

**Appendix B**  
**Letters of Support**

MICHAEL S. LEE  
UTAH

ALLYSON BELL  
CHIEF OF STAFF

United States Senate  
WASHINGTON, DC 20510-4404

COMMITTEES:  
JUDICIARY  
ENERGY AND  
NATURAL RESOURCES  
COMMERCE, SCIENCE,  
AND TRANSPORTATION  
JOINT ECONOMIC  
COMMITTEE

June 12, 2020

Mr. Carlton Christensen  
Chair of The Board of Trustees  
Utah Transit Authority  
669 West 200 South  
Salt Lake City, Utah 84101

RE: Utah Transit Authority CRISI Competitive Grant Application

Dear Mr. Christensen:

Thank you for notifying me of the Utah Transit Authority's (UTA) intention to apply for a Federal Railroad Administration (FRA) Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program competitive grant.

I have been informed that this grant would be used to build approximately 7,400 linear feet of new railroad tracks connecting the Sharp and Tintic Railroad corridors within the cities of Springville and Spanish Fork, Utah. It is also my understanding that the purpose of this connection is to improve local community accessibility to public transit as well as re-route Union Pacific freight trains to bypass residential areas and eliminate highway rail crossings.

I commend UTA's efforts to provide Utahns with a safe, reliable, and efficient transit system, as well as improve access for commercial rail opportunities.

It is a pleasure and honor to serve you and the people of Utah in the United States Senate. Please let me know if I can be of further assistance.

Sincerely,



Michael S. Lee  
United States Senator

ROB BISHOP  
1ST DISTRICT, UTAH  
  
123 CANNON HOUSE OFFICE BUILDING  
WASHINGTON, DC 20515  
(202) 225-0453  
  
324 25TH STREET  
SUITE 1017  
OGDEN, UT 84401  
(801) 625-0107  
  
6 NORTH MAIN STREET  
BRIGHAM CITY, UT 84302  
(435) 734-2270



Congress of the United States  
House of Representatives  
Washington, DC 20515-4401

COMMITTEE ON  
NATURAL RESOURCES  
RANKING MEMBER  
  
COMMITTEE ON  
ARMED SERVICES  
  
CONGRESSIONAL WESTERN CAUCUS  
CHAIRMAN EMERITUS

June 9, 2020

The Honorable Ronald Batory  
Administrator  
Federal Railroad Administration  
U.S. Department of Transportation  
1200 New Jersey Avenue SE  
Washington, D.C. 20590

Dear Administrator Batory,

I am writing today regarding Utah Transit Authority's (UTA) Federal Railroad Administration (FRA) Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program competitive grant application.

UTA, in collaboration with the Utah Department of Transportation, the cities of Springville and Spanish Fork, Utah, Union Pacific, and the Mountainland Association of Governments, is seeking a \$3.8 million CRISI grant in order to build approximately 7,400 linear feet of new railroad tracks between existing railroad corridors within the cities of Springville and Spanish Fork, Utah. This new connection will facilitate transit improvements by allowing for the future expansion of the UTA Frontrunner and for the ability to re-route Union Pacific freight trains away from residential areas, leading to more pedestrian-friendly communities with less traffic.

On behalf of the residents of Utah, I encourage and appreciate your full and fair consideration of this grant application. Should you have any questions, please feel free to contact Paul Johnson at [Paul.Johnson@mail.house.gov](mailto:Paul.Johnson@mail.house.gov) in my Washington office.

Sincerely,

Rob Bishop  
Member of Congress

**Congress of the United States**  
**Washington, DC 20515**

June 8, 2020

The Honorable Ronald Batory  
Administrator  
Federal Railroad Administration  
U.S. Department of Transportation  
1200 New Jersey Avenue SE  
Washington, D.C. 20590

Dear Administrator Batory:

I am writing today to urge your full and fair consideration of the Utah Transit Authority (UTA) Federal Railroad Administration (FRA) Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program competitive grant application.

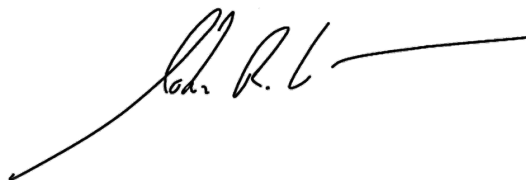
UTA, in partnership with the Utah Department of Transportation (UDOT), the cities of Springville and Spanish Fork, Utah, Union Pacific, and the Mountainland Association of Governments, are seeking a \$3.8 million CRISI grant for the Sharp-Tintic Railroad Connection Project. This project would build approximately 7,400 linear feet of new railroad tracks connecting the Sharp and Tintic Railroad corridors within the cities of Springville and Spanish Fork, Utah. This connection will enable key public transit objectives while improving local community accessibility and safety.

Additionally, this project will re-route Union Pacific freight trains to bypass residential areas and eliminate highway rail crossings. It will also provide a safer walking route for children to a local elementary school and reduce the amount of necessary bus routes.

Also, very importantly, this project will provide a route for future expansion of the UTA FrontRunner commuter rail to southern Utah County. UTA's FrontRunner commuter rail is the transit backbone for the Wasatch Front. It currently connects Ogden, Salt Lake City, and Provo, but as Utah County continues to be one of fastest growing communities in the U.S., the FrontRunner needs to eventually grow into southern Utah County to help meet the travel demand on Utah's Interstate-15 corridor.

On behalf of the residents of Utah's Third Congressional District, I appreciate your full and fair consideration of this grant application. Should you have any questions, please feel free to contact Jake Bornstein at [Jake.Bornstein@mail.house.gov](mailto:Jake.Bornstein@mail.house.gov) in my Washington Office.

Sincerely,

A handwritten signature in black ink, appearing to read "John R. Curtis", followed by a long horizontal line extending to the right.

John Curtis  
Member of Congress

**Ben McAdams**

Utah's 4th District,

**Washington Office**

130 Cannon House Office Building  
Washington, DC 20515  
(202) 225-3011

**Utah District Office**

9067 S. 1300 West, Suite #101  
West Jordan, UT 84088  
(801) 999-9801



**Congress of the United States**  
**House of Representatives**  
Washington, DC 20515

Committee On Financial Services  
Committee on Science, Space, and  
Technology

June 9, 2020

The Honorable Ronald Batory  
Administrator  
Federal Railroad Administration  
U.S. Department of Transportation  
1200 New Jersey Avenue SE  
Washington, DC 20590

RE: Letter of Support for the Utah Transit Authority CRISI Competitive Grant Application

Dear Administrator Batory:

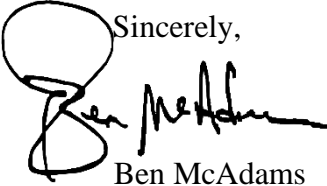
I am writing today to express my support for the Utah Transit Authority (UTA) Federal Railroad Administration (FRA) Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program competitive grant application.

UTA, in partnership with the Utah Department of Transportation (UDOT), the cities of Springville and Spanish Fork, Utah, Union Pacific, and the Mountainland Association of Governments, is seeking a \$3.8 million CRISI grant for the Sharp-Tintic Railroad Connection Project. This project will build approximately 7,400 linear feet of new railroad tracks connecting the Sharp and Tintic Railroad corridors within the cities of Springville and Spanish Fork, Utah. This connection will enable key public transit objectives while improving local community accessibility and safety.

Additionally, this project will re-route Union Pacific freight trains to bypass residential areas and eliminate highway rail crossings. It will provide a safer walking route for children to a local elementary school and reduce bus routes.

Also, very importantly, this project will provide a route for future expansion of the UTA FrontRunner commuter rail to southern Utah County. UTA's FrontRunner commuter rail is the transit backbone for the Wasatch Front. It currently connects Ogden, Salt Lake City, and Provo, but as Utah County continues to be one of fastest growing communities in the U.S., FrontRunner needs to eventually grow into southern Utah County to help meet the travel demand on Utah's Interstate-15 corridor.

On behalf of the residents of Utah, I encourage and appreciate your full and fair consideration of this grant application. Should you have any questions, please feel free to contact Brennen Cain at [Brennen.Cain@mail.house.gov](mailto:Brennen.Cain@mail.house.gov) in my Washington Office.

Sincerely,  
  
Ben McAdams  
Member of Congress



DISTRICT OFFICES

420 EAST SOUTH TEMPLE STREET, #390  
SALT LAKE CITY, UT 84111  
(801) 364-5550

253 WEST ST. GEORGE BOULEVARD, #100  
ST. GEORGE, UT 84770  
(435) 627-1500



Congress of the United States

House of Representatives

Washington, DC 20515-1402

June 9, 2020

CHRIS STEWART  
2ND DISTRICT, UTAH

PERMANENT SELECT COMMITTEE ON  
INTELLIGENCE

RANKING MEMBER  
STRATEGIC TECHNOLOGIES AND ADVANCED  
RESEARCH SUBCOMMITTEE

COMMITTEE ON  
APPROPRIATIONS

SUBCOMMITTEE ON  
INTERIOR, ENVIRONMENT, AND RELATED AGENCIES

SUBCOMMITTEE ON  
FINANCIAL SERVICES AND GENERAL GOVERNMENT

COMMITTEE ON  
THE BUDGET

The Honorable Ronald Batory  
Federal Railroad Administration  
U.S. Department of Transportation  
1200 New Jersey Avenue SE  
Washington, DC 20590

Dear Administrator Batory:

I am writing today to express my support for the Utah Transit Authority (UTA) Federal Railroad Administration (FRA) Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program competitive grant application.

UTA, in partnership with the Utah Department of Transportation (UDOT), the cities of Springville and Spanish Fork, Utah, Union Pacific, and the Mountainland Association of Governments, is seeking a \$3.8 million CRISI grant for the Sharp-Tintic Railroad Connection Project. This project will build approximately 7,400 linear feet of new railroad tracks connecting the Sharp and Tintic Railroad corridors within the cities of Springville and Spanish Fork, Utah. This connection will enable key public transit objectives while improving local community accessibility and safety.

Additionally, this project will re-route Union Pacific freight trains to bypass residential areas and eliminate highway rail crossings. It will provide a safer walking route for children to a local elementary school and reduce bus routes.

Also, this project will provide a route for future expansion of the UTA FrontRunner commuter rail to southern Utah County. UTA's FrontRunner commuter rail is the transit backbone for the Wasatch Front. It currently connects Ogden, Salt Lake City, and Provo, but as Utah County continues to be one of fastest growing communities in the U.S., FrontRunner needs to eventually grow into southern Utah County to help meet the travel demand on Utah's Interstate-15 corridor.

On behalf of the residents of Utah, I encourage and appreciate your full and fair consideration of this important grant application. Should you have any questions, please feel free to contact Mark Coffield at [Mark.Coffield@mail.house.gov](mailto:Mark.Coffield@mail.house.gov) in my Washington Office.

Sincerely,

  
Chris Stewart



# STATE OF UTAH

GARY R. HERBERT  
GOVERNOR

OFFICE OF THE GOVERNOR  
SALT LAKE CITY, UTAH  
84114-2220

SPENCER J. COX  
LIEUTENANT GOVERNOR

June 19, 2020

The Honorable Elaine Chao  
Office of the Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington, D.C. 20590

Re: Letter of Support for UTA's FY 20 Federal Railroad Administration (FRA) Consolidated Rail Infrastructure and Safety Improvements (CRISI) Sharp-Tintic Railroad Connection Project Application

Dear Secretary Chao,

I am writing today to express support for the Utah Transit Authority's Sharp-Tintic Railroad Connection Project.

Utah has one of the most diverse and fastest growing economies in the country. This translates to an economic environment that has long-term stability and sustainability. The funds being requested with this grant request will provide important infrastructure for the local community and the surrounding economy.

By constructing a new connector railroad line between the Sharp Subdivision line and the Tintic Industrial Lead Line in Springville City and Spanish Fork; the Sharp-Tintic Railroad Connection Project will provide increased safety through the elimination of highway-rail crossings, access for future trails, a safer walking route for children to a local elementary school and future expansion of the UTA FrontRunner to southern Utah County creating greater access. As the region continues to grow, FrontRunner will need to grow to help meet the travel demand on the I-15 corridor.

The Utah Transit Authority is partnering on this project with the Utah Department of Transportation, Union Pacific Railroad, Mountainland Association of Governments, Spanish Fork and Springville City in this endeavor to enable key public transit objectives while improving local community accessibility and safety.

On behalf of the residents of Utah, I encourage and appreciate your full and fair consideration of this important grant application.

Sincerely,

Gary R. Herbert  
Governor





State of Utah

GARY R. HERBERT  
*Governor*

SPENCER J. COX  
*Lieutenant Governor*

## DEPARTMENT OF TRANSPORTATION

CARLOS M. BRACERAS, P.E.  
*Executive Director*

JASON E. DAVIS, P.E.  
*Deputy Director of Engineering and Operations*

TERIANNE S. NEWELL, P.E.  
*Deputy Director of Planning and Investment*

June 9, 2020

The Honorable Elaine L. Chao, Secretary  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Secretary Chao:

SUBJECT: Letter of Support for UTA's FY 20 Federal Railroad Administration  
(FRA) Consolidated Rail Infrastructure and Safety Improvements (CRISI)  
Sharp-Tintic Railroad Connection Project Application

As Executive Director of the Utah Department of Transportation (UDOT), I would like to give my support for the Utah Transit Authority's (UTA) Sharp-Tintic Railroad Connection project for FY 2020 FRA CRISI funding.

The funds from this award represent the critical funding necessary to complement the local and state resources that have been dedicated to the Sharp-Tintic project.

UDOT supports integrated transportation options for all Utahns. Our vision at UDOT is simple and straightforward: Keep Utah Moving. That includes improving our roads, public transit, freight, public trails, and safe routes to school. Public transit provides reliable and convenient service which strengthens and connects communities.

By constructing a new connector railroad line between the Sharp Subdivision line and the Tintic Industrial Lead Line in Springville City and Spanish Fork; the Sharp-Tintic Railroad Connection Project will provide increased safety through the elimination of highway-rail crossings, access for future trails, and a safer walking route for children to a local elementary school. It will also facilitate future expansion of the UTA FrontRunner commuter rail to southern Utah County to help meet the travel demand on the I-15 corridor.

The Utah Department of Transportation joins project partners, UTA, Union Pacific Railroad, Mountainland Association of Governments, Spanish Fork and Springville City in this endeavor to enable key public transit objectives while improving local community accessibility and safety.

Secretary Elaine L. Chao

Page 2

June 9, 2020

The project represents an important milestone in this crucial process of improving the nation's transportation infrastructure and thus promoting a high quality of life.

We appreciate this opportunity to endorse the Utah Transit Authority's Sharp-Tintic Railroad Connection project.

Sincerely,

A handwritten signature in black ink, appearing to read 'Carlos M. Braceras', with a stylized flourish extending to the right.

Carlos M. Braceras, P.E.  
Executive Director

CMB/dej



June 8, 2020

Carolyn M. Gonot  
Executive Director  
Utah Transit Authority  
669 West 200 South  
Salt Lake City, UT 84101

Re: Letter of Support for UTA's FY 20 Federal Railroad Administration (FRA) Consolidated Rail Infrastructure and Safety Improvements (CRISI) Sharp-Tintic Railroad Connection Project Application

Dear Ms. Gonot,

As the Planning Director of the Mountainland Association of Governments (MAG) and Associated Metropolitan Planning Organization (MPO), I would like to offer our endorsement of the Utah Transit Authority's (UTA) 2020 FRA CRISI proposal. The funds from this award request will fund the construction of a new connector railroad line between the Sharp and Tintic lines in Springville City and Spanish Fork. This award would leverage the existing state and local government funding already allocated to this Sharp-Tintic project.

MAG serves the governments and citizens of Summit, Utah and Wasatch Counties and has the task of planning for the urban Utah County regional transportation needs. MAG has a strong history of working together with stakeholders and accomplishing results. Part of MAG's focus is to support the increase of accessibility and mobility of people and freight. Growth in Utah County is robust, rising by 40% in each of the last two decades. The state and county have invested nearly \$4 billion in highway and rail projects, making a significant impact towards easing congestion and creating better connectivity. This Sharp-Tintic project is part of our Regional Transportation Plan, TransPlan 50, and is crucial to future growth.

Progress has been made toward the region's ongoing strategy of offering more transportation choices for our communities. MAG joins project partners, UTA, Utah Department of Transportation, Union Pacific Railroad, Spanish Fork and Springville City in this endeavor to enable key public transit objectives while improving local community connectivity, accessibility and safety.

If you have any questions or concerns, please call me at any time (801)824-1066

Sincerely,

Shawn Seager, Planning Director



## Utah County Commission

Tanner Ainge  
Nathan Ivie  
Bill Lee

51 S University Ave.  
Suite 320  
Provo, UT 84601

801-851-8100  
[www.utahcounty.gov](http://www.utahcounty.gov)

June 19, 2020

Carolyn M. Gonot  
Executive Director  
Utah Transit Authority  
669 West 200 South  
Salt Lake City, UT 84101

Re: Letter of Support for UTA's FY 20 Federal Railroad Administration (FRA) Consolidated Rail Infrastructure and Safety Improvements (CRISI) Sharp-Tintic Railroad Connection Project Application

Dear Ms. Gonot,

Utah County is in support of Utah Transit Authority's (UTA) Sharp-Tintic Railroad Connection application for the FY 2020 FRA CRISI Grant.

Utah County values transit and understands its importance to the quality of life for residents. We are fortunate to have a strong public transportation network including our newly opened UVX BRT which operates between Provo and Orem. High quality transportation is essential for Utah County.

The Sharp-Tintic Railroad Connection Project will provide increased safety through the elimination of highway-rail crossings, access for future trails, a safer walking route for children to a local elementary school and future expansion of the UTA FrontRunner to southern Utah County creating greater access for our community. As the region continues to grow, FrontRunner will need to grow to help meet the travel demand on the I-15 corridor.

The project offers an exciting future for transit in Utah County and provides the foundation for future transit improvements, which will benefit our residents and local communities.

Thank you for the opportunity to support the Utah Transit Authority's Sharp-Tintic Railroad Connection project.

Sincerely,

A handwritten signature in black ink, appearing to read "Bill Lee".

The Utah County Commission



June 10, 2020

Carolyn M. Gonot  
Executive Director  
Utah Transit Authority  
669 West 200 South  
Salt Lake City, UT 84101

Re: Letter of Support for UTA's FY 20 Federal Railroad Administration (FRA)  
Consolidated Rail Infrastructure and Safety Improvements (CRISI) Sharp-Tintic  
Railroad Connection Project Application

Dear Ms. Gonot,

Spanish Fork is in support of Utah Transit Authority's (UTA) Sharp-Tintic Railroad  
Connection Application for the FRA CRISI Grant.

Spanish Fork is the 'Home of Pride and Progress!' and values transit and understands  
its importance to the quality of life for residents.

The Sharp-Tintic Railroad Connection Project will provide increased safety through  
the elimination of highway-rail crossings, access for future trails, a safer walking route  
for children to a local elementary school and future expansion of the UTA  
FrontRunner to southern Utah County creating greater access for our community. As  
the region continues to grow, FrontRunner will need to grow to help meet the travel  
demand on the I-15 corridor.

Spanish Fork joins project partners, UTA, Utah Department of Transportation, Union  
Pacific Railroad, Mountainland Association of Governments, and Springville City in this  
endeavor to enable key public transit objectives while improving local community  
accessibility and safety.

The Sharp-Tintic Railroad Connection Project offers critical steps in a course of action  
for an exciting future for transit in our community.

Sincerely,

A handwritten signature in black ink, appearing to read "Steve Leifson".

**Spanish Fork City Mayor**  
**Steve Leifson**





June 5, 2020

Carolyn M. Gonot  
Executive Director  
Utah Transit Authority  
669 West 200 South  
Salt Lake City, UT 84101

Re: Letter of Support for UTA's FY 20 Federal Railroad Administration (FRA)  
Consolidated Rail Infrastructure and Safety Improvements (CRISI) Sharp-Tintic Railroad  
Connection Project Application

Dear Ms. Gonot,

Springville City is in support of Utah Transit Authority's (UTA) Sharp-Tintic Railroad  
Connection Application for the FRA CRISI Grant.

The Sharp-Tintic Railroad Connection Project will provide increased safety through the  
elimination of highway-rail crossings, access for future trails, a safer walking route for  
children to a local elementary school and future expansion of the UTA FrontRunner to  
southern Utah County creating greater access for our community. As the region  
continues to grow, FrontRunner will need to grow to help meet the travel demand on the  
I-15 corridor.

Springville City joins project partners, UTA, Utah Department of Transportation, Union  
Pacific Railroad, Mountainland Association of Governments, and Spanish Fork in this  
endeavor to enable key public transit objectives while improving local community  
accessibility and safety.

The Sharp-Tintic Railroad Connection Project offers critical steps in a course of action  
for an exciting future for transit in our community.

Sincerely,

A handwritten signature in blue ink that reads "Bradley D. Stapley".

Bradley D. Stapley, P.E.  
Director of Public Works  
[bstapley@springville.org](mailto:bstapley@springville.org)



BOARD OF EDUCATION

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Tracy Olsen

June 19, 2020

Carolyn M. Gonot  
Executive Director  
Utah Transit Authority  
669 West 200 South  
Salt Lake City, UT 84101

Re: Letter of Support for UTA's FY 20 Federal Railroad Administration (FRA) Consolidated Rail Infrastructure and Safety Improvements (CRISI) Sharp-Tintic Railroad Connection Project Application

Dear Ms. Gonot,

Nebo School District is in support of Utah Transit Authority's (UTA) Sharp-Tintic Railroad Connection Application for the FRA CRISI Grant.

The Sharp-Tintic Railroad Connection Project will provide increased safety through the elimination of highway-rail crossings, access for future trails, a safer walking route for children to a local elementary school and future expansion of the UTA FrontRunner to southern Utah County creating greater access for our community. As the region continues to grow, FrontRunner will need to grow to help meet the travel demand on the I-15 corridor.

The project partners include UTA, Utah Department of Transportation, Union Pacific Railroad, Mountainland Association of Governments, Spanish Fork and Springville City and we support this endeavor to enable key public transit objectives while improving local community accessibility and safety.

The Sharp-Tintic Railroad Connection Project offers critical steps in a course of action for an exciting future for transit in our community.

Sincerely,

A handwritten signature in black ink, appearing to read "Rick Nielsen", with a stylized flourish at the end.

Rick Nielsen  
Superintendent

June 15, 2020



**Address:**

451 South State Street, Suite 415  
Salt Lake City, Utah 86106

**Web:**

utahcleancities.org

**UTAH CLEAN CITIES EXECUTIVE BOARD**

**Dr. David Christensen:** Executive Director,  
Center for Electrified Transportation, SELECT, USU  
Utah Clean Cities Board President  
**Carolyn Gonot:** Executive Director  
Utah Transit Authority, UTA  
Utah Clean Cities Board Vice President  
**Dr. Royal DeLegge:** Executive Director  
Salt Lake County Environmental Health Dept  
Utah Clean Cities Board Secretary

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Utah Inland Port Authority  
**Brent Chamberlain:** Kane County Commissioner  
EVZION Steering Committee Kane County  
**Scott Baird:** Executive Director  
Utah Department of Environmental Quality  
**Teri Newell:** P.E., Deputy Director  
Utah Department of Transportation



Turn Your Key  
Be Idle Free



Carolyn M. Gonot  
Executive Director  
Utah Transit Authority  
669 West 200 South  
Salt Lake City, UT 84101

**Re: Letter of Support for UTA's FY 20 Federal Railroad Administration (FRA) Consolidated Rail Infrastructure and Safety Improvements (CRISI) Sharp-Tintic Railroad Connection Project Application**

Dear Ms. Gonot,

I am writing today in support of Utah Transit Authority's (UTA) Sharp-Tintic Railroad Connection project.

The mission of the Utah Clean Cities Coalition (UCCC) is to advance the energy, economic, and environmental security of the United States by supporting local decisions to adopt practices that reduce the use of petroleum in the transportation sector. We applaud your efforts to achieve shared goals.

The Sharp-Tintic Railroad Connection Project will provide increased safety through the elimination of highway-rail crossings, access for future trails, a safer walking route for children to a local elementary school and future expansion of the UTA FrontRunner to southern Utah County creating greater access for our community. As the region continues to grow, FrontRunner will need to grow to help meet the travel demand on the I-15 corridor.

Improved service will help reduce congestion by encouraging more Utahns to use transit. Improving air quality is an extremely high priority, and a major goal, for government leaders, communities, and families here in Utah.

Utah Clean Cities Coalition, UCCC, was the 16th coalition in the nation to join the U.S. Department of Energy's (DOE) Clean Cities Program in 1994. Today it is one of nearly 90 coalitions across the country that are part of the U.S. DOE's Vehicle Technologies Program—a program designed to reduce the U.S. import and overall consumption of petroleum. This project is part of the solution for future system capacity improvements for FrontRunner.

We look forward to the advancement of this project and the positive results in our Utah communities. We are here to support with our team and our larger network of technical support, resources, and related projects within the state, regionally, and nationwide.

Sincerely,

Tammie Bostick, Executive Director  
Utah Clean Cities Coalition



#### **UCAIR Board**

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Emily Schilling

#### **UCAIR Staff**

Thom Carter, Executive Director  
Bailey Toolson, Program Manager  
Olivia Niitsuma, Office Manager  
195 North 1950 West  
Salt Lake City, UT 84116

June 4, 2020

Carolyn M. Gonot  
Executive Director  
Utah Transit Authority  
669 West 200 South  
Salt Lake City, UT 84101

Re: Letter of Support for UTA's FY 20 Federal Railroad Administration (FRA)  
Consolidated Rail Infrastructure and Safety Improvements (CRISI) Sharp-Tintic Railroad Connection Project  
Application

Dear Ms. Gonot,

Here at the Utah Clean Air Partnership (UCAIR), we strive to make it easier for individuals, businesses and communities to make small changes to improve Utah's air. Every small change adds to a collective bigger step toward better health, a better economy and better overall quality of life for all of us. We promote individuals to TravelWise and drive less by carpooling, using transit, walking/biking, and e-commuting. Transit, due to its ability to transport large groups of people, is one of the best ways to address air quality.

The Sharp-Tintic Railroad Connection Project will provide increased safety through the elimination of highway-rail crossings, access for future trails, a safer walking route for children to a local elementary school and future expansion of the UTA FrontRunner to southern Utah County creating greater access for our community. As the region continues to grow, FrontRunner will need to grow to help meet the travel demand on the I-15 corridor.

Improved service will help reduce congestion by encouraging more Utahns to use transit. Improving air quality is an extremely high priority, and a major goal, for government leaders, communities, and families here in Utah.

We look forward to the advancement of this project and the positive results in our Utah communities.

Sincerely,

A handwritten signature in blue ink, appearing to read "Thom Carter", is written over a blue circular stamp.

Thom Carter  
Executive Director  
Utah Clean Air Partnership



UTAH TRANSIT AUTHORITY



669 West 200 South  
Salt Lake City, UT 84101

June 16, 2020

Frances Bourne,  
ATTN. Office of Policy and Planning  
Federal Railroad Administration  
1200 New Jersey Avenue, SE  
Washington, DC 20590

RE: Local Match Availability for the FY 2020 Federal Railroad Administration (FRA) Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program - UTA Sharp-Tintic Railroad Connection Project.

Dear Ms. Bourne,

Utah Transit Authority (UTA) is applying for funding through the FRA CRISI Program to build approximately 7,400 linear feet of new railroad tracks connecting the Sharp and Tintic Railroad corridors within the cities of Springville and Spanish Fork, Utah. The project will mitigate safety issues by eliminating train traffic from highway-rail crossings, provide access to Springville City to areas currently used for the Tintic Railroad for a future trail and future expansion of the UTA FrontRunner rail service to southern Utah County.

The local match is from UTA, the Utah Department of Transportation, Mountainland Association of Governments, Springville and Spanish Fork funds. UTA's board of trustees and executive team have committed \$132,100 to the project. This amount is acceptable within UTA's long-range financial model. The \$1,026,307 in match equates to 21 percent local funding and 79 percent FRA funding—well exceeding the minimum required match for the CRISI program.

The new railroad tracks are a necessary improvement for UTA to provide future FrontRunner rail service to continue south and for the project. Award of the CRISI funds would complete the funding plan for this much needed project.

Please contact me (801-287-3367) or Tracy Young (801-287-3320) with any needs or questions. Thank you for your consideration of UTA's application.

Sincerely,

Robert K. Biles  
Chief Financial Officer

