



# UTAH RAIL PASSENGERS

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## ASSOCIATION

### Greater Northwest Rail Summit

October 9, 2024

The Utah Rail Passengers Association works to promote the broader diversity of transportation options for residents of and visitors to Utah by educating citizens and policy makers about available transportation options.

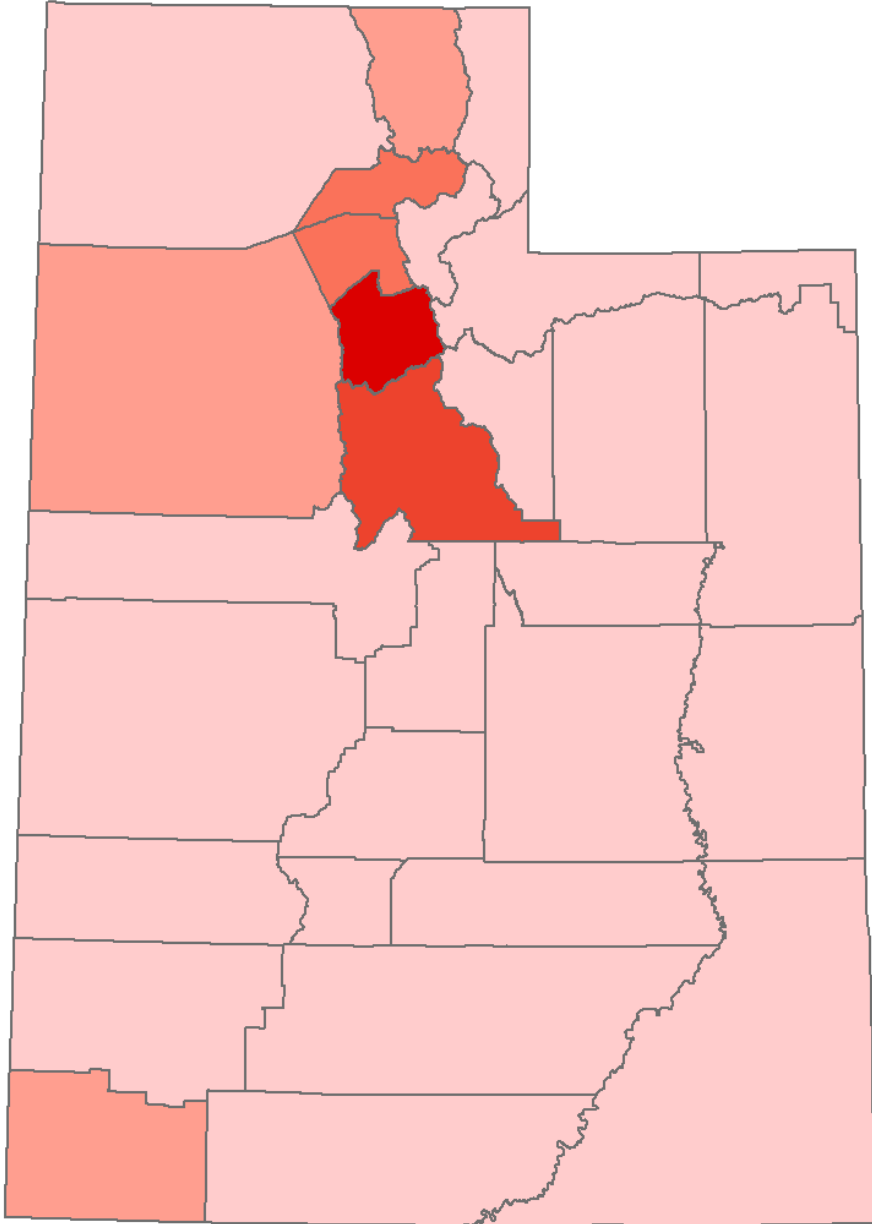


# Utah

- Utah is one of the nation's fastest growing states.
- While the US grew 7.7% between 2010 and 2022, Utah grew 21.8% from 2.8 million to 3.4 million.



# Utah



- 75% of Utah's 3.4 million residents live in just 4 of Utah's 29 counties!
- 36% of Utah's 3.4 million residents live in Salt Lake County alone!
- Having a metropolitan region of 2.5 million gives Utah certain transportation advantages!



# 100+ Destinations

**80+ Miles of Commuter Rail**



**40+ Miles of Light Rail**



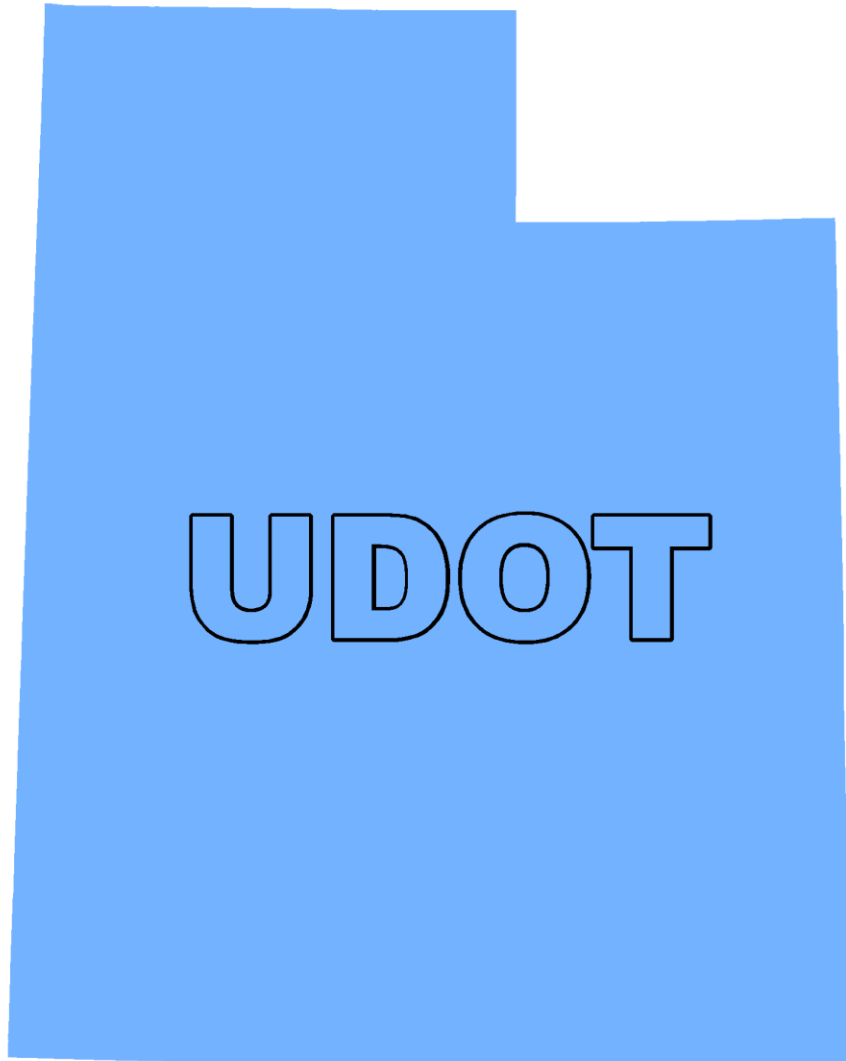
**2 Miles of Streetcar**



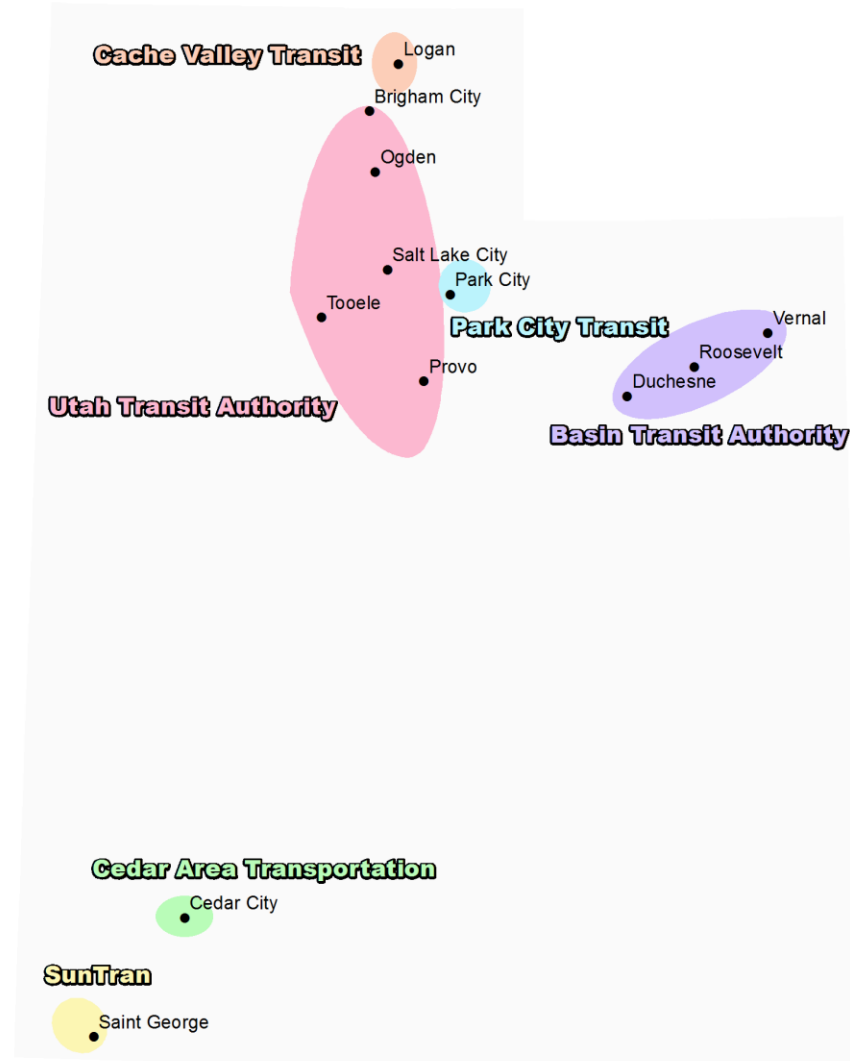
**16 Miles of BRT**



# The Problem



Highways are ubiquitous.



Transit is constrained.

## **The Problem**

Utah lacks the  
**institutional capacity**  
to pursue intercity  
passenger rail.

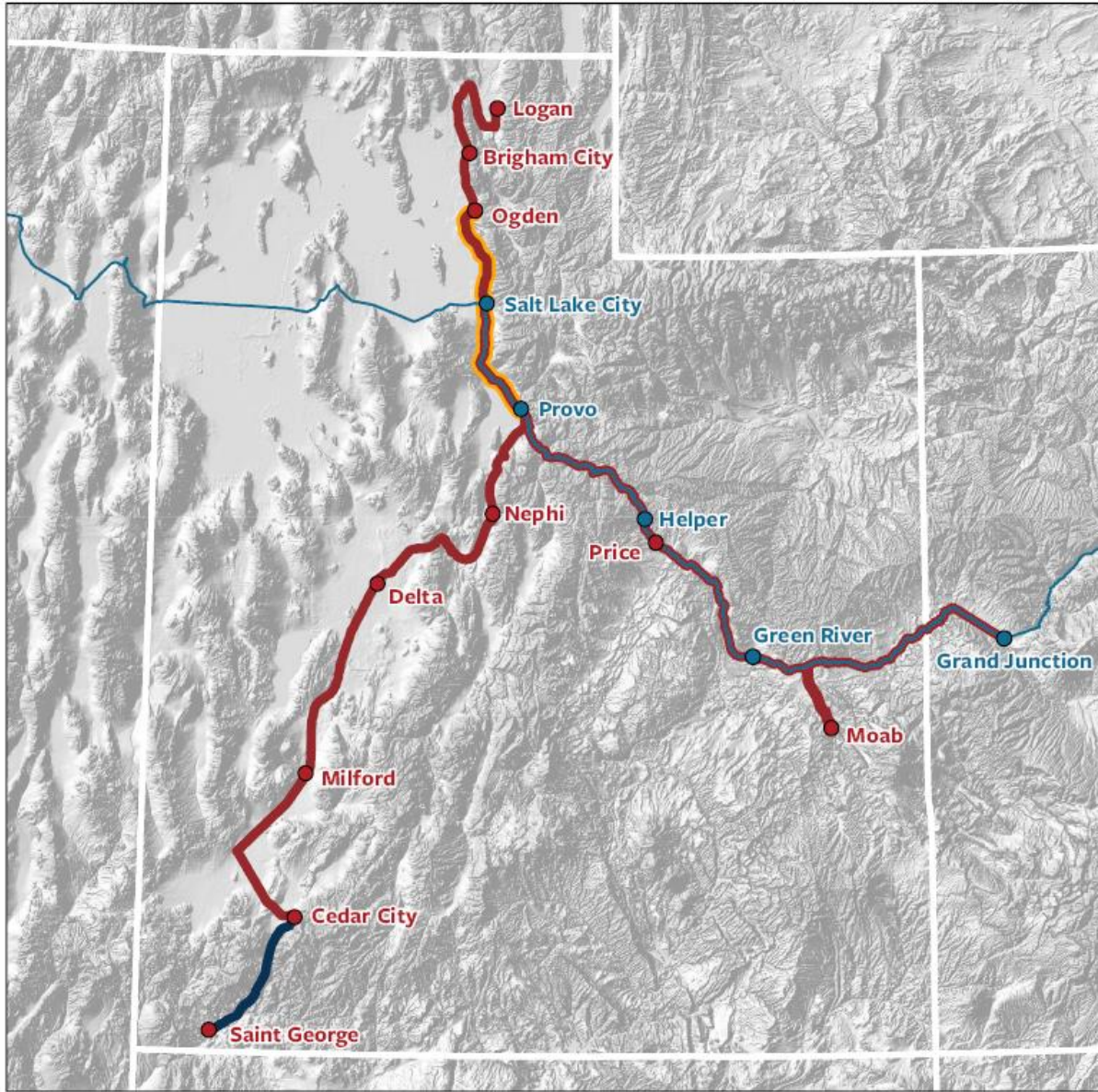




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# LinkUtah Initial Phase Passenger Rail Map



- Proposed Passenger Rail Routes
- Proposed Motor Coach Routes
- Existing Amtrak California Zephyr Route
- Existing Utah Transit Authority FrontRunner Route
- Proposed Stations
- Existing Amtrak Stations



## Conventional Speed

- 79 mph (class 4)
- 125 mph (class 7)

## Saint George!

- Washington County is one of the most populated counties to lack rail!

# Illustrative Utah Rail Map

## Important Disclaimer

The following SLC routes are meant to be illustrative only. Amtrak has not done in-depth route analysis to determine feasibility, nor to confirm the routes' characteristics.

Amtrak is not recommending these routes but is simply providing high-level examples of what could be possible if the state or other eligible applicants want to pursue further studies and/or submit an Expression of Interest to the FRA.





# The Pioneer Corridor Restoration Project

## Connecting Boise & Salt Lake City

Lead Applicant: Idaho Transportation Department



Federal Railroad Administration

## FY22 Corridor Identification and Development Program

Application for Step 1 Activities

March 2023

## Desert Wind (Salt Lake City to Las Vegas) Service Restoration

### Federal Railroad Administration Corridor Identification and Development Program

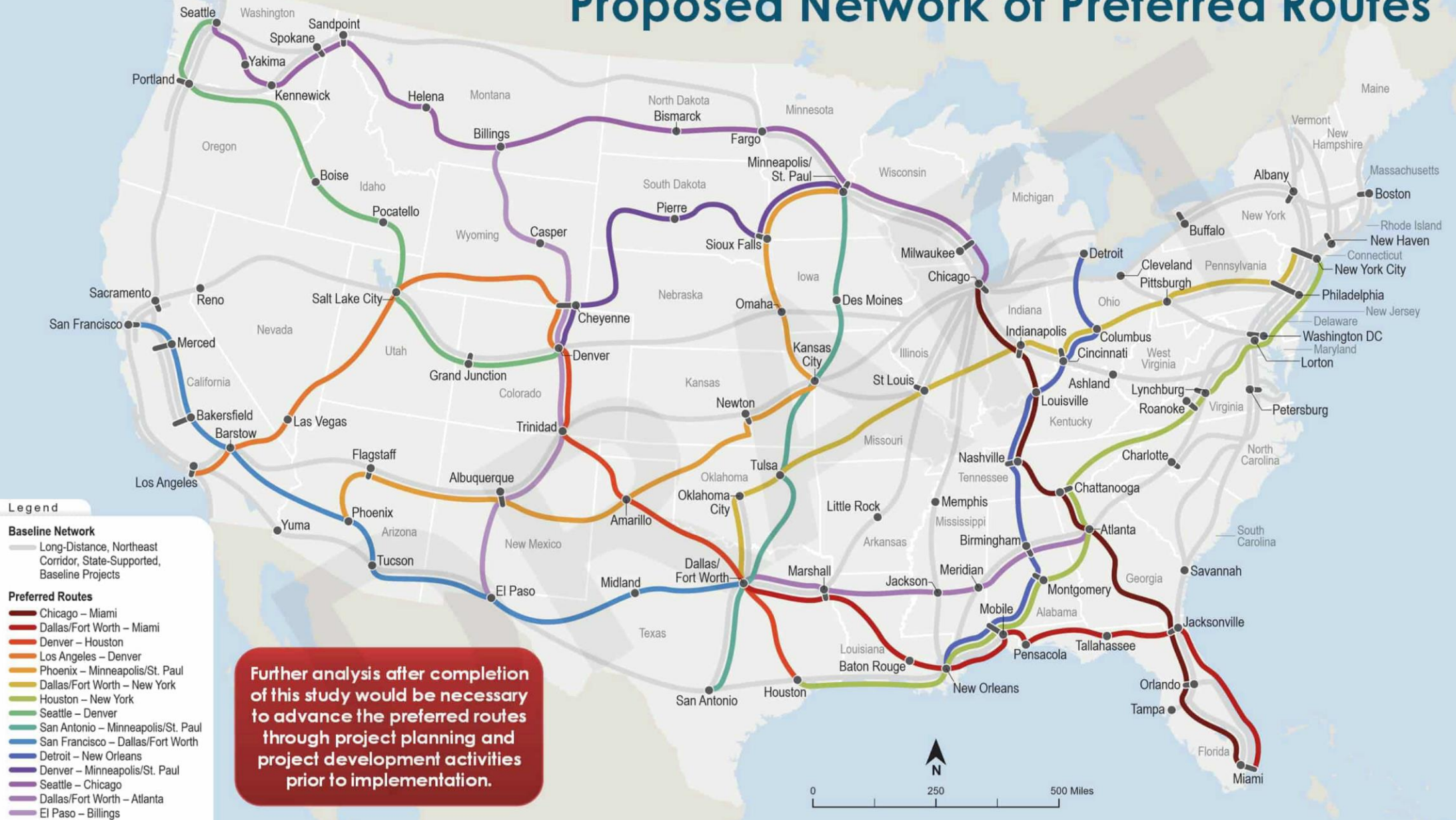
March 27, 2023



Wikimedia Commons



# Proposed Network of Preferred Routes



**Legend**

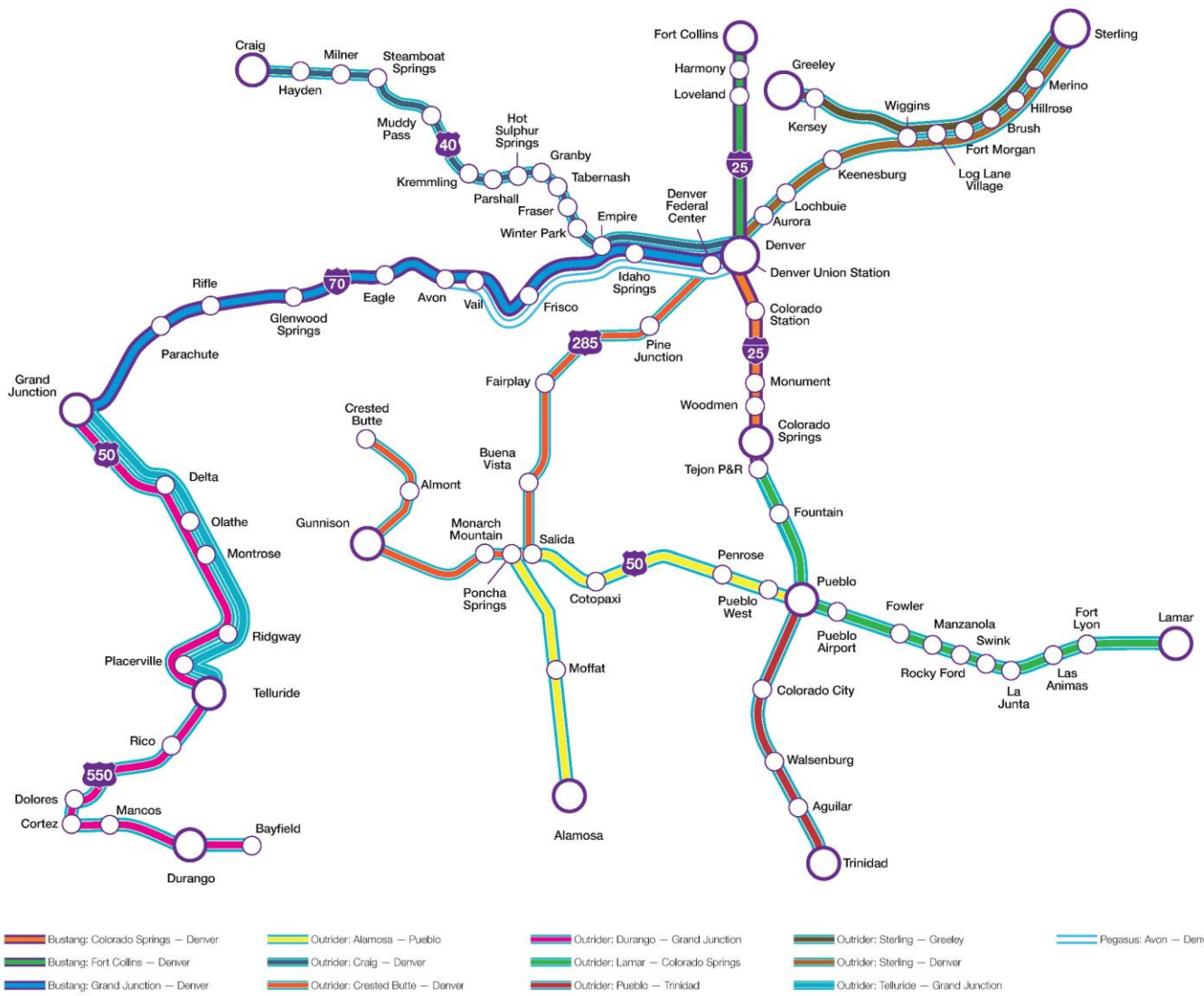
**Baseline Network**

— Long-Distance, Northeast Corridor, State-Supported, Baseline Projects

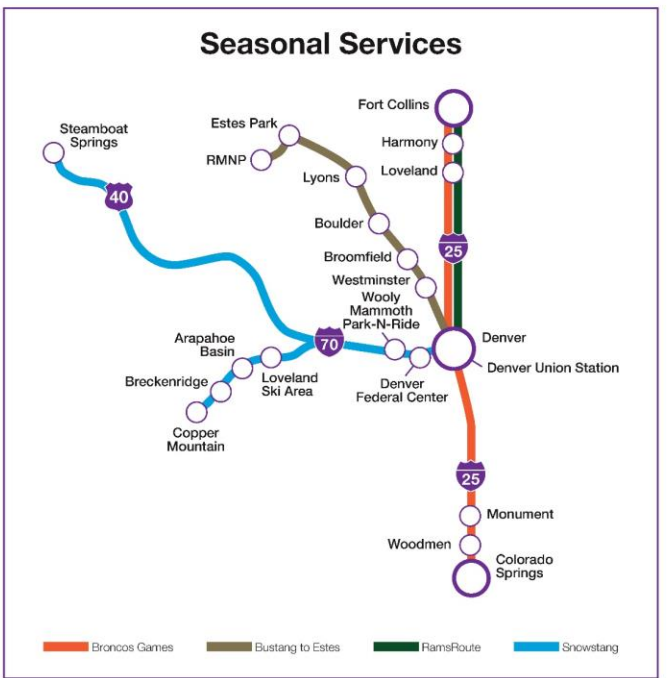
**Preferred Routes**

- Chicago – Miami
- Dallas/Fort Worth – Miami
- Denver – Houston
- Los Angeles – Denver
- Phoenix – Minneapolis/St. Paul
- Dallas/Fort Worth – New York
- Houston – New York
- Seattle – Denver
- San Antonio – Minneapolis/St. Paul
- San Francisco – Dallas/Fort Worth
- Detroit – New Orleans
- Denver – Minneapolis/St. Paul
- Seattle – Chicago
- Dallas/Fort Worth – Atlanta
- El Paso – Billings

Further analysis after completion of this study would be necessary to advance the preferred routes through project planning and project development activities prior to implementation.



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- Bustang: Colorado Springs – Denver  
 Outrider: Alamosa – Pueblo  
 Outrider: Durango – Grand Junction  
 Outrider: Sterling – Greeley  
 Pegasus: Avon – Denver  
 Bustang: Fort Collins – Denver  
 Outrider: Craig – Denver  
 Outrider: Lamar – Colorado Springs  
 Outrider: Sterling – Denver  
 Outrider: Telluride – Grand Junction  
 Bustang: Grand Junction – Denver  
 Outrider: Crested Butte – Denver  
 Outrider: Pueblo – Trinidad  
 Outrider: Telluride – Grand Junction





- CDOT's own travel demand model fails to predict the actual ridership of its own Bustang system!
- CDOT's own travel demand model fails to predict the actual intrastate ridership of Amtrak's *California Zephyr* within Colorado!
- Conclusion: Many state DOTs do not have adequate tools for assessing the demand for rural and intercity transit and will likely fail to recognize the need for it.



# UTAH RAIL SUMMIT

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2025







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