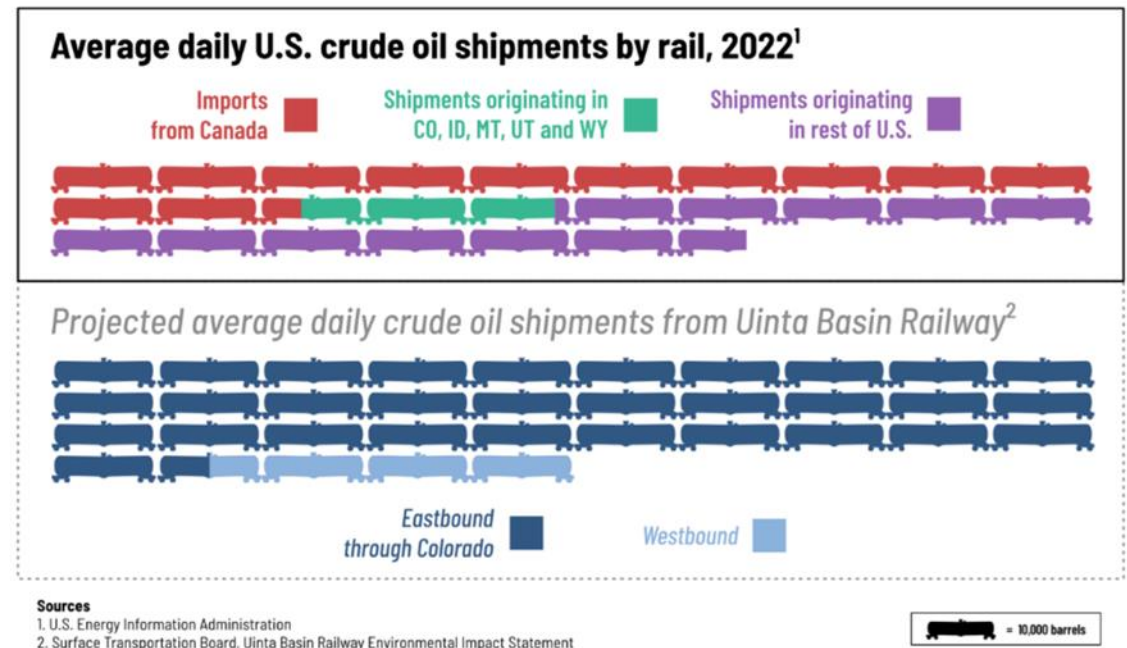


90% of Oil Will Be Shipped Through Colorado



What Colorado Gets: Traffic, Spill Risks

- 315,000 barrels/day, about 5 billion gallons/year, of Uinta Basin Railway oil would travel east from Utah, along Colorado River, through Denver
- Average of nearly 5, two-mile long loaded oil trains/day will travel directly adjacent to Colorado River for 100+ miles
- More oil by rail through Colorado *than all oil by rail in entire US* in 2022 (see graphic)
- Federal review predicted a derailment and spill every 4 years, and potential for fires
- 4X increase in # of railcars carrying hazardous materials through Denver



How Coloradans Have Responded

- Eagle County sued the federal Surface Transportation Board, challenging Railway's approval
- 10 West Slope communities filed friend of the court brief raising spill, fire risks
- Northwest COG, Denver Water have raised concerns
- Sens. Bennet, Hickenlooper, Rep. Neguse, AG Weiser have pressed federal agencies
- Bi-partisan letter from West Slope legislators to federal agencies
- Numerous conservation groups (e.g., Sierra Club, Colorado Trout Unlimited) oppose

