



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

December 1, 2022

Phillip Hoskins
Sr Director, Business Development
Savage
901 W Legacy Center Way
Midvale, UT 84047

By email at philliphoskins@savageservices.com

RE: Docket No. FD 36616, Savage Tooele Railroad Company – Construction
and Operation Exemption – Line of Railroad in Tooele County, Utah;
Information Request No. 1

Dear Phillip Hoskins:

Consistent with 40 C.F.R. § 1506.5(b)(1), the Surface Transportation Board's (Board) Office of Environmental Analysis requests the information below, which is needed to support the environmental review in connection with the above-referenced proceeding. This information will be used to describe the proposed action and alternatives and to analyze impacts.

1. Rail Construction

- A. Identify and map the project-related rail line construction footprint including the length and endpoints of each track as well as the width of the disturbed area. Indicate the width of the pre-and post-construction rights-of-way. Maps are preferred in GIS format, if available.
- B. Confirm by milepost where Union Pacific Railroad ownership of the line would terminate and where Savage Tooele Railroad (STR) ownership would begin.
- C. Provide the typical cross section and the cross sections where cut and fill would be required.
- D. Provide a depiction of the temporary access from the roadway network at Burmester Road to the rail right of way for the equipment staging and laydown area.

- E. Provide information on the location and conceptual plans for drainage culverts indicating proposed improvements (rehabilitation, replacement, reconstruction to widen, etc.).
- F. Describe the various anticipated construction methods, by milepost, for the project, indicating where construction would take place from the existing rail, and where there is no existing rail, how the construction would be approached. Include description and diagrams/graphics if applicable.
- G. Provide an estimate of the duration of the construction period for completion of the project. Also provide the duration of the construction period by task and/or construction equipment type if possible. Please also provide material loads being processed (for example, the number of cubic yards of soil being removed, cubic yards of gravel being delivered, etc.)
- H. Provide a list of anticipated construction equipment. Please include heavy equipment expected to be used, including number and description.
- I. Describe how construction materials, including rail, ties, ballast, etc., would be delivered to the site of the proposed rail line such as by rail, truck, or a combination of both. Please included anticipated numbers and travel routes.
- J. Provide conceptual design plans for the proposed at-grade rail crossings indicating the proposed train warning systems at the crossings and level of protection proposed such as gates, flashers, cantilever flashing lights, or crossbucks.
- K. Provide any traffic studies performed for the proposed at-grade railroad crossings.
- L. If quiet zones are proposed for any of the at-grade crossings, describe coordination with the communities that would have to apply to the Federal Railroad Administration (FRA) for the quiet zone, coordination with agencies that have jurisdiction over the roadways (UDOT, City of Grantsville), anticipated schedule including federal/state/local approvals anticipated, and physical improvements proposed.
- M. Describe any property acquisition required for the proposed project and include any maps or tables regarding the locations.
- N. Describe the clearing width, generally for the length of the alignment, and specifically in the area where trees cross the rail right of way in the vicinity of milepost three (MP 3).

2. Rail Operations

- A. Provide the number of trains per day (total, and in each direction) that would use the proposed rail line based on projections five years after the date of the anticipated year of the issuance of a final decision from the Board.¹
- B. Indicate how many days per week trains would operate, and on which days, if known.
- C. Indicate the anticipated hours of train operations, specifying if trains would operate during AM/PM vehicular peak periods or overnight.
- D. For the proposed rail line, provide estimates of the average number of locomotives per train, the average number of railcars per trains, and the average total length (in feet) of trains.
- E. Provide the number of locomotives in each EPA emissions tier and associated total horsepower.
- F. Provide locomotive and railcar lengths.
- G. Provide average daily locomotive engine idling duration on site and engine horsepower during idling. Will locomotives be idling stationary on the spur or at the business park? If so, where and for how long?
- H. Provide gross tonnage of an average consist (average daily or yearly). If the gross tonnage is expected to be consistently different by direction of travel (for example, unloaded consists traveling to the business park and loaded consists traveling from the business park) provide average loaded and unloaded consist gross tonnage.
- I. Provide anticipated locomotive fuel efficiency factor in gross ton miles per gallon of fuel, if available.
- J. Provide average train speed at each crossing.
- K. Describe how the interchange of freight rail cars between STR and Union Pacific Railroad and/or BNSF railroad trains from the Shafter Subdivision would occur.
- L. Would switch locomotives be used? If yes, provide anticipated type of locomotive, EPA tier, activity information (hourly usage), and average fuel

¹ For example, if STR files its application in 2022, then the Board's final decision would likely be issued in 2023. Therefore, the forecast year for transaction-related rail traffic should be 2028.

efficiency (gal/hour). Alternatively, if heavy equipment would be used to move railcars during operations (e.g., Trackmobile® or similar), provide emissions specifications.

M. Would rail cars contain hazardous materials? If so, indicate anticipated type(s) of materials.

N. Indicate where locomotives will be fueled.

3. Agency Coordination

A. Provide a summary of coordination with the City of Grantsville, City of Erda, Tooele County, and other federal, state, or local agencies, indicating project approvals received to date, and the anticipated schedule for remaining state and local permits and/or approvals that would be needed.

B. Provide details of coordination with and inclusion in the General Plan for the City of Grantsville and the City of Erda.

C. Provide any environmental commitments made to other federal, state, or local government entities as part of their review and approval processes including, but not limited to, traffic, air quality, noise, hazardous materials, natural resources, cultural resources, and public/agency/tribal involvement/outreach.

4. Wetlands

A. Provide any wetlands survey, delineation, and/or investigation findings previously conducted by STR's wetlands consultant along the entire proposed rail line, including the area of the proposed switching yard and the proposed tracks within the business park.

5. Hazardous Materials

A. Provide any American Society for Testing and Materials (ASTM) Phase I or Phase II Environmental Site Assessments (ESAs) completed for properties within or along the rail right of way, or the proposed switching yard.

B. Provide records of spills or documented releases along the proposed rail line.

C. Provide any Spill Prevention and Control Countermeasure (SPCC) Plans, vegetation management plans, or pesticide application plans applicable to the proposed area.

6. Alternatives Considered

- A. Provide details on other rail or other transportation alternatives considered and dismissed, including but not limited to a potential alternative alignment to the business park from the southeast via a connection to the Union Pacific near the Tooele Army Depot. Include description of other alternatives considered with location maps, analysis conducted on the strengths and weaknesses of alternatives by topic and/or environmental resources area, and reasons the alternatives were dismissed.

Please provide your response as soon as possible and no later than **XX, 2022**. If you have any questions, please feel free to contact Andrea Poole of my staff at 202-245-0305 or by email at Andrea.Poole@stb.com. Thank you for your assistance in this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "Danielle Gosselin". The signature is fluid and cursive, with the first name "Danielle" written in a larger, more prominent script than the last name "Gosselin".

Danielle Gosselin
Acting Director
Office of Environmental Analysis



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Danielle Gosselin
Acting Director
Office of Environmental Analysis
Surface Transportation Board
Washington, D.C. 20423

January 3, 2022

By email to Andrea.Poole@STB.gov

RE: **Response to Information Request No. 1** for Docket No. FD 36616,
Savage Tooele Railroad Company – Construction and Operation
Exemption – Line of Railroad in Tooele County, Utah

Dear Danielle Gosselin:

Please find below Savage Tooele Railroad's response to the request for information from the Office of Environmental Analysis, received on December 1, 2022. In addition to the responses included in this letter, several supplemental documents (as notated in various responses below) have been uploaded to the VHB SharePoint drive due to the size of said documents.

1. Rail Construction

- a) Identify and map the project-related rail line construction footprint including the length and endpoints of each track as well as the width of the disturbed area. Indicate the width of the pre-and post-construction rights-of-way. Maps are preferred in GIS format, if available.
 - i) [Please see documents from VHB SharePoint](#)

- b) Confirm by milepost where Union Pacific Railroad ownership of the line would terminate and where Savage Tooele Railroad (STR) ownership would begin.
 - i) [Please see documents from VHB SharePoint](#)
- c) Provide the typical cross section and the cross sections where cut and fill would be required.
 - i) [Please see documents from VHB SharePoint](#)
- d) Provide a depiction of the temporary access from the roadway network at Burmester Road to the rail right of way for the equipment staging and laydown area.
 - i) [Please see documents from VHB SharePoint](#)
- e) Provide information on the location and conceptual plans for drainage culverts indicating proposed improvements (rehabilitation, replacement, reconstruction to widen, etc.).
 - i) [Please see documents from VHB SharePoint](#)
- f) Describe the various anticipated construction methods, by milepost, for the project, indicating where construction would take place from the existing rail, and where there is no existing rail, how the construction would be approached. Include description and diagrams/graphics if applicable.
 - i) [Please see documents from VHB SharePoint](#)
- g) Provide an estimate of the duration of the construction period for completion of the project. Also provide the duration of the construction period by task and/or construction equipment type if possible. Please also provide material loads being processed (for example, the number of cubic yards of soil being removed, cubic yards of gravel being delivered, etc.)
 - i) [Please see documents from VHB SharePoint](#)
- h) Provide a list of anticipated construction equipment. Please include heavy equipment expected to be used, including number and description.
 - i) [Please see documents from VHB SharePoint](#)

- i) Describe how construction materials, including rail, ties, ballast, etc., would be delivered to the site of the proposed rail line such as by rail, truck, or a combination of both. Please included anticipated numbers and travel routes.
 - i) [Please see documents from VHB SharePoint](#)
- j) Provide conceptual design plans for the proposed at-grade rail crossings indicating the proposed train warning systems at the crossings and level of protection proposed such as gates, flashers, cantilever flashing lights, or crossbucks.
 - i) [Please see documents from VHB SharePoint](#)
- k) Provide any traffic studies performed for the proposed at-grade railroad crossings.
 - i) [Please see documents from VHB SharePoint](#)
- l) If quiet zones are proposed for any of the at-grade crossings, describe coordination with the communities that would have to apply to the Federal Railroad Administration (FRA) for the quiet zone, coordination with agencies that have jurisdiction over the roadways (UDOT, City of Grantsville), anticipated schedule including federal/state/local approvals anticipated, and physical improvements proposed.
 - i) [STR has made the recommendation to UDOT, Tooele County and Grantsville that they consider quiet crossings for both Highway 138 and Erda Way. STR is not aware of any state agency or municipality submitting applications to FRA.](#)
- m) Describe any property acquisition required for the proposed project and include any maps or tables regarding the locations.
 - i) [STR is in active discussions with land owners for property it needs to establish its operations including from the Union Pacific Railroad and other private land owners along the planned rail route. Please see documents from VHB SharePoint for maps of the land that will be acquired.](#)
- n) Describe the clearing width, generally for the length of the alignment, and specifically in the area where trees cross the rail right of way in the vicinity of milepost three (MP 3).

i) Please see documents from VHB SharePoint

2. Rail Operations

- A. Provide the number of trains per day (total, and in each direction) that would use the proposed rail line based on projections five years after the date of the anticipated year of the issuance of a final decision from the Board.¹
- a. There will be no more than 2 trains per day in each direction within the first five years of operation after final decision is rendered from the Board.
- B. Indicate how many days per week trains would operate, and on which days, if known.
- a. Based on current projections of volumes, STR anticipates operating 5 days per week, Monday through Friday for years 1 through 3 and then expanding to 7 days per week from years 4 and beyond.
- C. Indicate the anticipated hours of train operations, specifying if trains would operate during AM/PM vehicular peak periods or overnight.
- a. While exact times have not yet been established, operations over at-grade crossings are expected to be completed at off-peak hours. Current expectations are that operations in years 1-5 would begin in late afternoon and run into late evening.
- D. For the proposed rail line, provide estimates of the average number of locomotives per train, the average number of railcars per trains, and the average total length (in feet) of trains.
- a. Current estimates are that train lengths will range between 900 and 1,500 feet in length and have between 12 and 20 cars on average per train. STR plans to use two (2) locomotives per train.
- E. Provide the number of locomotives in each EPA emissions tier and associated total horsepower.
- a. Using current projections, the STR will have two (2) Tier 0+ GP-38 or similar locomotives with approximately 2,000 horsepower each
-

that will be used to move the trains from interchange to the individual customers within the Lakeview Business Park.

- F. Provide locomotive and railcar lengths.
 - a. Locomotives are approximately 60 feet in length.
 - b. There are no rail-served customers in the Lakeview Business Park currently. Car lengths will range between 42 feet and 89 feet, with the average car length being 65 feet.
- G. Provide average daily locomotive engine idling duration on site and engine horsepower during idling. Will locomotives be idling stationary on the spur or at the business park? If so, where and for how long?
 - a. STR will install Hot-Start idle technology that shuts the engine down during periods of disuse. In addition, STR will install Hot-Start APU engine block heating equipment to avoid idling the locomotives during winter conditions when the locomotive is not being used. The estimated idle time during a typical 8-hour shift will be 0.5-1.5 hours.
 - b. Locomotives will not idle when not in operations.
- H. Provide gross tonnage of an average consist (average daily or yearly). If the gross tonnage is expected to be consistently different by direction of travel (for example, unloaded consists traveling to the business park and loaded consists traveling from the business park) provide average loaded and unloaded consist gross tonnage.
 - a. Current projected gross tonnage handled will be approximately 2,600 tons southbound into the Lakeview Business Park and 680 tons northbound to the Class I interchange. These numbers may evolve over time based on actual customer needs.
- I. Provide anticipated locomotive fuel efficiency factor in gross ton miles per gallon of fuel, if available.
 - a. STR anticipates an average of 420-450 tons per gallon per mile on its line.
- J. Provide average train speed at each crossing.

- a. Train speeds are expected to 20MPH over each crossing.
- K. Describe how the interchange of freight rail cars between STR and Union Pacific Railroad and/or BNSF railroad trains from the Shafter Subdivision would occur.
 - a. STR will construct two (2) 2,500-foot interchange tracks that will be used to interchange traffic to and from the UPRR. These tracks will be just south of MP 1.04 on STR's railroad line. UPRR will leave the Shafter Subdivision, enter the STR's railroad line through UPRR's wye track and deliver the railcars destined for STR's customers to interchange track A and pick up the railcars STR has released from interchange track B. UPRR will then depart back through their wye track and reenter the Shafter Subdivision.
 - b. Interchange with BNSF trains will be via two (2) additional 2,500-foot interchange tracks that will be constructed. The same interchange process will be completed for BNSF as with UPRR.
- L. Would switch locomotives be used? If yes, provide anticipated type of locomotive, EPA tier, activity information (hourly usage), and average fuel efficiency (gal/hour). Alternatively, if heavy equipment would be used to move railcars during operations (e.g., Trackmobile® or similar), provide emissions specifications.
 - a. Yes, as noted in 2e. above, STR will use two 4-axle switch locomotives. See 2E, 2I above for answers.
 - b. STR does not plan to use any railcar movers for its operations at this time.
 - c. GP-38's will consume an average of 13 gallons per hour per locomotive while operating.
- M. Would rail cars contain hazardous materials? If so, indicate anticipated type(s) of materials.
 - a. It is not known whether any hazardous materials will be transported at this time.
- N. Indicate where locomotives will be fueled.
 - a. Current operating plan is to fuel at a designated track within the Lakeview Business Park.

3. Agency Coordination

- A. Provide a summary of coordination with the City of Grantsville, City of Erda, Tooele County, and other federal, state, or local agencies, indicating project approvals received to date, and the anticipated schedule for remaining state and local permits and/or approvals that would be needed.
 - a. STR has informed the state, city and local entities of the project purpose, design and implementation from the outset. STR expects this coordination will continue in the context of the STB project approval and environmental review process. STR anticipates that any applicable state and local permits and approvals will be pursued and acquired in this context. Coordination with applicable federal agencies to date has also been in the context of the STB approval and environmental review process.
- B. Provide details of coordination with and inclusion in the General Plan for the City of Grantsville and the City of Erda.
 - a. To the extent it is practicable and consistent with the design, construction and operation of its line of railroad under the applicable federal statutory authority and regulations, STR's anticipates its proposed project will be consistent with the General Plans of the cities of Grantsville and the City of Erda. STR will consider any input from the cities, and coordinate the project construction with them as much as possible.
- C. Provide any environmental commitments made to other federal, state, or local government entities as part of their review and approval processes including, but not limited to, traffic, air quality, noise, hazardous materials, natural resources, cultural resources, and public/agency/tribal involvement/outreach.
 - a. STR does not plan to operate over the crossings during peak traffic hours.

4. Wetlands

- A. Provide any wetlands survey, delineation, and/or investigation findings previously conducted by STR's wetlands consultant along the entire proposed rail line, including the area of the proposed switching yard and the proposed tracks within the business park.
 - a. [Please see documents from VHB SharePoint](#)

5. Hazardous Materials

- A. Provide any American Society for Testing and Materials (ASTM) Phase I or Phase II Environmental Site Assessments (ESAs) completed for properties within or along the rail right of way, or the proposed switching yard.
 - a. [Please see documents from VHB SharePoint for Phase I information.](#)
[UPRR will not allow STR to perform a Phase II until after the land is under contract with UPRR.](#)
- B. Provide records of spills or documented releases along the proposed rail line.
 - a. [We do not have any records of releases on the proposed rail line.](#)
- C. Provide any Spill Prevention and Control Countermeasure (SPCC) Plans, vegetation management plans, or pesticide application plans applicable to the proposed area.
 - a. [STR has no plans to store a quantity of petroleum products \(above ground or below\) which would trigger the need for a SPCC, as detailed in 40 CFR Part 112.](#)
 - b. [STR does not plan to apply pesticides along its right-of-way.](#)
 - c. [Since STR is not yet operational, it has not yet developed a vegetation management plan yet. Once STR becomes operational, it will develop a vegetation management plan which will comply with applicable regulations associated with vegetation control.](#)

6. Alternatives Considered

- A. Provide details on other rail or other transportation alternatives considered and dismissed, including but not limited to a potential alternative alignment to the business park from the southeast via a connection to the Union Pacific near the Tooele Army Depot. Include

description of other alternatives considered with location maps, analysis conducted on the strengths and weaknesses of alternatives by topic and/or environmental resources area, and reasons the alternatives were dismissed.

- a. STR and Lakeview Business Park teams worked on a Southern route into LBP. See attachments for design route. The challenges that faced development of the Southern route were:
 - i. Adding a new at-grade crossing across Utah Avenue, just west of N 1100 W Street in Tooele. This is a significant east-west access point into the City of Tooele, a major school bus route and one of the primary egress/ingress emergency services routes for Tooele City. Several Tooele City officials expressed significant concerns with adding additional at-grade rail traffic at Utah Avenue.
 - ii. Adding a new at-grade crossing across Highway 112. Similar to Utah Avenue, this is a significant east-west access point into the City of Tooele and one of the primary egress/ingress emergency services routes for Tooele City. Similar to Utah Avenue, several Tooele City officials expressed significant concerns with adding a new at-grade crossing on Highway 112.
 - iii. This route would have required an existing rail-to-trails route to be converted back to a rail right-of-way, which had significant opposition from local users of the trail.
 - iv. Tooele City has a very significant storm water line that would have had to be relocated in order to allow for rail alignment to be restored.
 - v. 2 separate UNEV pipeline crossings. These pipelines would have resulted in a multi-million-dollar capital cost increase to the project and resulted in significant delays resulting from approval process with Holly Energy Partners (pipeline owner).
 - vi. STR and Lakeview experienced fierce political opposition from Tooele City.

- vii. Rail alignment would have required relocation of a high-voltage transmission line.
- viii. Acquisition and demolition of large building, which was part of a business' operations. The building had been constructed on top of the former rail right-of-way and missing the building was not possible due to other obstructions (UPRR mainline & Utah Avenue) in proximity to feasible rail alignment requirements.

If your team has any questions about any of the information that has been submitted or needs additional clarification, please reach out to me.

Best regards,

A handwritten signature in dark ink that reads "Phillip Hoskins". The signature is written in a cursive, flowing style.

Phillip Hoskins
Sr. Director Business Development
Savage Services
801-694-7032
PhillipHoskins@SavageServices.com