



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

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Section of Environmental Analysis

August 28, 2007

Mr. Malcolm Nash
Economic Development Director
Sevier County Economic Development
250 North Main Street
Richfield, Utah 84701

Dear Mr. Nash:

I am writing to ask your assistance in providing information to the Section of Environmental Analysis (SEA) to help us develop additional information regarding alternatives and wetlands as part of the environmental review for the Central Utah Rail Project (CURP). SEA has had discussions with the Environmental Protection Agency (EPA) regarding its concerns that the recently-issued Draft Environmental Impact Statement (EIS) assesses two alternatives, both of which would impact approximately 160 acres of wetlands. EPA feels that the Draft EIS does not adequately discuss other alternatives that could reduce the amount of wetlands impacted. EPA also feels that the inadequacies could be remedied if SEA prepares and issues information to supplement the Draft EIS ("Supplemental Information").

As I mentioned to you in our recent telephone conversation, SEA and EPA have worked out a series of steps that we believe will allow SEA to remedy the deficiencies that EPA has identified in the Draft EIS. I am requesting the following data from you to assist us in preparing Supplemental Information addressing EPA's concerns regarding the reasonable range of alternatives for this project:

- Were any alternatives considered northeast of the proposed Union Pacific Railroad (UP) connection at Juab? The CURP Feasibility Report (Feasibility Report) that you provided does not indicate if locations northeast of Juab were considered that would preclude impacts to the wetlands surrounding Chicken Creek Reservoir. If connections to the UP other than Mills or Juab were considered, why were they eliminated?
- The evaluation in the Feasibility Report indicates that the Mills connection was ranked slightly ahead of the connection at Juab, but either of the connections would be acceptable. Please provide SEA with all available environmental and engineering information, not contained in the Feasibility Report that guided your

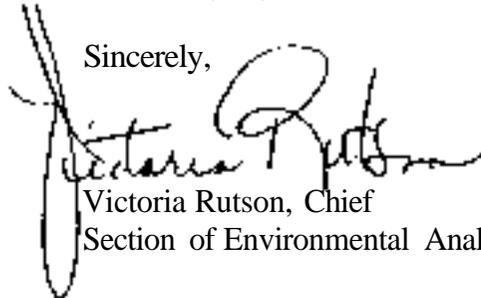
choice of the Juab connection rather than Mills connection as your preferred connection. Additionally, any information that you feel may be helpful in evaluating either of these connections would be appreciated.

- Are there any aerial photographs available for the Juab to Salina alternative, especially at the Juab terminus and where the alignment parallels the Sevier River Reservoir? We would like to use the aerials to locate existing wetland areas as well as identify potential areas that might be used to mitigate wetland impacts. If there are no aerials available for the project, are you aware of any other aerial mapping projects within San Pete and Juab Counties that might be used for this purpose?

SEA must, in the Supplemental Information, demonstrate that it has rigorously explored and objectively evaluated a reasonable range of alternatives. See the regulations of the President's Council on Environmental Quality (CEQ) at 40 CFR 1502.14(a) and Question Numbers 1a and 1b from "Forty Most Asked Questions Concerning CEQ's NEPA Regulations," 46 Fed. Reg. 18026 (March 23, 1981), as amended, 51 Fed. Reg. 15618 (April 25, 1986). Any information that you have pertaining to alternatives examined by the applicant as this proposal was being formulated would help SEA achieve the requirements of the CEQ regulations.

We appreciate your continued cooperation as we work to address EPA's concerns. If you have any questions, please do not hesitate to call me at (202) 245-0295 or Phillis Johnson-Ball at (202) 245-0304.

Sincerely,

A handwritten signature in black ink, appearing to read "Victoria Rutson". The signature is written in a cursive style with a large, looping initial "V".

Victoria Rutson, Chief
Section of Environmental Analysis