

**The Multi-State Coalition Efforts  
to Make the I-20 Corridor  
Long-Distance Passenger Rail  
Connection a Reality**



**Presentation to the  
Rail Passengers Association  
RailNation Conference**

**by**

**Judge Richard Anderson  
& Christina Anderson  
I-20 Corridor Council**

**October 22, 2022**



# **THANK YOU**

**On behalf of the I-20 Corridor Council, we appreciate the Rail Passengers Association's invitation to make this presentation at the RailNation conference today.**

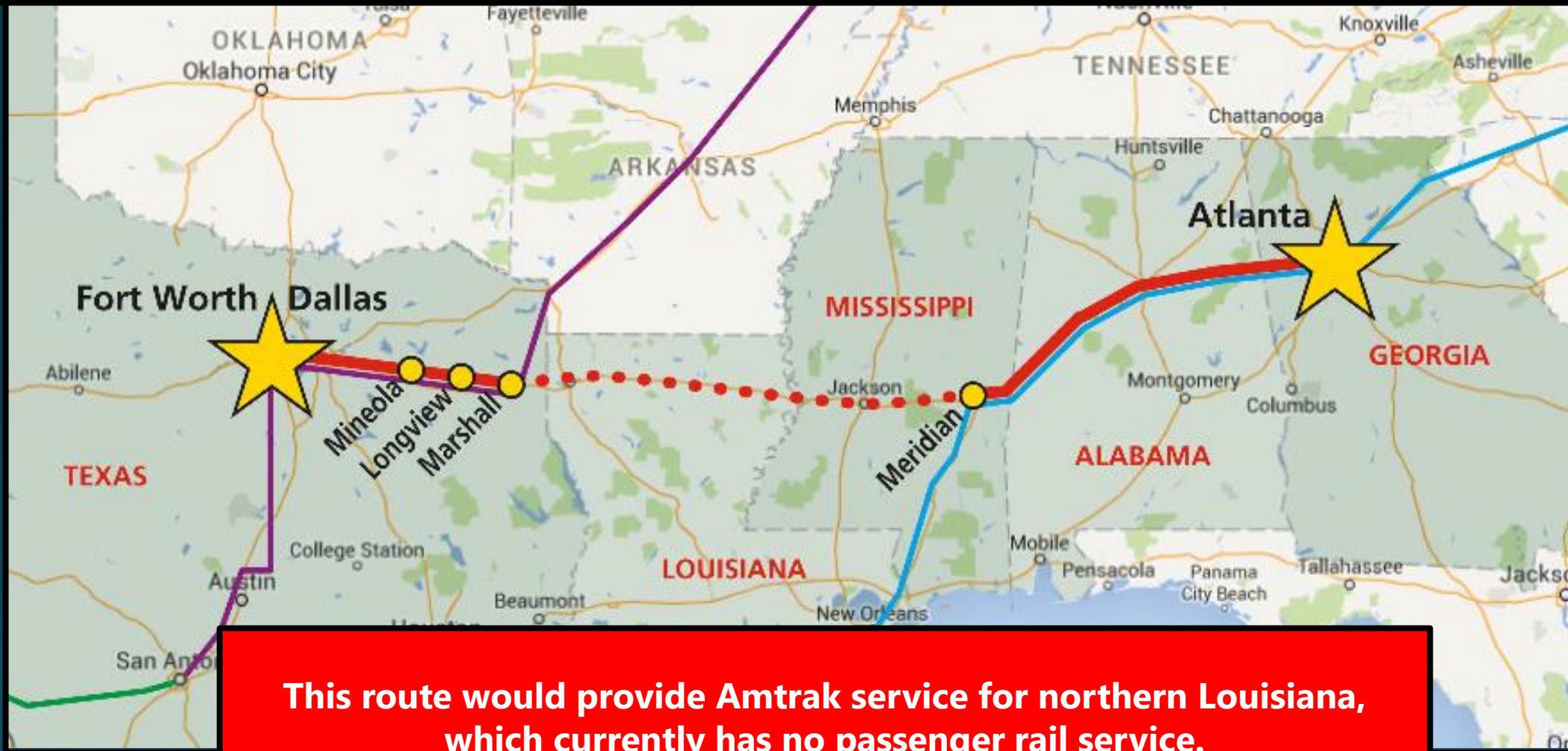
**We also appreciate the excellent work that the RPA leadership and membership continue to do to advance the expansion and improvement of passenger rail and Amtrak's National Network throughout the United States.**

# Proposed I-20 Corridor Long-Distance Train between Dallas/Fort Worth and Atlanta (connecting with the East Coast and New York City)

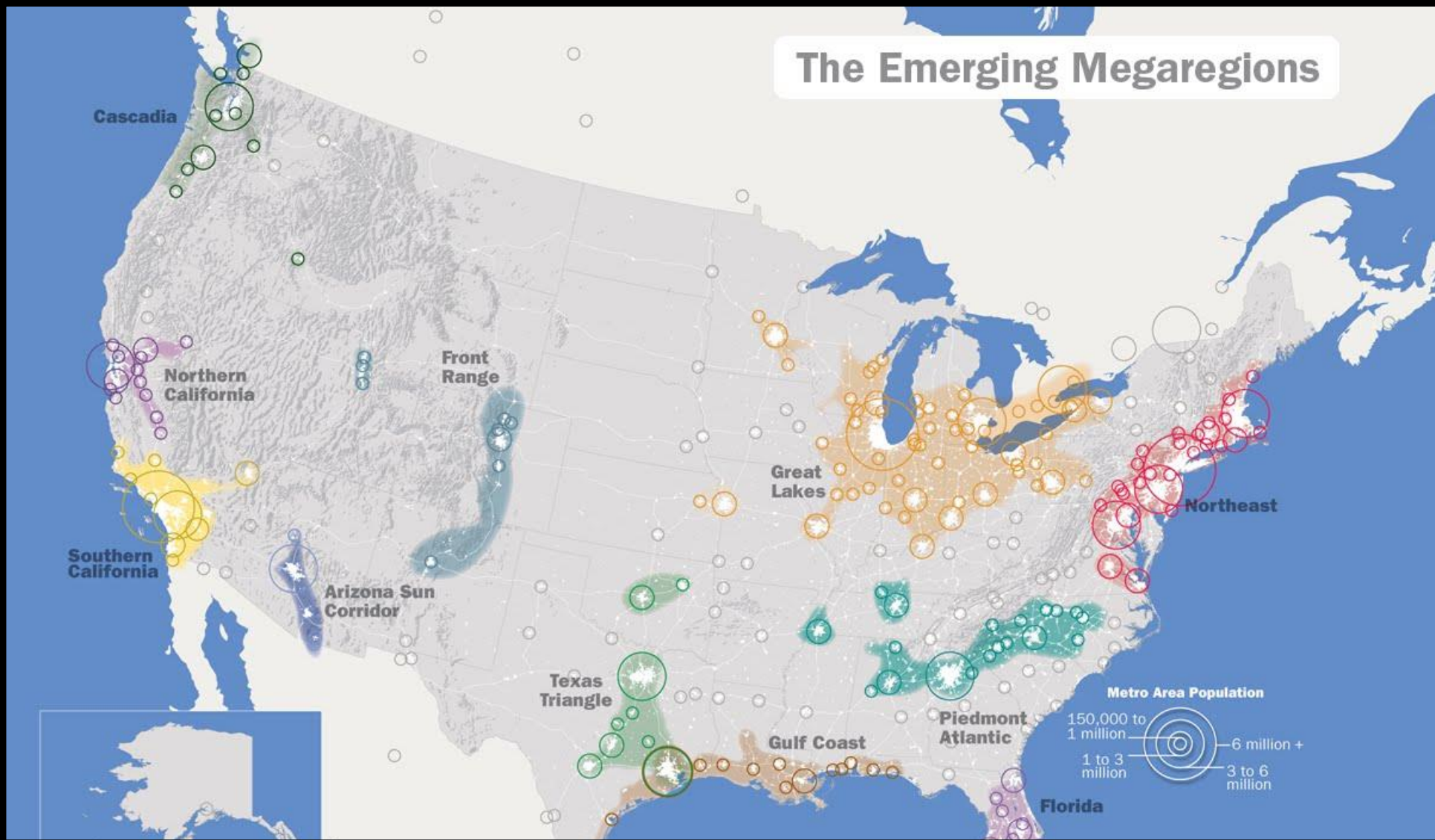
With the passage of the bi-partisan Infrastructure Investment and Jobs Act (IIJA) in November 2021, we believe **THE TIME IS NOW** to make this important I-20 Corridor passenger rail route a reality.



By “connecting the dots” on this route between **Marshall, Texas to Meridian, Mississippi** on existing track, through northern Louisiana, we create an East-West passenger rail connection across the South, connecting to the East Coast and New York City.



**This route would provide Amtrak service for northern Louisiana, which currently has no passenger rail service.**



**The I-20 Corridor long-distance passenger rail route would connect two of America's fastest-growing mega-regions including greater Dallas/Fort Worth (7.5 million in population) and greater Atlanta (6 million), plus other cities and communities in between.**

**So, why, at this point in time, are we in a favorable position of readiness to help push this important I-20 Corridor long-distance passenger rail connection “over the goal line” and make it a reality?**

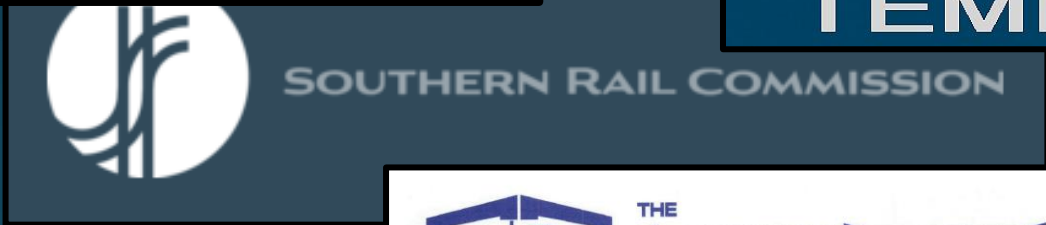
**Strong grassroots, multi-state coalition of support built and sustained over many years**

**Feasibility and Capacity studies of the route already completed, with funding obtained by I-20 Corridor Council**

**Passage of Infrastructure Investment and Jobs Act (IIJA), including \$66 billion for rail**

**Merger of Canadian Pacific and Kansas City Southern currently underway**





**One reason we're in a favorable position is that, over the past 15 years, we've built a strong, grassroots, collaborative, multi-state coalition of support for this rail route in Texas and Louisiana, as well as in Mississippi and reaching out to Georgia and Alabama--including mayors, judges, councils of governments, local, state, and federal officials, business and economic leaders, university and college presidents, and many other stakeholders along the route.**

**The I-20 Corridor Council, in East Texas, initiated and took the lead on the current multi-state efforts in support of this route in November 2006.**

**We also appreciate the bi-partisan support of Texas Congresswoman Eddie Bernice Johnson, Louisiana Senator Bill Cassidy, Louisiana Governor John Bel Edwards, Louisiana Secretary of Transportation Shawn Wilson, and Mississippi Senator Roger Wicker.**

**It's been a parallel strategy.**



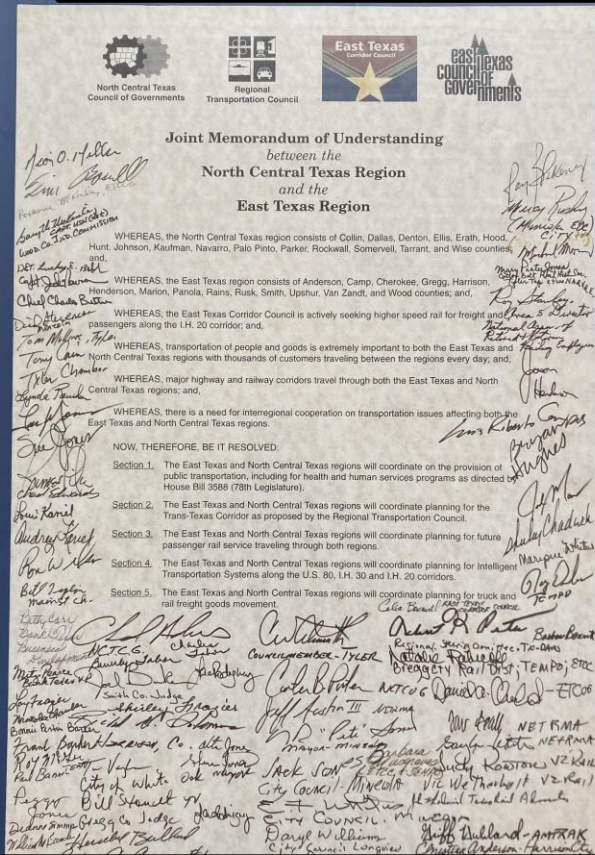
**Joint Memorandum of Understanding**  
between the  
**North Central Texas Region**  
and the  
**East Texas Region**  
and the  
**Northwest Louisiana Region**  
and the  
**North Delta (Northeast Louisiana) Region**



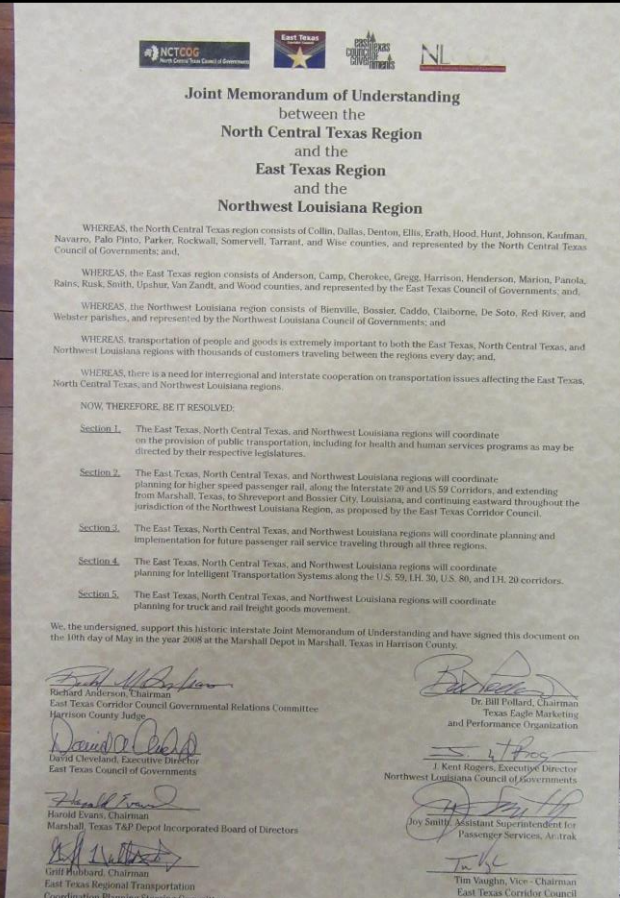
**Throughout the many years of this process, it's been a parallel strategy of reaching out to and working with our colleagues to our East and West to build and sustain a strong multi-state coalition in support for this passenger rail connection and continually working to determine what will make the route economically viable, determine the cost on existing track, and determine that it won't impede freight traffic.**



# Memoranda of Understanding in support of the I-20 Corridor passenger rail route signed in 2007, 2008, and 2009



Between North Central Texas Council of Governments (NCTCOG) and East Texas Council of Governments (ETCOG)  
Signed: August 7, 2007 in Mineola



Between NCTCOG, ETCOG, Northwest Louisiana Council of Governments  
Signed: May 10, 2008 in Marshall, Texas



Between NCTCOG, ETCOG, Northwest Louisiana Council of Governments, North Delta (Northeast Louisiana) Council of Governments  
Signed: May 9, 2009 in Marshall



**Members of the  
Southern Rail Commission**

**In early 2014, members of the Corridor Council reached out to our colleagues in Mississippi with the Central Mississippi Planning & Development District and the East Central Planning & Development District, as well as to the Southern Rail Commission chaired, at that time, by Mayor Knox Ross of Pelahatchie, Mississippi, to request a Resolution of Support for the Corridor Council's rail studies of the I-20 passenger rail route.**



RESOLUTION  
OF THE  
SOUTHERN RAIL COMMISSION

To urge and request the Mississippi Legislature and the Mississippi Department of Transportation to ensure that the Central Mississippi Planning & Development District and the East Central Planning & Development District join with their respective Councils of Government in Texas and Louisiana, and are included in the ongoing Interstate 20 regional passenger rail corridor studies being conducted by the Ark-La-Tex Corridor Council [ hereinafter the "Council" but formerly the "East Texas Corridor Council] as well as the study being conducted by the State of Louisiana. The purpose of these feasibility studies will be to re-establish regional passenger rail from Dallas/Fort Worth Texas to Meridian, Mississippi, so as to provide transportation alternatives for the residents of the respective states.

WHEREAS, the Council is presently concluding a feasibility study commenced in 2012 [the "Texas Study"] on securing regional passenger rail [70-110 mph] for the Interstate 20 Corridor; and

WHEREAS, the Texas Study includes the feasibility of daily Amtrak routes between Dallas/Fort Worth and Bossier City and Shreveport, as well as funding possibilities to include a public-private partnership with annual contributions made by the states of Louisiana and Texas; and

Resolution signed on March 7, 2014



Another reason the I-20 Corridor rail route is in a favorable **position of readiness** at this time is that we already have two critical studies of the Texas, Louisiana, and Mississippi portion of the route completed.

The Corridor Council obtained, a number of years ago, **\$738,000 in federal funding for the feasibility and capacity studies** of this route, with the assistance of then-Senator Kay Bailey Hutchison of Texas.

The Corridor Council was able to steward the capacity study so that it **studied**, not just the Texas portion of the route, which the funding had originally been designated to cover, but instead **the entire Texas, Louisiana, and Mississippi portion of the route, at no cost to Louisiana or Mississippi.**

The feasibility study, completed in 2015, determined that the I-20 Corridor long-distance route is economically viable, on existing track, without an ongoing annual expense.

The capacity study, completed in 2017, reflects that, for comparatively modest expenditure of some \$80 million, additional siding could be installed so as not to impair the movement of freight.

**Amtrak has stated that this study is in the process of being updated, to establish updated cost estimates for the route.**

**On November 15, 2021, the Infrastructure Investment and Jobs Act (IIJA) was signed into law, providing a much-needed and unprecedented amount of funding for passenger rail.**



**Congresswoman Eddie Bernice Johnson and Judge Richard Anderson**

**With the assistance of Dallas Congresswoman Eddie Bernice Johnson, senior member of the House Transportation and Infrastructure Committee, representatives from the I-20 Corridor Council met with Amtrak President Stephen Gardner on August 23, 2021.**

**Rep. Johnson, at Mr. Gardner's request, wrote a letter to Surface Transportation Board Chairman Martin Oberman to urge that CP/KCS negotiations provide for passenger rail service on the I-20 Corridor route.**

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TEXAS CONGRESSIONAL DELEGATION, REGION VI  
CHAIRWOMAN  
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AND TECHNOLOGY  
COMMITTEE ON TRANSPORTATION  
AND INFRASTRUCTURE  
SUBCOMMITTEE ON HIGHWAYS AND TRANSIT  
SUBCOMMITTEE ON WATER  
RESOURCES & ENVIRONMENT  
SUBCOMMITTEE ON AVIATION  
SUBCOMMITTEE ON RAILROADS,  
PIPELINES, AND HAZARDOUS MATERIALS  
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CHAIR, 107TH CONGRESS



**Eddie Bernice Johnson**  
Congress of the United States  
30th District, Texas

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DALLAS, TX 75207  
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July 29, 2021

Mr. Stephen Gardner  
President, Amtrak  
1 Massachusetts Ave. NW  
Washington, D.C. 20001

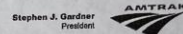
Dear President Gardner:

I have represented the 30<sup>th</sup> Texas Congressional District in Texas, since 1993, and also serve as a senior member of the Infrastructure Committee. I am writing this letter to express my concern to me and my constituents, being the pro Marshall, Texas and Meridian, Mississippi (the "subject" of two previous studies, as set forth below) filling the present void of passenger rail service between two cities by the Union Pacific ("UP") and Kansas, importantly, the strategic objective of joining Dallas and growing metropolitan areas in the United States.

After months of negotiations, with the July 28, bill, the country is now poised to move forward with a focus on some \$66 Billion being proposed to be allocated to represent the largest appropriation to Amtrak in its history. I am a strong supporter of this measure, as well as other similar measures. This long-standing support has prompted me to write you today.

The analysis of this bill is ongoing, it does appear that Amtrak's national network infrastructure. The I-20 freight issues by expediting the flow of rail traffic provides a unique and propitious opportunity for Corridor passenger rail project, since this rail corridor is right of way for millions of Americans and, as set forth in the bill, would cost less than 0.000006% of the funding for the network. This is literally a rounding error.

AMTRAK  
1 Massachusetts Avenue, NW, Washington, DC 20001  
Email: stephen.gardner@amtrak.com Tel: 202.508.2801



September 29, 2021

The Honorable Eddie Bernice Johnson  
Member of Congress  
2306 Rayburn House Office Building  
Washington, DC 20515

Dear Representative Johnson:

Thank you for your letters of July 29 and September 2, as well as for the opportunity to meet with you, with your staff, and with the Andersons by remote connection on August 23, regarding your concerns and ideas for expanded rail services in and around Dallas.

We were happy to discuss with you the *Amtrak Connects US* corridor expansion effort, which includes a number of additional connections with Dallas. We are always looking for ways to refine that plan and to build on strong federal, state, and local support.

While Amtrak's Long Distance services were not part of that analysis, we recognize that segments such as the I-20 route connecting Dallas and Atlanta can create network synergies with other Long Distance routes and with corridor segments under consideration.

In that regard, our head of Strategy and Planning, Dennis Newman, and his team are beginning to refresh the analysis of Long Distance service along the I-20 route, last performed in 2015. This analysis would include looking at ridership and revenue, equipment availability, station needs, operating costs, and capital costs, most of which experienced some change since 2015. The analysis also will look at operational impacts on the New York-New Orleans *Crescent*, which have changed recently and with which the I-20 service would be combined north and east of Meridian, Mississippi. When we complete our analysis, we will be happy to share the results with you and other stakeholders.

Cooperation from host railroads who own and dispatch the tracks used by new services is vital, and the proposed Canadian Pacific-Kansas City Southern merger further complicates matters. So we appreciate your offer to write to the Surface Transportation Board, to let them know of your interest in ensuring that any acquisition of the KCS will include conditions that make it easier to start a new intercity passenger rail service along the I-20 route. We also appreciate your willingness to meet with us to discuss this matter.

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CHAIR, 107TH CONGRESS



**Eddie Bernice Johnson**  
Congress of the United States  
30th District, Texas

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October 19, 2021

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

Dear Chairman Oberman:

As the representative of Texas' 30<sup>th</sup> congressional district and the House Committee on Transportation and Infrastructure, I underline my support for expeditious action on the proposed distance passenger rail route. This proposed route is an East-between Dallas/Fort Worth and Atlanta, Georgia, which my constituents are advocating for with Amtrak President Stephen Gardner and I.

President Gardner expressed in a virtual meeting on August 23, 2021, that he agreed that the I-20 Corridor route would be economically viable and established for a relatively small investment, between \$80 million. Moreover, he believed it would be a significant impact on the expansion to Amtrak's national network and connectivity.

The I-20 Corridor passenger rail route would not only connect fast-growing regions of our nation and provide service for millions of people in urban and rural areas along the route but would also create synergies with Amtrak's existing *Texas Eagle* and *Crescent* routes.

Additionally, the route has been the subject of both a feasibility study, which were funded by a \$738,000 federal grant obtained from the 20 Corridor Council with the assistance of former U.S. Senator



Surface Transportation Board  
Washington, D.C. 20423-0001

November 3, 2021

The Honorable Eddie Bernice Johnson  
2306 Rayburn House Office Bldg.  
Washington, DC 20515

Dear Representative Johnson,

Thank you for your recent letter regarding 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, Finance Docket No. 36500. I appreciate hearing your views about the proposed merger and the I-20 Corridor passenger rail route that has been proposed.

As you may be aware, on October 29, 2021, Applicants filed their Application seeking authority for the acquisition of control by Canadian Pacific of Kansas City Southern. On November 2, 2021, the Board proposed a procedural schedule for consideration of the Application. Because this case is pending, I cannot comment further. However, please be assured that the Board will fully consider all public comments and submissions in this proceeding.

A copy of your letter and this response has been placed in the public docket. If you or your staff have any questions, please contact Ms. Janie Sheng, Acting Director of the Board's Office of Public Assistance, Governmental Affairs, and Compliance, at 202-245-0238.

Sincerely,

Martin J. Oberman  
Chairman

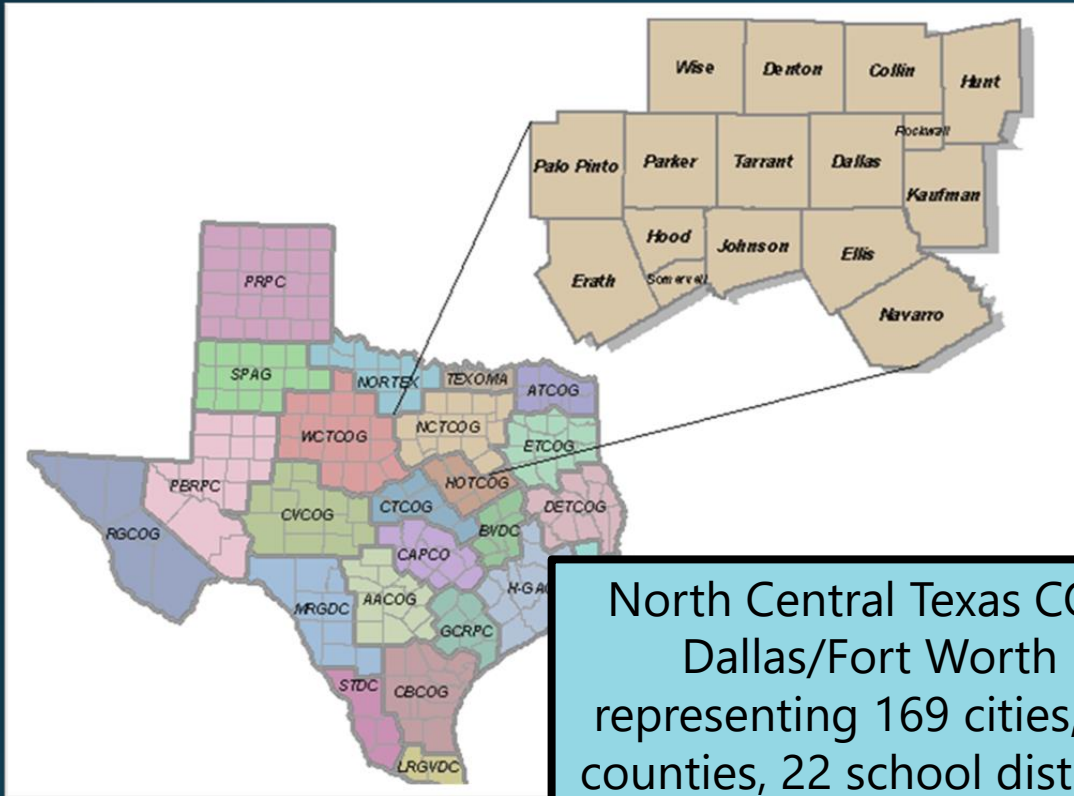
**Correspondence between Texas Congresswoman Eddie Bernice Johnson and Amtrak President Stephen Gardner and STB Chairman Martin Oberman from July 2021-November 2021.**

**With the assistance of members of the multi-state coalition, we obtained current and updated resolutions and letters of support representing more than 150 cities, counties, parishes, and other stakeholder entities along the I-20 route from Dallas/Fort Worth to the Mississippi border, sharing their support for the Canadian Pacific/KCS merger.**

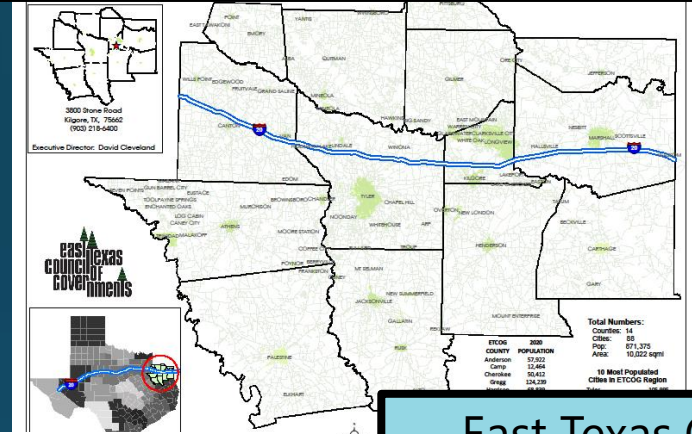
**On April 28, 2022, the I-20 Corridor Council submitted a pleading and these resolutions of support from Texas and Louisiana to the STB.**

**Chairman Knox Ross and the Southern Rail Commission also obtained resolutions of support from Mississippi and submitted their resolutions of support to Canadian Pacific.**

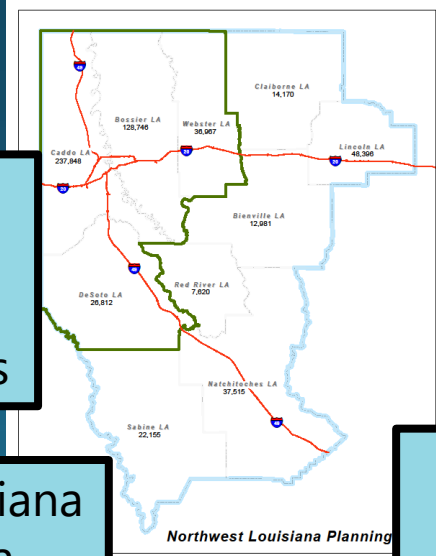
The COG maps shown below--going west to east from Dallas/Fort Worth through East Texas and northern Louisiana to the Mississippi border--show the counties and parishes represented in the initial I-20 Corridor MOUs and the re-committed resolutions of support from them in the pleading submitted to the STB by the Corridor Council on April 28, 2022.



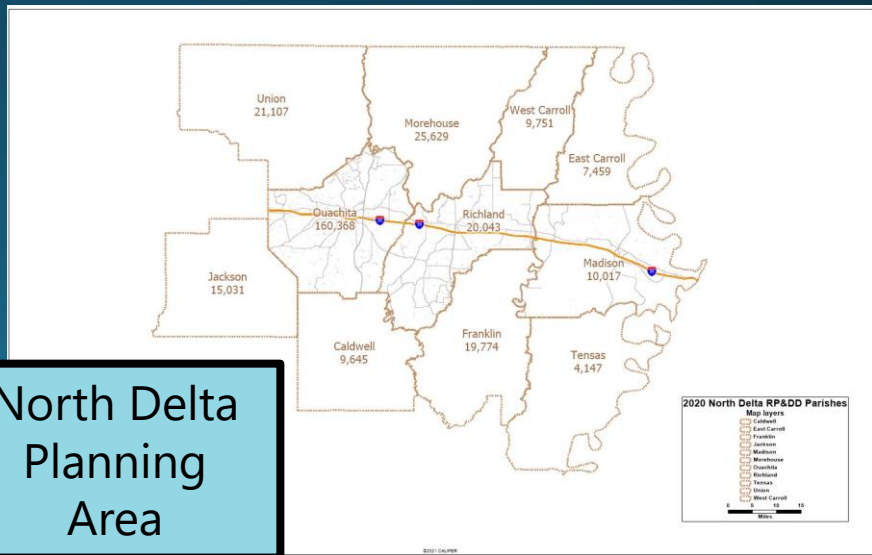
North Central Texas COG  
Dallas/Fort Worth  
representing 169 cities, 16  
counties, 22 school districts



East Texas COG



Northwest Louisiana  
Planning Area



North Delta  
Planning  
Area



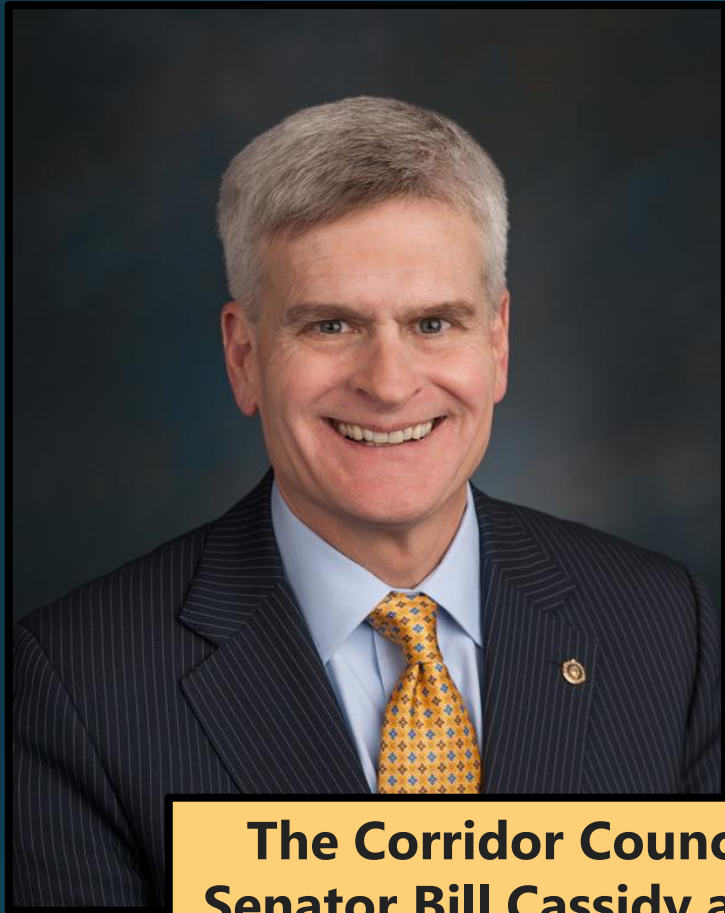


**Members of the Southern Rail Commission**

**The I-20 Corridor Council appreciates very much the resolution of support that the SRC signed in 2014 for the I-20 Corridor rail project. We also appreciate the outstanding and effective work that the SRC has done over the past many years in support of the restoration of the Gulf Coast route and their work with and strong support of MS Senator Roger Wicker.**

**On February 23, 2022, SRC Chairman Knox Ross and Amtrak representatives came to Bossier City to meet with some of the members of the Louisiana portion of the I-20 Corridor coalition and said that you would join us to assist with the ongoing I-20 Corridor efforts.**

**We welcome and appreciate their support and collaboration.**



**The Corridor Council appreciates the invitation to the meeting with Senator Bill Cassidy at the Coordinating and Development Corporation office in Bossier City on August 30, 2022.**

**We appreciate very much Senator Cassidy's strong leadership with regard to the IIJA, his strong support for the I-20 Corridor passenger rail project, and his proactive steps to expedite the project.**



125 EAST 11TH STREET, AUSTIN, TEXAS 78701-2483 | 512.463.8588 | WWW.TXDOT.GOV

October 5, 2022

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

Dear Administrator Bose:

The Texas Department of Transportation (TxDOT) supports stakeholder interest in considering federal funding options for conventional intercity passenger rail expansion. Please accept this letter of interest filed in response to docket number FRA-2022-0031. In addition to the September 8, 2022, letter from the Texas, Oklahoma, and Kansas Departments of Transportation supporting the Heartland Flyer extension, we appreciate the opportunity to offer expressions of interest to determine the potential viability of service expansion on the corridors listed below:

- Additional train sets on the Heartland Flyer between Oklahoma City Amtrak Station to Fort Worth Central Station.
- Additional train sets on existing Texas Eagle and Sunset Limited routes between Houston Amtrak Station, Amtrak Station San Antonio, and Eddie Bernice Johnson Union Station in Dallas.
- Renewed intercity service between Eddie Bernice Johnson Union Station in Dallas and Houston Amtrak Station.
- New and enhanced, conventional intercity service options studied in the Texas-Oklahoma Passenger Rail Study that would include connecting Amtrak Station San Antonio to the Rio Grande Valley.
- New service east of Marshall, TX connecting the Eddie Bernice Johnson Union Station in Dallas to the Meridian, Mississippi Union Station.

I respectfully request consideration of these corridors through the Corridor Identification Program and look forward to working with your team in the coming years. If you have any questions, please call me at (512) 305-9515, or you or your staff may contact Jeff Davis, Director, Rail Division Director at Jeffrey.Davis@txdot.gov or (512) 927-9648.

Sincerely,

Marc D. Williams P.E.  
Executive Director

cc: Brandy Hendrickson, Deputy Executive Director, Planning and Programming  
Caroline Mays, Director, Planning and Modal Programs  
Jeffrey Davis, Director, Rail Division

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## October 5, 2022 Letter from TXDOT to FRA Administrator Amit Bose

This letter shared TXDOT's request for consideration of several projects through the Corridor Identification Program, including:

### **New service east of Marshall, TX connecting Eddie Bernice Johnson Union Station in Dallas to the Meridian, Mississippi Union Station**

The federal, state, COG, and local officials with whom we've been collaborating in Texas these many years on this route, including Congresswoman Eddie Bernice Johnson, have been instrumental in the discussions with TXDOT and have been effective in getting this prioritized with TXDOT.

**Any questions?**

We believe **the time is now** to make the I-20 Corridor long-distance passenger rail route between Dallas/Fort Worth and Atlanta a reality.

**Thank you for your support** for this important transportation connection that will expand Amtrak's National Network, improve connectivity, and benefit our I-20 Corridor communities, states, Southern region, and nation.

