

Moab Tailings Pile Steering Committee

January 8, 2008

3:00 PM

Council Chambers

In Attendance: Katie Bierschied, Mark Wright, John Keys, Dave Wood, Lani Asay, Dave Vaughn, Tara Campbell, Connie Nakahara, Joette Langianese, Craig Bigler, Pam Juliano, and Gene Ciarus

Meeting Opened at 3:10 PM

Appropriation Update (Joette Langianese)

- Defense Authorization Act

Matheson and Bennett inserted language, stipulating the completion date of 2019. The President vetoed the Bill; although, it had nothing to do with this project. The State of Union Address is in late January, and hopefully the Bill will pass (insert language from the DAA)

There were some concerns that the soft language could be a way to get around the 2019 deadline, but the second Bill sounds like it mandates the deadline. (insert language from the Bill)

- Omnibus Bill – Appropriates \$24 million to Moab Tailings Project

Increased funding is needed for rail-way transportation plan. Trucking option is cheaper and could meet the 2019 deadline, while railway would go into 2028. \$38 million for 2008 because \$14 million rolled over from 2007. Congressional Meetings to lobby for Increased Funding

Construction Update – Mark Wright

- 90% Design Review Completed

(using the lid and de-lid process. Will keep clean and dirty soil and equipment separate at all times.)

- Potential Transportation Options Pending

It would cost approximately \$40 million to put in crossings at all roads from the pile to Crescent Junction. The railroad is currently approved for 10 mph, and to move the tailings it would have to be 40 mph.

For trucking options a bridge would be built across 191, to prevent any turning maneuvers for the trucks. They would just merge.

One container every 4 minutes would have to be on the road.

Looking to build a 4-lane highway or more passing lanes

DOE is moving forward with the rail idea

Looking to get community involvement and feedback on transportation options. DEQ states they do not feel it is acceptable to leave the pile until 2028 (Joette)

The center is gelatin and would not be able to be covered, so it would be fully exposed contaminated soil for a longer period of time

- Request from Gene Ciarus for the County to heavily weigh the death ratio to determine which option is the safest – trucking or rail
- Costs for rail are quite a bit more, and will take 9 years longer than truck
- There are concerns with flooding near the rail

DOE informed Joette they do not have the funding to do the landscaping, as promised

- Waterline from Green River

It is currently in the design phase to bring water from Green River, but they are also looking at other potential water sources

The County has asked the pipeline to be upsized from a 6” pipe to an 8” pipe, and the response was “interesting.”

- 8” pipe is required for fire protection, unless excess water is store in a holding tank.
- Mark Wright has tried to work out upsizing and the County paying the difference, but did not receive a favorable response
  - It would cost around \$400,00 to upsize
  - John Keys and Terry Sykes will talk to DOE about upsizing the line
- SITLA, the County, and a private farmer all want the water rights once the project is completed.

The local farmer wants to install a 24” pipeline, and use his own water rights to push through the pipes, and lease those water rights to the project.

Joette stated the best way to go about this is to have DOE develop, build, and bring in the water line, and then have it available for future use to improve economic development.

The water line will be listed as irrigation water, not culinary, so a treatment facility would either need to be placed at the beginning or the end of the system for the County to be able to use it in the future.

The system currently is planned out to have 4 pump stations with a diesel generator at each pump. They are electric pumps that can be converted to be put on the grid, if need be.

The EIS for this project is on the DOE website, for anybody interested in reviewing the safety and economic impact the project is projected to have.

A press release was put out from Congressman Matheson regarding the 2019 completion date, and Pamela Juliano will pass on electronic copy to the Times Independents, and to those who would like to read it.

2. Stakeholders Updates (if needed)

- a. Webpage Update – Robert Riberia (not present)
- b. Tourism Issues – Marian DeLay (not present)
- c. Employment Update – Sheryl Nicely (Katie Bierschied has taken her place)
- d. Water Issues –Terry Sykes (not present – John Keys spoke)
- e. Emergency Response – Corky Brewer (not present)
- f. Road/Rail Issues – Dave Vaughan
  - As long as the roads are kept open and operable, there is not an issue

Meeting Closed at 4:15 PM