

WEST WENDOVER RAIL PASSENGER SERVICE – AMTRAK STATION

USDOT TIGER 2016 PROGRAM



SUBMITTED BY

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A. PROJECT DESCRIPTION

The West Wendover Rail Passenger Service – Amtrak Station (“Project”). The Project is a component of the City’s Transportation Planning and Capital Improvement Planning related to multi-modal use and access to the National Transportation System. It is also a component of the City’s 2002 Economic Development Strategy and the City’s 2013 Community Needs Assessment.

The Project provides for the construction of the necessary facilities for Amtrak’s California Zephyr to make bi-directional daily stops in West Wendover. The City has completed a Memorandum of Understanding (MOU) with the National Railroad Passenger Corporation (Amtrak) which was executed February 11, 2015. The MOU ([Attachment A-7](#)) provides the direction,



requirements and related responsibilities of the parties involved in order to effectuate a successful outcome in bringing rail passenger service to the community.

The Project will include the construction of a Rail Passenger Station meeting all ADA/FRA requirements under the Station Program and Planning Standards and Guidelines for a “**small**” station as provided for in the Amtrak Station Manual (2008). It also must meet the requirements of the Host Railroad (Union Pacific Railroad) which include the construction of a pocket track with automatic switches and derails.

1. Project and USDOT TIGER Objectives

The West Wendover Rail Passenger Service – Amtrak Station Project meets the goals and objectives of the TIGER 2016 Discretionary Grant Program under Primary and Secondary Selection Criteria.

a. Primary Selection Criteria

- i. Long-Term Outcomes. The Project is a “*rural*” Project meeting several Long-Term Outcomes under the Primary Selection Criteria:



- **Economic Competitiveness.** As provided on page 17, the Project meets long-term outcomes of economic competitiveness by increasing multi-modal transportation use and facility compatibility in West Wendover including increased access to the National Transportation System.

Multi-modal. The Project integrates rail passenger service into the region that currently is dominated by automobile, limited bus service, and private charter flights. The proposed location in the center of the community is also accessed by sidewalk and trails for pedestrian access and streets with designated bicycle lanes. Local bus service will also be linked with the station for the two scheduled daily stops. Increased access to the national rail passenger network at a local level is achieved.

Compatibility. The Project facilities are designed to meet Local, State and Federal guidelines and integrate with existing facilities.

- **Quality of Life.** As described on pages 18, the Project provides for important quality of life enhancements which positively effect not only the community of West Wendover but as well the entire West Wendover area including Wendover, Utah/Tooele County which is noted previously as an Economically Distressed Area (EDA).

User Mobility and Convenience. The Project components will provide for enhancements to the Local/Regional and National Transportation Network for all users. This will increase overall network use.

Enhancing Point of Modal Connectivity. The completion of the rail passenger station enhances modal connectivity both locally and regionally and will assist in increasing the integration of automobile, bus, pedestrian, bicycle modes of travel.

Economically Distressed Area (EDA). The Project will assist a previously noted Economically Distressed Area (Wendover, Utah) through facility improvements by providing improved connection to the National Transportation Network via rail service. The Project components will improve connection points of the network thus increasing economic development initiatives.

Community Participation and Planning. The proposed Project is part of a local planning effort that has positive region-wide implications in regards to network access through rail service, bus service and air service. The Project elements have been identified in master planning as well as capital improvement planning of the



City of West Wendover as part of its multi-modal facility improvements in addition to being part of the City's 2002 Economic Development Strategy and the 2013 Community Needs Assessment.

- **Environmental Sustainability.** The Project will assist in environmental sustainability *as described on page 18*. The Project is anticipated to have no adverse environmental impacts, taking place within existing transportation corridors. A positive impact on environmental sustainability is anticipated by the introduction of this additional mode of transportation to the area which is **not available** today reducing the need for long distance automobile trips to access the national rail passenger network .

ii. **Job Creation & Near Term Economic Activity.** The Project will meet the job creation and economic activity parameters under the Primary Selection Criteria:

- **Job Creation.** The construction of the project will undoubtedly create short term jobs. But the real impact to the community will be the additional long term jobs that will be added to the local economy related to the development of the new passenger service resulting in significant positive impacts on economic activity. Though such impacts continue beyond the initial 5 year period, the initial period creates a combined 335 jobs related to the use of the new passenger service and the resulting tourism impact on the community. This number does not include employment directly related to Amtrak or the operation/maintenance of the station. *This is detailed on page 19-20*
- **General Business Development/Enterprise Development.** The completed Project will provide for increased general business development due to the improvement in access to the transportation network for users. This will provide increased travel opportunities and increases in destination visitors to the area. Additionally the completion of the Project will result in additional business activities for properties near and/or adjacent the proposed Project. *This is shown on pages 20.*

iii. **Low Income Job Opportunities, Small Business and Disadvantaged Businesses, Community Based Organizing, Sound Labor Practices.** *As provided for on pages 20-22,* the Project will:

- *Increased Community Capabilities.* The applicant has experience in funding various projects through programmatic budgeting processes or in combination with various public/private sources. The City of West



Wendover has completed in excess of \$35 million in projects since 1991.

- *Benefits for previously noted Economically Distressed Area and LMI Population.* **As described on page 21**, the Project will have a positive effect on the local and regional population. Increased transportation access will result in *long-term employment opportunities* including a combined 335 jobs in the first 5 years of Project completion. The benefits will be spread regionally throughout the *LMI population*. The Project is located directly adjacent to a previously noted *Economically Distressed Area (EDA)* resulting in a direct positive benefit also to that specific population area.
- *Benefits to Local Businesses.* Local business entities will benefit from the increased economic activity and opportunities related to the supply of construction materials and products related to the Project. There will be additional long-term jobs created related to maintenance and operation of the completed facilities as well as the resulting financial impact of new rail passengers using the service.
- *Total Economic Impact.* **As described on page 22**, the Project construction expenditure is \$6,499,696.36. Thus there is a related total economic impact of over \$10,145,787.00 due to the investments made. ***Project Economic Impact, Attachment A-11.***

b. Secondary Selection Criteria

- **Partnerships.** With multiple partners ***described on page 23***, the Project incorporates regional financial and policy commitments and more importantly, the commitments provide for a positive effect across a wide population base including Low Moderate Income (LMI) populations and areas identified as a previously noted *Economically Distressed Areas*.

c. Benefit Cost Analysis (Attachment A-2)

- **Quality of Life/Economic Competiveness:** The location of an Amtrak stop in West Wendover will reduce the automobile travel necessary to access the national rail passenger network by allowing riders to make a local connection with the rail passenger service. This will reduce the Vehicle Miles Traveled (VMT), increase accessibility to the national rail passenger network for those who may not be able to drive long distances, and lower the operating costs of travel in the form of fuel savings and vehicle wear and tear. The reduced VMT's have been monetized over 20 years as fuel cost savings totaling \$11,839,683.62 at 3% NPV and \$7,704,436.13 at 7% NPV.



- **Safety:** The reduction of VMT's due to local access to the rail passenger network also reduces the probability of accidents associated with the long distance automobile travel currently required to access rail passenger service. The reduction in accidents provides a reduction over all cost of accidents to society. The reduction in these costs over 20 years equates to \$1,083,484.42 at 3% NPV and \$734,941.36 at 7% NPV.
- **State of Good Repair:** The proposed facility does not currently exist. However, there will be a yearly maintenance and operational costs associated with the new facilities that must be factored into the overall cost of the proposed action. The total Operation and Maintenance Costs over 20 years are estimated to be \$1,454,409.60 at 3% NPV and \$1,037,348.91 at 7% NPV.
- **Environmental Sustainability:** By providing convenient opportunities for residents and visitors alike to utilize rail passenger service with a local stop the proposed action will also reduce long distance automobile travel. Which intern will reduce the emissions, specifically reducing CO₂ pollution which according to EPA contributes 82% of the greenhouse gasses thought to be a key factor in global warming. It is important to note that Amtrak is already running the California Zephyr through West Wendover and therefore the emissions from the train will not appreciably change. The resulting 20 year savings due to reduction of CO₂ emissions totals \$420,520.74 at 3% NPV.

2. Project Summary

Currently the City of West Wendover **DOES NOT** have a local connection to the National Rail Passenger Network. A resident/traveler must travel nearly 120 miles to Salt Lake City, Utah or Elko, Nevada, to board the same Amtrak passenger train which passes directly through West Wendover on a daily basis.

From a Local/Regional and National perspective, West Wendover is served currently by three transportation components: Automobile, bus service and private chartered flights.

a. Local/Regional

From a Local/Regional perspective, the West Wendover area is served by two transportation options: Automobile and bus service.

In addition to the travel by the local residential and business population of the West Wendover are it is important to note that Salt Lake City and the surrounding Wasatch Front provide a large percentage of visitors to West Wendover due to its relative convenience for short destination trips. A majority of these visitors from the Wasatch Front travel by private automobile though many also use the charter and scheduled bus services. Visitation on weekends and for special events can easily reach over 30,000 people. Weekday visitation is lower but still substantial



being part of the 3 million plus visitors annually which travel through the community (*Attachment A-8, Community Planning Documentation, West Wendover Quick Facts*).

1. Automobile: Travel by automobile in and out of the West Wendover area and regionally primarily occurs via Interstate 80 which runs east and west from the community connecting Salt Lake City, Utah to Reno, Nevada; and to a lesser extent travel occurs via US-93A which provides connection to other communities in southern Nevada including Las Vegas.
2. Bus - Local: Locally the main business district of the community is served by a local bus service which is supported and operated by cooperative agreement between the main business interests of the community's hospitality industry. This service ensures ease of access along the community's main arterial corridor (Wendover Boulevard) and to points on a second arterial corridor (Pueblo Boulevard). The bus service is provided at no cost to users.
3. Bus – Regional: Regional bus service via Le-Bus and Utah Trailways provides dedicated regional bus service between the Wasatch Front in Utah and West Wendover. This service runs several times a day and is supported by the hospitality and entertainment industry. Le-Bus averages 2,000 passengers a week with their service while Utah Trailways averages approximately 600 passengers a week. Additionally other tour bus companies make regular stops in West Wendover as part of their regional tour operations.

b. National

From a National perspective, the West Wendover area is served by three transportation options: Automobile, bus service and private chartered air service.

1. Automobile: As with local/regional travel, at a national level West Wendover is supported by Interstate 80 which runs east and west through the community. Interstate 80 being the main east-west national interstate corridor connecting New York to San Francisco.
2. Bus: Nationally the community is served by Greyhound providing daily service to community's along the Interstate 80 corridor and ultimately providing national connections.
3. Air Service: Chartered flights are offered by FLYAWAY Wendover as part of a community wide flight program headed by the Resorts at Wendover Group. This program currently operates an average of 7-10 flights per week (70 cities) with 168 passenger Boeing 737-800 aircraft. Those passengers stay several nights adding upwards of 450 additional visitors to the community each day. While the private charter flights bring visitors into the community it



does not provide the residents access to scheduled air service. The nearest access to scheduled air service is located 115 miles away in Elko, Nevada or Salt Lake City, Utah.

In order to remedy the issue of ***NON-ACCESS to the National Transportation System via the National Rail Passenger Network***, The City of West Wendover has partnered with the National Railroad Passenger Corporation (Amtrak). After several years of study and related work by the partners, the City and Amtrak executed a formal Memorandum of Understanding (MOU) on February 11, 2015. This MOU ([Attachment A-7](#)) provides the authority and parameters to construct and operate a rail passenger station in the community along with the related coordination and approvals of the Host Railroad (Union Pacific Railroad).

As part of the overall work to ensure complete National Transportation Network access, the City has acquired the West Wendover Welcome Center. The Center is located less than one-half mile from the proposed rail passenger station site at the intersection of Wendover Boulevard and Florence Way, immediately adjacent to a main interchange (Exit 410) on Interstate 80. The Center was constructed in the mid 1980's by the Nevada Department of Transportation (NDOT). The City has been operating the facility for 15 years as a tourism-transportation center. With the acquisition of the facility from NDOT (August 2015) the City is preparing to expand the facility in the future to serve as an intermodal hub serving local and regional/national long distance bus service with connection to the proposed Amtrak station.

3. The Wendover Region

The City of West Wendover is located in north eastern Nevada along the Interstate 80 corridor on the boundary of Nevada and Utah. The community sits on the edge of the Great Salt Lake West Desert basin over 100 miles from the larger regional economic centers of Elko, Nevada and Salt Lake City, Utah.

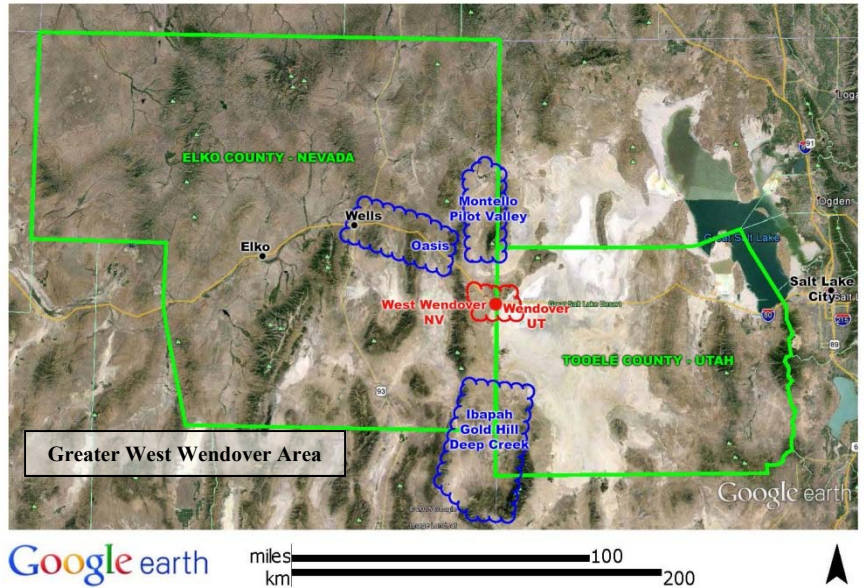


The Wendover Region encompasses over 16 square miles situated on the Nevada/Utah border and includes two cities West Wendover, Nevada; and Wendover, Utah as well as two counties, Elko County, Nevada; and Tooele County, Utah. Though two distinct and separate cities and counties operating under separate state laws/statutes, and general variation economically as a result, the region considers itself as “one” community and is generally known as “Wendover”. The greater West Wendover area which includes an area within a 60 mile radius and a population over 7,000, would receive very positive benefits from the proposed Project.



This area includes:
 City of West Wendover
 (population 4,478); the
 City of Wendover,
 Utah (population
 1,400);

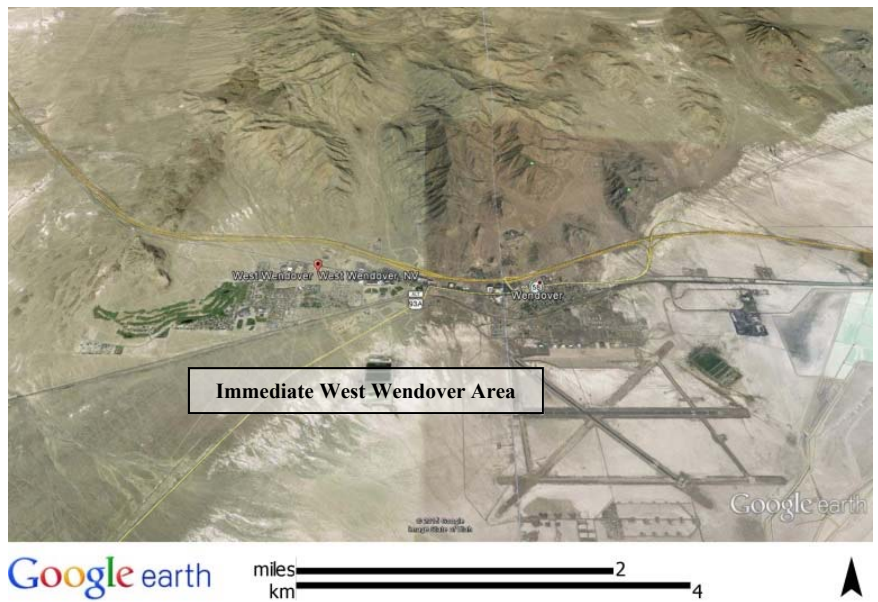
Outlying population
 areas within the radius
 include: Oasis,
 Nevada; Montello,
 Nevada; Pilot Valley,
 Nevada; Pilot Valley,
 Utah; Ibapah/Deep
 Creek, Utah.



The next nearest main population center is Wells, Nevada (population 1,531) located 59 miles to the west on Interstate 80.

The relative isolation of the Wendover area poses difficult challenges for growth and economic development, especially given its LMI population and location within a previously noted Economically Distressed Area.

The immediate Wendover area has been influenced by several important innovations and occurrences through the last century, the most important being transportation which has included: **Rail freight and passenger service; the Bonneville Salt Flats and related world land speed records; the application of Military Air Power and Air Transportation; and the general use of Automobiles as an ever widening use of personal transportation.**



- a. **Rail.** The Wendover community came into existence in 1906 with the construction of the Western Pacific Railroad connecting Salt Lake City, Utah to Oakland, California providing vital passenger and freight service across the western United States including the famed California Zephyr. Wendover was a



vital junction and main service facility for the steam trains of the era providing needed water, fuel and maintenance.

The community though small initially boasted several hundred homes along with loading and docking facilities, round house, rail yard, a passenger terminal/depot and other facilities. In 1983 after some 77 years of service, Western Pacific was acquired by the Union Pacific Railroad and the main line built nearly a century ago now serves as one of Union Pacific's main freight lines as well as the rail line which serves Amtrak's California Zephyr; though currently there are no facilities available for rail passenger service.

- b. **Bonneville Salt Flats.** After nearly a decade of rail service those traversing the vast salt flats near Wendover in 1914 became interested in using the flats to

pursue man's ever increasing curiosity with speed. This curiosity made the Bonneville Salt Flats the site where for the last century, world land



speed records have been set for automobiles of all classes and types including the record set by Gary Gabelich and the "Blue Flame" at speeds over 630 M.P.H.

- c. **Military Air Power & Air Transportation.** At the end of the 1930's as part of the massive war effort getting under way as the United States entered World War II, the Wendover community was further influenced by the creation and construction of Wendover Field and the Wendover Bombing and Gunnery Range. This facility became the largest military reserve in the world encompassing more than 3.5 million acres and over 20,000 personnel. The facility served a pivotal role training over 21 heavy bomber groups which were dispatched to both the European and Pacific Theaters of War.



The most famous group was the 509th Composite Group which was formed at Wendover Field by then Colonel Paul W. Tibbets as part of the Manhattan Project in September 1944. The mission of the 509th and its B-29 Superfortresses was to train the aircrews, manufacture, assemble and test the aerial delivery weapons for the first atomic missions in history. As such the 509th Composite Group holds a prominent place in history as the only group/unit to successfully conduct actual atomic bombing missions, bringing an end to World War II.



Crew C-15 "Great Artiste" 509th Composite Group Wendover Field



Today, Wendover Airport (formerly Wendover Field) is a facility serving both civilian and military operations. Wendover Airport enplanes

well over 50,000 passengers annually and generally ranks as the 2nd busiest airport (passengers enplaned) in the State of Utah; second only to Salt Lake City International Airport.

- d. **Automobiles.** After the introduction of rail service, mining activities became a mainstay of the area to be followed by the introduction of legalized gambling in the State of Nevada in the 1930's. This legalization created a complete new business sector in the community bringing to life facilities and businesses to service and cater to the ever increasing tourism trade and the use of automobiles on highway infrastructure across the country. The Wendover community became a major juncture for many renowned national highways including the Lincoln Highway, the Victory Highway, U.S. Highway 40 (now Wendover Boulevard) and finally the our major east-west interstate, Interstate 80; all have had a dramatic effect on interstate commerce and the economic development of the community.



Wendover 1950's



4. A Major Planned Initiative – Rail Passenger Service

Though West Wendover is remote it is well situated on Interstate 80 and along a transcontinental rail line that, when combined with the commercial capabilities of the Wendover Airport and regional/national bus services, opens up great opportunities for transportation based growth. To that end the City of West Wendover has been working diligently to provide the necessary infrastructure for this transportation based growth to occur.

In 2002 the City of West Wendover commissioned an Economic Development Strategy study with the assistance of U.S.D.A. – Rural Development; the work was completed by Applied Development Economics of Berkeley, California. The resulting study pointed out that a key step in this infrastructure development and the resulting opportunity for additional economic growth would need to include an Amtrak passenger stop.

Amtrak's long distance California Zephyr travels a route between Chicago and San Francisco and provides rail passenger service throughout several western region economic hubs such as Denver, Salt Lake City, Reno and the San Francisco Bay Area. The closest passenger stops to West Wendover are in Salt Lake City, Utah and Elko, Nevada



which are five and one half hours apart (230 miles); thus making this stretch the longest of a national rail passenger route without an intermediate stop. As noted, the City of West Wendover took the ADE study as well as other studies and transportation related information very seriously and has since been actively working with Amtrak for over a decade to overcome the hurdles for placing a rail passenger stop in West Wendover.

In February 2015 Amtrak and the City executed a Memorandum of Understanding (MOU) that provides authority for a rail passenger stop, outlines the process for Host Railroad involvement and approval, facility design, facility construction and operation. As well the MOU provides direction to the City in moving forward with implementation of this very important rail passenger service.



5. The West Wendover Rail Passenger Service – Amtrak Station (Project)

The Project includes the following scope of work which when complete will meet the provisions of important rail passenger service by providing additional access to the National Transportation Network from the community.

a. Station Components:

- 1,800 square foot main structure building including enclosed waiting area and breezeways
- paved parking including auto parking and taxi pick-up/drop-off
- pedestrian and bicycle facilities
- interior and exterior signage and lighting
- 1,200 foot paved platform w/related lighting and safety fencing
- 1,900 foot pocket track.
- Quick-Trak ticketing facilities
- information kiosks
- public address systems
- remote P/A w/ platform LED
- platform equipment shed
- architectural street lighting

The completed Project will provide a rail passenger service link to the developing multi-modal access point at the West Wendover Welcome Center including pedestrian and bicycle access, automobile, bus and future scheduled air service modes.

Attachment A-3 is the Project Location Map

Attachment A-4 provides the Project Site Map

Attachment A-5 is the Conceptual Design Drawings for the Facility

Attachment A-6 is the Engineer's Probable Cost Estimate

6. Challenges to Address

- a. **Access to Current and Future Rail Transit.** Currently there exist **no facilities** to provide for rail passenger access to the National Transportation Network. The current service provided by Amtrak via the California Zephyr, passes through the community daily with no stop. Without the proper facilities there is no possibility now or in the future to access the National Transportation Network via the National Rail Passenger Network.
- b. **Access and Integration of Transportation Facilities (air, rail, street, bus, bicycle, pedestrian).** Today within the region there is a limit to the integration of the various modes of transportation within the network. With the inability to connect via rail passenger service, there is no ability to integrate further the various modes of transportation into a complete system. Today, bus service, air



service and other modes have no capability to connect to/from a rail passenger service point in the West Wendover area.

c. Enhance Quality of Life Elements Through:

- Promoting user mobility by improving convenience and access. There is currently **no existing rail passenger service access and connectivity** in West Wendover. Thus connectivity across the region and nationally does not exist using rail passenger service. As a result, there is actually a significant detriment for connection to the National Transportation Network using the rail service mode. Without rail passenger service, users find alternative methods of transportation which involve additional costs in accessing the network.
- Improving transportation options through multi-modal connectivity. Existing facilities do not have the ability to completely connect across all modes given the absence of rail passenger service.
- Improving accessibility for the economically disadvantaged. Within the region there is a combined high Low to Moderate Income (LMI) population of 64%. Wendover, Utah is a previously noted *Economically Distressed Area (Attachment A-10)* all of which exemplifies the extreme transportation difficulty given the cost related to time and travel for this local population to access the National Transportation Network with limited means. Providing transportation accessibility, connectivity and convenience to these segments of the population is currently not being met.

7. Meeting the Challenges

- a. Access to Current and Future Mass Transit:** The Project will provide a new and complete access point for rail passenger service. The Project will provide the necessary enhancements for connection to other transportation modes within the community.

The completed Project will be linked with other transportation modes within the community providing interconnectivity to the City’s Multi-Modal facility at the West Wendover Welcome Center via a bus connection. As a result, the combination of facilities will provide connectivity of bus, automobile, pedestrian, bicycle and possible future scheduled air service for users in the West Wendover area. Future Multi-Modal enhancement projects at the



West Wendover
Welcome Center



Welcome Center will result in continued expansion of this interconnectivity. Conceptual designs are currently in place to address expanded use and interconnectivity at the Center.

- b. Access and Integration of Transportation Facilities (auto, bus, rail, bicycle, and pedestrian):** The Project will accomplish the goal of providing and integrating rail passenger service into the local/regional network via the proposed station. The rail passenger service will be integrated with the existing bus service and automobile access along with pedestrian and bicycle facilities will provide valuable and needed network integration.
- c. Enhance Quality of Life Elements:**
- Promoting user mobility by improving convenience. The Project will provide a component enhancement to improving convenience for residents and visitors through rail passenger service and access to the National Transportation Network which **is non-existent today**.
 - By improving transportation options through rail passenger service and the related work of multi-modal connectivity, options and interconnectivity will be available which are essential to the success of the regional transportation network. The addition of rail passenger service combined with connecting bus service and air service will provide viable options to the public within the region for access to the national network.
 - Improving accessibility for the economically disadvantaged. The West Wendover area contains a significant Low to Moderate Income (LMI) population; currently 63% in West Wendover, Nevada and 68% in Wendover, Utah for a combined weighted average region-wide of 64%. In addition Wendover, Utah is part of a previously noted *Economically Distressed Areas per FHWA HEPGIS (Attachment A-10)*. This Project will increase accessibility for the population within this area by providing rail passenger access.

B. PROJECT PARTIES

This Project is a regional Project involving multiple partners. *See Memorandum of Understanding, Attachment A-7.*



City of West Wendover, Nevada (Applicant)

- Applicant
- Project and grant administration
- Coordination with participating entities/agencies



West Wendover is the eastern gateway to Nevada and is a general law city incorporated under the provisions of Nevada Revised Statutes 266 and located in Elko, County, Nevada. West Wendover incorporated in 1991 and is currently contained within 7 square miles with a current resident population of 4,478.



National Railroad Passenger Corporation (Amtrak)

- Participating partner
- Input and approvals on facility design, construction and operation
- Provides passenger service to completed station



Union Pacific Railroad

BUILDING AMERICA

- Participating partner (Host Railroad)
- Input and coordination with related ROW, facility design, construction and operation

C. GRANT FUNDS, SOURCES, USE OF FUNDS

WEST WENDOVER RAIL PASSENGER STATION PROJECT

The West Wendover Rail Passenger Service – Amtrak Station Project is a comprehensive collaboration of the involved entities committed to completing transportation enhancements needed in the West Wendover area. The collaboration and work which has been completed to date has resulted in the City of West Wendover submitting this grant application. As the applicant, the City is committing significant resources on the part of the community to bring the Project to fruition. The commitment is above the requirements set forth in the Notice of Funding Availability (NOFA) for rural areas¹. The cost breakdown for the Project is shown in *Attachment A-6, Engineers Probable Cost Estimate*.

Summary of Construction Costs and Project Funding		
Project Costs	Amount (\$)	
Construction Total	\$5,062,263	
Contingency (10%)	\$506,226	
Legal and Administrative (2%)	\$101,245	
Environmental	\$20,000	
Engineering Design (6%)	\$303,736	
Construction Management (10%)	\$506,226	
Total	\$6,499,696	
Project Funding	Amount (\$)	Percent (%)
Community Contribution (Cash)	\$2,274,894	35%
USDOT/FY 2016 TIGER	\$4,224,803	65%
Total Funding	\$6,499,696	100%

¹rural area is defined as “any area not in an Urbanized Area, as such term is defined by the Census Bureau...such a Project is eligible to apply for less than \$10 million, but at least \$1 million in TIGER Discretionary Grant funds, and up to 100% of the Project’s costs may be paid for with federal funds



D. SELECTION CRITERIA

1. Long-Term Outcomes

a. State of Good Repair

- *Planning.* The identified Project is part of several long-term planning efforts implemented by the public entity. [Attachment A-8, Community Planning Documentation](#). The City of West Wendover has included this Project in its Capital Improvement Plan (CIP) for several years. In addition the City and Amtrak have executed a Memorandum of Understanding ([Attachment A-7](#)); a legal document providing guidance to the entities in addition to outlining responsibilities and commitments made to the Project.

The Project will meet the transportation initiatives identified, improving multi-modal use and providing for convenient, reliable and consistent access to the National Transportation Network.

The planning for the Project has been in existence for more than a decade in regards to analysis, studies, planning, design and ultimately the legal Memorandum of Understanding executed between the City and Amtrak.

With sound planning work in place, the City continues with the implementation of transportation projects based on manageable component segments in relation to cost and effectiveness to meet the stated goals of the planning work and City's Capital Improvement Plan (CIP). This Project if awarded would allow the community to effectuate facility improvements and related economic initiatives that will have positive and lasting effects on the community but as well on the National Transportation Network via rail passenger access which **is non-existent today**.

- *Asset construction.* The identified Project will result in increased economic investments as a result of increased transportation access for the traveling public. The proposed Project will increase surface transportation via rail thus increasing economic activity and related employment centers including the related positive economic impact to a previously noted **Economically Distressed Area**, which will as well have increased access to the Regional and National Transportation Network. *Refer to Section 2(c) General Business Development/Enterprise Development.*
- *Capitalization.* The noted Project will be a capital expenditure with the goal of achieving access to the national rail passenger network. This will be accomplished both through the new rail passenger station facility and its interconnectivity to the West Wendover Welcome Center (Multi-Modal Center) where transportation modes will intersect. The community is performing as an “**active**” and “**committed**” participant in the Project by



providing matching funds of (35%) towards the Project cost. Such a match is not required under the identified grant program requirements for “rural” areas. Thus, the community is contributing directly and significantly to the capitalization of the Project and not merely relying on outside funding sources. The community is using the TIGER funds to “complete” a funding package versus an application requesting sole source funds.

- *Long-term operations and maintenance.* The community has made a commitment through this grant application as well as through other legal documents such as the MOU between the City and Amtrak to ensure long term operation and maintenance of the proposed facility. **Attachment A-9, Public Entity Financials.**

The City of West Wendover (applicant) budgets \$25,000 to \$100,000 annually in transportation related funding to ensure proper operation and maintenance of transportation facilities. Additionally the City budgets nearly \$300,000 annually for operation and maintenance costs associated with the West Wendover Welcome Center (Multi-Modal Center).

b. Economic Competitiveness

- *Multi modal.* This Project meets the long-term outcomes of economic competitiveness by providing an end project that will assist in the integration of several modes of transportation within the West Wendover region. This includes: *Pedestrian, bicycle, bus, air and rail.*



Today, rail passenger service does not exist and thus there is no ability to provide complete multi-modal access to the traveling public. With the proposed Project, enhanced and needed access to the National Transportation Network will be achieved.

The West Wendover Welcome Center will serve as the primary interconnectivity point and multi-modal hub for all related transportation modes including the proposed rail service.

While there will be pedestrian and bicycle facilities connecting between the rail passenger stop and the Welcome Center. Bus service will be provided to the rail passenger stop as the two daily trains will be scheduled to stop between



mid- night and 1:00 a.m. The multi-modal interface of the proposed Project will enhance transportation access at the regional and national levels.

- *Compatibility.* This is achieved by the appropriate integration of the available existing modes of transportation to the access of the rail passenger component that is achieved through the completion of the proposed Project.

c. Quality of Life

- *User mobility and convenience.* As stated previously the proposed Project will provide enhancements that will effectuate access to rail passenger transportation that **is non-existent today**. By providing this new access, existing transportation facilities will be integrated and overall transportation access will be increased to/from the community thereby increasing mobility and convenience to the user.
- *Economically Distressed Area.* Given that Wendover, Utah is located in a previously noted ***Economically Distressed Area***, the proposed Project will provide this population segment increased access to the Regional and National Transportation Network while also providing new economic development incentive as a result of the increase in visitors and related business activities with the new rail service. [Attachment A-10, EDA Map](#).
- *Community Participation and Planning.* The proposed Project is part of the City's planning efforts over many years. As an example, the proposed Project is identified in the 2002 Economic Development Strategy, the 2013 Community Needs Assessment and other planning documents such as the City's Capital Improvement Plan (CIP). These planning and development initiatives are open to public comment and public participation is encouraged and necessary. The resulting work in particular with regard to rail passenger service eventually resulted in the agreement and execution of the MOU between the City and Amtrak for the development of the rail passenger station. For West Wendover planning documentation see [Attachment A-8, Planning Information](#).

d. Environmental Sustainability

The West Wendover Rail Passenger Service – Amtrak Station Project is anticipated to have no adverse environmental impacts. The Project takes place within currently active transportation corridors of the City and the associated Host Railroad. Appropriate documentation will be presented as part of the NEPA process as the Project proceeds. The City anticipates the process to result in the completion of an Environmental Assessment (EA) and the issuance of a Finding of No Significant Impact (FONSI).



The City anticipates that the Project will have a positive effect on sustainability by introducing an additional mode of transportation into the region that **is non-existent today**. This new service will be integrated with other current services further linking residential, recreational and employment sectors within the region to those regionally and nationally. By providing convenient opportunities for residents and visitors alike to utilize rail passenger service with a local stop the proposed action will also reduce long distance automobile travel, which in turn will reduce the emissions. Automobile emissions reduction specifically targets CO₂ pollution which according to EPA contributes 82% of the greenhouse gasses thought to be a key factor in global warming. It is important to note that Amtrak is already running the California Zephyr through West Wendover and therefore the emissions from the train will not appreciably change.

Finally, the proposed Project will include appropriate design and construction criteria resulting in a completed facility that will provide the community not only with new transportation access/options but do so in a facility that has a beneficial impact to the related location.

2. Job Creation & Economic Activity

The City of West Wendover contracted with Bonneville Research to complete an economic analysis covering the impact which additional visitors would have on the community as it relates to job creation and the additional dollars that would be spent in the community. On a national level this impact is merely a transfer of money from other parts of the country. For this reason the job creation and economic impacts are not included in the BCA.

However, on the local level the impacts of additional money are real and are felt in every corner of the community. Additional jobs provide a solid basis for population growth. In a small community the addition of one hundred new households may provide enough additional consumers to justify opening a small clothing store that allows the community an option to purchase school clothing for their children in the community instead of traveling 115 miles away to make the necessary purchases. Additional growth may make it easier to retain doctors and fund improvements in the local health care services. The benefits of growth and additional money circulation in the community open up new possibilities to improve the quality of life by creating a viable market for goods and services that currently must be accessed from many miles away or made do without.

The study takes a current baseline in jobs and dollars spent by visitors and adjusts it to 2020, the first year that the Amtrak station would be in operation. The study then forecasts the growth in the hospitality and entertainment sectors of the economy based purely on the effects of the increased visitors entering the community through the rail passenger network, ignoring the other modes of transportation. Therefore, the numbers generated by the study do not reflect overall growth of the local economy but instead depict and focus on the effect of rail passenger service.



The study takes a conservative approach assuming that half or 1,450 of the initial passengers utilizing the stop will be new visitors that would not use other modes of transportation to visit or are not local residents using the service. The number of visitors projected to use the rail network to enter the community is very small compared to the overall number of visitors to West Wendover. *Attachment A-11, Job Creation and Project Economic Impact.*

The findings of the study are as follows:

a. Job Creation

- The study found that the number of jobs that would be created within the hospitality and entertainment sectors of the local economy to serve the increase in visitors entering the community via the rail passenger network would total 274 additional jobs over 20 years.
- Indirect job growth outside of the hospitality and entertainment sectors would result in 270 jobs over 20 years.

b. Influx of Tourism Dollars into the Local Economy

- The new visitors to West Wendover accessing the community via the local Amtrak stop would spend \$3,972,633.00 in the hospitality and entertainment sectors of the local economy over 20 years.

c. General Business Development/Enterprise Development

- *Business Development.* The completed Project will provide increased general business development in relation to adjacent properties as well as increased business activity as a result of the increased capabilities of the region's transportation network. This will result in increasing transportation access to residential, recreational and employment/business sectors which in turn will provide related increases in economic activity. With the additional transportation access complete, an opportunity will be available to increase development opportunities within the West Wendover area, which includes a previously noted *Economically Distressed Area* of Wendover, Utah. (*Attachment A-10, LMI and EDA*).

d. Low Income Job Opportunities , Small Business and Disadvantaged Business, Community Based Organizing, Sound Labor Practices

- *Community capabilities.* The City of West Wendover has significant history in relation to public Projects funded either internally as part of the City's budget or in combination with other public entities. These funding partners



and sources have been local, State and Federal and have included but not been limited to:

- United States Department of Agriculture
- Federal Aviation Administration
- U.S. Department of Transportation & FHWA
- U.S. Army Corps of Engineers
- U.S. Health and Human Services Administration
- State Departments of Transportation
- State Community Development Block Grant Programs

Given the experience with these various funding sources, the City of West Wendover is well versed in providing suitable project environments that promote a wide range of opportunities for low-income workers and disadvantaged businesses in addition to connecting workers with economic opportunities that are made available as part of the project directly or after completion of the project over the long-term.

The City of West Wendover has a sound track record in completing public projects well in excess of \$35 million since its incorporation in 1991. The City meets all appropriate requirements of its Federal or State partners in regards to safe and fair work place practices and opportunities including best practices regarding equal opportunity and employment.

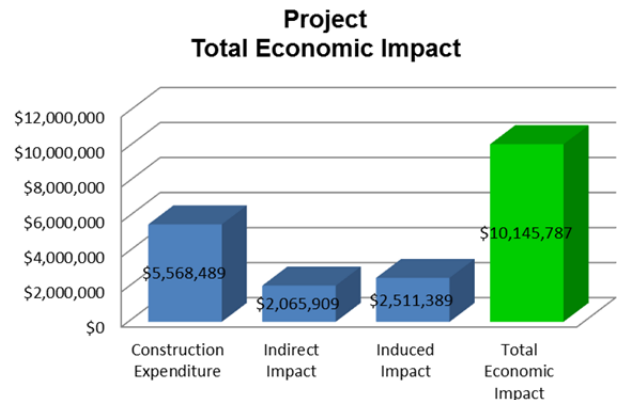
- *Benefits for previously noted Economically Distressed Area and LMI.* Specifically related to this proposed Project, there are several component benefits which will have a positive effect on the identified LMI and EDA populations:
 1. During construction there will be increased business activity as a result of the construction and the related increase in employment directly related to the construction. Additionally there will be increased business activity as a result of the purchase of products and materials related to the Project construction.
 - a. After completion of the Project, the increased transportation activities that will occur will further result in long-term employment gains that will have an effect on the noted population. This includes a combined 335 calculated full time jobs that will occur within the first five years of Project completion.
 - b. The benefits of this Project both short and long-term are spread regionally between two states, two counties and two cities (the West Wendover area). As a result the LMI



population of the region which averages 64% will receive substantial benefits in relation to the Project.

- c. Wendover, Utah is located within a previously noted Economically Distressed Area. Thus, there is great direct benefit to the area on whole and the related population as a result of the Project and the resulting increases in economic activity. *Attachment A-10 LMI and EDA.*
- o *Benefits to local business.* With regard to the construction of the proposed Project, there are several manufacturers/suppliers within the area that support and conduct construction activities that will benefit from the Project. These include local general contractors in addition to concrete suppliers, gravel/road-base suppliers, local hardware stores and others. Thus the Project construction has a dramatic impact with a significant amount of Project related expenditures remaining within the region during construction. With the completion of the Project there will be additional follow on jobs that are created over the near and long-term which are related directly to the maintenance and operation of the facility. This in addition to increases in transportation network related jobs noted previously.

- o *Total Economic Impact.* The proposed Project construction expenditure, including contingency, is estimated at \$5,568,489. We can estimate the total economic impact of the investment made using general modeling principles for transportation investments. These models generally provide for an Indirect Impact factor of 0.371 for every dollar investment made.



Additionally, the Induced Impact factor is estimated at 0.451 per dollar of investment. This provides us a total factor of 0.822 per dollar. The result is a significant total economic impact for the West Wendover area as a result of the construction and operation of the Project at \$10,145,787. *Attachment A-11, Job Creation and Project Economic Impact.*

3. Innovation

The Project uses current and effective facility design and construction principles to address the long-term outcomes as required by USDOT in the NOFA. The Project will result in a high quality transportation facility that will be maintainable by the local public



entity in an appropriate state of good repair. The Project implementation principles also provide for improved livability for the region on whole and increased user access to the National Transportation Network.

The funding provided by the TIGER program is essential and critical to complete the Project due to the project costs and the capabilities of the “rural” entity. Other funding sources for this type of Project are limited and unlikely. As provided for in the planning processes, this Project is of high importance to the community so signified by the executed MOU with Amtrak.

4. Partnership

The West Wendover Rail Passenger Service – Amtrak Station is a Project with multiple partners including the City of West Wendover, Nevada (Applicant); National Railroad Passenger Corporation – Amtrak (Service Provider); Union Pacific Railroad (Host Railroad) and USDOT (Grantor). The participation of the partners in the various forms are important to the success of the proposed Project. *See Memorandum of Understanding, Attachment A-7.*

E. PROJECT READINESS

1. Project Schedule

The schedule provides for a reasonable design and construction timeline. The project timing is based upon a funding award during the 4th quarter of 2016. Allowing for execution of funding agreements, it is anticipated that design would begin in the 3rd quarter of 2018 with bidding in the middle of the 1st quarter of 2019. Construction would then begin the 2nd quarter of 2019 with completion anticipated toward the end of the 4th quarter of 2019 and operation beginning by January 2020.

**WEST WENDOVER RAIL PASSENGER SERVICE
AMTRAK STATION
PROJECT SCHEDULE**

April 27, 2016

	2018				2019				2020										
	Q3			Q4	Q1			Q2	Q3	Q4	Q1								
Engineering/Design	█	█	█	█	█	█	█												
Project Bid and Award							█												
Project Pre Construction								█											
Project Construction								█	█	█	█	█	█	█					
Project Substantial Completion													█	█					
Project Final Acceptance & Closeout														█	█				



2. Environmental Approvals

The West Wendover Rail Passenger Service – Amtrak Station Project is anticipated to have no adverse environmental impacts. The Project takes place within current transportation corridors of the City and the Host Railroad. Appropriate documentation will be presented as part of the NEPA process as the Project proceeds. The City anticipates the process to result in the completion of an Environmental Assessment (EA) and the issuance of a Finding of No Significant Impact (FONSI).

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F. FEDERAL WAGE CERTIFICATION

The City of West Wendover will comply with all requirements of subchapter IV of Chapter 31 of Title 40, United States Code (Federal Wage Rate Requirements).

Attachment A-12, Certification Letter.

G. COST SHARING COMPARISON

The final Project cost including engineering/design, construction, project management and contingency is estimated at \$6,499,696.

The final Project funding includes a community commitment of \$2,274,894 (35%). The USDOT TIGER commitment is shown at \$4,224,803 (65%) thus completing the funding for the Project. *Attachment A-6, Engineers Probable Cost Estimate.*

WEST WENDOVER RAIL PASSENGER STATION PROJECT

Summary of Construction Costs and Project Funding		
Project Costs	Amount (\$)	
Construction Total	\$5,062,263	
Contingency (10%)	\$506,226	
Legal and Administrative (2%)	\$101,245	
Environmental	\$20,000	
Engineering Design (6%)	\$303,736	
Construction Management (10%)	\$506,226	
Total	\$6,499,696	
Project Funding	Amount (\$)	Percent (%)
Community Contribution (Cash)	\$2,274,894	35%
USDOT/FY 2016 TIGER	\$4,224,803	65%
Total Funding	\$6,499,696	100%



ATTACHMENTS

- A-2 Benefit Cost Analysis (**BCA**)
- A-3 Project Location Map (**PLM**)
- A-4 Project Site Map (**PB-SM**)
- A-5 Station Design (**SD**)
- A-6 Engineers Probable Cost Estimate (**EPCE**)
- A-7 Memorandum of Understanding, City – NRPC (**MOU**)
- A-8 Planning Documentation (**PD**)
- A-9 City Financials (**CF**)
- A-10 Low-Moderate Income and Economically Distressed Area (**LMI-EDA**)
- A-11 Job Creation and Project Economic Impact (**JC-EI**)
- A-12 Wage Certification Letter (**WC**)
- A-13 Letters of Support (**LS**)

