

28 was reopened to allow Union Pacific to divert trains that come from the south around Grant
29 Tower, leaving that area available for the trains coming from the west coast or Ogden;

30 WHEREAS, the only way for Union Pacific to increase its capacity through Grant
31 Tower is to straighten the curved tracks to move trains through the area more quickly;

32 WHEREAS, reconfiguring the Grant Tower rail curves will be complex and expensive,
33 with rough estimates suggesting that the project will cost \$30 to \$40 million to complete;

34 WHEREAS, the reconfiguration of the Grant Tower rail curves will provide substantial
35 local and regional benefits, including the removal of the 900 South line, faster clearing of city
36 street crossings, reduced rail congestion throughout the metropolitan area, and increased public
37 safety through the elimination of at least 11 public roadway grade crossings;

38 WHEREAS, removal of the 900 South line and donation of the property by Union
39 Pacific to the community, which will enable the creation of a public park by Salt Lake City,
40 will improve the quality of life in an ethnically diverse, low-income neighborhood;

41 WHEREAS, the Grant Tower rail curves project will improve traffic flow on city
42 streets that must cross Union Pacific's tracks, with faster trains clearing the crossings more
43 quickly;

44 WHEREAS, allowing trains to move more quickly through the city will improve the
45 efficiency of the freight rail network, improving air quality and delivery time for local shipping
46 customers;

47 WHEREAS, allowing congestion in the Grant Tower area to continue may cause more
48 freight to be carried by truck rather than train, inflicting a substantial burden on Utah's
49 roadways and increasing shipping costs for numerous Utah businesses;

50 WHEREAS, Salt Lake City, Union Pacific, and the Utah Department of Transportation
51 studied the project in the late 1990's in conjunction with the development of the Gateway
52 project and the consolidation of railroad tracks in the downtown area;

53 WHEREAS, Salt Lake City has recently reached an agreement with Union Pacific to
54 eliminate rail traffic on the 900 South rail line if the city, with the support of Union Pacific, is
55 able to secure funds for the Grant Tower reconfiguration;

56 WHEREAS, Salt Lake City is seeking \$5 million for the Grant Tower reconfiguration
57 project in the fiscal year 2006 United States Department of Transportation Appropriations bill
58 to conduct final engineering and to begin property acquisition;

59 WHEREAS, Union Pacific supports Salt Lake City's request for federal funds;
60 WHEREAS, Union Pacific has committed \$4.5 million in labor and materials toward
61 the project;

62 WHEREAS, additional funds to complete the project will be requested in subsequent
63 years; and

64 WHEREAS, the Utah Department of Transportation and the Wasatch Regional Council
65 support the project:

66 NOW, THEREFORE, BE IT RESOLVED that the Legislature of the state of Utah
67 urges the United States Congress and the members of Utah's congressional delegation to
68 strongly support funding for the reconfiguration of the Grant Tower curves, including \$5
69 million for the project in either the fiscal year 2006 United States Department of Transportation
70 Appropriations bill or the reauthorization of the Transportation Equity Act for the 21st Century
71 (TEA-21).

72 BE IT FURTHER RESOLVED that the Legislature urges Congress to make subsequent
73 appropriations so that the Grant Tower curve reconfiguration project, which will create
74 numerous public benefits, including the permanent removal of trains from the 900 South rail
75 line, can be completed as quickly as possible.

76 BE IT FURTHER RESOLVED that a copy of this resolution be sent to the Senate
77 Majority leader of the United States Senate, the Speaker of the United States House of
78 Representatives, Union Pacific, and the members of Utah's congressional delegation.

Legislative Review Note
as of 2-18-05 10:35 AM

Based on a limited legal review, this legislation has not been determined to have a high probability of being held unconstitutional.

Office of Legislative Research and General Counsel

Fiscal Note
Bill Number SJR012

Resolution Urging Funding

21-Feb-05

1:15 PM

State Impact

Mailing provisions of this resolution can be handled within existing budgets.

Individual and Business Impact

No fiscal impact.

Office of the Legislative Fiscal Analyst