	<b>RESOLUTION URGING</b>	FUNDING
	2005 GENERAL SESS	ION
	STATE OF UTAH	
	Sponsor: Fred J. I	Fife
Mike Dmitrich	Karen Hale	Paula F. Julander
LONG TITLE		
<b>General Description:</b>		
This joint resolut	ion of the Legislature urges Congres	ss to fund the reconfiguration of
the Grant Tower railroad	curves.	
Highlighted Provisions	:	
This resolution:		
<ul> <li>urges that the</li> </ul>	United States Congress and Utah's	congressional delegation pass
funding of the reconfigu	ration of the Grant Tower railroad cu	urves.
Special Clauses:		
None		
Be it resolved by the Leg	islature of the state of Utah:	
WHEREAS, the	Grant Tower railroad curves are loc	ated between the intersections of
North Temple, 500 West	t, 100 South Street, and 700 West in	downtown Salt Lake City;
WHEREAS, it is	through these curves that interstate	freight trains make the directional
change from southbound	to westbound, or from eastbound to	o northbound;
WHEREAS, Uni	on Pacific runs more than 40 trains	each day through the area and has
noted that the curves cau	se significant congestion throughou	t the rail system;
WHEREAS, the	curves are so tight that trains must s	slow to 5-10 miles per hour,
requiring longer trains to	take 40 minutes to move through the	he downtown area;
WHEREAS, due	to increased congestion caused by t	he tight curves, the 900 South line

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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
45 46	efficiency of the freight rail network, improving air quality and delivery time for local shipping customers;
46	customers;
46 47	customers; WHEREAS, allowing congestion in the Grant Tower area to continue may cause more
46 47 48	customers; WHEREAS, allowing congestion in the Grant Tower area to continue may cause more freight to be carried by truck rather than train, inflicting a substantial burden on Utah's
46 47 48 49	customers; WHEREAS, allowing congestion in the Grant Tower area to continue may cause more freight to be carried by truck rather than train, inflicting a substantial burden on Utah's roadways and increasing shipping costs for numerous Utah businesses;
46 47 48 49 50	customers; WHEREAS, allowing congestion in the Grant Tower area to continue may cause more freight to be carried by truck rather than train, inflicting a substantial burden on Utah's roadways and increasing shipping costs for numerous Utah businesses; WHEREAS, Salt Lake City, Union Pacific, and the Utah Department of Transportation
46 47 48 49 50 51	customers; WHEREAS, allowing congestion in the Grant Tower area to continue may cause more freight to be carried by truck rather than train, inflicting a substantial burden on Utah's roadways and increasing shipping costs for numerous Utah businesses; WHEREAS, Salt Lake City, Union Pacific, and the Utah Department of Transportation studied the project in the late 1990's in conjunction with the development of the Gateway
46 47 48 49 50 51 52	customers; WHEREAS, allowing congestion in the Grant Tower area to continue may cause more freight to be carried by truck rather than train, inflicting a substantial burden on Utah's roadways and increasing shipping costs for numerous Utah businesses; WHEREAS, Salt Lake City, Union Pacific, and the Utah Department of Transportation studied the project in the late 1990's in conjunction with the development of the Gateway project and the consolidation of railroad tracks in the downtown area;
46 47 48 49 50 51 52 53	customers; WHEREAS, allowing congestion in the Grant Tower area to continue may cause more freight to be carried by truck rather than train, inflicting a substantial burden on Utah's roadways and increasing shipping costs for numerous Utah businesses; WHEREAS, Salt Lake City, Union Pacific, and the Utah Department of Transportation studied the project in the late 1990's in conjunction with the development of the Gateway project and the consolidation of railroad tracks in the downtown area; WHEREAS, Salt Lake City has recently reached an agreement with Union Pacific to
46 47 48 49 50 51 52 53 54	customers; WHEREAS, allowing congestion in the Grant Tower area to continue may cause more freight to be carried by truck rather than train, inflicting a substantial burden on Utah's roadways and increasing shipping costs for numerous Utah businesses; WHEREAS, Salt Lake City, Union Pacific, and the Utah Department of Transportation studied the project in the late 1990's in conjunction with the development of the Gateway project and the consolidation of railroad tracks in the downtown area; WHEREAS, Salt Lake City has recently reached an agreement with Union Pacific to eliminate rail traffic on the 900 South rail line if the city, with the support of Union Pacific, is
46 47 48 49 50 51 52 53 54 55	customers; WHEREAS, allowing congestion in the Grant Tower area to continue may cause more freight to be carried by truck rather than train, inflicting a substantial burden on Utah's roadways and increasing shipping costs for numerous Utah businesses; WHEREAS, Salt Lake City, Union Pacific, and the Utah Department of Transportation studied the project in the late 1990's in conjunction with the development of the Gateway project and the consolidation of railroad tracks in the downtown area; WHEREAS, Salt Lake City has recently reached an agreement with Union Pacific to eliminate rail traffic on the 900 South rail line if the city, with the support of Union Pacific, is able to secure funds for the Grant Tower reconfiguration;

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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

#### 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