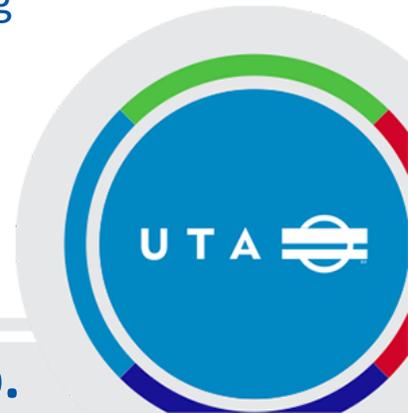


Federal Railroad Administration Corridor Identification and Development Program Update



IIJA Support for New Intercity Passenger Rail Routes

- **Infrastructure Investment and Jobs Act (IIJA)** – On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act, also known as the Bipartisan Infrastructure Law (BIL), to support transportation and infrastructure projects (up to \$102B available)
- **Corridor Identification and Development** – a new Federal Railroad Administration (FRA) program included in the IIJA to identify and prioritize new and enhanced corridor routes in America
- **Federal Grants** – new DOT grants that provide capital, operating, & administrative support
- **Improvements to the state-Amtrak partnerships** – will provide more transparency and predictability for states
 - IIJA is structured to strengthen and expand state-Amtrak partnerships, and the robust funding will allow for unprecedented growth of passenger rail





Intercity Rail provides long distance service

- Connects city centers at least 30 miles apart
- Trains are less frequent but higher capacity
- Competes with air travel

Agenda Item 9.b.

IIJA Funding

[ADVANCE APPROPRIATIONS]

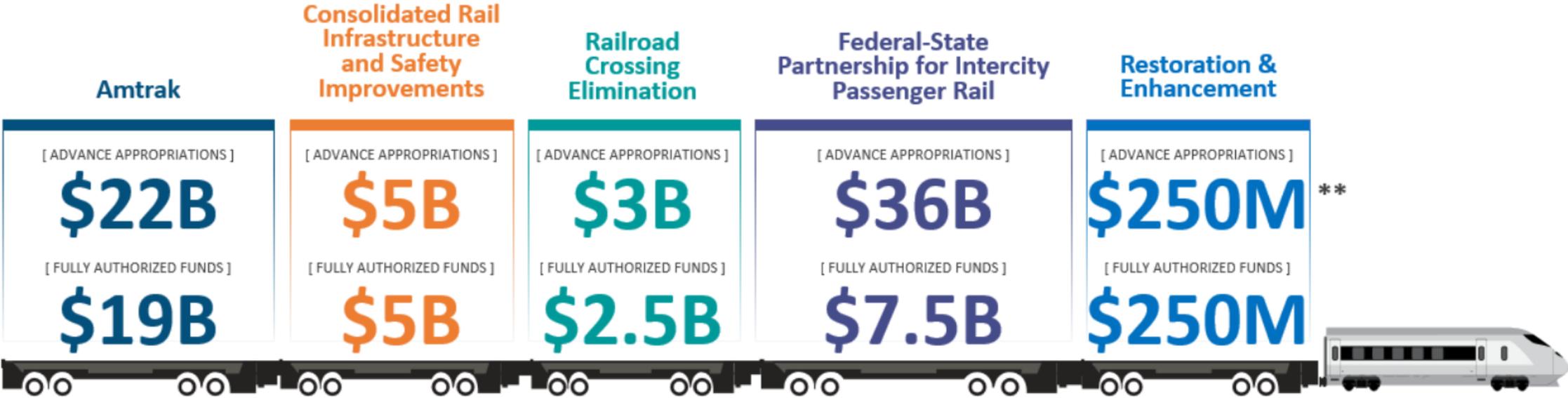
From FY22-FY26

\$66B in total funding

[FULLY AUTHORIZED FUNDS]

From FY22-FY26

\$36B* in total funding



* Authorized funds represent an up to amount that require annual appropriations to set funding levels for each fiscal year.

** \$34.5 billion for grant programs; additional \$1.5 billion is authorized for FRA operations and R&D – not included in this graphic. Grants for Restoration & Enhancement (advance appropriations portion) are funded through “takedowns” from Amtrak NN account; not included in totals to avoid double-counting.

Amtrak 1991

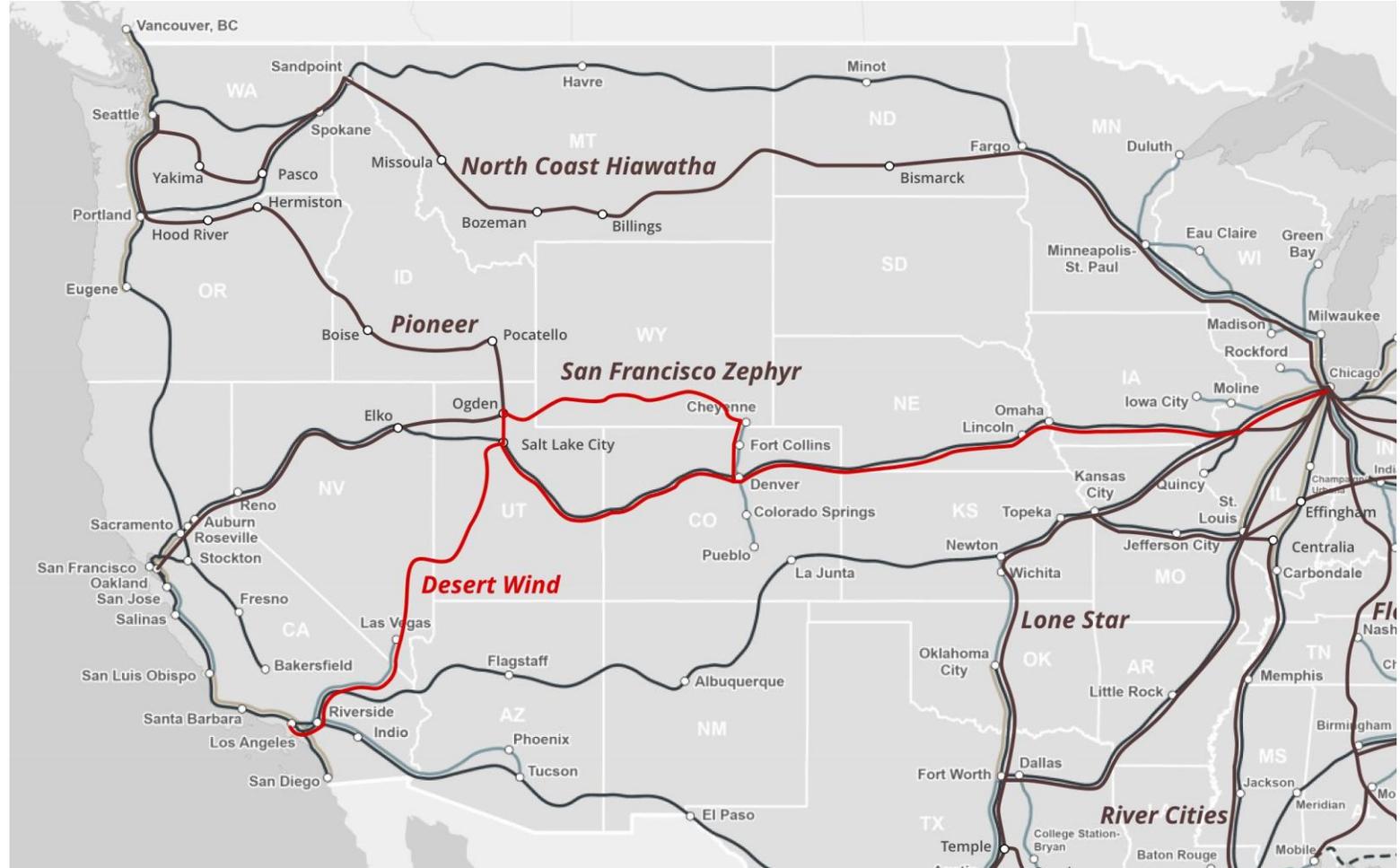


**Amtrak Rail Services
04/1991**

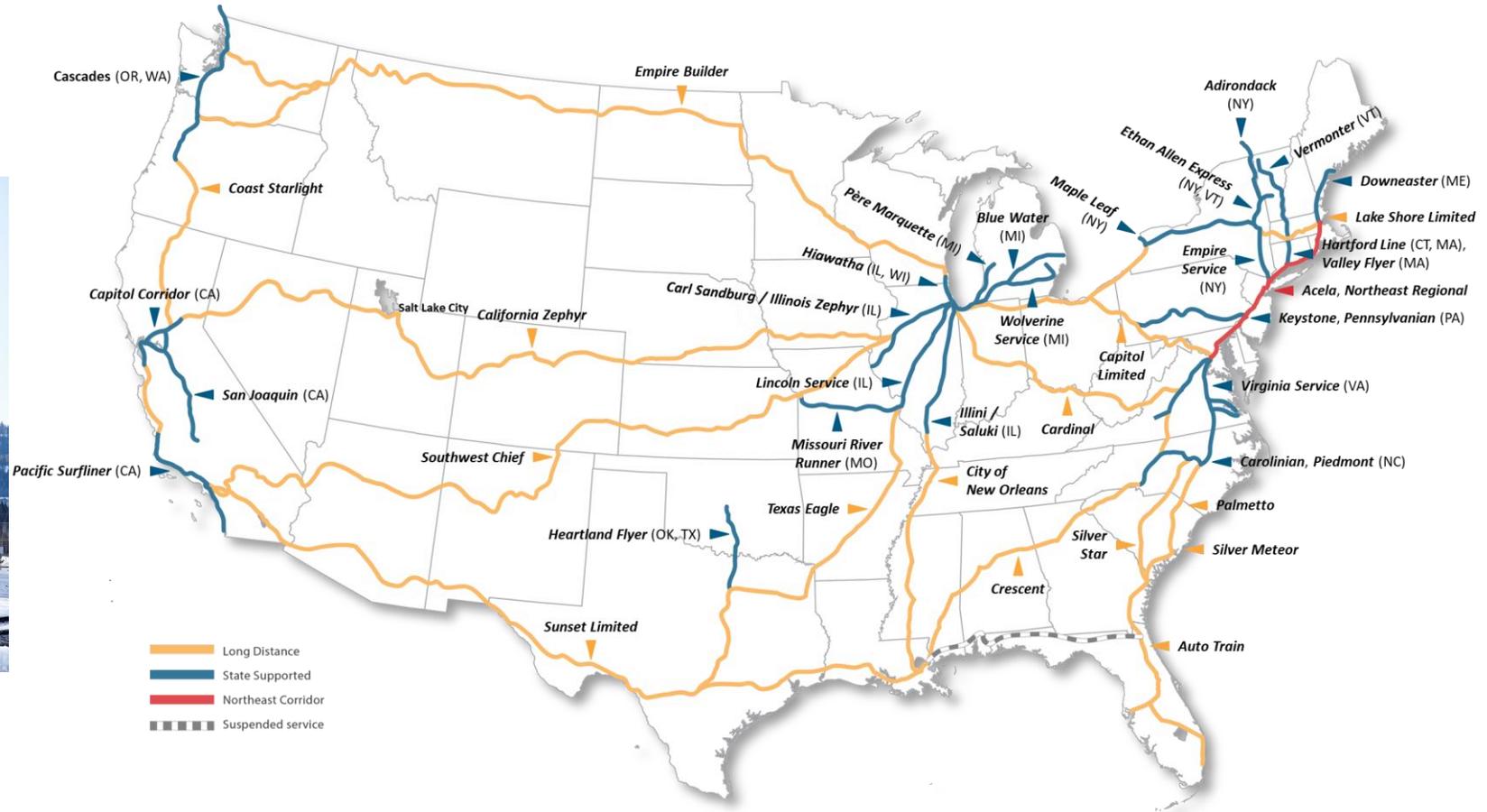
Amtrak
— Multiple services daily
— Daily service
- - - Less than daily service

©Cameron Booth 2017

Desert Wind and Pioneer Routes

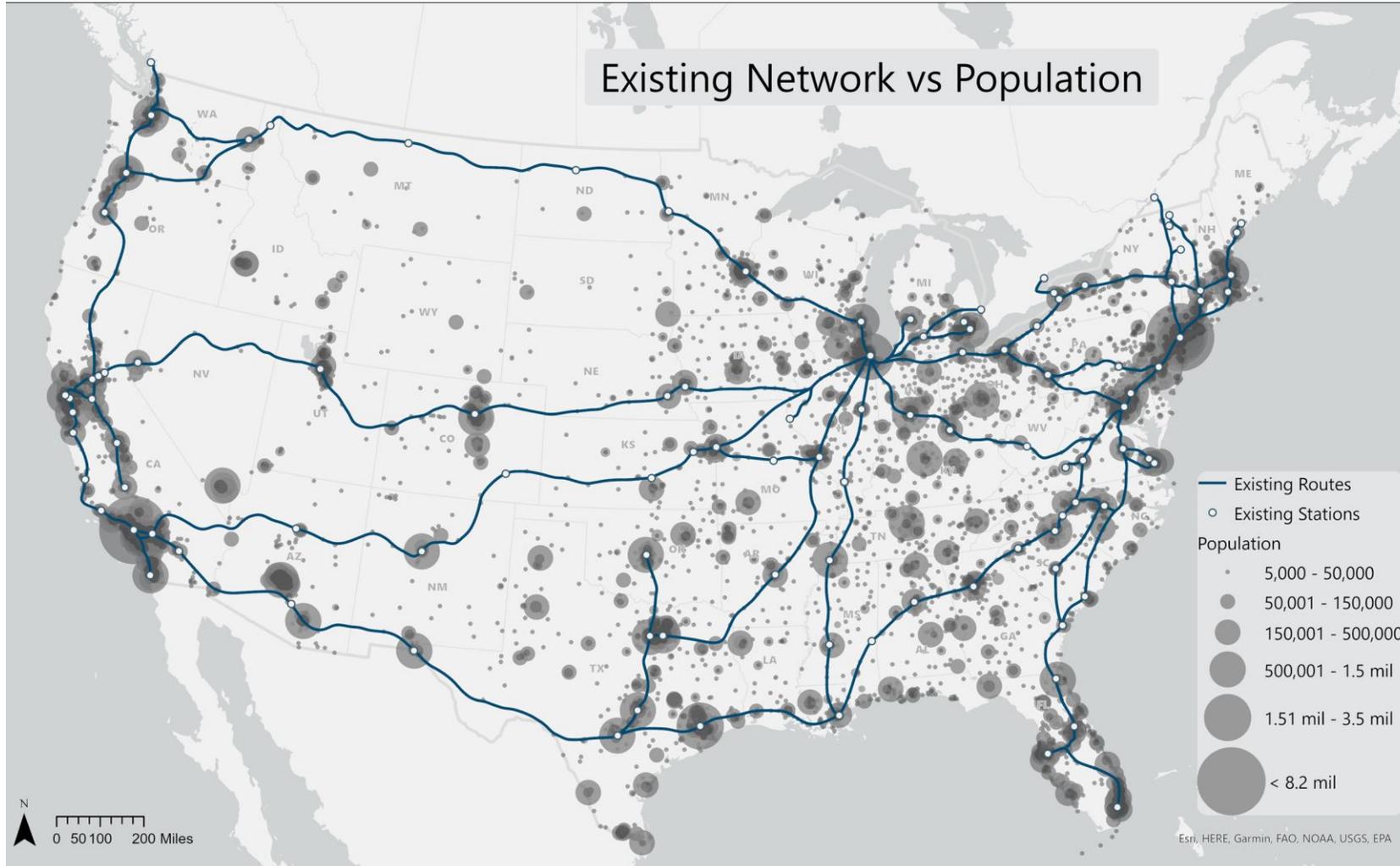


2022 Amtrak System Map



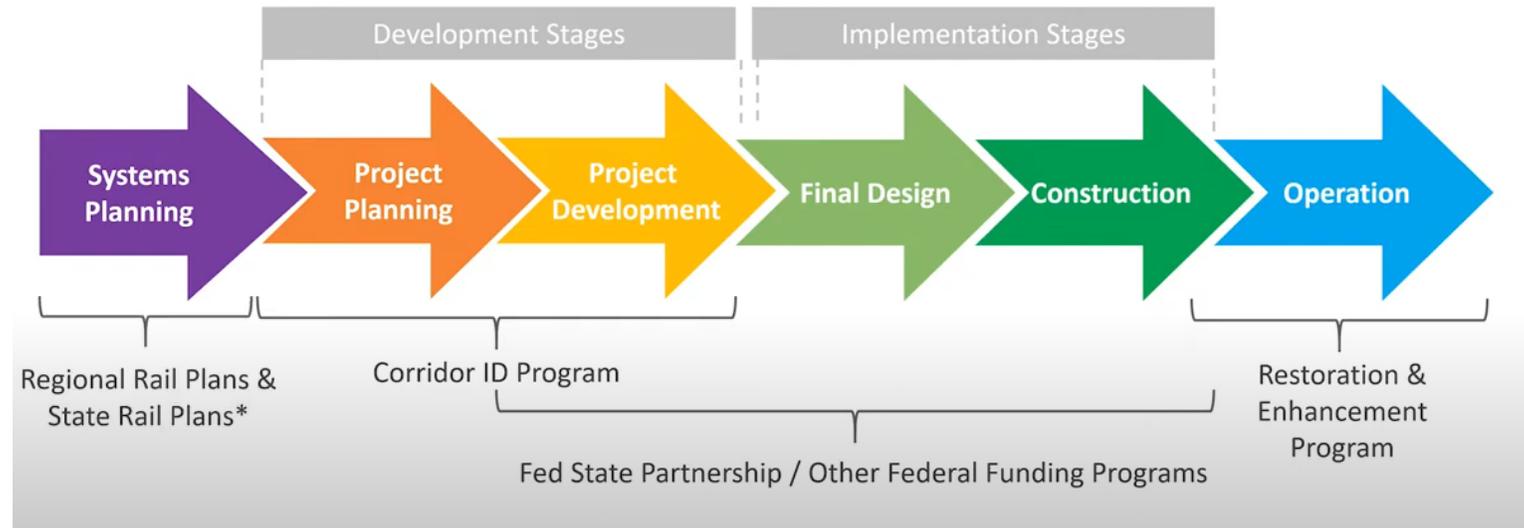
N.B. — If a State-Supported route and Long-Distance route serve the same segment, that segment is shown as State-Supported (blue). If the NEC and either a State-Supported or Long-Distance route serve the same segment, that segment is shown as NEC (red). Termini of Long-Distance routes are given on a later slide.

Existing Network vs. Population



FRA Corridor Identification and Development Program

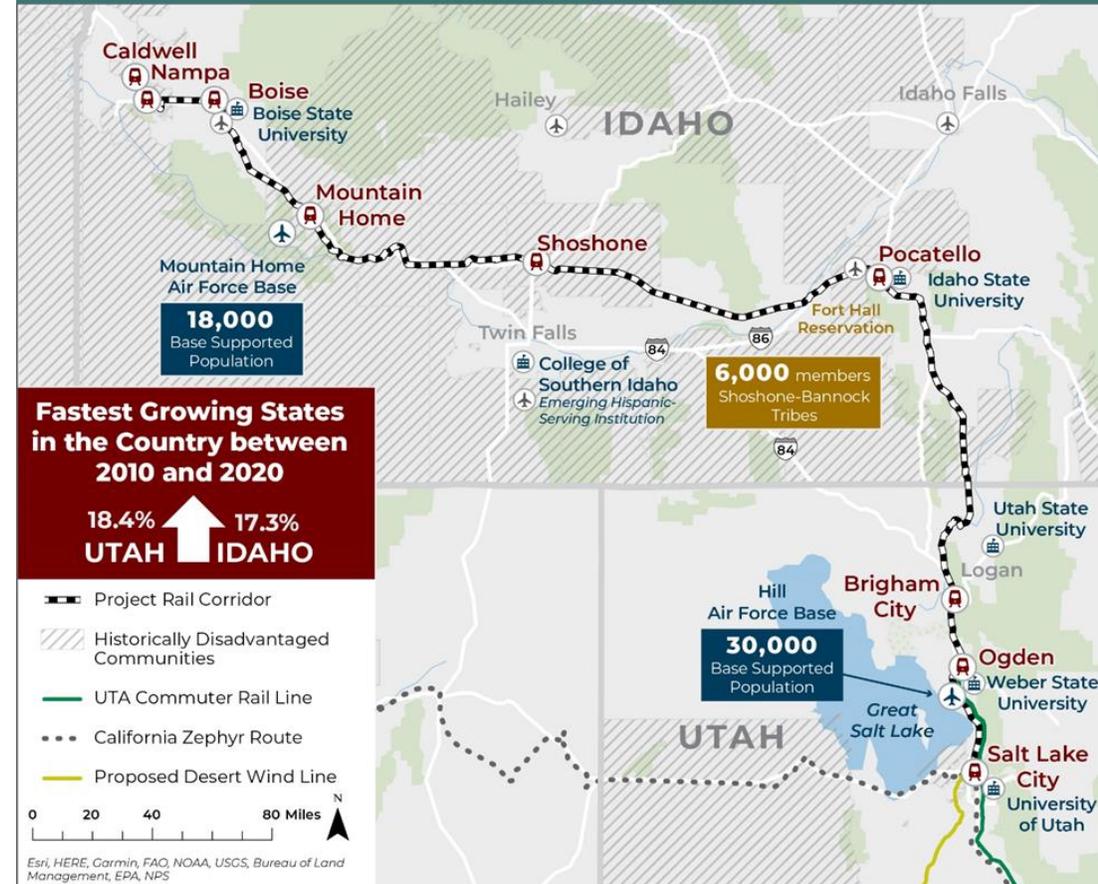
- Corridor ID creates a foundational framework for identifying and developing new or improved intercity passenger rail services



Pioneer Corridor (Boise to SLC)

- This project will restore a key segment of Amtrak's former Pioneer Line between two of the fastest-growing cities in the U.S., located in the two fastest-growing states in the U.S., while serving rural and disadvantaged communities in the Mountain West that currently lack access to the intercity rail network or many other transportation options
- The Idaho Transportation Department, in partnership with the City of Boise, UDOT, and UTA, submitted the application

The Pioneer Corridor Restoration Project: Connecting Boise & Salt Lake City



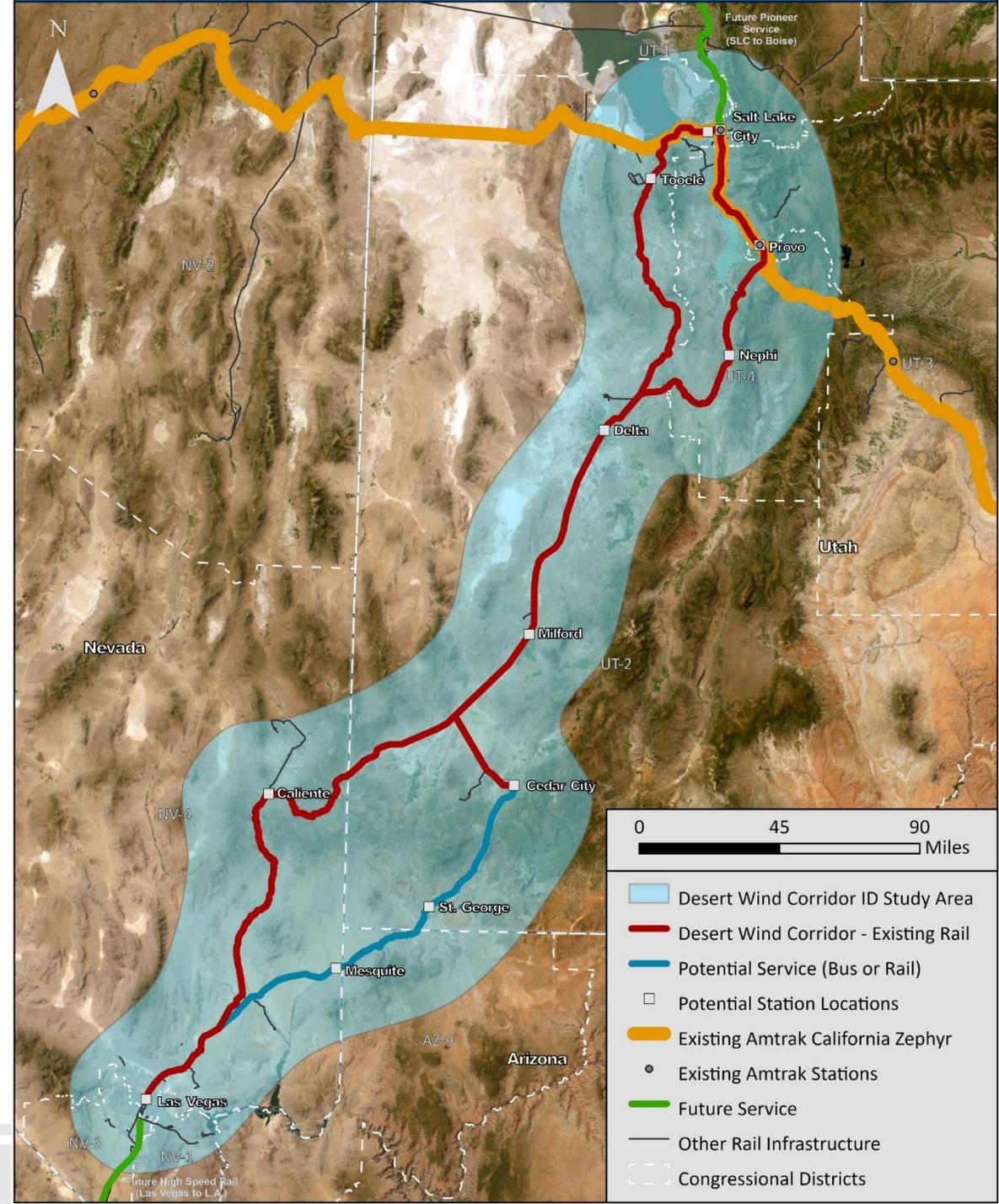
KEY PROJECT BENEFITS		CORRIDOR FACTS	
1	Connecting the Fastest Growing Regions in the US to the Intercity Rail Network	CORRIDOR LENGTH 435 Miles <small>335 in Idaho/100 in Utah</small>	100-MILE CORRIDOR 4,098,504 <small>Total Population</small>
2	Providing Access to Regional Higher Education, Recreation, and Economic Opportunities	TOTAL TRIPS - 2022 2.3+ Million	FIVE MAJOR STATE UNIVERSITIES 100K+ Students
3	Delivering Equitable Rail Service for Rural Communities and Disadvantaged Populations	HISTORICALLY DISADVANTAGED COMMUNITIES 750K Population within the 100 Mile Corridor	
4	Advancing a Collaborative, Committed Partnership		

Desert Wind Corridor (SLC to Las Vegas)

- The proposed Desert Wind (SLC to Las Vegas) service restoration parallels the I-15 corridor between Las Vegas and Salt Lake City
 - This service would connect some of the Nation’s fastest-growing regions in Utah and Nevada
 - The need for multi-modal connections between Las Vegas and Salt Lake City has been highlighted in previous studies
 - Through the Corridor ID program, the proposed service would be evaluated further to refine the alignment, stations, and operational characteristics

- UDOT, in partnership with UTA and the Nevada Department of Transportation, submitted the application

Agenda Item 9.b.



Next Steps

- FRA is anticipated to select projects for inclusion for the Corridor ID program in November
 - Projects advanced forward will begin step 1 of the program
- UTA is working with the project partners to develop a strategy for next steps
- Continued coordination on FRA’s Amtrak Daily Long-Distance Service Study

Project Planning Step 1: SDP Scoping & Program Initiation

Key Activities	<ul style="list-style-type: none"> • Sponsor creates the capacity necessary to undertake the service planning effort • Sponsor develops scope, schedule, and budget for planning effort
Prerequisites	<ul style="list-style-type: none"> • Selection of Corridor
Binding Commitment	Delivery of scope and cost estimate for SDP
Funding	~\$500k “seed money,” 0% match <i>(Unspent funds carry forward)</i>



Questions?

