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ENTERED
Office of Proceedings
April 28, 2022
Part of
Public Record

April 28, 2022

VIA E-FILING

Cynthia T. Brown
Chief, Section of Administration
Surface Transportation Board
Office of Proceedings
395 E Street, S.W., Room 1034
Washington, D.C. 20423

Re: **Docket No. FD 36500**
Canadian Pacific Railway Limited; Canadian Pacific Railway Company;
Soo Line Railroad Company, Central Maine & Quebec Railway US Inc.;
Dakota, Minnesota & Eastern Railroad Corporation; and Delaware & Hudson
Railway Company, Inc.-Control-Kansas City Southern, The Kansas City Southern
Railway Company, Gateway Eastern Railway Company, and the Texas Mexican
Railway Company

Dear Ms. Brown:

On behalf of the I-20 Corridor Council, enclosed please find for electronic filing the Council's "Memorandum In Support of the Application by Canadian Pacific Railway Limited and their U.S. rail carrier subsidiaries and Kansas City Southern and their rail carrier subsidiaries" such Application having been filed on October 29, 2021.

Thank you for your courtesies and attention in these respects.

Respectfully Submitted,

/s/Richard M. Anderson

Enclosure

Cc: All Parties of Record

Judge Richard Anderson
211 West Austin St.
Marshall, Texas 75670
903 938 8373
903 938 3748 (fax)
Email: rma@andersonpartners.org

THE UNITED STATES
SURFACE TRANSPORTATION BOARD

Canadian Pacific Railroad Limited; Canadian Pacific Railway Company; Soo Line Railroad Company, Central Maine & Quebec Railway US Inc; Dakota Minnesota & Eastern Railroad Corporation; and Delaware & Hudson Railway Company Inc.-Control-Kansas City Southern, The Kansas City Southern Railway Company, Gateway Eastern Railway Company, and the Texas Mexican Railway Company.

DOCKET NO. FD 36500

**MEMORANDUM IN SUPPORT OF THE APPLICATION OF
CANADIAN PACIFIC RAILWAY AND KANSAS CITY SOUTHERN**

The **I-20 Corridor Council**, a Texas not-for-profit corporation (the “**Council**”), submits this **Memorandum In Support of the Application by Canadian Pacific Railway Limited** and their U.S. rail carrier subsidiaries identified above (“**Canadian Pacific**”) and **Kansas City Southern** and their U.S. rail carrier subsidiaries identified above, dated October 29, 2021, (the “**Application**”) and would respectfully show the Board as follows.

I.

This Memorandum is submitted in compliance with the Board’s Decision No. 11, entered on November 23, 2021 (the “**Decision**”), establishing the schedule for submission of responses to comments and requests for conditions to the Application with the submission date being **April 22, 2022**, all as set forth in the Appendix entitled PROCEDURAL SCHEDULE attached to the **Decision**. The schedule has been suspended as of the date of this filing, so it is timely filed.

II.

The **Council** has spearheaded a bottoms-up, grassroots effort to obtain resolutions representing more than 48 counties, parishes, cities, as well as literally hundreds of cities and other not-for-profit and governmental stakeholder entities which are reflected in this Memorandum and Appendices, which are incorporated herein by reference for all purposes, and submitted for the record in these proceedings. These resolutions and letters of support for the **Application** are submitted on behalf of the constituent entities as evidence of the generalized public support for passenger rail on the I-20 Corridor and the corresponding support for the **Application** pending before the Board.

The **Council** is comprised of numerous governmental and non-governmental entities located across Central and Northeastern Texas, and extending eastward across Northern Louisiana to Vicksburg, Mississippi. A graphic description of the I-20 Corridor map is presented on the initial Attachment to this Memorandum. The Council anticipates that the Southern Rail Commission will submit for filing resolutions from a number of governmental entities within the state of Mississippi as well. Beginning with the execution of Memorandum of Understanding between four Councils of Government in north

central and east Texas and northern Louisiana between 2007 through 2009, these entities registered their support for establishing a passenger rail link between Dallas/Fort Worth eastward to Atlanta, Georgia. This would establish an East-West route parallel with existing Interstate Highway 20, and include a connection between Bossier City and Meridian, Mississippi, a distance of some 310 miles along existing track currently owned by KCS, which has previously not conveyed any apparent support for passenger rail service sharing these tracks. On the other hand, as evidenced by the agreement described in Section V herein, Canadian Pacific has registered its support for passenger via Amtrak.

With the I-20 Corridor connection, the populations of the greater Dallas/Fort Worth Metroplex of some 7.5 million people and the greater Atlanta Metroplex with some 6 million people which would result in the passenger rail connection of the two of the fastest-growing megaregions in the country. Other Texas cities along this route would include Mineola, Tyler, Longview, and Marshall, extending eastward into Louisiana to cities such as Shreveport, Bossier City, Ruston, Grambling, and Monroe to the Mississippi border. The combined population of the metroplexes and the cities along this corridor would exceed 15 million, inclusive of Vicksburg, Jackson, Meridian, Birmingham and into Atlanta.

The Resolutions attached to this Memorandum represent the consensus of elected officials representing more than seven (7) million residents of north central and northeast Texas and all of northern Louisiana who are supportive of the Application made the subject of these proceedings.

III.

With the passage of the **Infrastructure Investment and Jobs Act ("IIJA")** with bi-partisan support, the funding of some \$16 Billion for Amtrak's National Network and potentially for this route has been made available. **A previously funded and already completed capacity study and a separate feasibility study have established** that the route would be profitable for Amtrak, without any annual operating subsidy, and that the costs of necessary additional siding so as not to impair freight traffic along this route and to accommodate the additional two daily frequencies would cost less than \$100 million. The resultant route would provide for a transportation alternative for tourists, students and senior citizens, promote economic development, would result in improved environmental conditions, and provide a connectivity alternative between the smaller cities and the international airport hubs, such as D/FW Airport and Atlanta Hartsfield Airport. Some of these cities with populations of 100,000 or less are already experiencing constriction of air service by the commuter airlines due to economic conditions.

IV.

Additionally, representatives of the Corridor **Council** met with Dallas Congresswoman Eddie Bernice Johnson (TX-30) and Amtrak President Stephen Gardner regarding the proposed I-20 Corridor route, and President Gardner requested that Congresswoman Johnson request that the Surface Transportation Board impose suitable conditions during any potential merger negotiations and regulatory review, which would ensure that the portion of the tracks currently owned and operated by KCS would support the use of the route for passenger rail service. The correspondence to the STB requesting this was sent by Congresswoman Johnson on October 19, 2021 and is on file herein.

V.

Amtrak and Canadian Pacific entered into an agreement dated December 17, 2021, which was filed in these proceedings on February 2, 2022, setting forth their agreement to participate in a joint study with the goal of introducing a daily frequency between Dallas/Fort Worth and Meridian within two (2) years, with the potential for a second daily trip within an additional two (2) years of approval of this Application. This language appears on page 5, Section 5 of the agreement on file herein.

VI.

Thus, this confluence of events and positive developments has resulted in the members of the **Council** working together to facilitate the passage of updated resolutions stating again their support for the I-20 Corridor long-distance passenger rail route. A description of the respective entities is set forth below, and copies of the Resolutions are attached to this Memorandum as Appendix "A", and included herein by reference for all purposes. The accompanying resolutions and letters of support are organized as follows: (1) by the respective councils of governments, or regional planning organizations formed by the respective state governments representing the counties and cities in Texas and Louisiana which are contiguous or within the catchment basin of the Corridor, (2) resolutions of certain counties and cities along the Corridor, (3) letters of support from economic development entities, chambers of commerce and related entities which have expressed a keen interest in developing this passenger rail connection and (4) advocacy groups such as the Rail Passenger Association (formerly "National Association of Rail Passenger" (NARP) a national rail advocacy organization and Texas Rail Advocates. These latter two organizations are registered 501 (c 3) entities.

THE TEXAS CONSTITUENT ENTITIES

The **North Central Texas Council of Governments** is designated as the Metropolitan Planning Organization ("MPO") of the Dallas-Fort Worth Metropolitan Area in accordance with federal law. Its Regional Transportation Council ("RTC") is the regional transportation policy body, comprised mainly of elected officials and continues to be the regional forum for cooperative decisions on transportation. **The NCTCOG includes some sixteen (16) counties as well as 169 cities surrounding the Dallas-Fort Worth Metroplex and is comprised of more than seven million residents.** Also included are nineteen (19) school districts and twenty-five Special Districts including Dallas Area Rapid Transit ("DART"). A copy of the Resolution which was unanimously approved by the RTC on March 10, 2022, as well as the names of the forty-four (44) constituent entities, is attached as **Appendix "A-1"**.

The **East Texas Council of Governments** is comprised of **fourteen (14) counties** extending across northeast Texas along the Interstate 20 Highway. These include Anderson, Camp, Cherokee, Gregg, Harrison, Henderson, Marion, Panola, Rains, Rusk, Smith, Upshur, Van Zandt, and Wood Counties. Populations centers include Mineola, Tyler, Longview, Kilgore, Marshall, and numerous smaller cities. A copy of the Resolution is attached as **Appendix "A-2"**.

The **North East Texas Regional Mobility Authority (NET RMA)** is a governmental entity established by the State of Texas, and consists of some fourteen (14) counties in northeast Texas, including Gregg, Smith, Cherokee, Rusk, Harrison, Upshur, Bowie, Panola, Wood, Van Zandt, Titus,

Kaufman, Cass and Camp Counties. There is some overlap with the ETCOG 14-county region within this representation. A copy of the Resolution is attached as **Appendix “A-3”**.

Numerous governmental entities in East Texas wished to pass their own Resolutions in support of the Application and the I-20 Corridor. These governmental and other entities’ resolutions are attached as **Appendix A-4**, and include the following:

1. City of Mineola
2. Wood County
3. Smith County
4. City of Longview
5. City of Kilgore
6. Gregg County
7. City of Marshall
8. Harrison County

Correspondence of other Stakeholder Entities in East Texas in Support of the Application include:

9. Mineola Economic Development Corporation
10. Tyler Chamber of Commerce
11. Longview Economic Development Corporation
12. Longview Chamber of Commerce
13. Kilgore Economic Development Corporation
14. Kilgore Chamber of Commerce
15. Marshall Economic Development Corporation
16. Marshall Chamber of Commerce
17. Marshall Depot Inc.

Texas Transportation and/or Rail Advocacy-related Stakeholder Entities

19. I-20 Corridor Council
20. EasTexConnects (14-county East Texas transportation committee)
21. Longview Transit
22. Texas Eagle Marketing and Performance Organization (TEMPO)
21. Texas Rail Advocates

National Rail Advocacy-related Stakeholder Entities

22. Rail Passengers Association (*formerly National Association of Railroad Passengers*)

THE LOUISIANA CONSTITUENT ENTITIES

The Northwest Louisiana Council of Governments is comprised of the following ten (10) parishes in northwestern Louisiana: Bienville, Bossier, Caddo, Claiborne, DeSoto, Lincoln, Natchitoches, Red River, Sabine, and Webster parishes. Its population centers include Shreveport, Bossier City, Minden, Mansfield, and Arcadia. A copy of the Resolution in support of the Application is attached as **Appendix “A-5”**.

The Ouachita Council of Governments consists of eleven (11) parishes in north central and northeast Louisiana. It is comprised of eleven (11) parishes along the corridor route including Jackson, Union, Morehouse, Caldwell, Richland, West Carroll, East Carroll, Madison, Tensas, Franklin, and Ouachita parishes. Population centers include Monroe and West Monroe. The Resolution in support of the Application is attached as **Appendix “A-6”**.

Numerous governmental entities in Louisiana wished to pass their own Resolutions in support of the Application and the Corridor. These resolutions are attached as **Appendix A-7** which include the following entities:

1. City of Shreveport
2. Caddo Parish Commission
3. City of Bossier City
4. Bossier Parish Police Jury
5. City of Grambling
6. City of Ruston
7. City of Monroe
8. Town of Blanchard
9. Town of Haughton
10. Village of Athens
11. Village of Simsboro
12. Village of Dixie Inn
13. Greater Shreveport Chamber of Commerce
14. Shreveport Bossier Convention and Tourist Bureau
15. Greater Bossier Economic Development Foundation
16. Jackson Parish Tourism Board

VII.

The **Council** was not a party to the negotiation of the terms of the Agreement between Amtrak and CP dated December 17, 2021, which counsel for Amtrak has requested be incorporated as a condition of the Board’s approval of the Application. The **Council** submits that the incorporation of a similar dispute resolution provision as set forth in Section 3 (pages 3-4) of the December 17, 2021, Agreement between Amtrak and CP regarding the “New Orleans to Baton Rouge” Section be incorporated into the “Dallas to Shreveport to Meridian” Section 5 appearing on page 5 of the Agreement. The **Council** believes that such incorporation of these provisions could materially assist in a more efficient implementation of passenger rail service should the Board approve the Application. The **Council** will work with counsel for Amtrak and CP in order to attempt to obtain their approval, and will so advise the Board of the results of these efforts in a timely fashion.

PREMISES CONSIDERED, the Council submits that the Application of Canadian Pacific filed herein on October 29, 2021, be approved in accordance with the foregoing.

Respectfully Submitted,

/S/ Richard M. Anderson

I-20 Corridor Council

By: Richard M. Anderson, Chairman

P.O. Box 550

Marshall, Texas 75671

(903) 938-8373

(903) 9383748 (Fax)

rma@andersonpartners.org

CERTIFICATE OF SERVICE

I, Richard M. Anderson, declare that to the best of my knowledge, information, and belief, formed after an inquiry reasonable under the circumstances the foregoing is true and correct.

Pursuant to 49 § 1104.12, I hereby certify that on the 28th day of April, 2022 I have caused to be served a copy of the Foregoing Letter to Surface Transportation Board upon all parties of record via electronic mail.

/s/Richard M. Anderson

State Bar No. 01210000

P.O. Box 550

Marshall, Texas 75671

(903)938.8373

(903)938.3748 facsimile

Email: rma@andersonpartners.org

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/s/Richard M. Anderson
State Bar No. 01210000
P.O. Box 550
Marshall, Texas 75671
(903)938.8373
(903)938.3748 facsimile
Email: rma@andersonpartners.org

Mr. Timothy O. Nugent, Attorney for Village of Manteno
98 E. Third St.
Manteno, IL 60950

The Secretary of the U.S. Dept. of Transportation
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Washington, DC 20590

The Honorable Kevin Cramer
330 Hart Office Bldg.
Washington, DC 20510

The Honorable Eddie Bernice Johnson
2306 Rayburn Bldg.
Washington, DC 205015-4330

Mr. Mark Sauve, Attorney for Conagra Brands Canada, Inc.
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Mr. Steve P. Gorsline, Attorney for Sunflower State Industrial Railway, LLC
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Mr. Ben Benson, Attorney for City of Lockport
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Lockport, IL 60441

Mr. Doug Punzel, Attorney for Celtic International, LLC
8505 W. 183rd St., Suite H
Tinley Park, IL 60487

Mr. Lance Lin, Attorneys for Yang Ming (America) Corp.
1085 Raymond Blvd.
Newark, NJ 07102

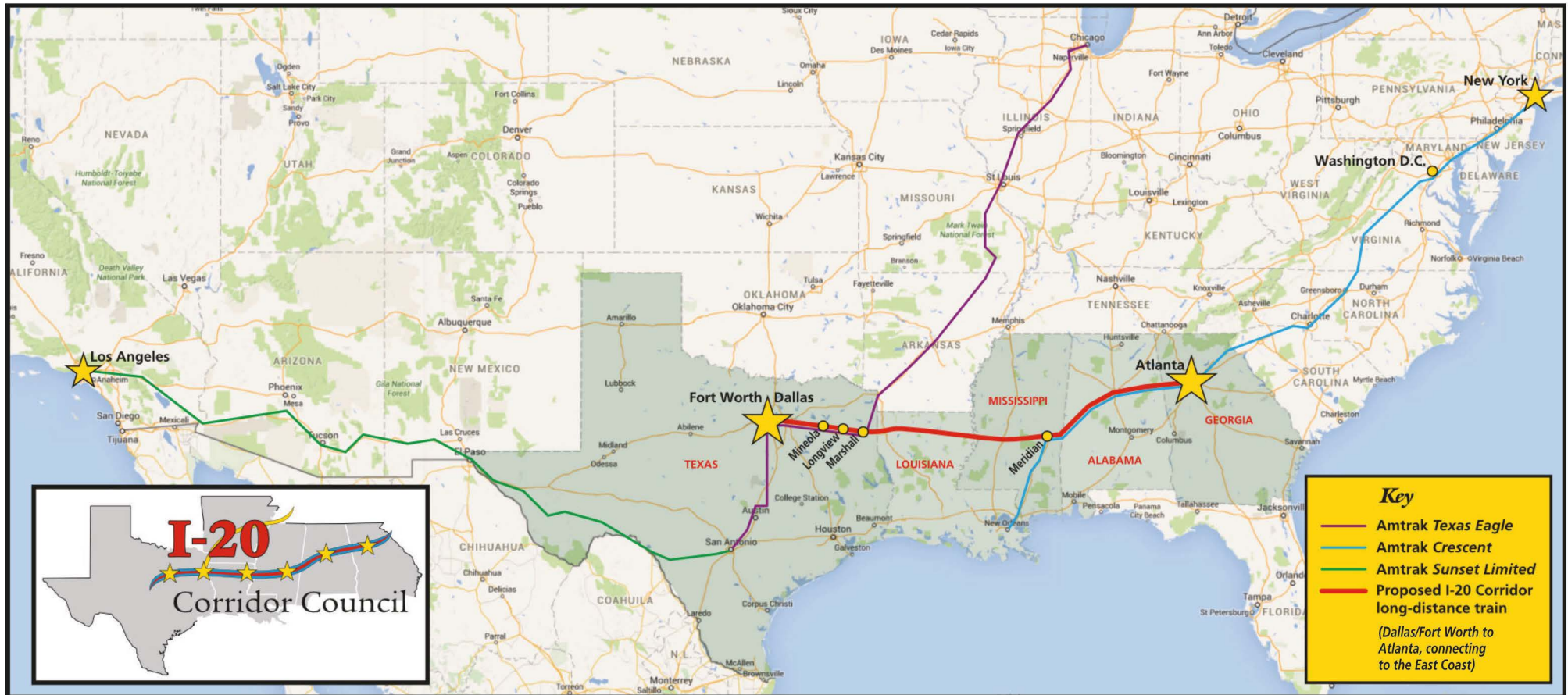
Attorney General of the United States
c/o Assistant Attorney General
Antitrust Division, Rm. 3109
Department of Justice
Washington, DC 20530

Mr. Brad Chase, Attorney for Bison Transport
1001 Sherwin Rd.
Winnipeg, MB R3H 0T8
Canada

Attachment

Map and Fact Sheet about the proposed I-20 Corridor
long-distance passenger rail connection
between Dallas/Fort Worth and Atlanta

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)



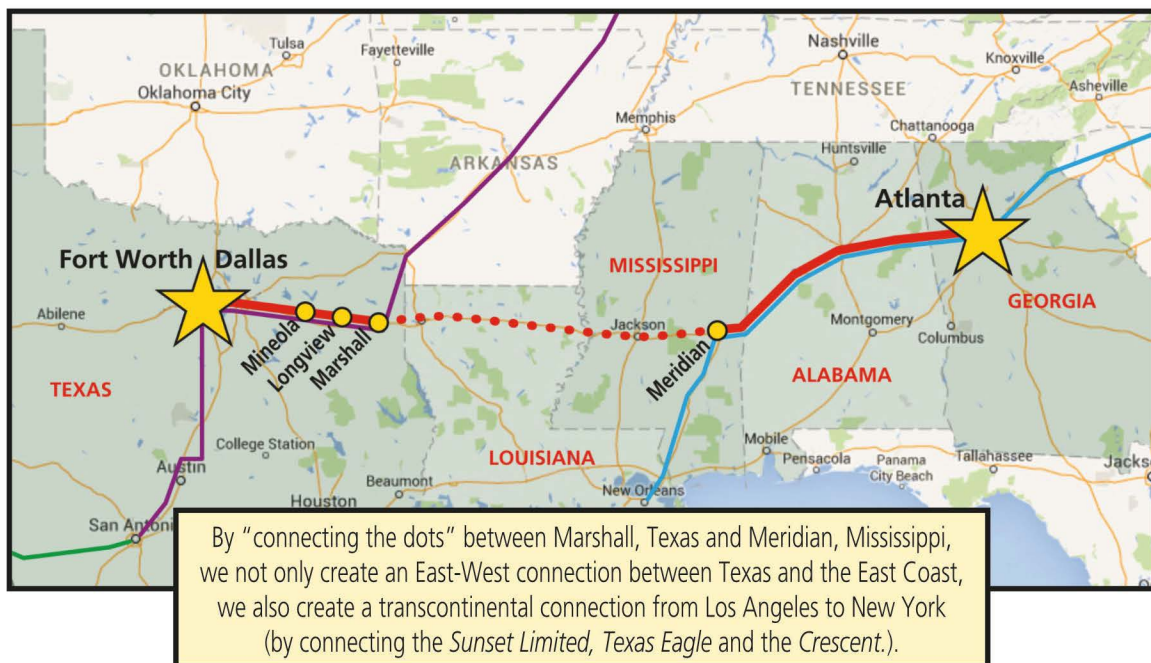
With Congress' passage of the bi-partisan \$1.2 trillion Infrastructure Investment and Jobs Act (IIJA), signed into law on November 15, 2021, the time is now to make the proposed I-20 Corridor long-distance passenger rail connection a reality.

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.



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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Appendix A-1

Resolution of Support from
North Central Texas Council of Governments (NCTCOG)
Regional Transportation Council

With the following attachments:

Map of jurisdiction represented

List of Entities represented by the Regional Transportation Council

**RESOLUTION REAFFIRMING SUPPORT FOR INTERCITY PASSENGER RAIL ALONG THE
I-20 CORRIDOR BETWEEN THE DALLAS-FORT WORTH REGION AND THE ATLANTA,
GEORGIA REGION**

(R22-01)

WHEREAS, the North Central Texas Council of Governments (NCTCOG) is designated as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth Metropolitan Area by the Governor of Texas in accordance with federal law; and,

WHEREAS, the Regional Transportation Council (RTC), comprised primarily of local elected officials, is the regional transportation policy body associated with the North Central Texas Council of Governments, and has been and continues to be the regional forum for cooperative decisions on transportation; and,

WHEREAS, a joint Memorandum of Understanding on coordinated planning for future passenger rail service between the North Central Texas Region and the East Texas Region was signed on August 7, 2007; and,

WHEREAS, NCTCOG continues to coordinate with the I-20 Corridor Council, a non-profit organization and multi-state coalition, comprised elected officials and other stakeholders along the I-20 corridor, working to establish a passenger rail connection between Dallas-Fort Worth and Atlanta, Georgia, and ultimately connecting to the East Coast; and,

WHEREAS, The North Central Texas region has been identified as a potential hub for passenger rail routes serving distant regions and this Amtrak service coexists with the region's long-range transportation plan, Mobility 2045: The Metropolitan Transportation Plan for North Central Texas; and,

WHEREAS, in December 2021, Amtrak and Canadian Pacific Railway entered into an agreement to participate in a joint study with the goal of the introduction of an Amtrak train route between Dallas, Texas and Meridian, Mississippi, pending US Surface Transportation Board approval of Canadian Pacific's acquisition of Kansas City Southern Railway; and,

WHEREAS, the proposed I-20 corridor passenger rail project would not only provide an east-west connection between two of the nation's fastest-growing urban mega-regions, Dallas-Fort Worth with 7.5 million in population and the greater Atlanta region with 6 million in population, but would also connect the rural communities and smaller cities along the route.

NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:

Section 1. The RTC reaffirms its support for a passenger rail connection between the Dallas-Fort Worth region and Atlanta, Georgia region along the I-20 corridor.

Section 2. NCTCOG will continue planning for future passenger rail service along the I-20 corridor.

Section 3. This resolution shall be in effect immediately upon its adoption.

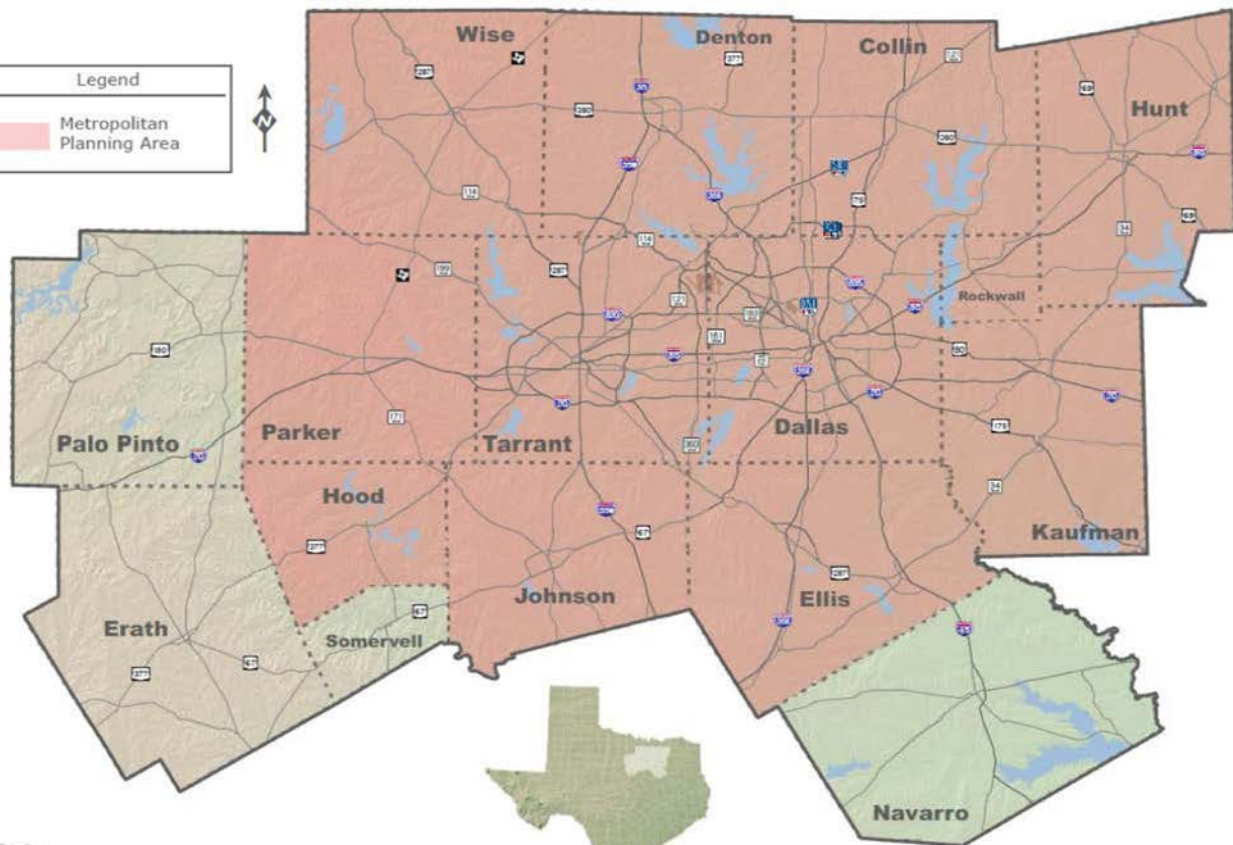


Dr. Theresa Daniel, Chair
Regional Transportation Council
Dallas County Commissioner

I hereby certify that this resolution was adopted by the Regional Transportation Council of the North Central Texas Council of Governments for the Dallas-Fort Worth Metropolitan Area on March 10, 2022.



Cary Moon, Secretary
Regional Transportation Council
Councilmember, Fort Worth



North Central Texas
Council of Governments



**Attachment to North Central Texas Council of Governments
Regional Transportation Council (RTC)
Resolution of Support
(Unanimously approved March 10, 2022)**

Regional Transportation Council Membership

Cities

City of Arlington	2
Cities of Carrollton and Farmers Branch	1
Cities of Dallas, Highland Park, and University Park	6
Cities of Denton, Sanger, Corinth, and Lake Dallas	1 (urbanized area)
Cities of Duncanville, DeSoto, Lancaster, Cedar Hill, Glenn Heights, and Hutchins	1
City of Fort Worth	3
City of Garland	1
City of Grand Prairie	1
Cities of North Richland Hills, Richland Hills, Haltom City, Watauga, White Settlement, River Oaks, Lake Worth, Westworth Village, Saginaw, Azle, Keller, and Sansom Park	1
Cities of Irving and Coppell	1
Cities of Lewisville, Flower Mound, and Highland Village	1 (urbanized area)
Cities of Mansfield, Benbrook, Forest Hill, Crowley, Everman, and Kennedale	1
Cities of Mesquite, Balch Springs, Seagoville, and Sunnyvale	1
Cities of Grapevine, Southlake, Colleyville, Westlake, Trophy Club, Roanoke, Bedford, Euless, and Hurst	1
Cities of McKinney, Fairview, Anna, Princeton, and Melissa	1 (urbanized area)
City of Plano	1
Cities of Richardson and Addison	1
Cities of Frisco, Prosper, Little Elm, The Colony, Celina, and Providence Village	1
Cities of Allen, Lucas, Wylie, Rowlett, Sachse, and Murphy	1

Subtotal 27

Other

Collin County	1
Dallas County	2

Denton County	1
Ellis County and the Cities of Waxahachie, Midlothian, Ennis, and Red Oak and Kaufman County and the Cities of Forney, Terrell, and Kaufman	1
Johnson County and the Cities of Burleson, Cleburne, Keene, and Joshua and Hood County and the City of Granbury	1
Rockwall County and the Cities of Rockwall, Heath, Royse City, and Fate and Hunt County and the Cities of Greenville and Commerce	1
Parker County and the Cities of Weatherford and Mineral Wells and Wise County and the Cities of Decatur and Bridgeport	1
Tarrant County	2
District Engineer, Dallas District, TxDOT (also represents the TxDOT Paris District's interests)	1
District Engineer, Fort Worth District, TxDOT	1
Board Member, Dallas Area Rapid Transit (DART)	1
Board Member, Fort Worth Transportation Authority	1
Board Member, Denton County Transportation Authority	1
Board Member, North Texas Tollway Authority	1
Board Member, Dallas Fort Worth International Airport	1
	Subtotal 17
	TOTAL 44

Appendix A-2

Resolution of Support from East Texas Council of Governments (ETCOG)

With the following attachment:

Map of jurisdiction represented

EAST TEXAS COUNCIL OF GOVERNMENTS

RESOLUTION 2022-05

A RESOLUTION TO SUPPORT THE DEVELOPMENT OF PASSENGER RAIL SERVICE FROM FORT WORTH, TEXAS THROUGH EAST TEXAS TO ATLANTA, GEORGIA ALONG THE I-20 CORRIDOR AND RELATED ISSUES

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 East Texas 14-county region represented by ETCOG, including Anderson, Camp, Cherokee, Gregg, Harrison, Henderson, Marion, Panola, Rains, Rusk, Smith, Upshur, Van Zandt and Wood Counties would establish a passenger rail connection joining more than 14 million residents along the route throughout Texas, Louisiana, Mississippi, Alabama and Georgia, and connecting these states with the East Coast and New York City;

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 a multi-state coalition of cities, counties, parishes, councils of governments, and other stakeholder entities along the proposed route, obtained federal funding and, with the funding, has completed two important studies of the route, 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** with TXDOT which 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 Northeast Texas; and the proposed railway service will connect surrounding regions and result in increased economic viability for cities and counties along the railway route for tourism and increased mobility by providing an alternative means of transportation; and

WHEREAS, a grassroot, multi-state coalition that has been built over many years, including mayors, councils of governments, 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, so as to create 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 existing trackage being acquired by Canadian Pacific;

NOW THEREFORE BE IT RESOLVED by the **East Texas Council of Governments** in legal session convened, hereby recognizes and continues to support the efforts of the I-20 Corridor Council and other stakeholders to construct and operate a long-distance passenger rail connection along the I-20 corridor, and hereby 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.

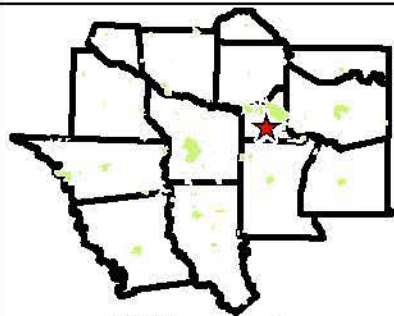
BE IT FURTHER RESOLVED that all resolutions or parts thereof in conflict herewith are hereby repealed.

ADOPTED on this 7th day of April 2022



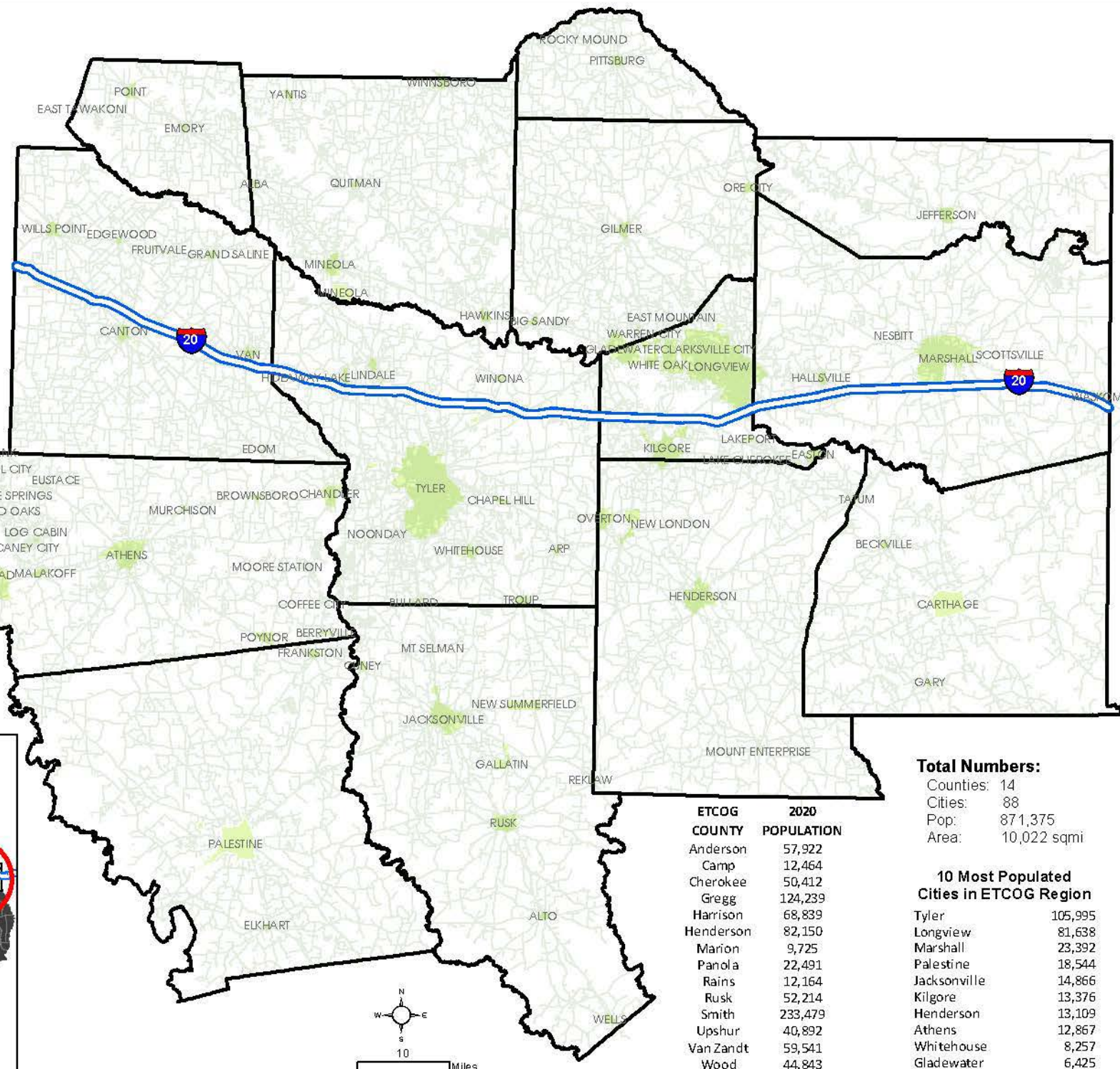
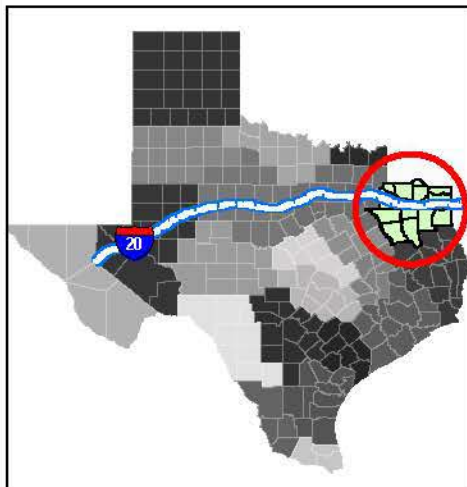
Judge A. J. Mason, Chairman ETCOG Executive Committee





3800 Stone Road
Kilgore, TX. 75662
(903) 218-6400

Executive Director: David Cleveland



Total Numbers:
Counties: 14
Cities: 88
Pop: 871,375
Area: 10,022 sqmi

10 Most Populated Cities in ETCOG Region

Tyler	105,995
Longview	81,638
Marshall	23,392
Palestine	18,544
Jacksonville	14,866
Kilgore	13,376
Henderson	13,109
Athens	12,867
Whitehouse	8,257
Gladewater	6,425

ETCOG COUNTY	2020 POPULATION
Anderson	57,922
Camp	12,464
Cherokee	50,412
Gregg	124,239
Harrison	68,839
Henderson	82,150
Marion	9,725
Panola	22,491
Rains	12,164
Rusk	52,214
Smith	233,479
Upshur	40,892
Van Zandt	59,541
Wood	44,843

**Source: 2020 Decennial Census. www.data.census.gov

Appendix A-3

Resolution of Support from
North East Texas Regional Mobility Authority (NET RMA)

**GENERAL MEETING OF THE BOARD OF DIRECTORS
OF THE NORTH EAST TEXAS
REGIONAL MOBILITY AUTHORITY**

RESOLUTION NO. 22-04

WHEREAS, the North East Texas Regional Mobility Authority ("NET RMA") was created pursuant to the request of Gregg and Smith Counties and in accordance with provisions of the Transportation Code and the petition and approval process established in 43 Tex. Admin. Code § 26.1, *et seq.* (the "RMA Rules"); and

WHEREAS, the Board of Directors of the NET RMA has been constituted in accordance with the Transportation Code and the RMA Rules; and

WHEREAS, subsequent to the initial formation of the NET RMA the Counties of Cherokee, Rusk, Harrison, Upshur, Bowie, Panola, Wood, Van Zandt, Titus, Kaufman, Cass, and Camp joined the Authority and are represented on the Board of Directors; and

WHEREAS, the NET RMA is dedicated to improving mobility in the North East Texas region and throughout the State of Texas, and establishing long-distance passenger rail service is consistent with that goal; and

WHEREAS, on February 9, 2016, the NET RMA Board of Directors adopted Resolution 16-07 supporting the efforts of the Ark-La-Tex Corridor Council, now known as the I-20 Corridor Council, to establish long-distance passenger rail service between Fort Worth to Atlanta; and

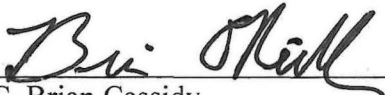
WHEREAS, Amtrak has announced plans to conduct a study and to finalize a cooperative agreement with private rail operators to provide long-distance passenger rail service for the I-20 Corridor.

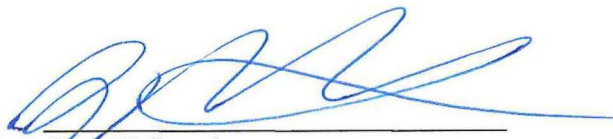
NOW THEREFORE, BE IT RESOLVED, that the NET RMA Board of Directors continues to support the efforts of the I-20 Corridor Council and other stakeholders to establish long-distance passenger rail service between Fort Worth to Atlanta.

Adopted by the Board of Directors of the North East Texas Regional Mobility Authority on the 8th day of March, 2022.

Submitted and reviewed by:

Approved:


C. Brian Cassidy
General Counsel for the North East
Texas Regional Mobility Authority


Gary Halbrooks
Chair, Board of Directors
Date Passed: 03/08/22
Resolution No. 22-04

Appendix A-4

Resolutions of Support from
Governmental Entities in East Texas

Other Stakeholder Entities in East Texas

**Texas Transportation and/or
Rail Advocacy-related Stakeholder Entities**

National Rail Advocacy-related Stakeholder Entities



22-03-28

RESOLUTION NO. _____ OF 2022

A RESOLUTION TO SUPPORT THE DEVELOPMENT OF PASSENGER RAIL SERVICE FROM FORT WORTH, TEXAS THROUGH THE CITY OF MINEOLA, TEXAS TO ATLANTA, GEORGIA ALONG THE I-20 CORRIDOR AND RELATED ISSUES

RESOLUTION MADE BY: CITY OF MINEOLA, TEXAS

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 (**current Texas Eagle passenger rail route**) including the City of Mineola, Texas, 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 track age being acquired by Canadian Pacific;

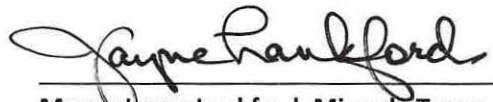
NOW THEREFORE BE IT RESOLVED by the **City of Mineola Texas** in legal session convened, hereby recognizes and supports the efforts to construct and operate a long-distance passenger rail connection along the I-20 corridor, also supports the approval of the Surface Transportation Board of the merger 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.

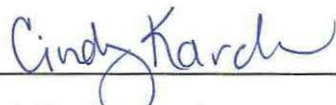
BE IT FURTHER RESOLVED that if any provision or item of this resolution or the application thereof is held invalid, such invalidity shall not affect other provisions, items, or applications of this resolution which can be given effect without the invalid provisions, items, or applications; and, to this 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 28th day of March 2022.

CITY OF MINEOLA


Mayor Jayne Lankford, Mineola Texas

ATTEST BY: 
Cindy Karch, Mineola City Secretary

RESOLUTION NO. 3-22 OF 2022

**A RESOLUTION TO SUPPORT THE DEVELOPMENT OF PASSENGER RAIL SERVICE
FROM FORT WORTH, TEXAS THROUGH WOOD COUNTY, MINEOLA, TX. TO AND
FROM ATLANTA, GEORGIA ALONG
THE I-20 CORRIDOR AND RELATED ISSUES**

RESOLUTION MADE BY: Wood County, Texas

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 (**current Texas Eagle rail route**) including the City of Mineola TX of Wood County 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, East Texas Communities along the Amtrak current passenger rail route, and Atlanta, GA., 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;

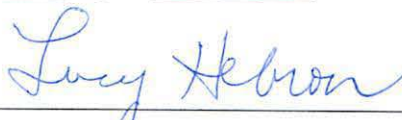
WHEREAS, the proposed acquisition of the Kansas City Southern Railway ("KCS") by Canadian Pacific Railway ("CP") is pending before the United States Surface Transportation Board, and Canadian Pacific and Amtrak have announced plans to conduct a study to finalize a cooperative agreement to operate the passenger train for the I-20 Corridor along the track age being acquired by Canadian Pacific;

NOW THEREFORE BE IT RESOLVED by the County of Wood 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 22nd day of March 2022.



Lucy Hebron, County Judge

Commissioner, Precinct #1



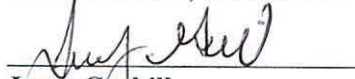
Virgil Holland

Commissioner, Precinct #3



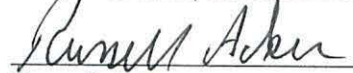
Mike Simmons

Commissioner, Precinct #2



Jerry Gaskill

Commissioner, Precinct #4



Russell Acker

ATTEST:

County Clerk


Kelley Price



RESOLUTION NO. _____ OF 2022

A RESOLUTION TO SUPPORT THE DEVELOPMENT OF PASSENGER RAIL SERVICE FROM DALLAS/ FORT WORTH THROUGH EAST TEXAS TO ATLANTA, GEORGIA ALONG THE I-20 CORRIDOR AND RELATED ISSUES

RESOLUTION MADE BY: SMITH COUNTY, TEXAS

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 stations in East Texas in Mineola, Longview, and Marshall, would establish a passenger rail connection joining more than 14 million residents along the route and even more in proximit to the route throughout Texas, Louisiana, Mississippi, Alabama, and Georgia, and connecting these states with the East Coast and New York City;

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 a multi-state coalition of cities, counties, parishes, and councils of governments along and near the proposed route, obtained federal funding and, with the funding, has completed two important studies of the route, 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** with TXDOT which 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 East Texas and the proposed railway service will connect surrounding regions and result in increased economic viability for cities along and near the railway route for tourism and increased mobility by providing an alternative means of transportation; and

WHEREAS, a grassroots, multi-state coalition that has been built over many years, including mayors, judges, 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, so as to create an economical and environmentally attractive addition to highway travel;

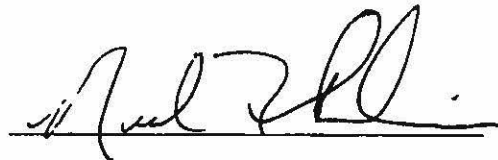
WHEREAS, the proposed acquisition of the Kansas City Southern Railway ("KCS") by Canadian Pacific Railway ("CP") is pending before the United States Surface Transportation Board, and Canadian Pacific and Amtrak have announced plans to conduct a study to finalize a cooperative agreement to operate the passenger train for the I-20 Corridor along the existing trackage being acquired by Canadian Pacific;

NOW THEREFORE BE IT RESOLVED by Smith County, Texas in legal session convened, hereby recognizes and continues to support the efforts of the I-20 Corridor Council and other stakeholders to construct and operate a long-distance passenger rail connection along the I-20 corridor, and hereby 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 19th day of April, 2022.



Signature of Presiding Officer of Entity
Name of entity

RESOLUTION NO. 5923

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LONGVIEW, TEXAS TO SUPPORTING THE DEVELOPMENT OF PASSENGER RAIL SERVICE FROM FORT WORTH, TEXAS THROUGH THE CITY OF LONGVIEW, TEXAS TO ATLANTA, GEORGIA ALONG THE INTERSTATE 20 CORRIDOR; DETERMINING THAT THE MEETING AT WHICH THIS RESOLUTION WAS APPROVED COMPLIED WITH THE TEXAS OPEN MEETINGS ACT; MAKING OTHER FINDINGS AND PROVISIONS RELATED TO THE SUBJECT; AND DECLARING AN EFFECTIVE DATE.

WHEREAS, connecting Fort Worth, Texas and Atlanta, Georgia, with points along the Interstate 20 Corridor including the City of Longview, Texas, 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; and,

WHEREAS, the establishment of this corridor expansion would complement the current passenger rail service located at the current transportation center in Longview; and,

WHEREAS, the Interstate 20 Corridor Council, representing many cities and councils of governments along the proposed route obtained federal funding and has completed two significant studies:

- (1) a 2015 Amtrak feasibility study which determined that a long-distance passenger rail connection could operate profitably over the existing railroad infrastructure;
- (2) a 2017 capacity study suggested that a capital expenditure investment by Texas, Louisiana, and Mississippi would be more cost effective than 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 Interstate 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,

WHEREAS, 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 additional means of transportation; and,

WHEREAS, grassroots, multistate coalitions including mayors, local, state and federal officials, business and economic leaders and many other stakeholders have shown great support for this opportunity; and,

WHEREAS, the proposed acquisition of 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 tracks being acquired by Canadian Pacific; NOW, THEREFORE,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF LONGVIEW, TEXAS:

Section 1. That the findings set forth in the preamble to this resolution are hereby in all things approved and adopted.

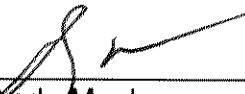
Section 2. That the City Council of the City of Longview, Texas, does hereby recognize and support the efforts to construct and operate a long-distance passenger rail connection along the I-20 Corridor.

Section 3. That the City Council of the City of Longview, Texas, further supports the approval by the Surface Transportation Board of the merger between Kansas City Southern and Canadian Pacific Railway and the efforts to improve on-time performance of Amtrak passenger trains with the host railroad carrier.

Section 4. That the meeting at which this resolution was approved was conducted in strict compliance with the Texas Open Meetings Act, Texas Government Code Chapter 551.

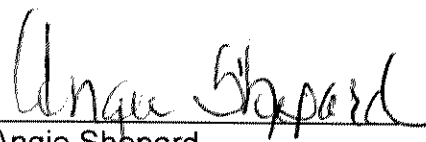
Section 5. That this resolution shall be effective immediately on and after its passage.

PASSED AND APPROVED this 10 day of March, 2022



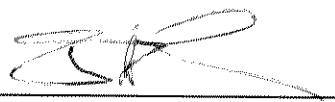
Dr. Andy Mack
Mayor

ATTEST:



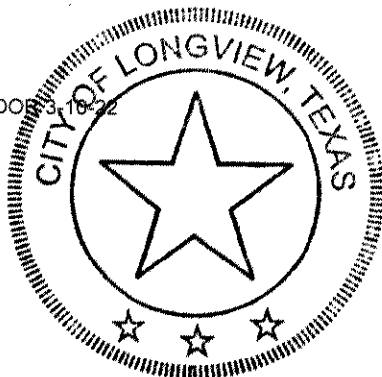
Angie Shepard
City Secretary

APPROVED AS TO FORM:



Jim Finley
City Attorney

R CC RAIL SERVICE I20 CORRIDOR 3-10-22



RESOLUTION NO. 22-04

A RESOLUTION TO SUPPORT THE DEVELOPMENT OF PASSENGER RAIL SERVICE FROM FORT WORTH, TEXAS THROUGH GREGG COUNTY, TEXAS TO ATLANTA, GEORGIA ALONG THE I-20 CORRIDOR AND RELATED ISSUES

RESOLUTION MADE BY: **CITY OF KILGORE, TEXAS**

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 Gregg County and the nearby Amtrak station in Longview, Texas, would establish a passenger rail connection joining more than 14 million residents along the route throughout Texas, Louisiana, Mississippi, Alabama, and Georgia, and connecting these states with the East Coast and New York City;

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 a multi-state coalition of cities, counties, parishes, and councils of governments along the proposed route, obtained federal funding and, with the funding, has completed two important studies of the route, 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** with TXDOT which 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 Longview; 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, a grassroots, multi-state coalition that has been built over many years, including mayors, judges, 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, so as to create 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 existing trackage being acquired by Canadian Pacific;

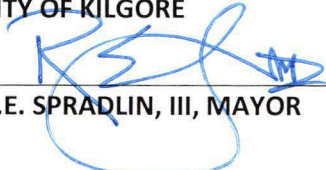
NOW THEREFORE BE IT RESOLVED by the **Kilgore City Council** in legal session convened, hereby recognizes and continues to support the efforts of the I-20 Corridor Council and other stakeholders to construct and operate a long-distance passenger rail connection along the I-20 corridor, and hereby also 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 12th day of April, 2022.

CITY OF KILGORE


R.E. SPRADLIN, III, MAYOR

ATTEST:


RACHEL ROWE, CITY SECRETARY



RESOLUTION NO. 2022-015
EXHIBIT C

**A RESOLUTION MADE BY GREGG COUNTY, TEXAS TO SUPPORT THE DEVELOPMENT OF PASSENGER
RAIL SERVICE FROM FORT WORTH, TEXAS THROUGH THE COUNTY OF GREGG TO ATLANTA, GEORGIA
ALONG THE I-20 CORRIDOR AND RELATED ISSUES**

WHEREAS, in November 2021, Congress passed a major bi-partisan infrastructure bill, which includes a \$66 billion allocation for passenger rail and Amtrak; and

WHEREAS, connecting Fort Worth, Texas and Atlanta, Georgia with points along the Interstate 20 (I-20) Corridor, including Gregg County, Texas, 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; and

WHEREAS, the existing I-20 was constructed almost 60 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 appears to be no present plans to materially expand the existing four lanes of I-20 for the foreseeable future; and

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 and would require no annual governmental subsidy.
- (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 grown great support for this opportunity along the I-20 corridor, and creating an economical and environmentally attractive addition to highway travel; and

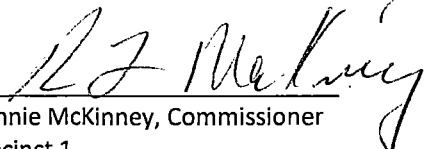
WHEREAS, the proposed acquisition of the Kansas City Southern Railway (KCS) by Canadian Pacific Railway (CP) is pending before the United States Surface Transportation Board; and Canadian Pacific and Amtrak have announced plans to conduct a study to finalize a cooperative agreement to operate the passenger train for the I-20 Corridor along the trackage being acquired by Canadian Pacific; and

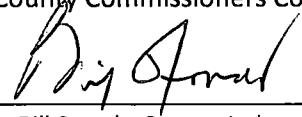
NOW, THEREFORE BE IT RESOLVED by Gregg County Commissioners Court in legal session convened, hereby recognizes and supports the efforts to construct and operate a long-distance passenger rail connection along the I-20 corridor, and also supports the approval of the Surface Transportation of the merger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

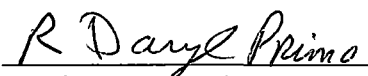
BE IT FURTHER RESOLVED that if any provision or item of this resolution or the application thereof is held invalid, such invalidity shall not affect other provisions, items, or applications of this resolution which can be given effect without the invalid provisions, items, or applications; and, to this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

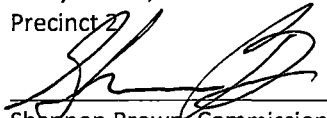
PASSED AND APPROVED by the Gregg County Commissioners Court on this the 14th day of March, 2022.


Ronnie McKinney, Commissioner
Precinct 1


Bill Stoudt, County Judge


Darryl Primo, Commissioner
Precinct 2


Floyd Wingo, Commissioner
Precinct 3


Shannon Brown, Commissioner
Precinct 4

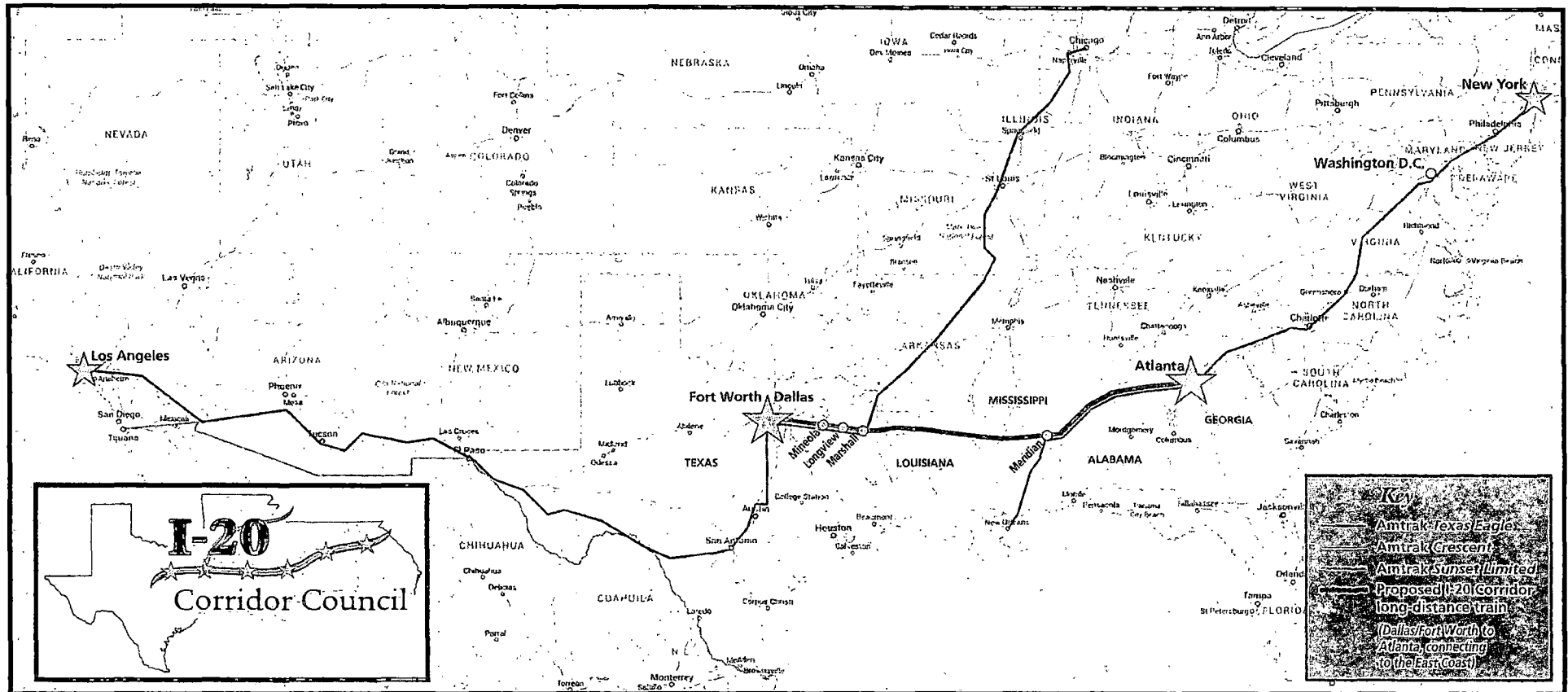


ATTEST:


Michelle Gilley, County Clerk

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)*



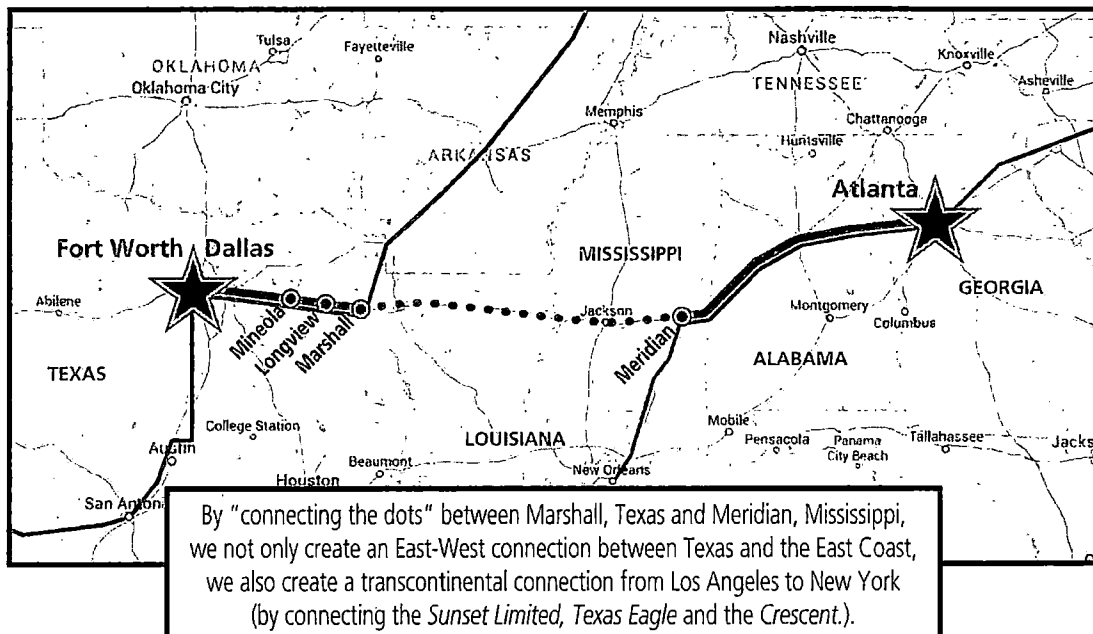
With Congress' passage of the bi-partisan \$1.2 trillion Infrastructure Investment and Jobs Act (IIJA), signed into law on November 15, 2021, the time is now to make the proposed I-20 Corridor long-distance passenger rail connection a reality.

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.



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. R-22-08

A RESOLUTION TO SUPPORT THE DEVELOPMENT OF PASSENGER RAIL SERVICE FROM FORT WORTH, TEXAS THROUGH THE CITY OF MARSHALL, TEXAS TO ATLANTA, GEORGIA ALONG THE I-20 CORRIDOR AND RELATED ISSUES

RESOLUTION MADE BY: City of Marshall, Texas

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 Marshall, Texas, 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 City of Marshall, Texas 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.

PASSED, APPROVED, AND ADOPTED this 17th day of March 2022.



CHAIRMAN OF THE COUNCIL
OF THE CITY OF MARSHALL

ATTEST:



CITY SECRETARY

RESOLUTION NO. 122 OF 2022

A RESOLUTION TO SUPPORT THE DEVELOPMENT OF PASSENGER RAIL SERVICE FROM FORT WORTH, TEXAS THROUGH HARRISON COUNTY, TEXAS TO ATLANTA, GEORGIA ALONG THE I-20 CORRIDOR AND RELATED ISSUES

RESOLUTION MADE BY: HARRISON COUNTY COMMISSIONERS COURT

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 Marshall, Texas and Harrison County, would establish a passenger rail connection joining more than 14 million residents along the route throughout Texas, Louisiana, Mississippi, Alabama and Georgia, and connecting these states with the East Coast and north to New York City;

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 a multi-state coalition of cities, counties, parishes, and councils of governments along the proposed route, obtained federal funding and, with the funding, has completed two important studies of the route, 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** with TXDOT which 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 Marshall; 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, a grassroots, multi-state coalition that has been built over many years, 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, so as to create 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 existing trackage being acquired by Canadian Pacific;

NOW THEREFORE BE IT RESOLVED by the **Harrison County Commissioners Court** in legal session convened, hereby recognizes and continues to support the efforts of the I-20 Corridor Council and other stakeholders to construct and operate a long-distance passenger rail connection along the I-20 corridor, and hereby 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 29th day of March, 2022.



Chad Sims
Harrison County Judge
Harrison County, Texas



City of Mineola

Economic Development Corporation

April 20, 2022

**RE: Letter of Support for Proposed I-20 Corridor Long-Distance Passenger Rail Connection
Between Dallas/Fort Worth and Atlanta**

To Whom It May Concern,

This letter is from the Mineola Economic Development Corporation (MEDC) in support of the proposed I-20 Corridor Long-Distance Passenger Rail connection between Dallas/Fort Worth Texas and Atlanta Georgia. Mineola Texas is one of the founding member of the I-20 Corridor Council which is a strong grassroots multi-state coalition of local & state politicians as well as businesses, and economic leaders; who for the past 15 years worked together in support of expansion of connectivity for the long-distance passenger train for our communities. The accessibility of transportation (such passenger trains) for our citizens increases the quality of life in our rural communities. Providing passenger rail transportation with connectivity along the I-20 Corridor is an important component of Economic Development for all of East Texas.

The Mineola Economic Development Corporation fully encourage the collaboration in partnerships of the host railroads and Amtrak in increasing the presence of passenger trains through our communities from Atlanta Georgia through Northern Louisiana, and Northeast Texas (Marshall, Longview, Mineola, Dallas and Fort Worth) connections. MEDC feels strongly that variety of transportation is key in providing for the growth that we are all experiencing in our cities in Texas due to the ever changing world we live in today.

Being proactive with the foresight of planning for current and future growth we hope that you will seriously consider increasing and adding more connectivity to Amtrak's passenger trains for the proposed I-20 Corridor.

Sincerely,

Mercy Rushing, Executive Director
Mineola Economic Development Corporation



April 13, 2022

Re: Support for the I-20 Corridor long-distance passenger rail connection between Dallas/Fort Worth and Atlanta and related support for the merger of Canadian Pacific and Kansas City Southern

Dear Chairman Oberman and Members of the Surface Transportation Board:

I write this letter to you, on behalf of the Tyler Chamber of Commerce in Tyler, Texas. The mission of our organization is to **ENHANCE THE BUSINESS ENVIRONMENT, THE ECONOMIC WELL- BEING, AND QUALITY OF LIFE FOR THE TYLER AREA.**

I'm writing to convey the Tyler Chamber of Commerce's strong support for the proposed I-20 Corridor long-distance passenger rail connection between Dallas/Fort Worth and Atlanta--through East Texas--and connecting with the East Coast and New York City.

We are supportive of the route and of the multi-state coalition of support built and sustained by the non-profit, grassroots organization, the I-20 Corridor Council (formerly the East Texas Corridor Council), since the Council initiated, in November of 2006, the current efforts in support of this I-20 passenger rail route.

Like the I-20 Corridor Council, we believe this important passenger rail connection will provide transportation, economic development, tourism, and other related benefits not only to communities directly on the route but also communities, such as Tyler, very near the route. We believe it will also be beneficial to our states, Southern region, and nation. Plus, it will expand Amtrak's National Network and improve connectivity.

We also want to convey our strong support for the merger that is currently underway between Canadian Pacific (CP) and Kansas City Southern (KCS) and we request that you rule favorably on this merger since it will provide another positive step forward in making this important I-20 Corridor passenger rail connection a reality. Thank you for your kind consideration in this regard.

Sincerely,

Henry Bell

President

Tyler Chamber of Commerce

Tyler, Texas

18 April 2022

Re: Support for the I-20 Corridor long-distance passenger rail connection between Dallas/Fort Worth and Atlanta and related support for the merger of Canadian Pacific and Kansas City Southern

Dear Chairman Oberman and Members of the Surface Transportation Board:

I write this letter to you, on behalf of the Longview Economic Development Corporation (LEDCE) located in Longview, Texas. The mission of our organization is to diversify and expand the economy in Longview.

I'm writing to convey the Longview Economic Development Corporation's strong support for the proposed I-20 Corridor long-distance passenger rail connection between Dallas/Fort Worth and Atlanta--through Longview and East Texas--and connecting with the East Coast and New York City.

We are strongly supportive of the route and of the multi-state coalition of support built and sustained by the non-profit, grassroots organization, the I-20 Corridor Council (formerly the East Texas Corridor Council), ever since the Council initiated the current efforts in support of this I-20 passenger rail route in November of 2006.

As an economic development corporation, we know that transportation options play a significant role with regard to the health of our local economy and with respect to attracting and retaining businesses in our community and region.

So, like the I-20 Corridor Council, we believe this important East-West passenger rail connection will provide transportation, economic development, tourism, and other related benefits to communities directly on the route, such as Longview, and to communities near the route in our East Texas region. We believe it will also be beneficial to our states, Southern region, and nation. Plus, it will expand Amtrak's National Network and improve connectivity.

We also want to convey our strong support for the merger that is currently underway between Canadian Pacific (CP) and Kansas City Southern (KCS) and we request that you rule favorably on this merger since it will provide another positive step forward in making this important I-20 Corridor passenger rail connection a reality. And on a personal note, the route will travel through my hometown of Vicksburg, Mississippi and I eagerly anticipate the opportunity to be a passenger on this service. Thank you for your kind consideration in this regard.

Very kindly,



Wayne Mansfield
President/CEO





2022 Officers

April 14, 2022

Kevin Hood

Chairman
Texas Bank and Trust

Jessica LaRue

Chair-Elect
Harbour Smith Harris & Merritt PC

Dana Parr

Past Chair of the Board
Advanta Insurance Partners

Vice Chairs

Travis Sisson

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Longview Regional Medical Center

Sam Neale

Vice Chairman
Napps Technology Corporation

Gerald Rincher

Vice Chairman
Komatsu Mining Corp. Group

Directors

Michael Clements

PDQ America, LLC

Brian Daugbjerg

Longview Scrap & Metal Company

Adrienne Deason

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Jim Gatton

CHRISTUS Good Shepherd Health
System

Jim Green

Eastman Chemical Company, Texas
Operations

Chuck King

Chick-fil-A

Nishil Patel

Heritage Wine & Spirits

Mark Robinson

AEP Southwestern Electric Power
Company

Appointed Directors

Judge Bill Stoudt

Gregg County

Kristen Ishihara

Ross & Shoalmire, PLLC

Re: Support for the I-20 Corridor long-distance passenger rail connection between Dallas/Fort Worth and Atlanta and related support for the merger of Canadian Pacific and Kansas City Southern

Dear Chairman Oberman and Members of the Surface Transportation Board:

On behalf of the Longview Chamber of Commerce in Longview, Texas I am writing to convey our organization's strong support for the proposed I-20 Corridor long-distance passenger rail connection between Dallas/Fort Worth and Atlanta through Longview and East Texas and connecting with the East Coast and New York City.

We believe in **LeadingPeople.LeadngProsperity**. For us to execute on our beliefs our region needs long-distance passenger rail. This is why we are in full support of the route and work by the multi-state coalition of support built and sustained by the non-profit, grassroots organization, the I-20 Corridor Council (formerly the East Texas Corridor Council), since the Council initiated, in November of 2006, the current efforts in support of this I-20 passenger rail route.

Like the I-20 Corridor Council, our organization has actively promoted higher speed and long-distance rail for over 20 years. A few examples of our commitment to support include:

- Submitted a resolution for increased federal funding for Amtrak - 2002.
- Hosted a luncheon for Amtrak with speaker Joy Smith - 2008.
- Hosted a workshop with ETCOG for key influencers - 2010.
- Presented on the importance of implementing a realistic passenger rail system for the Ark-La-Tex at a U.S Chamber of Commerce Transportation hearing in DC - 2010.
- Actively promoted and participated in Amtrak's 40th anniversary - 2011.
- Hosted a regional discussion with delegates from East Texas in DC with Jim Mathews, Rail Passengers Association – 2022.

Yes, we believe having a long-distance passenger rail connection will provide improved transportation systems and enhanced economic, community, and tourism development. There will also be additional related benefits that will directly impact communities on the route, such as Longview, but also communities near the route. We believe it will also be beneficial to our states, Southern region, and nation. Plus, it will expand Amtrak's National Network and improve connectivity.

We also want to convey our strong support for the merger that is currently underway between Canadian Pacific (CP) and Kansas City Southern (KCS) and we request that you rule favorably on this merger since it will provide another positive step forward in making this important I-20 Corridor passenger rail connection a reality. Thank you for your kind consideration in this regard.

Sincerely,

Kelly Hall
President/CEO

410 N CENTER ST • LONGVIEW, TX 75601
MAIN: 903.237.4000 • FAX: 903.237.4049



April 18, 2022



Re: Support for the I-20 Corridor long-distance passenger rail connection between Dallas/Fort Worth and Atlanta and related support for the merger of Canadian Pacific and Kansas City Southern

Dear Chairman Oberman and Members of the Surface Transportation Board:

I write this letter to you, on behalf of the Kilgore Economic Development Corporation (KEDC), Kilgore, Texas. The mission of our organization is to enhance a business climate that is conducive to job creation and retention, improving the standard of living for Kilgore residents.

I'm writing to convey KEDC's strong support for the proposed I-20 Corridor long-distance passenger rail connection between Dallas/Fort Worth and Atlanta, through East Texas, and connecting with the East Coast and New York City.

We are strongly supportive of the route and of the multi-state coalition of support built and sustained by the non-profit, grassroots organization, the I-20 Corridor Council (formerly the East Texas Corridor Council), ever since the Council initiated the current efforts in support of this I-20 passenger rail route in November of 2006.

As an economic development corporation, we know that transportation options play a significant role with regard to the health of our local economy and with respect to attracting and retaining businesses in our community and region.

So, like the I-20 Corridor Council, we believe this important East-West passenger rail connection will provide transportation, economic development, tourism, and other related benefits to communities directly on the route, such as Longview and Kilgore, and to communities near the route in our East Texas region. We believe it will also be beneficial to our states, Southern region, and nation. Plus, it will expand Amtrak's National Network and improve connectivity.

We also want to convey our strong support for the merger that is currently underway between Canadian Pacific (CP) and Kansas City Southern (KCS) and we request that you rule favorably on this merger since it will provide another positive step forward in making this important I-20 Corridor passenger rail connection a reality.

Thank you for your kind consideration in this regard.

Sincerely,

A handwritten signature in black ink that reads "Lisa Denton".

Lisa Denton MEDP, EDFP, PCED
Executive Director

KILGORE ECONOMIC DEVELOPMENT CORPORATION
903.983.3522 | Fax: 903.984.2746 | info@kilgore-edc.com
1001 Synergy Blvd., Suite 100, Kilgore, Texas 75662
www.kilgore-edc.com



KILGORE

AREA CHAMBER OF COMMERCE

April 20, 2022

Re: Support for the I-20 Corridor long-distance passenger rail connection between Dallas/Fort Worth and Atlanta and related support for the merger of Canadian Pacific and Kansas City Southern

Dear Chairman Oberman and Members of the Surface Transportation Board:

I write this letter to you, on behalf of the Kilgore Area Chamber of Commerce in Kilgore, Texas. The purpose of our organization is to cultivate a strong business and industrial environment in the Kilgore Area, creating a vibrant place to live, learn, work, and play.

I'm writing to convey the Kilgore Area Chamber of Commerce's strong support for the proposed I-20 Corridor long-distance passenger rail connection between Dallas/Fort Worth and Atlanta--through Gregg County and East Texas--and connecting with the East Coast and New York City.

Our members are strongly supportive of the route and of the multi-state coalition of support built and sustained by the non-profit, grassroots organization, the I-20 Corridor Council (formerly the East Texas Corridor Council), since the Council was initiated, in November of 2006, the current efforts in support of this I-20 passenger rail route.

Like the I-20 Corridor Council, we believe this important passenger rail connection will provide transportation, economic development, tourism, and other related benefits not only to communities directly on the route but also to communities, such as Kilgore, very near the route. We believe it will also be beneficial to our states, Southern region, and nation. Plus, it will expand Amtrak's National Network and improve connectivity.

We also want to convey our strong support for the merger that is currently underway between Canadian Pacific (CP) and Kansas City Southern (KCS) and we request that you rule favorably on this merger since it will provide another positive step forward in making this important I-20 Corridor passenger rail connection a reality. Thank you for your kind consideration in this regard.

Sincerely,

Jill McCartney White, IOM

President & CEO

Kilgore Area Chamber of Commerce



Date: April 14, 2022

Re: Support for the I-20 Corridor long-distance passenger rail connection between Dallas/Fort Worth and Atlanta and related support for the merger of Canadian Pacific and Kansas City Southern

Dear Chairman Oberman and Members of the Surface Transportation Board:

I write this letter to you on behalf of the Marshall Economic Development Corporation (Marshall EDC) in Marshall, Texas. Our principal mission is to act as an instrument of the City of Marshall in support of primary employers and primary jobs. We work to retain and grow local employment and investment. We also strive to recruit new business and investment. In addition, we work with local, regional, state, and national partners to evaluate and plan for all aspects of economic development. We do this to maintain a holistic view of our economic landscape and foster a "create-wealth" community. Finally, we endeavor to build inclusive participation, capacity, and leadership to improve our diverse citizens' well-being, wealth, and opportunities.

I'm writing to convey the Marshall EDC's strong support for the proposed I-20 Corridor long-distance passenger rail connection between Dallas/Fort Worth and Atlanta--through Marshall and East Texas--and connecting with the East Coast and New York City.

We strongly support the route and the multi-state coalition of support built and sustained by the non-profit, grassroots organization, the I-20 Corridor Council (formerly the East Texas Corridor Council). The Council's efforts since 2006 show its determination to support passenger rail through this corridor.

Like the I-20 Corridor Council, we believe this crucial East-West passenger rail connection will provide transportation, economic development, tourism, and other related benefits to communities directly on the route, such as Marshall, and communities near the route in our East Texas region. We believe it will also benefit our state, Southern region, and nation. We expect it will also expand Amtrak's National Network and improve connectivity.

As an economic development corporation, we know that transportation options play a significant role in the health of our local economy and in attracting and retaining businesses in our community. Providing efficient connections for workforce and goods and services is critical.

Many of the stops on the route are in rural America. Like others along the route, our East Texas region is seeing a resurgence in both population and economic growth. This growth occurs in rural areas where

local leadership plans and emphasizes efficient transportation and fiber optic connectivity and then follows up with actual installation and maintenance. Our less dense environment, lower cost of living, and quality of life in Marshall have become recruitment and retention tools for economic growth. Additionally, we see increased activity from reshoring manufacturing and other industrial sectors due to supply chain logistic uncertainty during the COVID pandemic. With a lower cost of living and a less dense environment, you will see ridership increase from markets such as Marshall, Texas.

We also want to convey our strong support for the merger that is currently underway between Canadian Pacific (CP) and Kansas City Southern (KCS). We respectfully request that you rule favorably on this merger since it will provide another positive step forward in making this critical I-20 Corridor passenger rail connection a reality. Thank you for your consideration and proactive decisions to link people and economic activity.

Sincerely,



Rush Harris
Executive Director
Marshall Economic Development Corporation
Marshall, Texas



PO Box 520, Marshall, TX 75671 info@marshalltexas.com phone 903.935.7868 fax 903.935.9982

April 20, 2022

Re: Support for the I-20 Corridor long-distance passenger rail connection between Dallas/Fort Worth and Atlanta and related support for the merger of Canadian Pacific and Kansas City Southern

Dear Chairman Oberman and Members of the Surface Transportation Board:

I write this letter to you, on behalf of the Greater Marshall Chamber of Commerce in Marshall, Texas. The mission of our organization is to work with our members and partners with regard to industrial, retail, and wholesale businesses in order to build a healthier local economy and to improve the quality of life in our community and region.

I'm writing to convey the Marshall Chamber of Commerce's strong support for the proposed I-20 Corridor long-distance passenger rail connection between Dallas/Fort Worth and Atlanta--through Marshall, East Texas, and Northern Louisiana--and connecting with the East Coast and New York City.

The western leg of this proposed route between Fort Worth and Marshall, Texas parallels the *Texas Eagle* and would provide access to additional daily connections for the residents in Marshall and Harrison County and communities near the route.

Our members have been strongly supportive of the route and of the multi-state coalition of support built and sustained by the non-profit, grassroots organization, the I-20 Corridor Council, since the Corridor Council initiated, in November of 2006, the current efforts in support of this I-20 passenger rail route.

Like the I-20 Corridor Council, we believe this important passenger rail connection will provide transportation, economic development, tourism, and other related benefits to our communities, states, Southern region, and nation. Plus, it will expand Amtrak's National Network and improve connectivity.

We also want to convey our strong support for the merger that is currently underway between Canadian Pacific (CP) and Kansas City Southern (KCS) and we request that you rule favorably on this merger since it will provide another positive step forward in making this important I-20 Corridor passenger rail connection a reality. Thank you for your kind consideration in this regard.

Sincerely,

Stacia Runnels

Executive Director

Greater Marshall Chamber of Commerce



Marshall Depot, Inc.

March 17, 2022

*Re: Support for the I-20 Corridor long-distance passenger rail connection between Dallas/Fort Worth and Atlanta
and related support for the merger of Canadian Pacific and Kansas City Southern*

Dear Chairman Oberman and Members of the Surface Transportation Board:

I write this letter to you, on behalf of the volunteer Board of Directors of Marshall Depot Inc, which is a non-profit organization established in 1990 to assist with the restoration, maintenance, and ongoing operation of the historic Marshall Depot and Texas & Pacific Railway Museum.

Marshall, Texas is a proud Amtrak-served community with current service along *Texas Eagle* route.

I'm writing to convey the Marshall Depot Inc's strong support for the proposed I-20 Corridor long-distance passenger rail connection between Dallas/Fort Worth and Atlanta--through Marshall, East Texas, and northern Louisiana--connecting with the East Coast and New York City.

I, and several other members of the Depot Board, serve on the I-20 Corridor Council and work with great devotion on these volunteer efforts to establish this important East-West passenger rail connection which will provide a solution to a current "missing link" across our Southern region. The route will also provide a very beneficial expansion to Amtrak's National Network and increase connectivity for the American people.

As a board that heads up the management of a working Amtrak station, we know the significant transportation, economic development, tourism, and other related benefits that having access to Amtrak's National Network provides a community and region, particularly those of us in the rural areas.

So, on behalf of our board and my fellow co-president, Donald Hocutt, I want to convey our strong support for the merger that is currently underway between Canadian Pacific (CP) and Kansas City Southern (KCS). We request that you rule favorably on this merger which will provide another positive step forward in making this important I-20 Corridor passenger rail connection a reality.

Thank you for your kind consideration in this regard.

Respectfully submitted,

Christina Anderson
Co-President, Marshall Depot Inc. Board of Directors
Marshall, Texas



March 5, 2022

Re: STB Finance Docket No. 36500, Canadian Pacific Railway Limited. et al – Control – Kansas City Southern et al.

Dear Chairman Oberman and Members of the Surface Transportation Board:

I write this letter to you, on behalf of the I-20 Corridor Council (formerly the East Texas Corridor Council) which, as shared in the Memorandum Brief with this filing, is a non-profit, multi-state, grassroots organization comprised of mayors, judges, local, state, and federal officials, business and economic leaders, university and college presidents, and many other stakeholders.

In November, 2006, the Corridor Council initiated the current multi-state coalition efforts to establish the proposed long-distance passenger rail connection between Dallas/Fort Worth and Atlanta connecting with the East Coast and New York City.

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

We believe this route would be an excellent return on investment for the American people. The route on existing track 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 and states along the route, to our Southern region, and nation. This route would also provide an important expansion to Amtrak's National Network and increase connectivity.

Therefore, we also want to convey our strong support for the merger that is currently underway between Canadian Pacific (CP) and Kansas City Southern (KCS). We request that you rule favorably on this merger since it will provide another positive step forward in making this important I-20 Corridor passenger rail connection a reality.

Thank you for your kind consideration in this regard.

Respectfully submitted,

Richard Anderson
Chairman, I-20 Corridor Council



April 20, 2022

Re: Support for the I-20 Corridor long-distance passenger rail connection between Dallas/Fort Worth and Atlanta and related support for the merger of Canadian Pacific and Kansas City Southern

Dear Chairman Oberman and Members of the Surface Transportation Board:

We write this letter to you, on behalf of the EastTexConnects transportation committee.

EastTexConnects is comprised of elected officials or their appointees, citizens, and representatives of local transportation providers, social service agencies and businesses in the 14-county East Texas region, including Anderson, Camp, Cherokee, Gregg, Harrison, Henderson, Marion, Panola, Rains, Rusk, Smith, Upshur, Van Zandt, Wood Counties. The committee's purpose is to improve the quality of life in East Texas through transportation choices.

We're writing to convey strong support for the proposed I-20 Corridor long-distance passenger rail connection between Dallas/Fort Worth and Atlanta, Georgia--through East Texas and Northern Louisiana--and connecting with the East Coast and New York City.

On behalf of our members, we strongly support this important rail route and have been strongly supportive of the multi-state coalition of support built and sustained by the non-profit, grassroots organization, the I-20 Corridor Council (formerly the East Texas Corridor Council), since the Corridor Council first initiated, in November of 2006, the current efforts to establish the I-20 passenger rail route.

Like the I-20 Corridor Council, we believe this important passenger rail connection will provide transportation, economic development, tourism, and other related benefits to our communities, states, Southern region, and nation. Plus, it will expand Amtrak's National Network and improve connectivity.

We also want to convey our strong support for the merger that is currently underway between Canadian Pacific (CP) and Kansas City Southern (KCS) and we request that you rule favorably on this merger since it will provide another positive step forward in helping to make this important I-20 Corridor passenger rail connection a reality. Thank you for your kind consideration in this regard.

Sincerely,

Chesley Knowles
Digitally signed by Chesley Knowles
Date: 2022.04.20 09:22:29 -05'00'
Chesley Knowles
President
EastTexConnects


Scott Lewis
Vice-President
EastTexConnects



908 Pacific Avenue
Longview, Texas 75602
(903) 753-2287x13 Office
(903) 753-2291 Fax
slewis@longviewtransit.com

April 18, 2022

Re: Support for the I-20 Corridor long-distance passenger rail connection between Dallas/Fort Worth and Atlanta and related support for the merger of Canadian Pacific and Kansas City Southern

Dear Chairman Oberman and Members of the Surface Transportation Board:

I write this letter to you, on behalf of the Longview Transit. Longview Transit is the public transit provider for the city of Longview, Texas. Our mission is to provide safe, efficient, and reliable transportation services while providing quality customer service.

I'm writing to convey Longview Transit's strong support for the proposed I-20 Corridor long-distance passenger rail connection between Dallas/Fort Worth and Atlanta, through Longview and East Texas, and connecting with the East Coast and New York City.

We are strongly supportive of the route and of the multi-state coalition of support built and sustained by the non-profit, grassroots organization, the I-20 Corridor Council (formerly the East Texas Corridor Council), ever since the Council initiated the current efforts in support of this I-20 passenger rail route in November of 2006.

As the local transit provider that's part of the Longview Multi-Modal Transportation Center which also includes Longview's Amtrak station, we know the importance of our customers having access to the connectivity provided by multiple transportation modes and multiple transportation routes.

So, like the I-20 Corridor Council, we believe this important East-West passenger rail connection will provide transportation, economic development, tourism, and other related benefits to communities directly on the route, such as Longview, and to communities near the route in our East Texas region. We believe it will also be beneficial to our states, Southern region, and nation. Plus, it will expand Amtrak's National Network and improve connectivity.

We also want to convey our strong support for the merger that is currently underway between Canadian Pacific (CP) and Kansas City Southern (KCS) and we request that you rule favorably on this merger since it will provide another positive step forward in making this important I-20 Corridor passenger rail connection a reality.

Thank you for your kind consideration in this regard.

Sincerely,

A handwritten signature in blue ink, appearing to read "Scott", with a stylized flourish extending from the end.

Scott Lewis

General Manager

Longview Transit

City of Longview, Texas



Texas Eagle Marketing & Performance Organization

3005 Baxter Drive
Conway, Arkansas 72034
March 7, 2022

Re: Support for the I-20 Corridor long-distance passenger rail connection between Dallas/Fort Worth and Atlanta and related support for the merger of Canadian Pacific and Kansas City Southern

Dear Chairman Oberman and Members of the Surface Transportation Board:

I write this letter to you, on behalf of the Texas Eagle Marketing and Performance Organization (TEMPO), which is a non-profit organization established in 1997 to promote and provide local input to help improve Amtrak passenger rail service and operation along the route of the *Texas Eagle*, with particular emphasis on service in Texas and Arkansas.

I'm writing to convey TEMPO's long and enduring support for the proposed I-20 Corridor long-distance passenger rail connection between Dallas/Fort Worth and Atlanta--through East Texas and Northern Louisiana--and connecting with the East Coast and New York City. The western leg of this proposed route between Fort Worth and Marshall, Texas parallels the *Texas Eagle* and would provide access to additional daily connections for the residents on or near the route.

Our members have been strongly supportive and a part of the multi-state coalition of support built and sustained by the non-profit, grassroots organization, the I-20 Corridor Council, since the Corridor Council initiated, in November of 2006, the current efforts in support of this east-west passenger rail route. We believe this important passenger rail connection will provide transportation, economic development, tourism, and other related benefits to our communities, states, Southern region, and nation. Plus, it will expand Amtrak's National Network and improve connectivity.

We also want to convey our support for the merger that is currently underway between Canadian Pacific (CP) and Kansas City Southern (KCS). Our support of this merger is based on the premise that CP-KCS management will be supportive of passenger rail development on their system without the imposition of onerous or unreasonable infrastructure conditions to achieve such service. We request that you rule favorably on this merger since it will provide another positive step forward in making this important I-20 Corridor passenger rail connection a reality. Thank you for your kind consideration in this regard.

Respectfully submitted,

Dr. Bill Pollard
President
Texas Eagle Marketing and Performance Organization (TEMPO)



**800 Jaguar Lane
Dallas Texas 75226
(214) 803-7285**

April 18, 2022

Re: Support for the I-20 Corridor long-distance passenger rail connection between Dallas/Fort Worth and Atlanta and related support for the merger of Canadian Pacific and Kansas City Southern

Dear Chairman Oberman and Members of the Surface Transportation Board:

I write this letter to you, on behalf of the Texas Rail Advocates (TRA), which is a 501c3 organization established in 2000 to educate and inform the public and private sector on the benefits of the then newly designated South Central High Speed Rail Corridor. Our mission is also to advance the development of rail service to its full potential as a carrier of freight and passengers.

I'm writing to convey TRA's strong support for the proposed I-20 Corridor long-distance passenger rail connection between Dallas/Fort Worth and Atlanta--through East Texas and Northern Louisiana--and connecting with the East Coast and New York City.

Our members have been strongly supportive and a part of the multi-state coalition of support built and sustained by the non-profit, grassroots organization, the I-20 Corridor Council (formerly the East Texas Corridor Council), since the Corridor Council first initiated, in November of 2006, the current efforts to establish the I-20 passenger rail route.

Like the I-20 Corridor Council, we believe this important passenger rail connection will provide transportation, economic development, tourism, and other related benefits to our communities, states, Southern region, and nation. Plus, it will expand Amtrak's National Network and improve connectivity.

We also want to convey our strong support for the merger that is currently underway between Canadian Pacific (CP) and Kansas City Southern (KCS) and we request that you rule favorably on this merger since it will provide another positive step forward in helping to make this important I-20 Corridor passenger rail connection a reality. Thank you for your kind consideration in this regard.

Sincerely,

A handwritten signature in blue ink, reading "Peter J. LeCody". The signature is written in a cursive, flowing style.

Peter J. LeCody
President, Texas Rail Advocates
www.TexasRailAdvocates.org



April 25, 2022

Mr. Martin J. Oberman, Chairman
Surface Transportation Board
395 E Street, SW
Washington, D.C. 20423

RE: STB Finance Docket No. 36500, *Canadian Pacific Railway Limited, et al. – Control – Kansas City Southern et al.*

Dear Chairman Oberman and Members of the Surface Transportation Board:

The *Rail Passengers Association*, also known as the National Association of Railroad Passengers, is the nation's oldest and largest organization speaking for the nearly 40 million Americans who rely on passenger rail of all kinds every year.

The *Association* is submitting this letter to the above-referenced docket based on the significant interest of our members in many of the issues arising from this matter as well as millions of rail passengers who have waited for many years to take advantage of improved passenger rail service nationwide.

We write to convey our support for the merger that's currently underway between Canadian Pacific (CP) and Kansas City Southern (KCS), because the *Association* believes it will provide a vital framework for passenger rail service expansion nationwide. Of particular interest to the *Association* in this matter is the important I-20 Corridor passenger rail connection proposal, which we believe the CP-KCS merger would be best positioned to facilitate.

The *Association* very strongly advocates for the proposed I-20 Corridor long-distance passenger rail connection between Dallas/Fort Worth and Atlanta, connecting the Southeast to the East Coast and New York City and creating new travel opportunities for some 15 million residents along the corridor's service area. This East-West passenger rail connection across America's Southern region is precisely the kind of enhancement Congress envisioned when it passed the Bipartisan Infrastructure Law and its associated rail title policy measure in 2021.

Of particular note is that, as the Bipartisan Infrastructure Law contemplates, this project involves a multi-state coalition of support built and sustained by the non-profit, grassroots organization, the I-20 Corridor Council (formerly the East Texas Corridor Council).

Ever since the Council initiated its current efforts in support of the I-20 Corridor in November of 2006, the Council has mobilized vocal and sustained support from citizens, Chambers of Commerce, Mayors, Parish Presidents, students, veterans, and patients' advocates to secure modest federal and state funding to restore 345 miles of existing railroad right-of-way linking Marshall, Tex., with Jackson, Miss. This would do more than connect Marshall and Jackson; it would connect New York to Los Angeles with a swing through Southern states and enable

regional day trips between any of 35 communities, college towns and tourist destinations across a three-state region encompassing Texas, Louisiana, and Mississippi – 594 possible community-to-community connections.

The *Association* applauds the years of hard work and local organizing that the Council has undertaken to mobilize support for this vital missing link in our Nation's transportation system, and we stand behind their efforts to bring this service to millions of Americans who, today, need and deserve service.

Passenger rail and public transportation create a safe, reliable, affordable mobility web that connects students to colleges, elderly to family and healthcare, workers with economic opportunity and communities to locally driven investment. Time and again, our *Association* has been able to demonstrate returns on investment to the communities served by passenger rail of anywhere from four times to as much as 10 times the annual Federal operating cost. These kinds of benefits are what Congress intended to foster when it passed the historic five-year infrastructure package, and we believe removing any obstacles to the I-20 Corridor project, as well as other similar projects around the country, is important to realizing this intent.

Respectfully submitted,



Jim Mathews
President & CEO
Rail Passengers Association
1200 G St. NW, Suite 240
Washington, DC 20005

Appendix A-5

Resolution of Support from Northwest Louisiana Council of Governments (NLCOG)

With the following attachment:

Map of jurisdiction represented

A RESOLUTION TO SUPPORT THE DEVELOPMENT OF PASSENGER RAIL SERVICE FROM FORT WORTH, TEXAS THROUGH THE CITIES OF SHREVEPORT, BOSSIER CITY, and MINDEN, LOUISIANA TO ATLANTA, GEORGIA ALONG THE I-20 CORRIDOR AND RELATED ISSUES

RESOLUTION MADE BY: **NORTHWEST LOUISIANA COUNCIL OF GOVERNMENTS, INC. (NLCOG)**
METROPOLITAN PLANNING ORGANIZATION TRANSPORTATION POLICY COMMITTEE (MPO)

WHEREAS, the Congress has recently passed a major 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 **Cities of Shreveport, Bossier City, and Minden, Louisiana**, would establish a passenger rail connection joining more than 14,000,000 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, NLCOG obtained state funding and in 2015 completed the **North Louisiana Passenger Rail Feasibility Study Shreveport, LA to Vicksburg, MS** which concluded the North Louisiana Passenger Rail Service would strengthen the areas position as an integral part of Southern Rail Commissions Priority Routes and recommends integration of the North Louisiana Corridor into a long-distance passenger rail connection from the Dallas Fort Worth, Texas Metropolitan Area to the Atlanta, GA Metropolitan Area; and

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 Shreveport Bossier Urban Area; 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 **NORTHWEST LOUISIANA COUNCIL OF GOVERNMENTS, INC. (NLCOG) METROPOLITAN PLANNING ORGANIZATION TRANSPORTATION POLICY COMMITTEE (MPO)**, 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 Railways, and further supports the efforts to improve on-time performance of Amtrak passenger trains with the host railroad carriers.

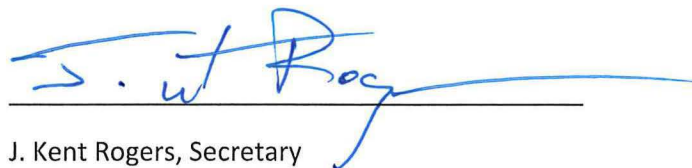
BE IT FURTHER RESOLVED that if any provision or item of this resolution or the application thereof is held invalid, such invalidity shall not affect other provisions, items, or applications of this resolution which can be given effect without the invalid provisions, items, or applications; and, to this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

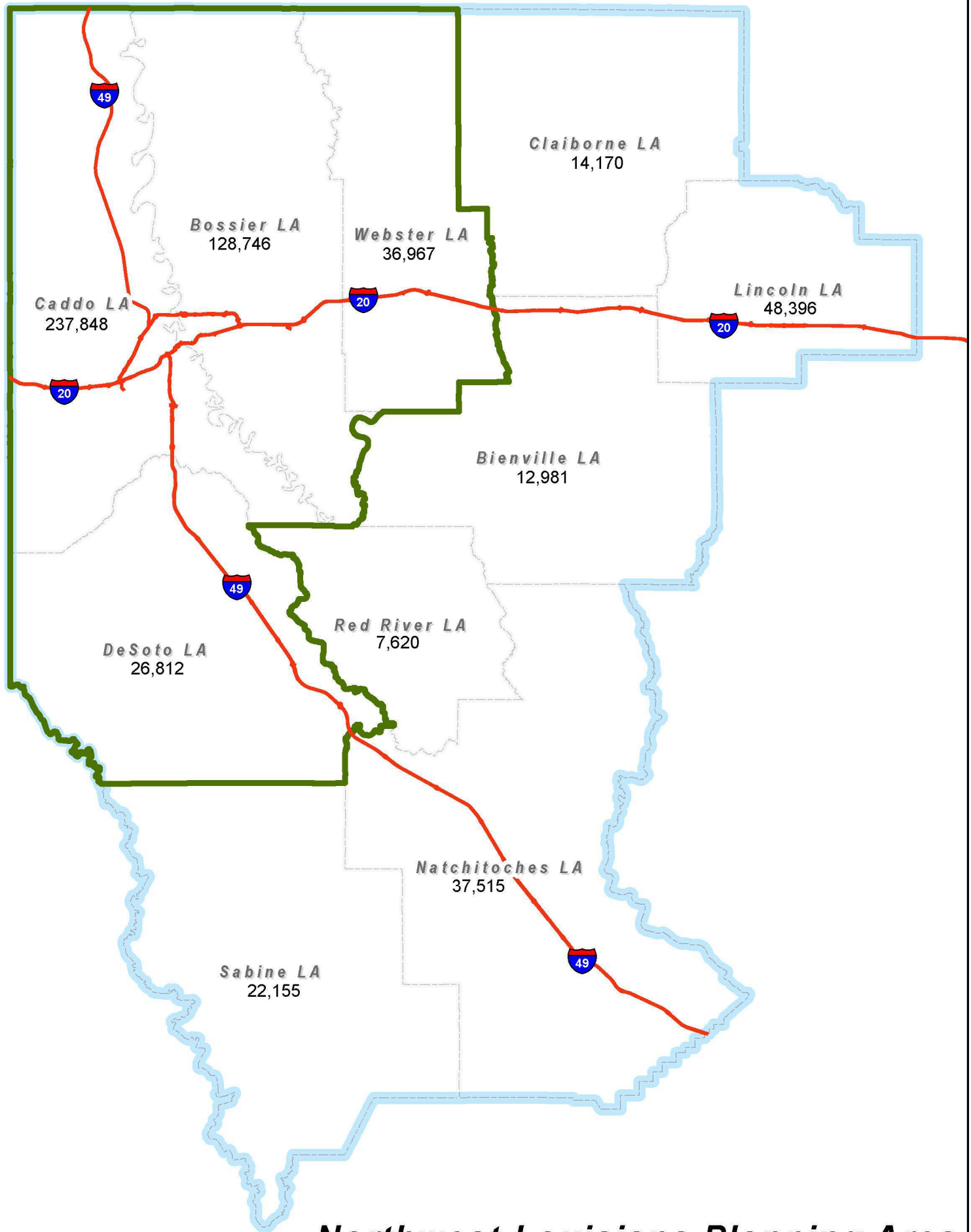
CERTIFICATION

I, **J. Kent Rogers**, Secretary to the Council of Governments, do hereby certify that the above and foregoing is a true and correct copy of the resolution adopted at a regular meeting of said Committee on **March 4th, 2022**

Shreveport, Louisiana, this **4th** day of **March 2022**



J. Kent Rogers, Secretary
Northwest Louisiana Council of Governments



Northwest Louisiana Planning Area

Appendix A-1

Resolution of Support from **Ouachita Council of Governments**

With the following attachment:

Map of jurisdiction represented



OUACHITA COUNCIL OF GOVERNMENTS

Monroe

West Monroe

Ouachita Parish

3000 KILPATRICK BLVD • MONROE, LOUISIANA 71201

A RESOLUTION TO SUPPORT THE DEVELOPMENT OF PASSENGER RAIL SERVICE FROM FORT WORTH, TEXAS THROUGH THE CITIES OF WEST MONROE AND MONROE, LOUISIANA TO ATLANTA, GEORGIA ALONG THE I-20 CORRIDOR AND RELATED ISSUES

RESOLUTION MADE BY: **OUACHITA COUNCIL OF GOVERNMENTS, INC. (OCOG) METROPOLITAN PLANNING ORGANIZATION TRANSPORTATION POLICY COMMITTEE (MPO)**

WHEREAS, the Congress has recently passed a major 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 Cities of West Monroe and Monroe, Louisiana, would establish a passenger rail connection joining more than 14,000,000 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 Ouachita Urban Area; 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 and 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 of this opportunity along the I-20 Corridor, and creating an economical and environmentally attractive addition to highway travel;



OUACHITA COUNCIL OF GOVERNMENTS

Monroe

West Monroe

Ouachita Parish

3000 KILPATRICK BLVD • MONROE, LOUISIANA 71201

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 CP;

NOW THEREFORE BE IT RESOLVED by the **OUACHITA COUNCIL OF GOVERNMENTS, INC. (OCOG) METROPOLITAN PLANNING ORGANIZATION TRANSPORTATION POLICY COMMITTEE (MPO)**, 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 KCS and CP, 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.

CERTIFICATION

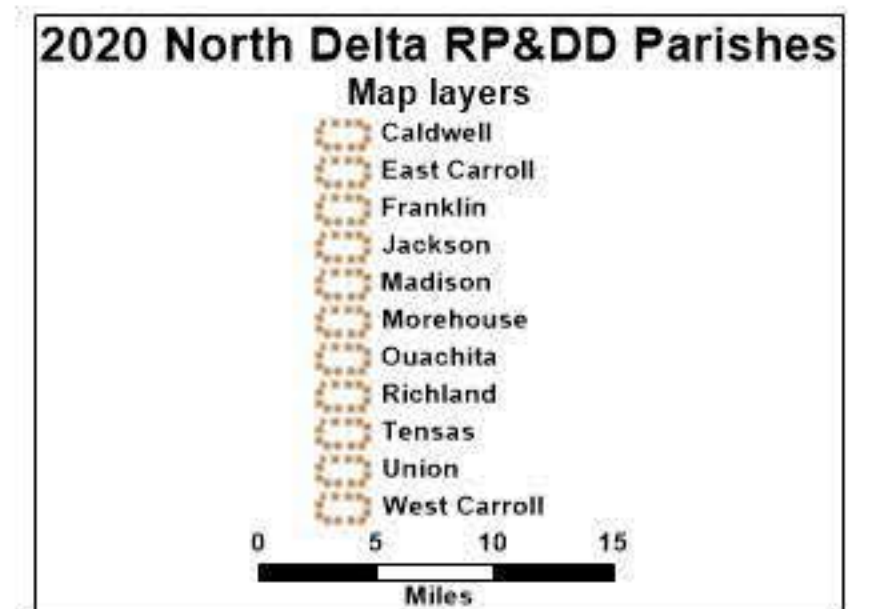
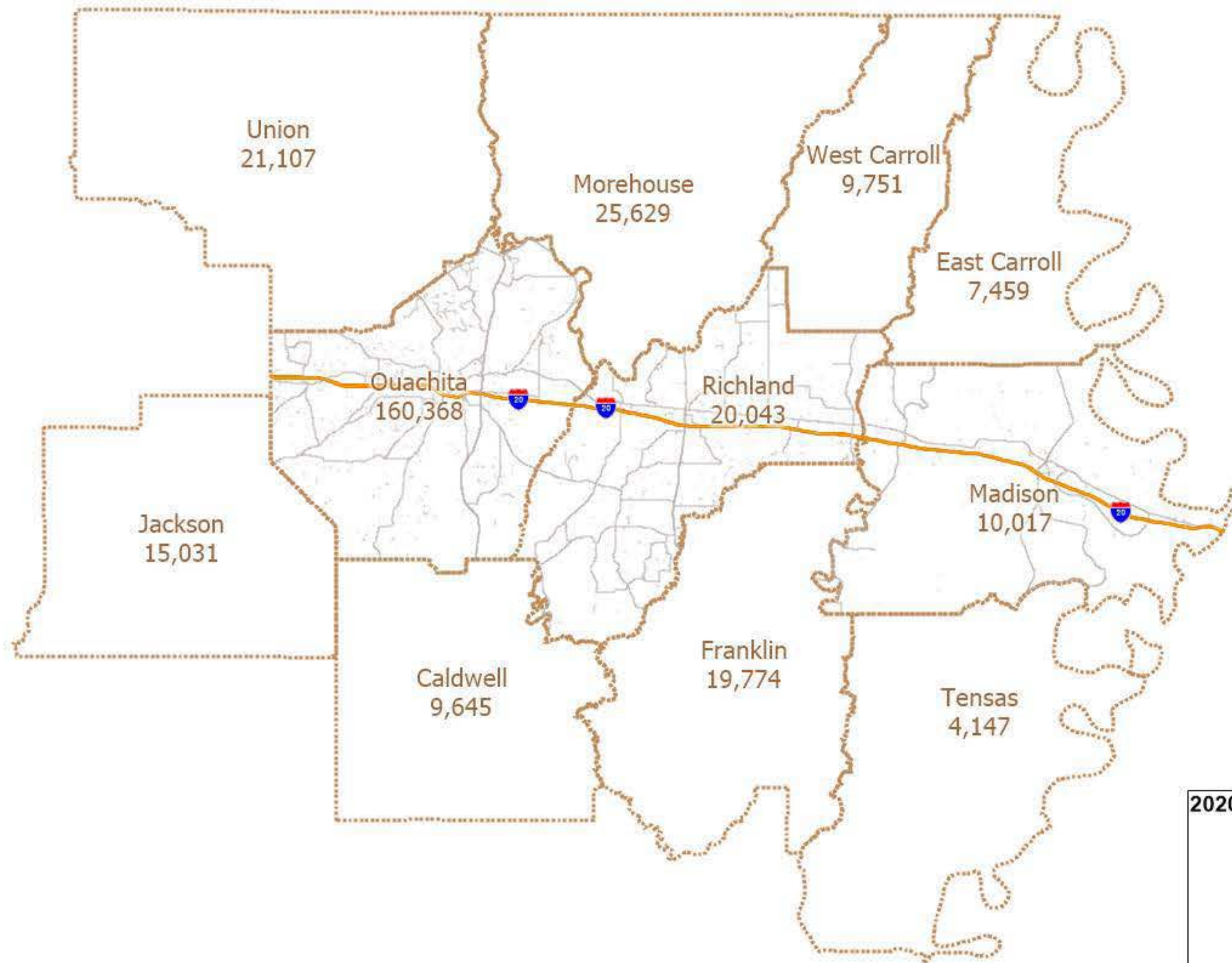
I, **Doug Mitchell**, Secretary to the Council of Governments, do hereby certify that the above and foregoing is a true and correct copy of the resolution adopted at a regular meeting of said committee on

MARCH 28, 2022.

Monroe, Louisiana, this 28th day of MARCH 2022.

Doug Mitchell, Secretary

Ouachita Council of Governments



Appendix A-7

Resolutions of Support from

Governmental Entities in Northern Louisiana

Other Stakeholder Entities in Northern Louisiana

RESOLUTION NO. 53 OF 2022

A RESOLUTION TO SUPPORT THE DEVELOPMENT OF PASSENGER RAIL SERVICE FROM FORT WORTH, TX THROUGH THE CITY OF SHREVEPORT, LA TO ATLANTA, GA ALONG THE I-20 CORRIDOR, AND TO OTHERWISE PROVIDE WITH RESPECT THERETO.

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 Shreveport, 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;

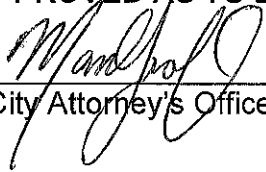
WHEREAS, the proposed acquisition of the Kansas City Southern Railway ("KCS") by Canadian Pacific Railway ("CP") is pending before the United States Surface Transportation Board, and Canadian Pacific and Amtrak have announced plans to conduct a study to finalize a cooperative agreement to operate the passenger train for the I 20 Corridor along the trackage being acquired by Canadian Pacific;

NOW THEREFORE BE IT RESOLVED by the City of Shreveport 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.

APPROVED AS TO LEGAL FORM:

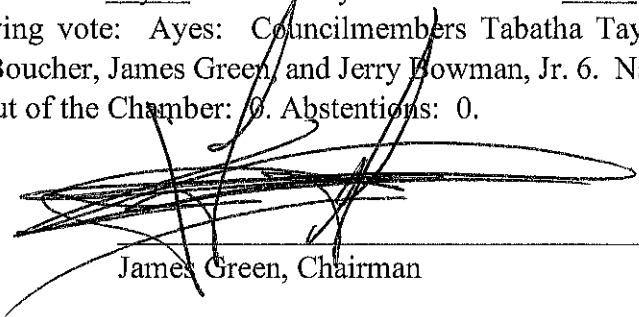


City Attorney's Office

RESOLUTION NO. 53 OF 2022

April 12, 2022

Read by title and as read motion by Councilwoman Taylor seconded by Councilwoman Fuller for adoption. Motion approved by the following vote: Ayes: Councilmembers Tabatha Taylor, LeVette Fuller, John Nickelson, Grayson Boucher, James Green, and Jerry Bowman, Jr. 6. Nays: 0. Absent: Councilman Alan Jackson, 1. Out of the Chamber: 0. Abstentions: 0.


James Green, Chairman

Approved:

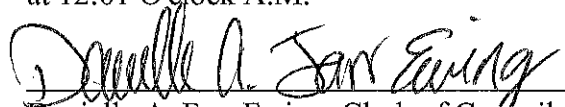

Adrian Perkins, Mayor

Approved by the City Council APR 12 2022

Approved by the Mayor APR 20 2022

And Effective on APR 28 2022

at 12:01 O'clock A.M."


Danielle A. Farr Ewing, Clerk of Council

ORDINANCE AND RESOLUTION FACT SHEET

City of Shreveport

TITLE	DATE	ORIGINATING DEPT./DIV.
A RESOLUTION TO SUPPORT THE DEVELOPMENT OF PASSENGER RAIL SERVICE FROM FORT WORTH, TX THROUGH THE CITY OF SHREVEPORT, LA TO ATLANTA, GA ALONG THE I-20 CORRIDOR, AND TO OTHERWISE PROVIDE WITH RESPECT THERETO.		SporTran
SPONSOR OR COUNCIL MEMBER		

3/25/2022

PURPOSE

Support the development of Passenger Rail Service From Fort Worth, TX through the City of Shreveport, LA to Atlanta, GA along the I-20 Corridor.

This Resolution will have direct impact on Council District:

N/A

BACKGROUND INFORMATION**TIMETABLE**

Introduction: 4/12/2022

Final Passage: 4/12/2022

SPECIAL PROCEDURAL REQUIREMENTS

None

FINANCES**SOURCE OF FUNDS**

N/A

CONCLUSION

Adoption of this resolution is recommended.

FACT SHEET PREPARED BY: Dinero' Washington, Director



RESOLUTION NO. 22 OF 2022

2878871 Pages: 2

03/25/2022 04:02 PM

BY THE CADDO PARISH COMMISSION:

A RESOLUTION, TO SUPPORT THE DEVELOPMENT OF PASSENGER RAIL SERVICE FROM FORT WORTH, TEXAS THROUGH THE CITY OF SHREVEPORT, LOUISIANA TO ATLANTA, GEORGIA ALONG THE I-20 CORRIDOR AND OTHERWISE PROVIDING WITH RESPECT THERETO.

WHEREAS, the Congress has recently passed a major infrastructure bill, which includes some sixty-six billion dollar allocation for passenger rail and Amtrak; and

WHEREAS, connecting Fort Worth, Texas and Atlanta, Georgia, with points along the Interstate 20 Corridor including Shreveport, Louisiana, would establish a passenger rail connection joining more than 14,000,000 residents throughout Texas, Louisiana, Mississippi, Alabama and Georgia, and connecting these states with the East Coast and onward north to New York; and

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; and

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 and 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; and

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 Caddo Parish Commission in due, regular and legal session convened, that the Caddo Parish Commission does hereby recognize and support 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 Railways, and further supports the efforts to improve on-time performance of Amtrak passenger trains with the host railroad carriers.

BE IT FURTHER RESOLVED 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 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.

I, Jeff Everson, Clerk to the Caddo Parish Commission, hereby certify that the foregoing is a true copy of the transaction of said body in regular session convened on the 3rd day of March, 2022, and is so recorded in Minute Book No. 69, at Page 526.

Given under my hand and seal of office this 25th day of March, 2022.

Clerk of Parish Commission
Caddo Parish, Louisiana

BE IT FURTHER RESOLVED that this resolution shall take effect immediately.

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

Approved as to legal form:

Donna Y. Griggs
Parish Attorney

3/24/22
Date

RESOLUTION NO. 23 OF 2022

A RESOLUTION TO SUPPORT THE DEVELOPMENT OF PASSENGER RAIL SERVICE FROM FORT WORTH, TEXAS THROUGH THE CITY OF BOSSIER CITY, LOUISIANA TO ATLANTA, GEORGIA ALONG THE I-20 CORRIDOR AND RELATED ISSUES

RESOLUTION MADE BY: CITY OF BOSSIER CITY

WHEREAS, the Congress has recently passed a major 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 BOSSIER CITY**, would establish a passenger rail connection joining more than 14,000,000 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 **CITY OF BOSSIER CITY** 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 Railways, 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.

The above and foregoing Resolution was adopted on motion of Mr. Jeffery Darby, and seconded by Mr. David Montgomery, Jr., and adopted on this the 15th day of March, 2022, by the following vote:

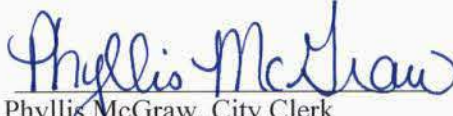
AYES: Mr. Montgomery, Jr., Mr. Smith, Mr. Hammons, Mr. Darby, Mr. Williams, Mr. Free and Mr. Maggio

NAYS: none

ABSENT: none

ABSTAIN: none


Don Williams, President


Phyllis McGraw, City Clerk

RESOLUTION

A RESOLUTION TO SUPPORT DEVELOPMENT OF PASSENGER RAIL SERVICE FROM FORT WORTH, TEXAS THROUGH THE PARISH OF BOSSIER TO ATLANTA, GEORGIA ALONG THE I-20 CORRIDOR AND RELATED ISSUES

WHEREAS, the Congress has recently passed a major infrastructure bill, which includes some sixty-six (66) billion dollar allocation for passenger rail and Amtrak; and

WHEREAS, connecting Fort Worth, Texas and Atlanta, Georgia, with points along the Interstate 20 Corridor including the Parish of Bossier, would establish a passenger rail connection joining more than 14,000,000 residents throughout Texas, Louisiana, Mississippi, Alabama and Georgia, and connecting these states with the East Coast and onward north to New York; and

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; and

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 Amtrack 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, 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; and

WHEREAS, the proposed acquisition of the Kanas 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; and

NOW THEREFORE BE IT RESOLVED, by the Bossier Parish Police Jury 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 Railways, and further supports the efforts to improve on-time performance of Amtrak passenger trains with the host railroad carriers; and

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 servable; and

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

The resolution was offered by Mr. Benton, seconded by Darby. Upon vote, it was duly adopted on this 2nd day of March, 2022, with the following votes recorded:

AYES: Mr. Benton, Mr. Brotherton, Mr. Cochran, Mr. Darby, Mr. Gray, Mr. Marsiglia, Ms. Parks, Mr. Plummer, Mr. Rimmer, Mr. Rodgers, Mr. Salzer

NAYS: None

ABSTAIN: None

ABSENT: Mr. Jorden

RACHEL D. HAUSER
PARISH SECRETARY

THOMAS D. SALZER, PRESIDENT
BOSSIER PARISH POLICE JURY

This is to certify that this is a true and correct copy
of an extract of the minutes of the Bossier Parish
Police Jury Meeting held in the Bossier Parish
Courthouse in Benton, La. on the 2nd
day of March, 20 22. Given under my
hand and seal of the Bossier Parish Police Jury on
the 4th day of March, 20 22.
Rachel D. Hauser
Secretary

RESOLUTION NO. 0304022-1

A RESOLUTION TO SUPPORT THE DEVELOPMENT OF PASSENGER RAIL SERVICE FROM FORT WORTH, TEXAS THROUGH THE CITY OF GRAMBLING, LOUISIANA TO ATLANTA, GEORGIA ALONG THE I-20 CORRIDOR AND RELATED ISSUES

RESOLUTION MADE BY: City of Grambling

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 Grambling**, 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 **City of Grambling** 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 3rd day of March, 2022.



Edward R. Jones
City of Grambling

RESOLUTION NO. 1388 OF 2022

RESOLUTION SUPPORTING THE DEVELOPMENT OF PASSENGER RAIL SERVICE FROM FORT WORTH, TEXAS THROUGH THE CITY OF RUSTON, LOUISIANA TO ATLANTA, GEORGIA ALONG THE I-20 CORRIDOR AND RELATED ISSUES

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

WHEREAS, connecting Fort Worth, Texas and Atlanta, Georgia, with points along the Interstate 20 Corridor including the City of Ruston, Louisiana, 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; and,

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; and,

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:

- (i) 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
- (ii) 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 Ruston; 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; and,

WHEREAS, the proposed acquisition of the Kansas City Southern Railway ("KCS") by Canadian Pacific Railway ("Canadian Pacific") 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 BOARD OF ALDERMEN OF THE CITY OF RUSTON, LOUISIANA:

§1. The City of Ruston, Louisiana 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.

§2. The Mayor is authorized and empowered to execute any and all documents necessary to support the development of the Passenger Rail Service and to do any and all things necessary and proper to carry out this Resolution and to fulfill its objects and purposes.

§3. This Resolution shall become effective upon final adoption and signature of the Mayor.

Said Resolution having been read and considered by a quorum of the Board of Aldermen, on motion to adopt by Alderwoman Carolyn Cage, and seconded by Alderwoman Melanie Lewis, a record vote was taken and the following result was had:

YEA: ALDERWOMAN CAROLYN CAGE
ALDERWOMAN MELANIE LEWIS
ALDERWOMAN ANGELA MAYFIELD
ALDERMAN JIM PEARCE
ALDERMAN BRUCE SIEGMUND

NAY: NONE

ABSTAINED: NONE

ABSENT: NONE

The motion passed by unanimous vote.

WHEREUPON, the presiding officer declared the above Resolution duly adopted in full on this the 7th day of March, 2022.

ATTEST:



JULIE K. SPEIR, CLERK



RONNY WALKER, MAYOR

RESOLUTION

STATE OF LOUISIANA

NO. 8204

CITY OF MONROE

The following Resolution was introduced by Dawson who moved for its adoption and was seconded by Harvey.

A RESOLUTION TO SUPPORT THE DEVELOPMENT OF PASSENGER RAIL SERVICE FROM FORT WORTH, TEXAS THROUGH THE CITY OF MONROE, LOUISIANA TO ATLANTA, GEORGIA ALONG THE I-20 CORRIDOR AND RELATED ISSUES:

WHEREAS, Congress has recently passed a major infrastructure bill, which includes some sixty-six (66) billion dollar allocation for passenger rail and Amtrak; and

WHEREAS, connecting Fort Worth, Texas and Atlanta, Georgia, with points along the Interstate 20 Corridor including the **City of Monroe, Louisiana**, would establish a passenger rail connection joining more than 14,000,000 residents throughout Texas, Louisiana, Mississippi, Alabama and Georgia, and connecting these states with the East Coast and onward north to New York; and

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; and

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 Monroe; 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; and

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 **City of Monroe** 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

Railways, 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.

This Resolution having been submitted in writing and was then submitted to a vote, the vote thereon being as follows:

AYES: *Harvey, Ezernack, Woods, Marshall & Dawson*

NAYS: *none*

ABSENT: *none*

And the Resolution was declared **ADOPTED** on the 8th day of March 2022.

Carolus S. Riley

Council Clerk

Carley Marshall

Chairman, Monroe City Council

RESOLUTION 2 OF 2022

A RESOLUTION TO SUPPORT THE DEVELOPMENT OF PASSENGER RAIL SERVICE FROM FORT WORTH, TEXAS THROUGH THE CITY OF SHREVEPORT TO ATLANTA, GEORGIA ALONG THE I-20 CORRIDOR AND RELATED ISSUES

RESOLUTION MADE BY: TOWN OF BLANCHARD

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 Shreveport 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 through 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 profitable over the existing railroad infrastructure would required 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 Town of Blanchard 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 thereby declared severable.

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

Motion made by Lee, second by Fuller to accept Resolution 2 of 2022.

After being submitted to a vote, the vote thereon was as follows:

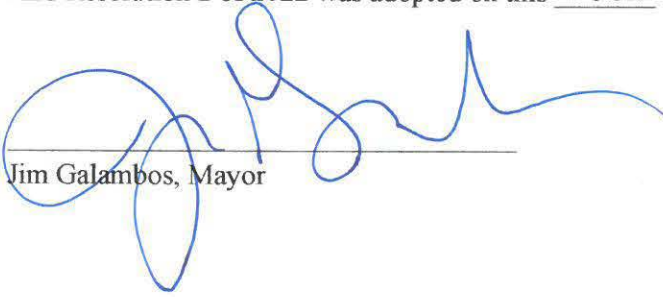
YEAS: Lee, Fuller, Guin, Presley

NAYS: None

ABSTAIN: None

ABSENT: Whittington

And Resolution 2 of 2022 was adopted on this 8th day of March, 2022.


Jim Galambos, Mayor


Candy Foshee, Town Clerk

TOWN OF HAUGHTON

RESOLUTION 5 OF 2022

A RESOLUTION TO SUPPORT THE DEVELOPMENT OF PASSENGER RAIL SERVICE FROM FORT WORTH, TEXAS THROUGH THE CITY OF TOWN OF HAUGHTON TO ATLANTA, GEORGIA ALONG THE I-20 CORRIDOR AND RELATED ISSUES

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 **TOWN OF HAUGHTON**, 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 **BOARD OF ALDERMEN**, 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 12th day of April, 2022 ON A MOTION BY Eric L. Harris AND
SECONDED BY CARLTON ANDERSON.

YEAS: 4

NAYS: 0

ABSENT:

Phillip SMITH

ABSTAIN:

0

Misty PEE
MISTY PEE, TOWN CLERK

K.W. GASPARD
K.W. GASPARD, MAYOR

RESOLUTION NO. 1 OF 2022

A RESOLUTION TO SUPPORT THE DEVELOPMENT OF PASSENGER RAIL SERVICE FROM FORT WORTH, TEXAS THROUGH THE CITY OF ATHENS, LA TO ATLANTA, GA ALONG THE I-20 CORRIDOR AND RELATED ISSUES

RESOLUTION MADE BY: **VILLAGE OF ATHENS**

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 **Village of Athens**, 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 two to three times during the last two generations, and there appear to be no [resent 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

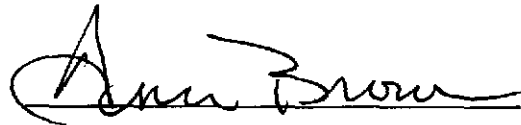
Pacific and Amtrak have announced plans to conduct a study to finalize a cooperative agreement to operate the passenger train for the I-20 Corridor along the trackage being acquired by Canadian Pacific;

NOW THEREFORE BE IT RESOLVED by the **Village of Athens** 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 8th day of March, 2022.

A handwritten signature in black ink, appearing to read "Ann Brown", written over a horizontal line.

Ann Brown, Mayor

Village of Athens

RESOLUTION NO. 02-22

A RESOLUTION TO SUPPORT THE DEVELOPMENT OF PASSENGER RAIL SERVICE FROM FORT WORTH, TEXAS THROUGH THE CITY OF SIMSBORO, LA TO ATLANTA, GEORGIA ALONG THE I-20 CORRIDOR AND RELATED ISSUES

RESOLUTION MADE BY: VILLAGE OF SIMSBORO

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 **VILLAGE OF SIMSBORO, LA** 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

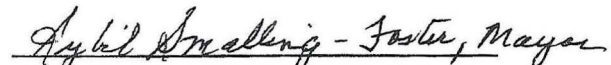
Pacific and Amtrak have announced plans to conduct a study to finalize a cooperative agreement to operate the passenger train for the I 20 Corridor along the trackage being acquired by Canadian Pacific;

NOW THEREFORE BE IT RESOLVED by the **VILLAGE OF SIMSBORO, LA** 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 7th day of March, 2022.


VILLAGE OF SIMSBORO, SIMSBORO, LA

RESOLUTION NO. 02-03082022

A RESOLUTION TO SUPPORT THE DEVELOPMENT OF PASSENGER RAIL SERVICE FROM FORT WORTH, TEXAS THROUGH THE VILLAGE OF DIXIE INN, LOUISIANA TO ATLANTA, GEORGIA ALONG THE I-20 CORRIDOR AND RELATED ISSUES

RESOLUTION MADE BY: VILLAGE OF DIXIE INN

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 VILLAGE OF DIXIE INN, 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 VILLAGE OF DIXIE INN 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.

THUS, DONE UPON MOTION by Donna Hoffoss, duly seconded by Judy McKenzie and carried, the foregoing resolution was adopted by the Village of Dixie inn in regular session convened on March 8, 2022.

YEAS: 3 (Donna Hoffoss, Judy McKenzie, Lance Milligan) NAYS: 0 ABSTAIN: 0 ABSENT: 0

ADOPTED on this the 8TH day of MARCH, 2022.



KAY HALLMARK-STRATTON, MAYOR

VILLAGE OF DIXIE INN

© I -20 Corridor Council, by Richard Anderson



GREATER SHREVEPORT
CHAMBER

March 4, 2022

Members of the Surface Transportation Board

RE: Support for the Merger of Canadian Pacific with Kansas City Southern Railroad

On behalf of the Greater Shreveport Chamber of Commerce we are writing this letter of support for the merger of Canadian Pacific with Kansas City Southern railroad, aligning with our full support of the Southern Rail Commission's proposal for passenger rail along the I-20 Corridor. This proposed service will connect our communities in Northern Louisiana to new regions and economies in Dallas-Fort Worth and Atlanta – and beyond to Washington, D.C., and New York City through connections with Amtrak's Texas Eagle, City of New Orleans, and Crescent trains.

We also fully support the partnerships anticipated between the freight and passenger rail community with Canadian Pacific as the future owner. Our region formed an engaged coalition of local officials and stakeholders that includes the Southern Rail Commission and the Ark-La-Tex Corridor Council who support this I-20 Corridor long-distance service.

Furthermore, the infrastructure bill recently approved by Congress commits new funding allocations for passenger rail that could potentially be available for any required capital investment, and previous studies have indicated that this economically viable route along the I-20 Corridor would require no subsidies for operations.

We request that you rule favorably on the merger of Canadian Pacific and Kansas City Southern as it moves our region one step closer to fulfilling the vision of connecting the I-20 Corridor with passenger rail service.

Best Regards,


Timothy J. Magner
President

400 Edwards Street
Shreveport, LA 71101



Phone: 318-677-2500
www.shreveportchamber.org

March 8, 2022

TO: Members of the Surface Transportation Board

RE: Support for the Merger of Canadian Pacific with Kansas City Southern Railroad

We respectfully submit this letter of support on behalf of the Shreveport-Bossier Convention and Tourist Bureau for the merger of Canadian Pacific with Kansas City Southern railroad, aligning with our full support of the Southern Rail Commission's proposal for passenger rail along the I-20 Corridor. This proposed service will connect our communities in Northern Louisiana to new regions and economies in Dallas-Fort Worth and Atlanta – and beyond to Washington, D.C., and New York City through connections with Amtrak's Texas Eagle, City of New Orleans, and Crescent trains.

We also fully support the partnerships anticipated between the freight and passenger rail community with Canadian Pacific as the future owner. Our region formed an engaged coalition of local officials and stakeholders that includes the Southern Rail Commission and the Ark-La-Tex Corridor Council who support this I-20 Corridor long-distance service.

Furthermore, the infrastructure bill recently approved by Congress commits new funding allocations for passenger rail that could potentially be available for any required capital investment, and previous studies have indicated that this economically viable route along the I-20 Corridor would require no subsidies for operations.

The majority of our visitors to Shreveport-Bossier travel here by vehicle via the I-20 corridor. The availability of rail along this route would increase our ability to drive more tourism from these key markets thereby enhancing the economic impact on our community.

We request that you rule favorably on the merger of Canadian Pacific and Kansas City Southern as it moves our region one step closer to fulfilling the vision of connecting the I-20 Corridor with passenger rail service.

Thank you for your consideration,



Stacy A Brown, President

Shreveport-Bossier Convention and Tourist Bureau



BOSSIER MEANS BUSINESS.

CHAIRMAN

CARLTON GOLDEN

VICE CHAIRMAN

JOHN MICHAEL MOORE

SECRETARY TREASURER

ROSS BARRETT

IMMEDIATE PAST CHAIRMAN

LANCE MOSLEY

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TIM WILHITE

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MIKE BOGGS

BARRY REGULA

PERCY HUBBARD

RAND FALBAUM

TOMMY BOGGS

DIRECTOR EMERITUS

CHARLES COYLE

JOHN HUBBARD

JIM JOHNSON

EX-OFFICIO

MAYOR TOMMY CHANDLER

BUTCH FORD

February 24, 2022

To Members of the Surface Transportation Board

RE: Support for the Merger of Canadian Pacific with Kansas City Southern Railroad

We respectfully submit this letter of support for the merger of Canadian Pacific with Kansas City Southern railroad, allowing the alignment of our interest in full support of the Southern Rail Commission's proposal for passenger rail along the I-20 Corridor. This proposed service will connect our communities in Northern Louisiana to new regions and economies in Dallas-Fort Worth and Atlanta – and beyond to Washington, D.C., and New York City through connections with Amtrak's Texas Eagle, City of New Orleans, and Crescent trains.

We also fully support the partnerships anticipated local benefits between the freight and passenger rail community with Canadian Pacific as the future owner. Our region formed an engaged coalition of local officials and stakeholders that includes the Southern Rail Commission and the Ark-La-Tex Corridor Council who support this I-20 Corridor long-distance service.

Furthermore, the infrastructure bill recently approved by Congress commits new funding allocations for passenger rail that could potentially be available for any required capital investment, and previous studies have indicated that this economically viable route along the I-20 Corridor would require no subsidies for operations.

We request that you rule favorably on the merger of Canadian Pacific and Kansas City Southern as it moves our region one step closer to fulfilling the vision of connecting the I-20 Corridor with passenger rail service.

Thank you for your consideration,

David R. Rockett, Jr
Executive Director

GREATER BOSSIER ECONOMIC DEVELOPMENT FOUNDATION

574 BOARDWALK BLVD., BOSSIER CITY, LA 71111 PH 318.742.6043 FX 318.742.6044 WWW.GBEDF.ORG



JACKSON PARISH TOURISM BOARD

160 INDUSTRIAL DRIVE, JONESBORO, LA 71251

JACKSONPARISHTB@GMAIL.COM

DeNEISE BARLOW KELLY SPANGLER TAMMY GUNTER

CHRISTIE WEEKS CATHERINE BOWDEN YUMEAKA WASHINGTON LATAVIOUS HAMMOCK

April 20, 2022

Re: Support for the I-20 Corridor long-distance passenger rail connection between Dallas/Fort Worth and Atlanta and related support for the merger of Canadian Pacific and Kansas City Southern

Dear Chairman Oberman and Members of the Surface Transportation Board:

I write this letter to you, on behalf of the Jackson Parish Tourism Board in Jonesboro, Louisiana. The mission of our organization is to promote our parish (county)'s history, culture, art, folklife, recreational, and leisure opportunities, natural and scenic resources, transportation, sites, attractions, accommodations, and events.

The Board wishes to convey our tourism agency's strong support for the proposed I-20 Corridor long-distance passenger rail connection between Dallas/Fort Worth and Atlanta, through northern Louisiana, and connecting with the East Coast and New York City.

We are strongly supportive of the route and of the multi-state coalition of support built and sustained by the non-profit, grassroots organization, the I-20 Corridor Council (formerly the East Texas Corridor Council), ever since the Council initiated the current efforts in support of this I-20 passenger rail route in November of 2006.

As an organization that promotes tourism, we know that transportation options play a significant role with regard to the health of our local economy and with respect to bringing tourists and visitors to our community and region.

So, like the I-20 Corridor Council, we believe this East-West passenger rail connection will provide important transportation, tourism, economic development, and other related benefits to communities on or near the route. We believe it will also be beneficial to our state, Southern region, and nation. Plus, it will expand Amtrak's National Network and improve connectivity.

We also want to convey our strong support for the merger that is currently underway between Canadian Pacific (CP) and Kansas City Southern (KCS) and we request that you rule favorably on this merger since it will provide another positive step forward in making this important I-20 Corridor passenger rail connection a reality. Thank you for your kind consideration in this regard.

Sincerely,

Christie Weeks, President