



Andrea Poole
Surface Transportation Board
Environmental Filing, Docket No. FD 36616
395 E. Street SW
Washington, DC 20423

Dear Ms. Poole:

We are writing to express our support for the Savage Tooele Railroad (STR) and its proposed rail line to serve tenants of the Lakeview Business Park (LBP) in Grantsville, Utah. We respectfully support the Office of Environmental Analysis making a positive recommendation to the Surface Transportation Board based on the merits of the project and findings in the Draft Environmental Assessment (EA).

The Draft EA concludes that the STR would have no impacts for several environmental resource areas, including air quality, energy, land use, zoning, and local plans, and historic resources (p. S-3). Given the findings of the Draft EA, it appears clear that the proposed STR would not pose significant environmental risks and that any potential risks can be effectively mitigated.

The implementation of the STR will re-establish six miles of the previously abandoned Warner branch off the mainline of Union Pacific's Shafter subdivision and provide multimodal connectivity to national freight rail lines to the LBP. The optimized modal choice for tenants will contribute to the business park's investment attraction, leading to employment creation and bolstering the economic vitality of the rapidly growing region. Tooele County is rapidly growing and there is currently insufficient rail infrastructure to accommodate the demands of a rising population for manufacturing, distribution, and warehousing facilities. The STR will aid in meeting these needs.

With rail connectivity into the LBP, enabling businesses to receive and ship materials and products via rail, it is estimated that more than half a million commercial truck trips, and over a quarter billion commercial vehicle miles traveled will be avoided within the first 20 years of the project's implementation. A study conducted in collaboration U.S. Department of Transportation found that rail transportation of cargo was over twice as fuel efficient as truck transportation of cargo.ⁱ Given the serious air quality challenges Utah faces and that 42% of air pollution along the Wasatch Front is attributed to mobile sources, including cars and trucksⁱⁱ, the STR's potential positive impact on regional air quality is significant. Additionally, shifting from truck to rail transportation of freight benefits the estimated 9,000+ Tooele County residents that commute to Salt Lake daily for workⁱⁱⁱ



We support the STR's objective of providing safe, efficient, and environmentally sustainable movement of freight and the economic development opportunities it offers to the region. We respectfully request your full and fair consideration of the STR's application and merit based recommendation to the Surface Transportation Board.

Sincerely,

Jesse D. Wilson
City Manager
Grantsville City

ⁱ A. Protopapas *et al.*, "Modal Comparison of Domestic Freight Transportation Effects on the General Public," *Transp. Res. Rec.* **2330**, 55 (2013). Accessed at https://rosap.ntl.bts.gov/view/dot/5800/dot_5800_DS1.pdf.

ⁱⁱ Utah Division of Air Quality "Taking Stock of Emissions in Utah," (2019). Accessed at <https://deq.utah.gov/air-quality/taking-stock-of-emissions-in-utah>.

ⁱⁱⁱ Ken C Gardner Policy Institute *et al.*, "Moving Toward 2020: Utah Commuting Patterns, 2000 to 2010," (2020). Accessed at [*Moving Toward 2020: Utah Commuting Patterns, 2000 to 2010](#)