



THE COORDINATING & DEVELOPMENT CORPORATION

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Honorable Reggie Roe
Chairman

Honorable Jessie Davis
Secretary

Mayor Ronny Walker
Treasurer

Judge Richard Anderson
Board Member

Honorable Butch Ford
Board Member

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Board Member

Honorable Lee Posey
Board Member

Honorable William Ruffin
Board Member

Honorable Rodney Warren
Board Member

Dr. Woodrow Wilson, Jr.
Board Member

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February 25, 2022

The Honorable Doug Postel
Parish Administrator
Lincoln Parish Police Jury
100 W. Texas Ave., #301
Ruston, LA 71458

RE: I-20 Corridor Passenger Rail Resolution

Dear Honorable Postel;

As you may be aware, the Infrastructure Investment and Jobs Act ("IIJA") was passed and signed into law in November of 2021. This once-in-a-generation legislation included a major appropriation for Amtrak of some \$66 billion, including some \$16 billion for passenger rail in the National Network.

Since 2008, the Coordinating & Development Corporation (CDC) has been working with the I-20 Corridor Council, whose chairman is Judge Richard Anderson. Judge Anderson also serves as a director of CDC. In 2006, the Corridor Council initiated the efforts to build a multi-state coalition of support for the proposed I-20 Corridor long-distance passenger rail connection between Dallas/Fort Worth and Atlanta, through northeast Texas, northern Louisiana, Mississippi, Alabama, and Georgia.

The Corridor Council also obtained \$738,000 in federal funding to fund and manage a feasibility study, carried out by Amtrak and completed in 2015, and a capacity study, completed in 2017, to help determine the economic viability of the route and the funding needed for infrastructure improvements. Many of you have been working with the I-20 Corridor Council through the years on these efforts and attending their meetings and we thank you for your continued support.

To provide more information about the I-20 Corridor route and multi-state coalition efforts, the Corridor Council has provided the attached Fact Sheet and map (*Attachment #1*). Yesterday, a meeting was held in Bossier City among some of the stakeholders along the I-20 route. Representatives of Amtrak governmental affairs and the Southern Rail Commission ("SRC") made presentations explaining details about the IIJA. They also made a commitment to assist with the I-20 Corridor efforts. While the SRC signed a resolution of support for the I-20 Corridor route in 2014, the SRC's major efforts have been focused on the Gulf Coast route connecting New Orleans to Mobile and eastward to Jacksonville, Florida. Mr. Knox Ross, the chairman of the SRC, announced yesterday that the SRC would be assisting with the ongoing efforts to establish the I-20 Corridor route and we welcome their support and collaboration.



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Importantly, while Kansas City Southern ("KCS") Railroad has previously refused to negotiate for Amtrak's usage of some 300 miles of track between Bossier City and Meridian, Mississippi, KCS is in the process of being acquired by Canadian Pacific Railway ("CP"). As you will note from page 5 of the filing by Amtrak with the Surface Transportation Board attached hereto (*Attachment #2*), CP has agreed to refresh the previous study funded by the I-20 Corridor Council and to report within two years on the ability to complete the initial leg of service between Dallas/Fort Worth and Atlanta. We are in the process of working to shorten this time frame, but it is important that the cities along the I-20 route once again register their support of this project.

SPECIFICALLY, WE ARE REQUESTING AS FOLLOWS:

The attached Resolution (*Attachment #3*) evidencing the support of your city for the I-20 Rail Corridor has been prepared by the I-20 Corridor Council, and following your city's adoption of the resolution, it will be filed with the Surface Transportation Board ("STB") in Washington, D.C. The STB is currently considering approval of the merger between KCS and CP, so we respectfully ask that you get the resolution in favor of CP's acquisition of KCS adopted by your city, at your earliest convenience.

We would appreciate your sending the adopted resolution from your city to me at: jskaggs@cdconline.org. When sending it, please cc: Judge Anderson at rma@andersonpartners.org and Knox Ross at knoxross@gmail.com.

On behalf of the CDC, the I-20 Corridor Council, and the Southern Rail Commission, we thank you for your time and care in this regard and again, our thanks for your and your community's ongoing support through the years for the proposed I-20 Corridor long-distance passenger rail route from Dallas Fort Worth to Atlanta, through northern Louisiana.

Best wishes,

Jack "Bump" Skaggs

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Proposed I-20 Corridor Long-Distance Passenger Rail Connection between Dallas/Fort Worth and Atlanta (through Northeast Texas, Northern Louisiana, Mississippi, Alabama, and Georgia, and connecting with the East Coast and New York City)



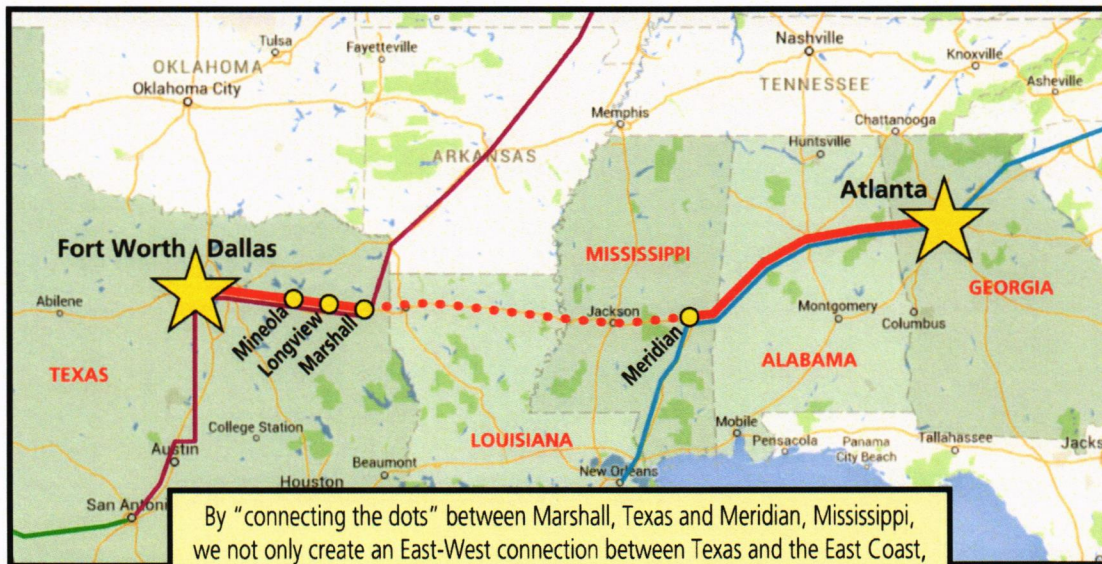
With Congress' passage of the bi-partisan \$1.2 trillion Infrastructure Investment and Jobs Act (IIJA), signed into law on November 15, 2021, the time is now to make the proposed I-20 Corridor long-distance passenger rail connection a reality.

This important East-West passenger rail connection across America's Southern region will not only connect two of our nation's fastest-growing urban mega-regions (greater Dallas/Fort Worth with 7.5 million in population and greater Atlanta with 6 million), it would also connect the rural communities and smaller cities along the route with each other and to the East Coast.

This could be a win-win for everyone since the rail route could be established with a comparatively small amount of funding in a relatively short period of time and bring many transportation, economic development, tourism, quality of life, and other benefits to our communities, region, and nation.

SOME FACTS ABOUT THE I-20 CORRIDOR LONG-DISTANCE TRAIN

- ★ The I-20 Corridor Council is a strong, grassroots, multi-state coalition of mayors, local, state, and federal officials, business and economic leaders, university and college presidents, and many other stakeholders who have worked together over the past 15 years in support of this long-distance train. We have obtained Memoranda of Understanding from Councils of Governments representing all counties and parishes between Fort Worth eastward through Mississippi.
- ★ The I-20 Corridor Council (formerly East Texas Corridor Council) obtained almost \$740,000 in federal funds in 2007 and 2008, with the assistance of former U.S. Senator Kay Bailey Hutchison of Texas, for two critical studies of the I-20 rail route—a feasibility study and capacity study.
- ★ The feasibility study, carried out by Amtrak and completed in 2015, determined that this long-distance passenger rail connection is economically viable and would:
 - Require **NO** annual operating subsidy for any of the states through which the route traverses
 - Operate over existing railroad track
 - Require no need for the exercise of eminent domain
 - Travel at the currently authorized maximum speed of 79 mph, with the potential to achieve speed up to 115 mph
 - Provide two trains daily (one eastbound, one westbound)
- ★ Using the remaining portion of the federal funding, the Corridor Council expanded the original scope of the study from studying only the Texas portion of the route to also studying the Louisiana and Mississippi portion of the route, at no cost to Louisiana and Mississippi.
- ★ The Corridor Council worked with Amtrak, Texas Department of Transportation (TXDOT), HNTB, Texas Transportation Institute (TTI) of Texas A&M, the University of New Orleans Transportation Institute, and the National Center for Intermodal Transportation for Economic Competitiveness from the University of Mississippi. The capacity study was completed in December, 2017.
- ★ The host railroads—*Union Pacific, Trinity Railway Express, and Canadian Pacific* (recently merged with *Kansas City Southern*)—will likely require a one-time capital investment to be paid by the states and/or federal government, once negotiations occur between Amtrak and the host railroads. The 2017 capacity study suggests that a capex investment of approximately \$80 million in Texas, Louisiana, and Mississippi would enable new passenger rail service on the route without adversely affecting freight traffic along the host railroads.
- ★ Officials who have expressed strong support for the proposed I-20 Corridor long-distance train include U.S. Senator Roger Wicker of Mississippi, Senator Bill Cassidy of Louisiana, Congresswoman Eddie Bernice Johnson of Texas, Governor John Bel Edwards of Louisiana, and Louisiana Secretary of Transportation Shawn Wilson. The route also has the strong support of the **Southern Rail Commission** with whom we are collaborating.



By "connecting the dots" between Marshall, Texas and Meridian, Mississippi, we not only create an East-West connection between Texas and the East Coast, we also create a transcontinental connection from Los Angeles to New York (by connecting the *Sunset Limited*, *Texas Eagle* and the *Crescent*.).

We appreciate your support for this important transportation project.
The time is now to make this route a reality for the benefit of our states, region, and nation.

For more information, please call the **I-20 Corridor Council** (903) 938-8373
211 West Austin Street, Marshall, Texas 75670 ★ Contact: Christina Anderson cca@andersonpartners.org

www.i-20corridorcouncil.com

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RESOLUTION NO. _____ OF 2022

A RESOLUTION TO SUPPORT THE DEVELOPMENT OF PASSENGER RAIL SERVICE FROM FORT WORTH, TEXAS THROUGH THE CITY OF **Name of City and State TO ATLANTA, GEORGIA ALONG THE I-20 CORRIDOR AND RELATED ISSUES**

RESOLUTION MADE BY: **Name of Entity**

WHEREAS, in November of 2021, Congress passed a major bi-partisan infrastructure bill, which includes some sixty-six (66) billion dollar allocation for passenger rail and Amtrak;

WHEREAS, connecting Fort Worth, Texas and Atlanta, Georgia, with points along the Interstate 20 Corridor including the **City of Name of City**, would establish a passenger rail connection joining more than 14 million residents throughout Texas, Louisiana, Mississippi, Alabama and Georgia, and connecting these states with the East Coast and onward north to New York;

WHEREAS, the existing Interstate 20 was constructed almost sixty years ago, and there has been no material increase in capacity, despite the population growth throughout these states of two to three times during the last two generations, and there appear to be no present plans to materially expand the existing four lanes of Interstate 20 for the foreseeable future;

WHEREAS, the I-20 Corridor Council, representing many cities and councils of governments along the proposed route obtained federal funding and has completed two important studies, including

- (1) a 2015 Amtrak **feasibility study** which determined that a long-distance passenger rail connection could operate profitably over the existing railroad infrastructure would require no annual governmental subsidy, and
- (2) a 2017 **capacity study** suggested that a capital expenditure investment of less than \$80 million in Texas, Louisiana, and Mississippi. This would represent a fraction of the cost of conventional highway construction and would enable new passenger rail service on the route without adversely affecting freight traffic along the host railroad; and

WHEREAS, the I-20 Rail Corridor service would provide an east-west connection consisting of two daily passenger trains for the regions of Dallas, Fort Worth and Atlanta and would run through the City of Shreveport; and the proposed railway service will connect surrounding regions and result in increased economic viability for cities along the railway route for tourism and increased mobility by providing an alternative means of transportation; and

WHEREAS, grassroots, multi-state coalitions including mayors, local, state and federal officials, business and economic leaders and many other stakeholders have shown great support for this opportunity along the I-20 corridor, and creating an economical and environmentally attractive addition to highway travel;

WHEREAS, the proposed acquisition of the Kansas City Southern Railway ("KCS") by Canadian Pacific Railway ("CP") is pending before the United States Surface Transportation Board, and Canadian

Pacific and Amtrak have announced plans to conduct a study to finalize a cooperative agreement to operate the passenger train for the I 20 Corridor along the trackage being acquired by Canadian Pacific;

NOW THEREFORE BE IT RESOLVED by the **Name of Entity** in legal session convened, hereby recognizes and supports the efforts to construct and operate a long-distance passenger rail connection along the I-20 corridor, also supports the approval of the Surface Transportation Board of the merger between Kansas City Southern and Canadian Pacific Railway, and further supports the efforts to improve on-time performance of Amtrak passenger trains with the host railroad carriers.

BE IT FURTHER RESOLVED that if any provision or item of this resolution or the application thereof is held invalid, such invalidity shall not affect other provisions, items, or applications of this resolution which can be given effect without the invalid provisions, items, or applications; and, to this end, the provisions of this resolution are hereby declared severable.

BE IT FURTHER RESOLVED that all resolutions or parts thereof in conflict herewith are hereby repealed.

ADOPTED on this the ____ day of February, 2022.

Signature of Presiding Officer of Entity
Name of entity

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