

Washington County Rail Service



2062 will be the 200th anniversary of St. George. That is 39 years away. (1862) (2062)

2053 will be the 200th anniversary of Washington County. That is 30 years away. (1853) (2053)

May 10, 1869, transcontinental railroad and the “Golden Spike”. Still looking for Environmental Impact Statement



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IN FOCUS

Updated February 10, 2022

Passenger Rail Expansion in the Infrastructure Investment and Jobs Act (IIJA)

On November 15, 2021, the President signed into law the Infrastructure Investment and Jobs Act (IIJA; P.L. 117-58). The law contains a five-year reauthorization of surface transportation programs, including those for freight and passenger rail. It retains or alters many programs authorized in the previous authorization act, the Fixing America's Surface Transportation Act of 2015 (FAST Act; P.L. 114-94). Besides setting authorized funding levels subject to the availability of future appropriations, it directly appropriates \$550 billion in additional funds, including \$66 billion for rail, to be made available to recipients in (usually equal) portions on a yearly basis through FY2026. Of that \$66 billion, barring any future rescissions, at least \$18 billion will be available for costs directly related to expanding passenger service to new corridors, in addition to funds that may be made available through other multimodal programs.

Unless otherwise noted, rail grant programs are to be administered by the Federal Railroad Administration (FRA), part of the Department of Transportation (DOT).

Federal-State Partnership for Intercity Passenger Rail Program

Section 22307 of IIJA makes substantial changes to the Federal-State Partnership for State of Good Repair program first authorized by the FAST Act. Renamed the Federal-

structures the grant solicitation, this could potentially allow it to commit most or all of the \$36 billion in supplemental appropriations such that funds would be disbursed over a multiyear period to a single cohort of selected projects.

Even discounting projects on the NEC, there are a number of large projects currently under way that might be eligible under the program, including the California High Speed Rail project.

Restoration and Enhancement Grant Program

The Restoration and Enhancement grant program was created in the FAST Act and was reauthorized with few changes in Section 22304 of IIJA. The program differs from other rail grant programs in that funds may be used to cover operating (as opposed to only capital) expenses for the first several years, in order to defray the costs ordinarily borne by states under federal law. IIJA expands the use of grant funds for that purpose; whereas prior law allowed the federal government to pay 80% of the cost of operating a new route in the first year, declining to 40% in the third year, IIJA allows federal funds to cover a share that declines from 90% to 30% over six years. This change could further lessen the near-term cost of a new route for state governments and allow more time for state sponsors to generate ridership and identify sources of state funding

Long-Distance Service Study Engagement Schedule



PROPOSED ROUTE FOR REBUILT LINE

One Via St. George Viewed as Likely to be the One Selected.

THE OTHER FROM CRESTLINE

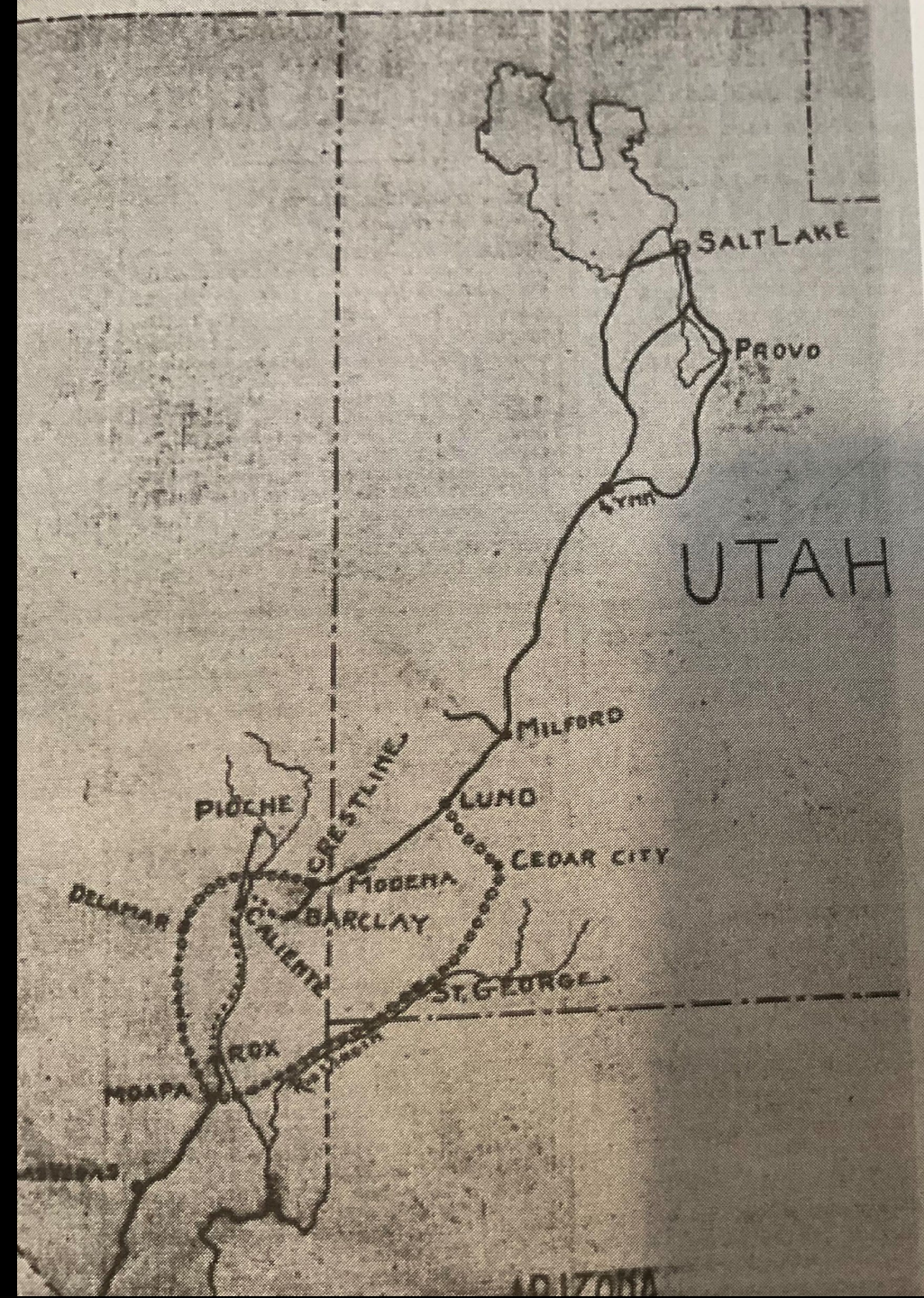
Would Connect Pioche Branch Once More With Salt Lake Route Near Panaca.

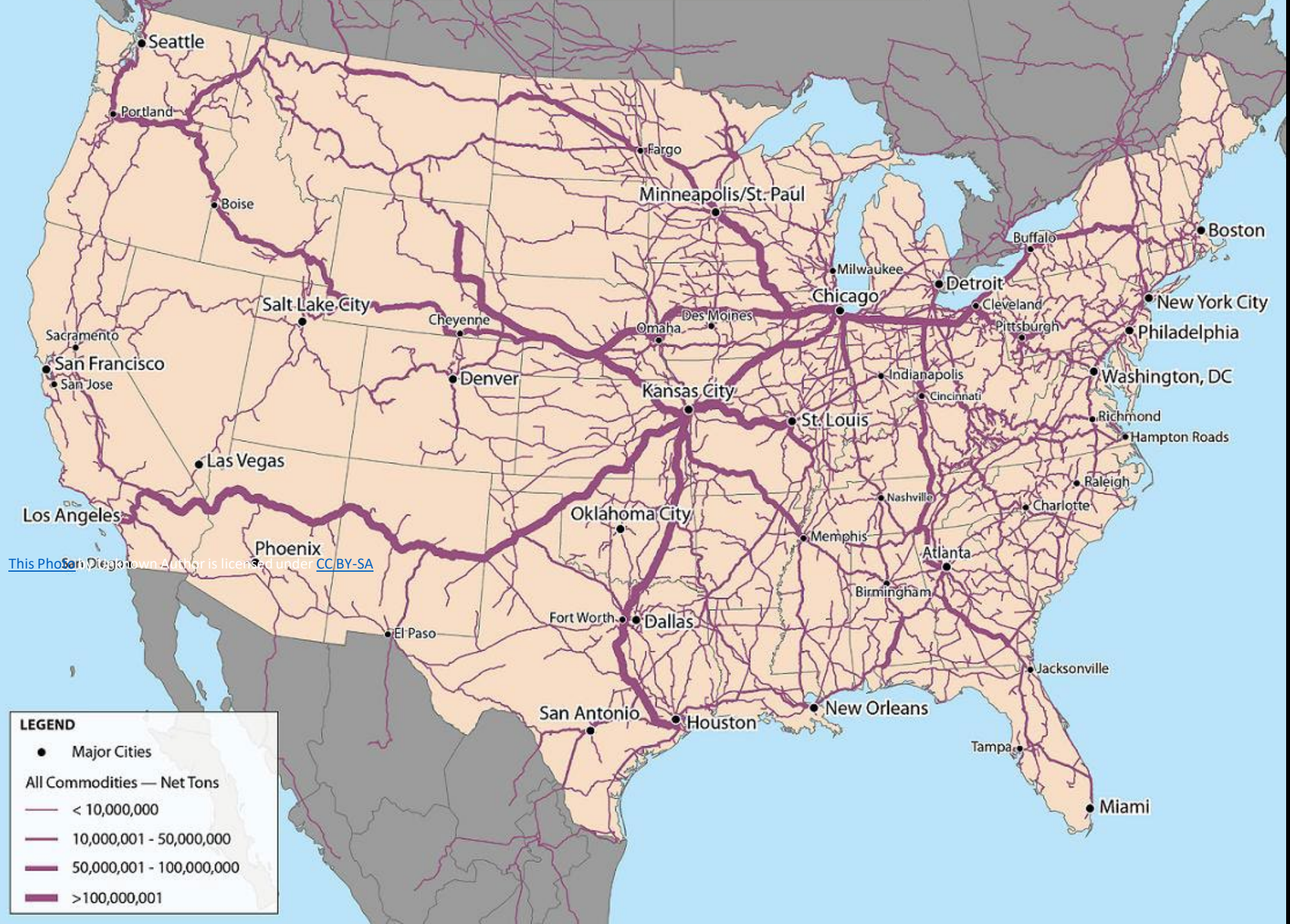
So much inquiry has been occasioned by the recent floods on the Salt Lake Route as to the extent of the disaster and the amount of track washed out, that The News has prepared a map giving a fairly accurate idea of the damage done by the flood waters of the Meadow valley. Also indicated on the accompanying map are the proposed routes which may be followed in the event the railroad company decides to abandon permanently the Meadow valley line, which now seems highly probable.

The washed out district on the Salt Lake Route extends from Barclay to Rox, a distance of 75 miles, and is shown on the map by the dotted line. The stations included in the washout belt beyond Barclay are Islen, Big Springs, Dorles, Callente, Etra, Stine, Boyd, Elgin, Kyle, Leith, St. George, Carp, Vigo, Galt, Hoyn and Rox. At some of these points sections of the track are left, and it is probable that 60 miles will cover the actual amount of track destroyed by the flood.

One of the proposed routes for the building of the Salt Lake is by way of Cedar City and St. George, starting from the present main line at Lund. It is said that the company had under serious consideration only a few months before the last flood came, the construction of a branch line from Lund to St. George, and that favorable engineer's reports had been taken under consideration. Therefore it appears likely that the St. George route may be selected in case a new route is chosen. From Lund to Cedar City is 35 miles; from Cedar City to St. George is approximately 60 miles; from St. George down the Rio Virgin river, taking off probably at Bunkerville from the river to cross over to Moapa, where the junction with the main line would in all likelihood be made, would cover another 60 miles, making a total of 155 miles by the new route from Lund by St. George to Moapa. The distance between these points by the present route is 167 miles, so the mileage would not be increased by the building of this line. This proposed St. George line is shown by a chained line.

The Commercial club of Pioche has asked the railroad management to build the new line by way of the Pioche branch, recommending that the new





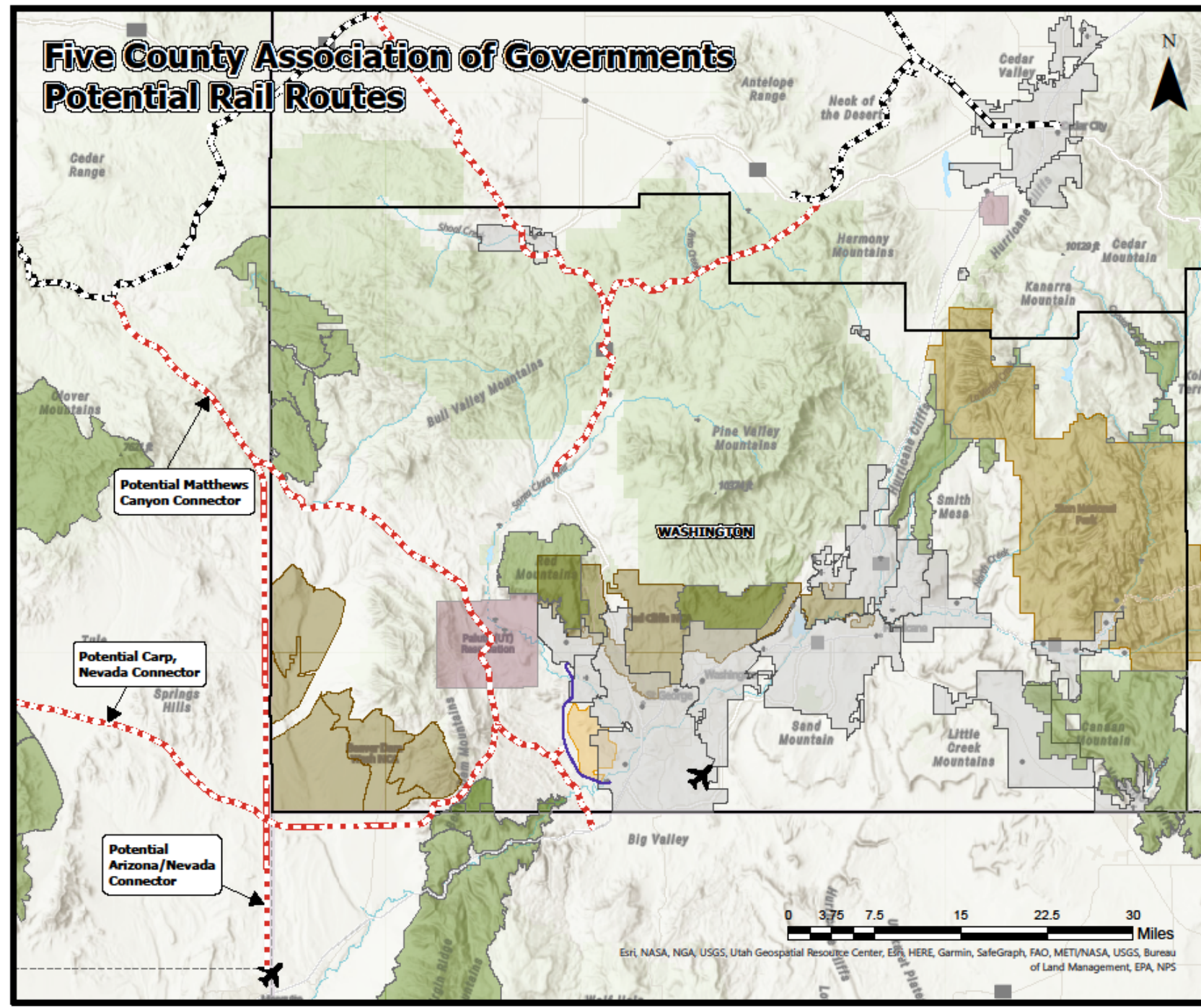
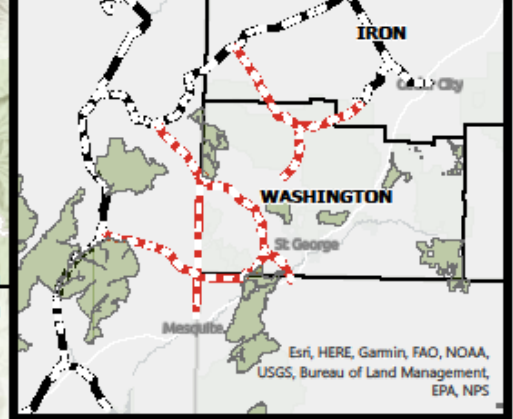
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LEGEND

- Major Cities
- All Commodities — Net Tons
- < 10,000,000
- 10,000,001 - 50,000,000
- 50,000,001 - 100,000,000
- > 100,000,001

Five County Association of Governments Potential Rail Routes

Regional Map



Potential Matthews Canyon Connector

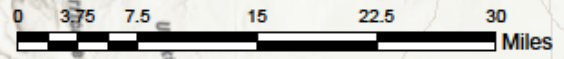
Potential Carp, Nevada Connector

Potential Arizona/Nevada Connector

Legend

- Proposed Rail Routes
- Existing Union Pacific Routes
- Planned Roadway - Western Corridor
- Utah Counties
- Park (UT) Reservation
- Utah Cities
 - Southwest Utah Municipalities
 - Cities (Point)
- Utah National Parks and NCA Areas
 - National Conservation Areas
 - Zion National Park
 - Planned Zone 6 Exchange
 - BLM NLCS Wilderness Areas
- ✈ Airports

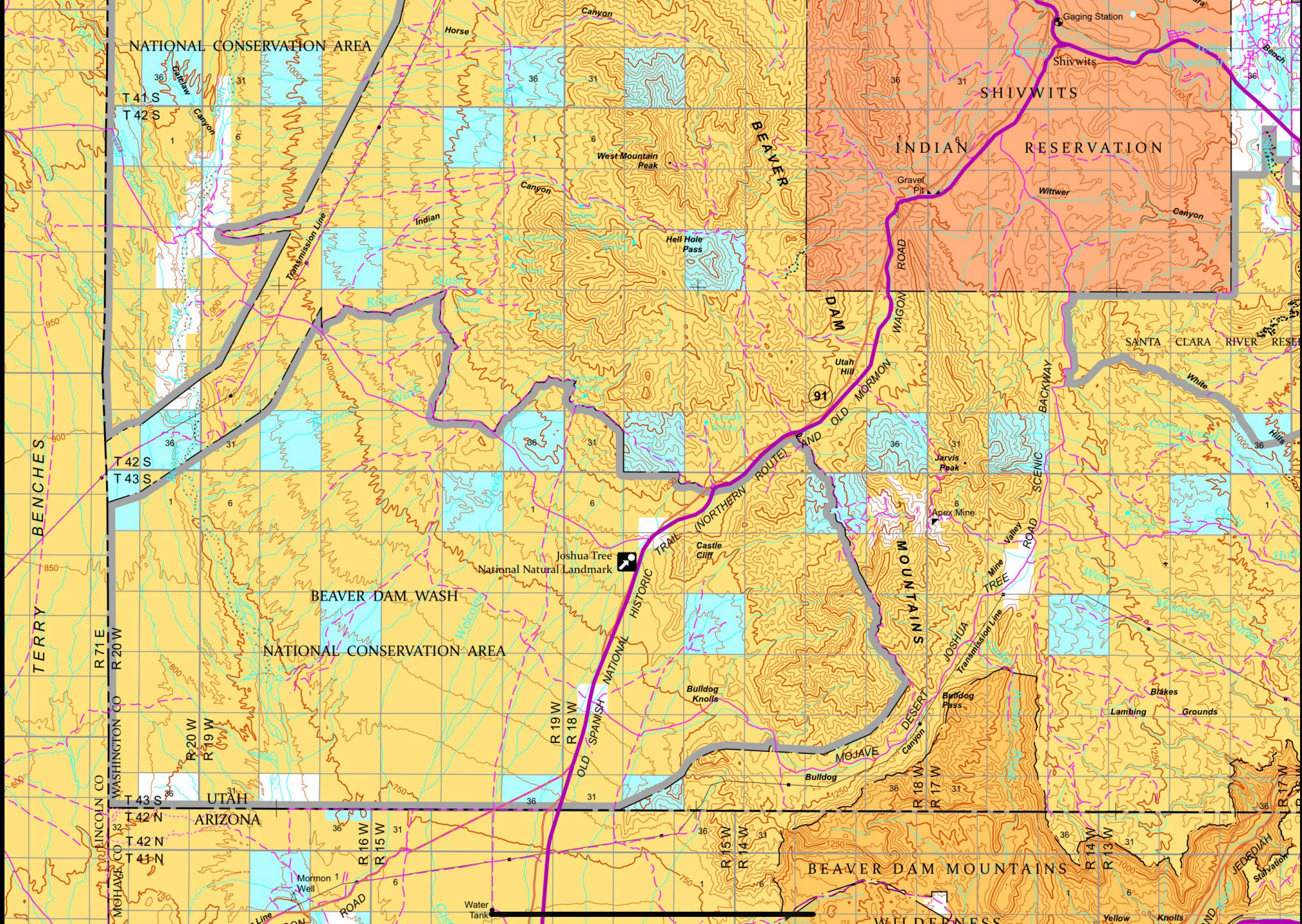
Mileage of Proposed Rail Routes = ~248 Linear Miles



Esri, NASA, NGA, USGS, Utah Geospatial Resource Center, Esri, HERE, Garmin, SafeGraph, FAO, METI/NASA, USGS, Bureau of Land Management, EPA, NPS

May 2023

Five County Association of Governments



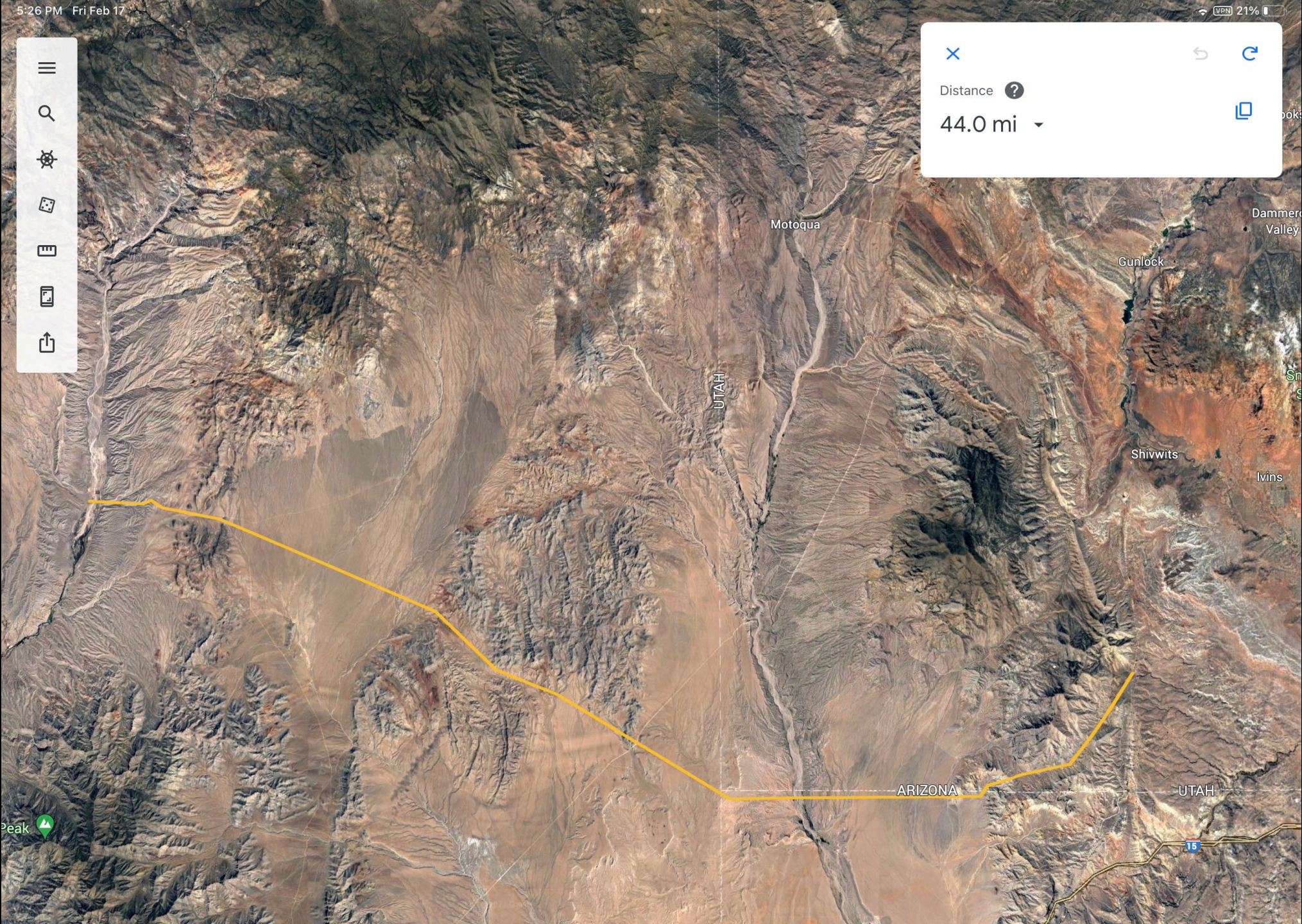
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Distance ?

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Peak 📍





Utah Rail Passengers Association

150 S State St Ste 100 Box 50
Salt Lake City UT 84111

Wednesday, November 23, 2022

The Honorable Pete Buttigieg

Secretary, US Department of Transportation
1200 New Jersey Ave SE
Washington DC 20590

RE: Federal Rail Administration Docket No. FRA-2022-0031 Expression of Interest

Dear Secretary Buttigieg:

The [Utah Rail Passengers Association](#) (Utah RPA)—a 501(c)(3) nonprofit organization—respectfully submits an Expression of Interest (EOI) per FRA docket No. FRA-2022-0031 to the Federal Railroad Administration.

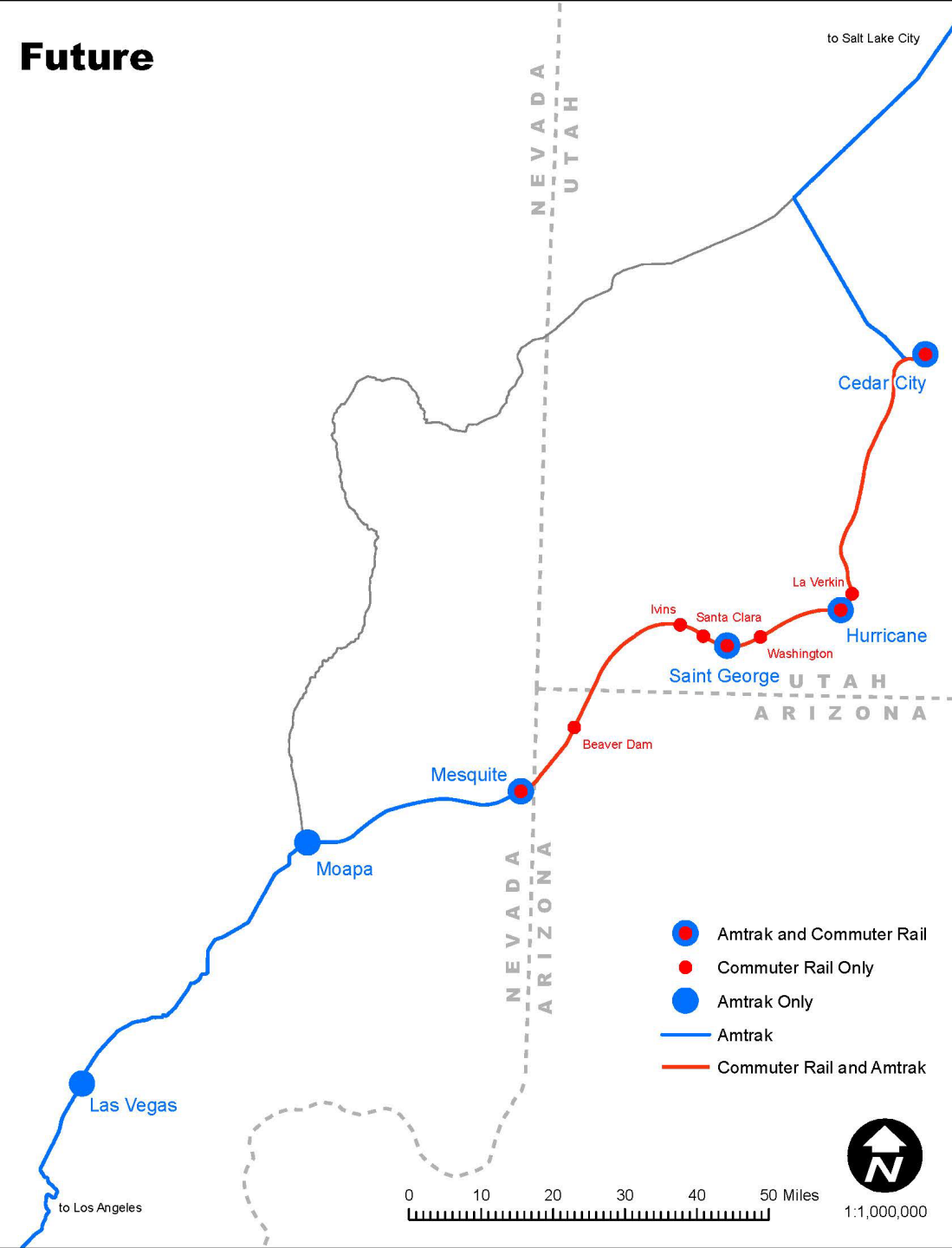
Support of Prior Expressions of Interest

The Utah RPA would like to express its support for the following previously made expressions of interest. The Salt Lake City to Boise to Portland “Pioneer/Intermountain” Corridor: [FRA-2022-0031-0031](#), [FRA-2022-0031-0035](#), and [FRA-2022-0031-0043](#). The Salt Lake City to Las Vegas to Los Angeles “Desert Wind/High Desert” Corridor: [FRA-2022-0031-0019](#), [FRA-2022-0031-0034](#), [FRA-2022-0031-0037](#), and [FRA-2022-0031-0043](#). The Chicago to St. Paul to Fargo to Bismarck to Billings to Missoula to Spokane to Seattle “North Coast Hiawatha” Corridor: [FRA-2022-0031-0035](#), [FRA-2022-0031-0066](#), and [FRA-2022-0031-0067](#). The Pueblo to Colorado Springs to Denver to Boulder to Longmont to Cheyenne “Front Range” Corridor: [FRA-2022-0031-0017](#) and [FRA-2022-0031-0028](#).

Corridors Suggested by Amtrak

The Utah RPA would like to express support for corridors suggested by Amtrak in their July 28, 2022, presentation in Salt Lake City. The following four corridors were suggested and are illustrated in the included maps: Salt Lake City to Las Vegas (the aforementioned “Desert Wind/High Desert” corridor), Salt Lake City to Boise (the aforementioned “Pioneer/Intermountain” Corridor), Salt Lake City to Reno (as a daytime compliment to Amtrak’s existing *California Zephyr*), and Salt Lake City to Denver (as a nighttime compliment to Amtrak’s existing *California Zephyr*). One additional corridor to be considered, which was not suggested by Amtrak is but of a similar nature, is Salt Lake City to Denver via Cheyenne across southern Wyoming.

Future





All Aboard!

Questions