

TROUTMAN SANDERS LLP

ATTORNEYS AT LAW
A LIMITED LIABILITY PARTNERSHIP

401 9TH STREET, N.W. - SUITE 1000
WASHINGTON, D.C. 20004-2134
www.troutmansanders.com
TELEPHONE: 202-274-2950

Sandra L. Brown
sandra.brown@troutmansanders.com

ENTERED
Office of Proceedings

MAR 2 2003

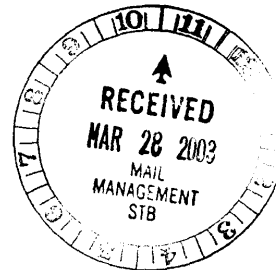
Part of
Public Record
Direct Dial: 202-274-2959
Fax: 202-654-5603

March 28, 2003

VIA HAND DELIVERY

Honorable Vernon A. Williams
Secretary
Surface Transportation Board
1925 K Street, N.W.
Washington, DC 20423-0001

207473



RE: Finance Docket No. 34075, *Six County Association of Governments - Construction and Operation Exemption - Rail Line between Levan and Salina, Utah*

Dear Secretary Williams:

Enclosed are the original and 11 copies of a detailed description of the preferred Alignment A and alternate Alignment B to be studied in the environmental review in the above-captioned proceeding.

This letter and attachment is being filed at the request of the Board's Section of Environmental Analysis ("SEA") and Office of Proceedings to clear up any confusion that may have developed while some issues with respect to the alignments to be studied during the environment review were being ironed out. The proposed alignments described in the attachment are consistent with the Petition for Exemption filed in this proceeding on July 30, 2001. The alignments do not change and are fully consistent with the Board's conclusions reached in its decision served October 26, 2001 in which the project was conditionally exempted subject to the environmental review.

To further assist the Board, the alignments described in the attached description can be found on the map attached to the July 30, 2001 Petition for Exemption as Exhibit C. The attached description of preferred Alignment A is depicted in the July 30, 2001 Exhibit C as starting on the EE Corridor near Levan, Utah. Alignment A follows the EE Corridor until near the Yuba Reservoir where the alignment picks up the WW Corridor and crosses over the Yuba Reservoir. Alignment A then follows the WW Corridor until north of Redmond where Alignment A crosses over to the CW Corridor and on to the terminating point near Salina, Utah. The alternative Alignment B also starts near Levan, Utah on the EE Corridor. Alignment B stays

ATLANTA • HONG KONG • LONDON • NORFOLK • RALEIGH • RICHMOND
TYSONS CORNER • VIRGINIA BEACH • WASHINGTON, D.C.

TROUTMAN SANDERS LLP
ATTORNEYS AT LAW
A LIMITED LIABILITY PARTNERSHIP

Vernon A. Williams
March 28, 2003
Page 2

to the east of the Yuba Reservoir following the EE Corridor to the CW Corridor. Alignment B then follows the CW Corridor until the terminating point near Salina, Utah. Detailed route alignment maps and other information necessary for the environmental review will be provided to the Board's SEA.

Please acknowledge receipt and filing of the eleventh copy of this letter, enclosed for that purpose, and return the copy to the person making the filing for return to me. If you have any questions regarding this letter or need further information, please do not hesitate to call me at (202) 274-2959.

Sincerely yours,


Sandra L. Brown

Enclosure

cc: Patrick Crawford, Office of Proceedings
Phillis Johnson-Ball, SEA
Malcolm Nash, SCAOG

**Six County Association of Governments
-- Construction and Operation Exemption --
Rail Line between Levan and Salina, Utah
Finance Docket No. 34075**

Preferred Alignment A

The preferred "Alignment A" begins with a connection with Union Pacific Railroad's (UP) mainline near Levan, Utah. The connection at UP will be a wye between the Juab and Sharp Sidings. The alignment would move southward and east of an irrigation pond called Chicken Creek Reservoir. The line would generally follow a path near an existing power transmission line that moves through the center of an area known as the Juab Plain. The Plain consists of the valley between two foothill and mountainous areas on the east and west.

Alignment A then begins to run parallel with the eastern boundary of Yuba Reservoir, another man made irrigation facility. The alignment continues along the eastern shore area until it reaches the middle of Yuba where the reservoir significantly narrows to point where the alignment will cross the Yuba. From this point, the alignment continues southward along the western boundary of Yuba.

Where the alignment leaves the southern end of Yuba, it continues southward along the western side of the Sevier Valley near points where the foothills intersect with irrigated farmlands. The alignment continues southward on the valley's western side, passing on the west side of the town of Redmond. After passing Redmond, the alignment begins moving eastward towards the center of the valley.

The line crosses State Highway 50 on the west side of Salina City and continues southward crossing State Highway 118 (Old Highway 89) and the Sevier River. The line moves along the western side of some hills near the Salina industrial park and terminates just before reaching Interstate 70 in an area known as Lost Creek, near Salina, Utah.

Alternative Alignment B

The alternative "Alignment B" begins at the same connection with UP's mainline near Levan, Utah and continues along the same route as Alignment A until just north of the area where the Yuba Reservoir narrows. At this point, Alignment B splits from the preferred Alignment A and continues on the eastern side of Yuba Reservoir, generally following State Route 28. The line crosses SR28 and passes on the east side of the town of Fayette. After passing Fayette, the line crosses back over SR28 and continues south passing the communities of Gunnison and Centerfield on their western borders. The line then begins to move across the valley floor to the western side.

As the alternate Alignment B travels along the western side of the valley, Alignment B merges with the preferred Alignment A. From this point forward, the alternate Alignment B uses the same route as the preferred alignment passing to the west of the town of Redmond and on to the terminating point north of Interstate 70 near Salina, Utah.