



SOUTHERN RAIL COMMISSION

I-20 Corridor Convening

November 3, 2022

Monroe, Louisiana

Y'ALL ABOARD.

In Person Participants:

Senator Bill Cassidy
Senator Cindy Hyde-Smith
Mayor Friday Ellis
Lindsay Linhares, Congresswoman Letlow's office
Ramona Martin, Congresswoman Letlow's office
Rep. Mike Echols
Rep. Foy Bryan Gadberry
Rep. Pat Moore
Rep. Christ Turner
Lyle Leitelt, FRA
Katie List, FRA
Dava Kaitala, Jacobs
Laynee Jones, Aecom
Arun Rau, Amtrak
Todd Stennis, Amtrak
Marc Magliari, Amtrak
John Bender, Amtrak
Ariel Giordano, Canadian Pacific
Craig Hitt, City of Meridian
Adrienne LaFrance-Wells, City of West Monroe
L. King Scott, City of West Monroe
Rep. Francis Thompson, LA House
Senator Robert Mills, LA Senate
Renee Lapeyrolerie, Louisiana Department of Transportation and Development
Dean Goodell, Louisiana Department of Transportation and Development
J. Kent Rogers, NLCOG
Doug Mitchell, North Delta Regional Planning and Development District
Angie Robert, Senator Cassidy's office
Umesh Sanjanwala, Senator Hyde-Smith's Office
Carlotta Askew-Brown, Bossier City-Parish MPC
John Robert Smith, Transportation for America
Giancarlo Valdetaro, Transportation for America
Roy Burrell, Caddo Parish Commission
Mayor Ronny Walker, City of Ruston
Mayor Adrian Perkins, City of Shreveport

C. Morgan McCallister, City of Monroe
Ray Morrison, Edward Via College of Osteopathic Medicine
Joseph Black, Jacobs Engineering
Gerald Long, Senator Cassidy's office
Peter LeCody, Texas Rail Advocates
Christina Anderson, I-20 Corridor Council
Richard Anderson, I-20 Corridor Council
Celine Flores-Robinson, North Delta Regional Planning and Development District
Knox Ross, Chair of Southern Rail Commission, MS
Wiley Blankenship, Southern Rail Commission, AL
Meagan Collman, Emergent Method
Claudia Henry, Emergent Method
Alyssa Panepinto, Emergent Method
Griff Hubbard, Texas Mayor's Task Force on Passenger Rail
Dietrich Johnson, City of Longview
Pablo Diaz, President and CEO, Vicksburg Warren Economic Development Partnership
Kimberly Nailor, City Attorney, City of Vicksburg
Laura Beth Strickland, Executive Director, Visit Vicksburg
Alderman Alex Monsour, City of Vicksburg
Bump Skaggs, The Coordinating and Development Corporation
Matthew Martinec, CSRS
Jeff Davis, TXDOT
Commissioner Willie Simmons
Dinero Washington, SporTran
Jay Ebarb, Harrison County Commissioner
Lindsay Vanderbilt, East Texas Council of Governments
Terrell Smith, City of Marshall
Dan Duke, City of Marshall
Rush Harris, Marshall Economic Development Corporation
Kelle Barfield, Warren County Board of Supervisors
Rick Michaels, I-20 Corridor Council

Virtual Participants:

Administrator Amit Bose, Federal Railroad Administration
John Bender, Amtrak
Rep. Tammy Phelps, LA House
Mayor Phil Fisher, Clinton, MS
Alderman Monsour, City of Vicksburg
Pablo Diaz, City of Vicksburg
Tina Athalone, Louisiana Department of Transportation and Development
John Atkins, Caddo Parish Commission
Libby Messick, East AL Regional Planning and Development Commission
Audrey Maxwell, Calhoun County Area Chamber & Visitors Center
Jennifer Green, Jacksonville State University
Brenda Autry, Rep. Robert Mills' office, LA House
Anna May, Rep. Michael Guest's office, US House
Charles Carr, Mississippi Department of Transportation
Stephen Kenny, Transportation for America
Bob Johnston, Trains Magazine
Andrew Holleman, The Picard Group
Nick Cahanin, The Picard Group
Lizzie Messer, Cornerstone Government Affairs
Shanetta Paskel, Cornerstone Government Affairs

Rebekah Gongora, NCTCOG
David Cleveland, East Texas Council of Governments Executive Director
Southern Rail Commissioners: Toby Bennington, Chris Christianson
Mara Stark-Alcala, FRA
Judge Chad Sims, Harrison County
Curtis Garrison, Enthusiasts of Transit Association
Mayor Jayne Lankford, City of Mineola
Mercy Rushing, City of Mineola
Nick Martinelli, Congresswoman Eddie Bernice Johnson
Joe Littlejohn, Member, I-20 Corridor Council and TEMPO
Phil Jones, LADOTD
Joy Smith, Amtrak

AGENDA



9:00 AM

WELCOME

Knox Ross, Chairman of Southern Rail Commission
Mayor Friday Ellis, City of Monroe

9:20 AM

PURPOSE, OVERVIEW AND BACKGROUND

John Robert Smith, T4 America

9:30 AM

FRA PROGRAMS AND I-20 CORRIDOR PASSENGER RAIL PROJECT STATUS

Administrator Amit Bose, Federal Railroad Administration
Senator Cassidy, Louisiana
Lyle Leitelt, FRA
Arun Rau, Amtrak
Arielle Giordano, Canadian Pacific
Senator Wicker, Mississippi
Senator Hyde Smith, Mississippi
Shawn Wilson, Louisiana DOTD

11:30 AM

THE AMTRAK STATION DEVELOPMENT PROCESS

John Bender, Amtrak

12:00 PM

LUNCH BREAK

12:45 PM

VISIONS FOR STATIONS AND COMMUNITY CONNECTIVITY: MONROE, SHREVEPORT, RUSTON, VICKSBURG

1:45 PM

PASSENGER RAIL FUNDING OPPORTUNITIES

John Robert Smith, T4 America

2:00 PM

DISCUSSION AND NEXT STEPS

John Robert Smith, T4 America
Knox Ross, Southern Rail Commission

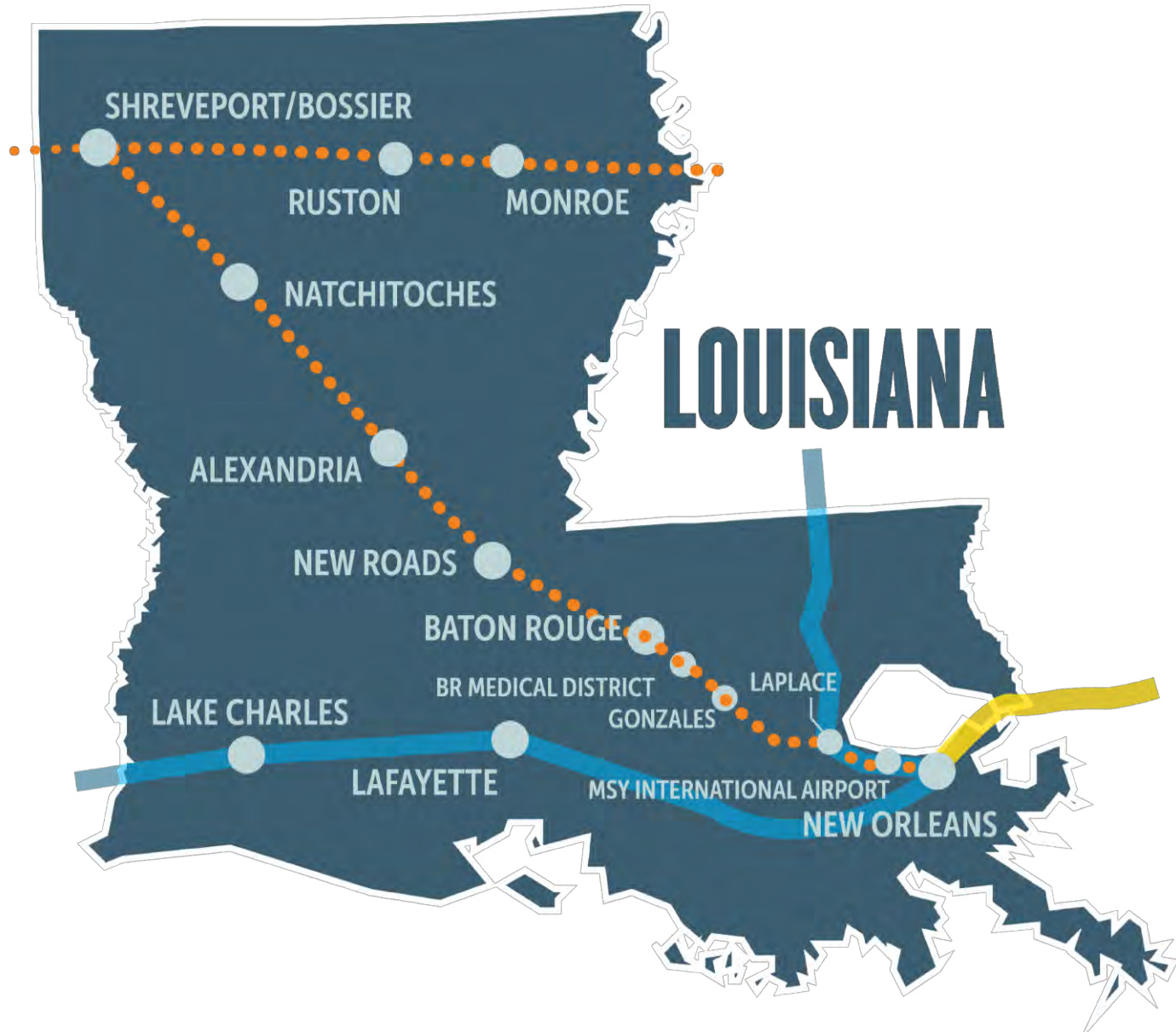
Southern Rail Commission: Plan for Connectivity

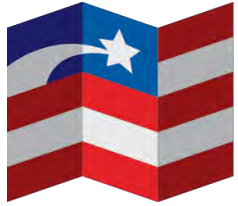


Southern Rail Commission: Plan for Connectivity



Southern Rail Commission: Plan for Connectivity





Transportation for America

I-20 Passenger Rail: Moving from Conversation to Implementation

November 3, 2022

A man wearing a red jacket, a white helmet, and sunglasses is riding a bicycle on a city street. To his right is a green and yellow bus with the number 683 and the destination '131 HIGHLA' visible. The background shows modern buildings and trees.

About Transportation for America

We are a non-profit alliance of elected, business and civic leaders from communities across the country.

We support moving people, safely and affordably, to jobs and services by multiple means of travel with minimal impact to communities and the environment.

We do this through advocacy, technical assistance, research and analysis.



Transportation
for America

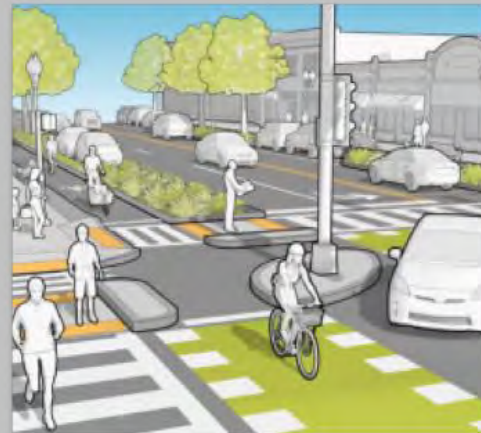
What We Do



Technical
Assistance



Advocacy



Thought
Leadership

Meridian Union Station



Crescent Star



Amtrak's 1999 Network Growth Strategy

The Crescent Star (I-20 Corridor) “was one of the best proposals out of the entire Network Growth Strategy.”

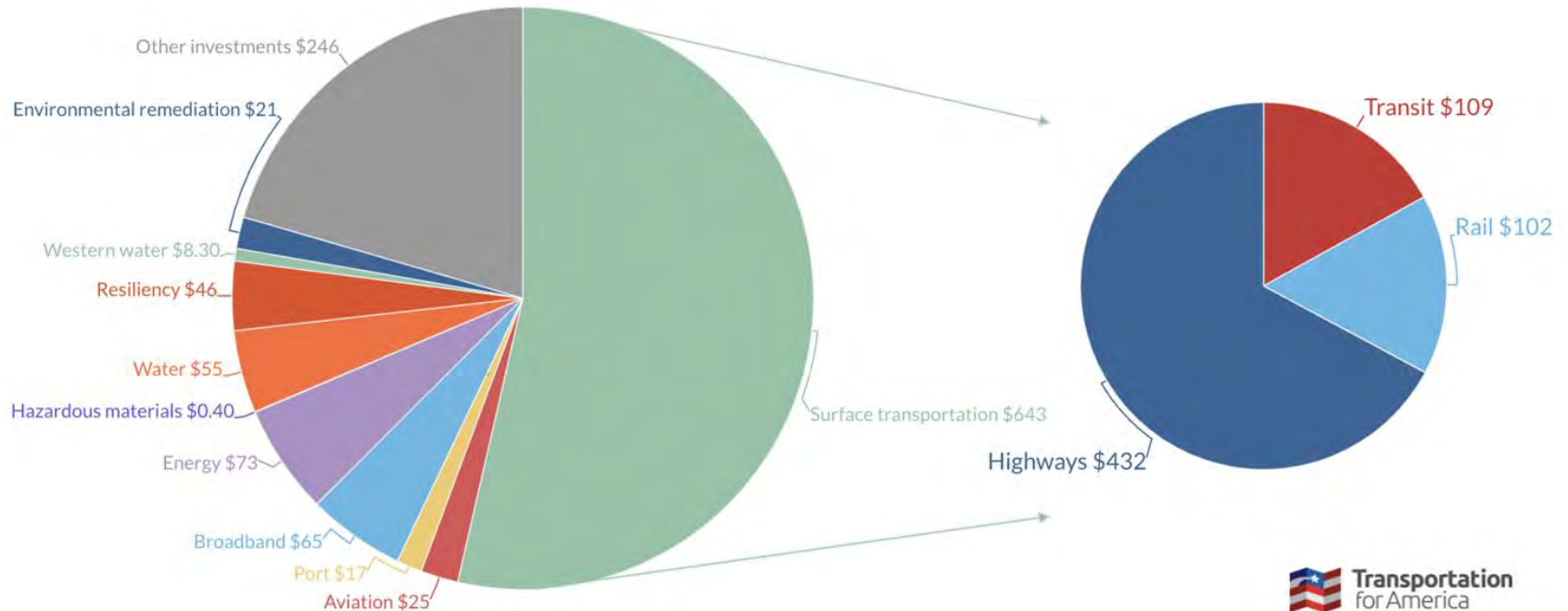
Amtrak funding was zeroed out by the White House and Congress said no future expansion would be a federal obligation.

2015 Route and Service Financial Evaluation

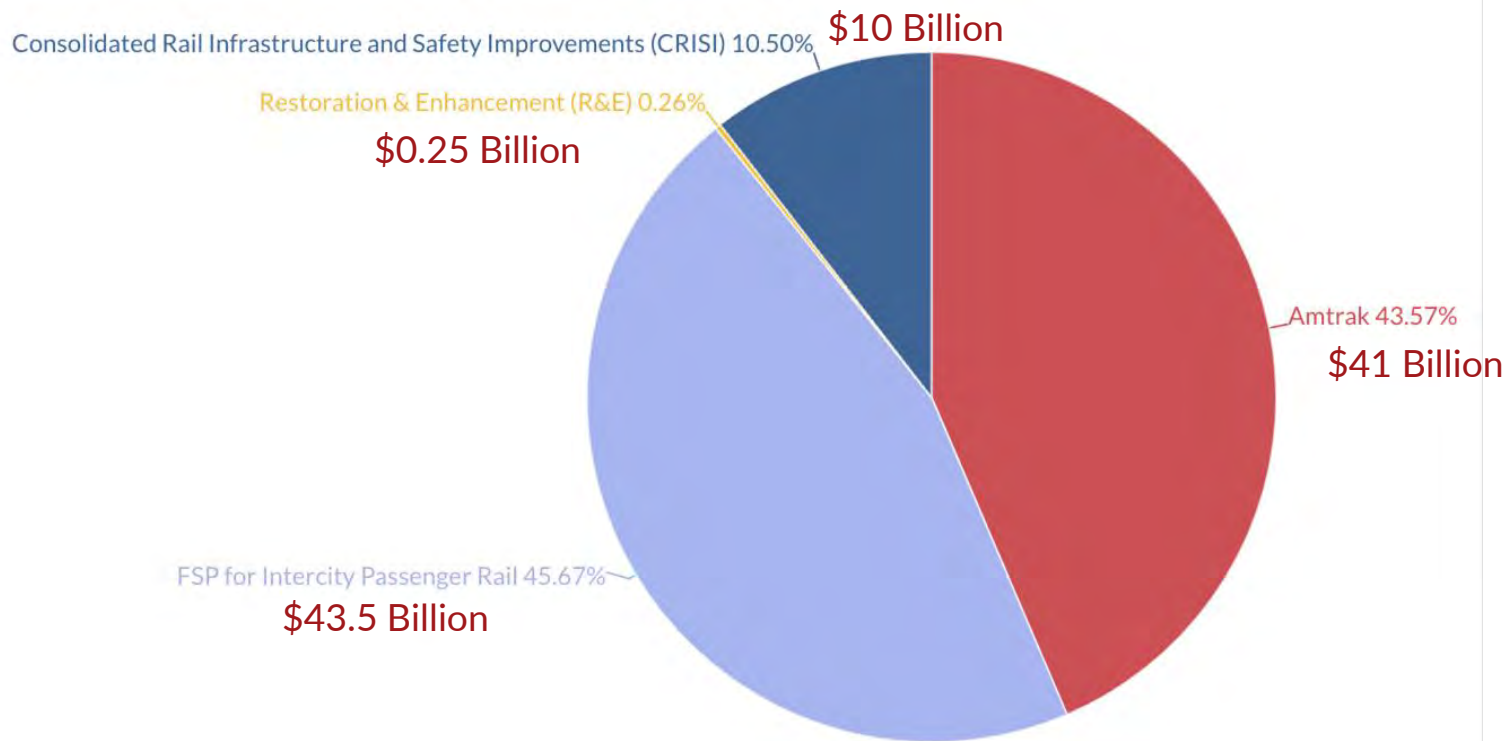


IJA Total Funding

Where is the infrastructure bill money going? (in billions)

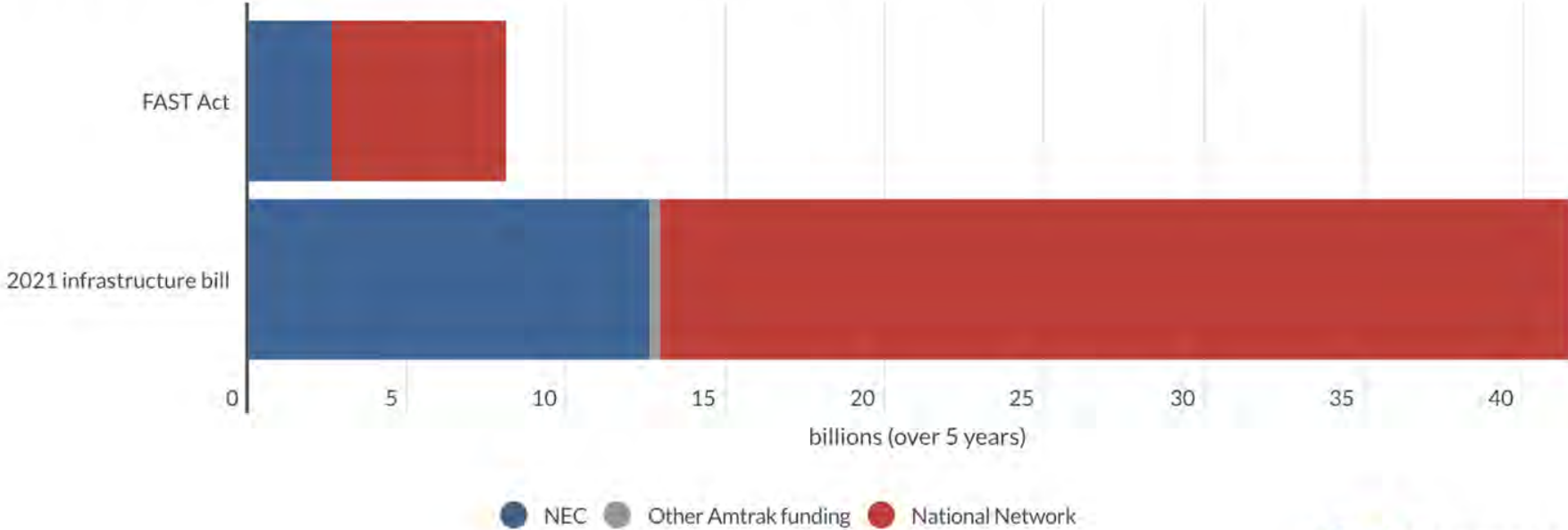


Rail Funding Breakdown



Amtrak Funding Breakdown

Amtrak funding in the FAST Act vs. 2021 infrastructure bill



Louisiana is Ready

Senate Bill No. 467 - “The legislature finds and declares... passenger rail service along the I-20 corridor... is supported by current federal policy...”

House Bill No. 592 - “...10,000,000 shall be utilized for the Northern Rail Project.”

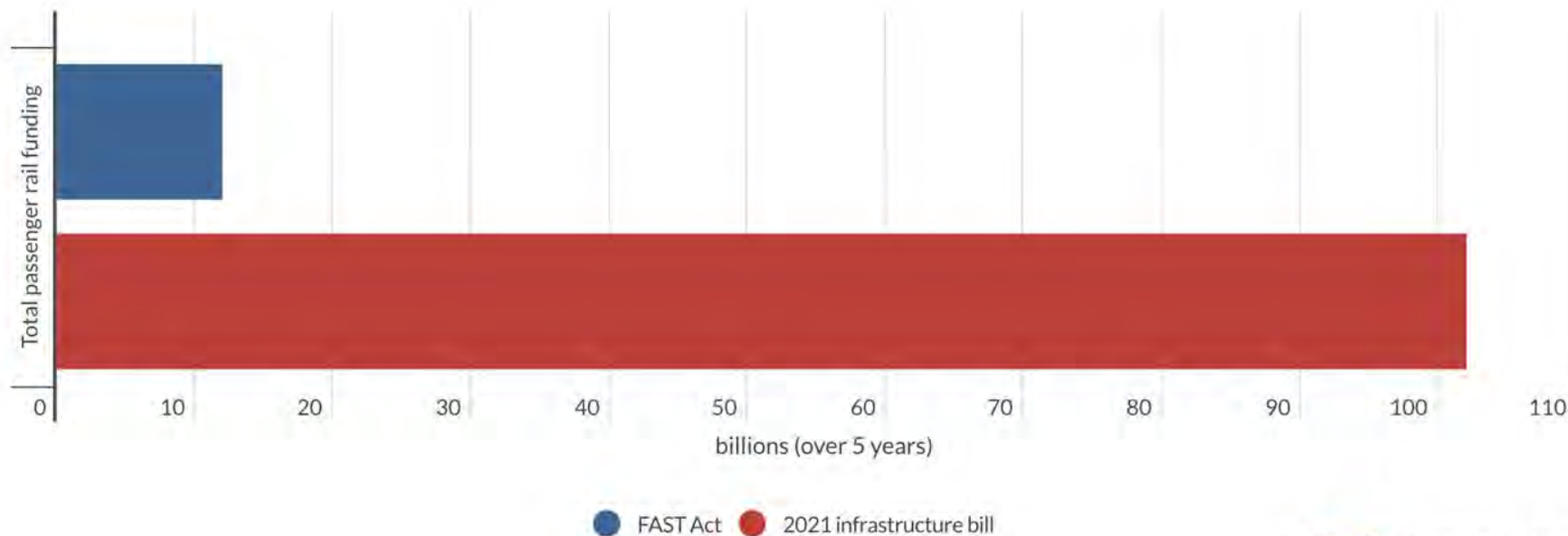
Amtrak-Canadian Pacific Agreement

“Canadian Pacific agrees to participate in a joint study... with the goal of the introduction of a single round trip Amtrak train between Meridian, MS and Dallas, TX...”

- December 17th, 2021

Political Courage that Got us Here

Total passenger rail funding in the FAST Act vs. 2021 infrastructure bill



RAIL

MOVING AMERICA FORWARD



Corridor ID Program & Amtrak Daily Long-Distance Service Study Overview

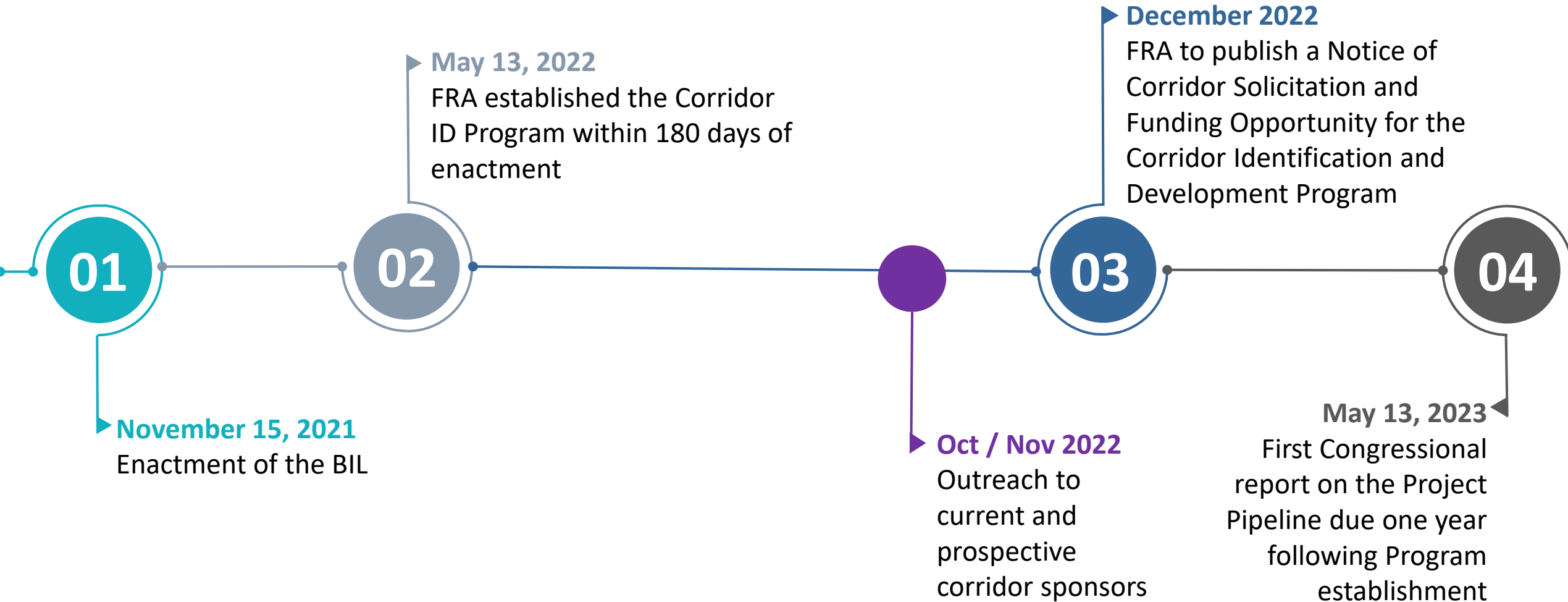
Lyle Leitelt, Office of Railroad Planning and Engineering

Agenda

- Corridor Identification and Development Program
- Other FRA Discretionary Grant Programs
- FRA-led Amtrak Daily Long-Distance Service Study

Corridor Identification and Development Program Overview

Corridor ID Timeline

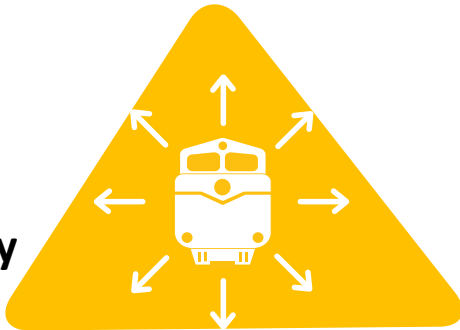


Corridor ID Program Overview

Build the foundation for a long-term rail program



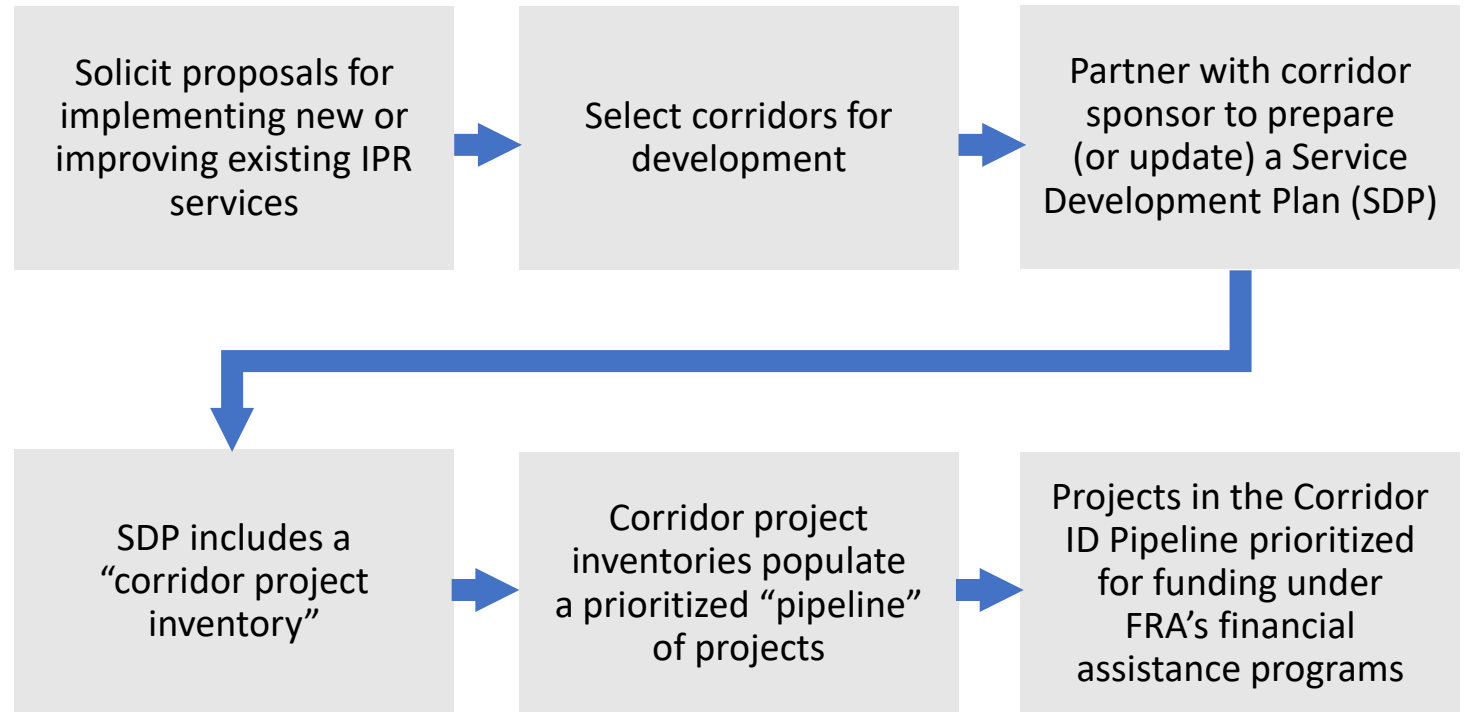
Bring world-class passenger rail service to regions across the country



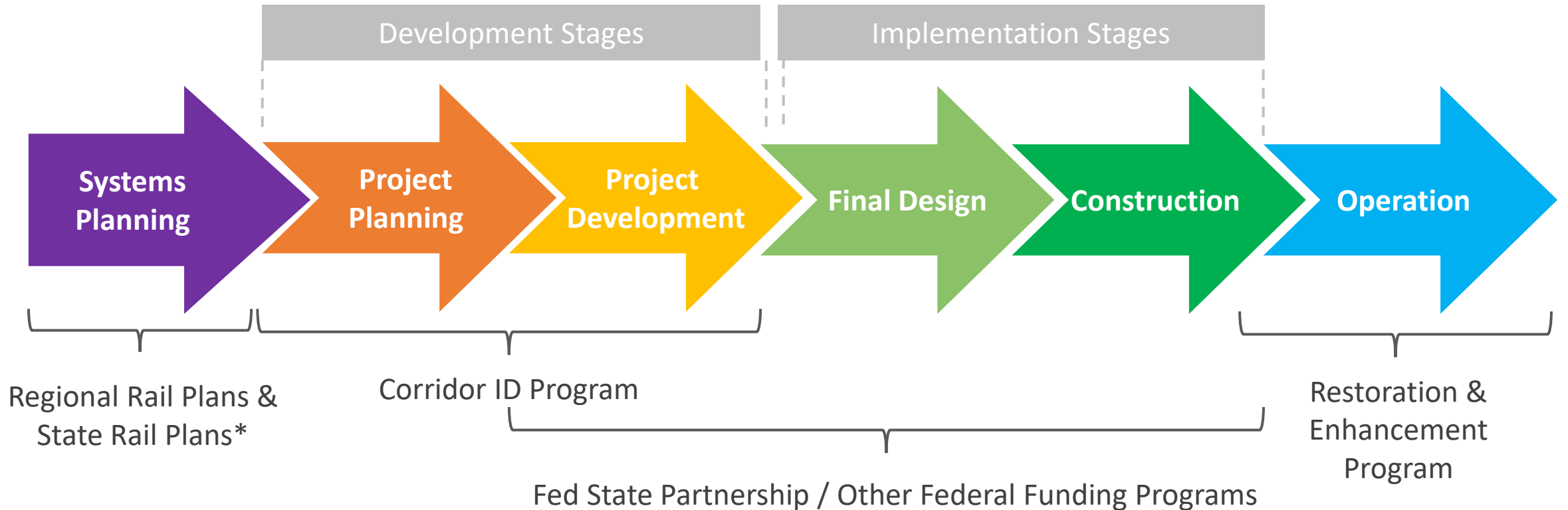
Grow a safer, cleaner, more equitable rail system



Corridor ID creates a foundational framework for identifying and developing new or improved intercity passenger rail (IPR) services. Under the program, FRA will:



FRA Project Lifecycle Stages – Corresponding FRA Funding Programs



*Regional Rail Planning and State Rail Plans may be funded through other FRA funding programs.

Establishing the Program – Significant Policy Positions



Corridor ID will be **the primary mechanism for developing off-Northeast Corridor intercity passenger rail corridors and projects** for subsequent implementation



Corridor ID is a home **for all types of Intercity Passenger Rail corridors**—new, significant improvements, and modest improvements to existing service are all welcome



Corridor ID will **regularly solicit proposals for additional corridors** to enter the program—this is not a one-time opportunity



Level of non-Federal commitment may be modest at the beginning but must grow as a corridor advances through the Program



Corridors/Projects that advance to the Project Pipeline should be **ready for immediate implementation** (Final Design/Construction)

Why Corridor ID?



Funding for next stages of development



Relationship with FRA



Get on the map

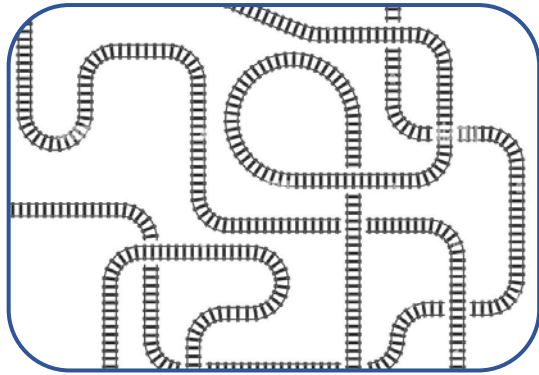


Preliminary narrowing of corridor alternatives pre-NEPA

Corridor ID Funding—Development Stages

		Development Stages			
	Expression of Interest	Submission of Corridor Proposal	Project Planning Step 1: SDP Scoping & Program Initiation	Project Planning Step 2: Service Development Planning	Project Development Step 3
Key Activities	<ul style="list-style-type: none"> Submit expression of interest to docket 	<ul style="list-style-type: none"> Submit corridor proposal in response to upcoming solicitation 	<ul style="list-style-type: none"> Sponsor creates the capacity necessary to undertake the service planning effort Sponsor develops scope, schedule, and budget for planning effort 	<ul style="list-style-type: none"> Sponsor, in collaboration with FRA, prepares service development plan for corridor 	<p><i>For a Phase of Implementing Corridor</i></p> <ul style="list-style-type: none"> Sponsor completes environmental review Sponsor completes PE
Prerequisites	None	None	<ul style="list-style-type: none"> Selection of Corridor 	<ul style="list-style-type: none"> Completion of Step 1 	<ul style="list-style-type: none"> Completion of Step 2 Phase likely to be implemented Phase likely to benefit IPR Service
Binding Commitment	None	None	Delivery of scope and cost estimate for SDP	Completion of SDP, approved by FRA	Completion of PE / NEPA for phase
Funding	None	None	~\$500k “seed money,” 0% match <i>(Unspent funds carry forward)</i>	\$XX determined through scoping effort, 10% match	\$XX determined through SDP, 20% match

Corridor Proposals



Characteristics of the Corridor



Readiness to enter the Program



Statutory and Other Evaluation and Selection Criteria



FRA will **NOT** require service development planning outputs as part of the corridor proposal

Other FRA Discretionary Grant Programs

CRISI – Program Overview

GRANT PURPOSE

- To fund projects that improve the safety, efficiency, and/or reliability of intercity passenger and freight rail systems.

ELIGIBLE APPLICANTS

- Generally, a public entity, Federally Recognized Indian Tribes, Amtrak, Class II or III railroads, the Transportation Research Board (TRB), a university transportation center, or a non-profit labor organization representing a class or craft of employees.

ELIGIBLE PROJECT CRITERIA

- Wide Range of Rail Capital Projects
- Railroad Safety Technology
- Rail Line Relocation and Improvement
- Regional and Corridor Service Planning and corresponding Environmental Analyses
- Safety Programs and Institutes
- Workforce Development and Training

KEY MILESTONES

- FY2022 CRISI NOFO (\$1.4B) is accepting applications until Dec. 1 and selections are anticipated in Summer 2023

Federal-State Partnership – Program Overview

GRANT PURPOSE

- To fund capital projects that bring assets to a state of good repair, improve intercity passenger rail service performance, and/or expand or establish new intercity passenger rail service.

ELIGIBLE APPLICANTS

- Generally, a public entity, Federally Recognized Indian Tribes, or Amtrak.

ELIGIBLE PROJECT CRITERIA

- A project to bring assets into a state of good repair.
- A project to improve intercity passenger rail service performance.
- A project to expand or establish new intercity passenger rail service.

KEY MILESTONES

- FY2022 FSP-National NOFO (\$2.2B) anticipated in November 2022 with selections anticipated in Fall 2023.

Interstate Rail Compacts – Program Overview

GRANT PURPOSE

- To provide financial assistance to entities implementing interstate rail compacts pursuant to section 410 of the Amtrak Reform and Accountability Act of 1997.

ELIGIBLE APPLICANTS

- Entities implementing Interstate Rail Compacts, to include existing entities established by member states to implement an interstate rail compact

ELIGIBLE PROJECT CRITERIA

- Costs of administration
- Systems planning, including studying the impacts of freight rail operations and ridership
- Promotion of intercity passenger rail operations
- Preparation of applications for competitive Federal grant programs
- Operations Coordination

KEY MILESTONES

- Interstate Rail Compact NOFO (\$3M annually) anticipated in early 2023 and selections anticipated in Summer/Fall 2023.

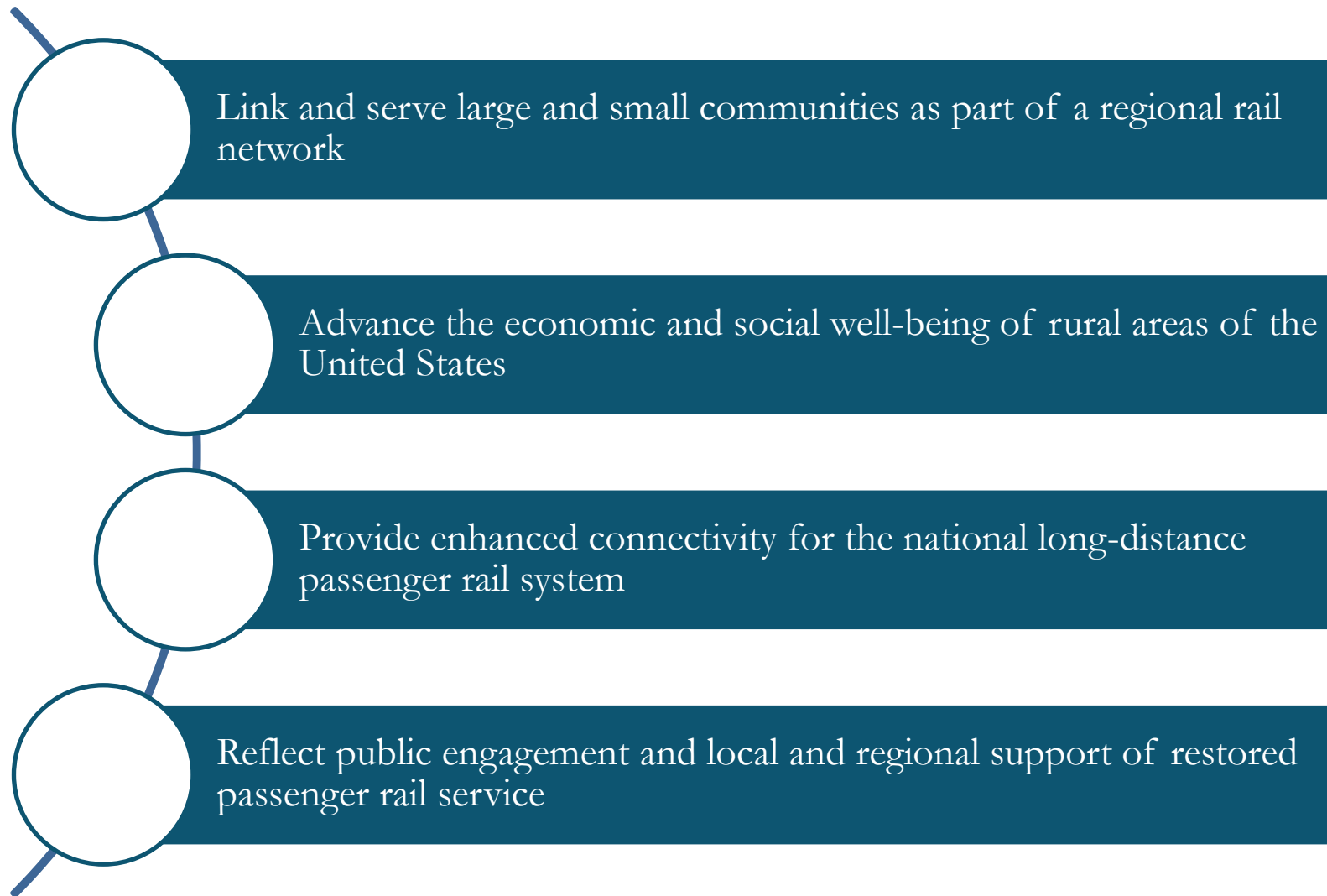
AMTRAK DAILY LONG-DISTANCE SERVICE STUDY

About the Amtrak Daily Long-Distance Service study

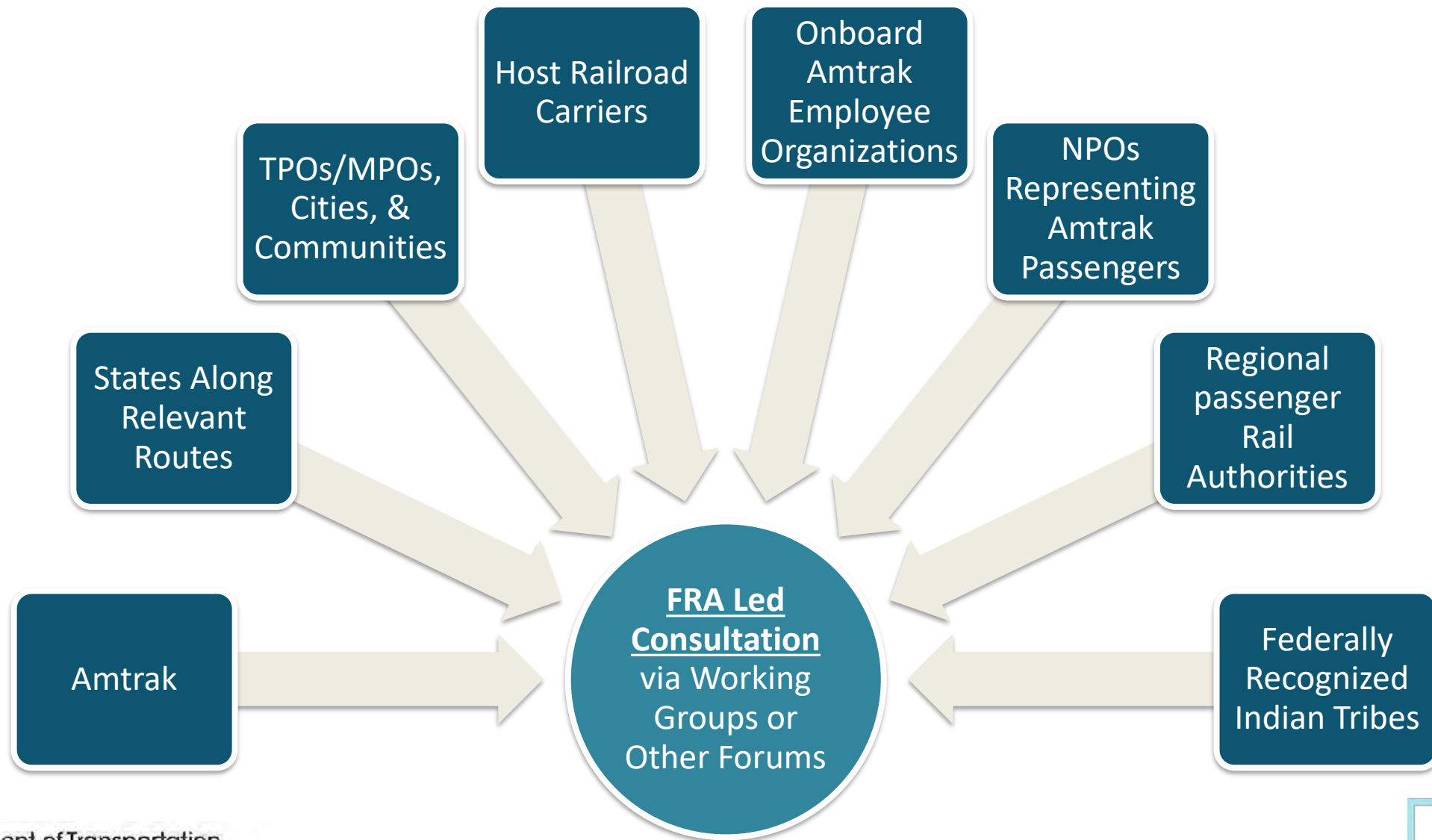
The Infrastructure Investment and Jobs Act (IIJA) of 2021 requires the FRA to conduct a study to evaluate the restoration of daily intercity rail passenger service along —

- any Amtrak long-distance routes that were discontinued; and
- any Amtrak long-distance routes that occur on a nondaily basis.
- FRA may also evaluate potential new Amtrak long-distance routes, including with specific attention provided to routes in service as of April 1971 but not continued by Amtrak.

Considerations for Potential New Long-Distance Routes



Long-Distance Service Study Stakeholders



Amtrak Daily Long-Distance Service Study - Inclusions

Evaluate options for restoring or enhancing to daily basis intercity rail passenger service along routes

Select preferred options for restoring or enhancing the service

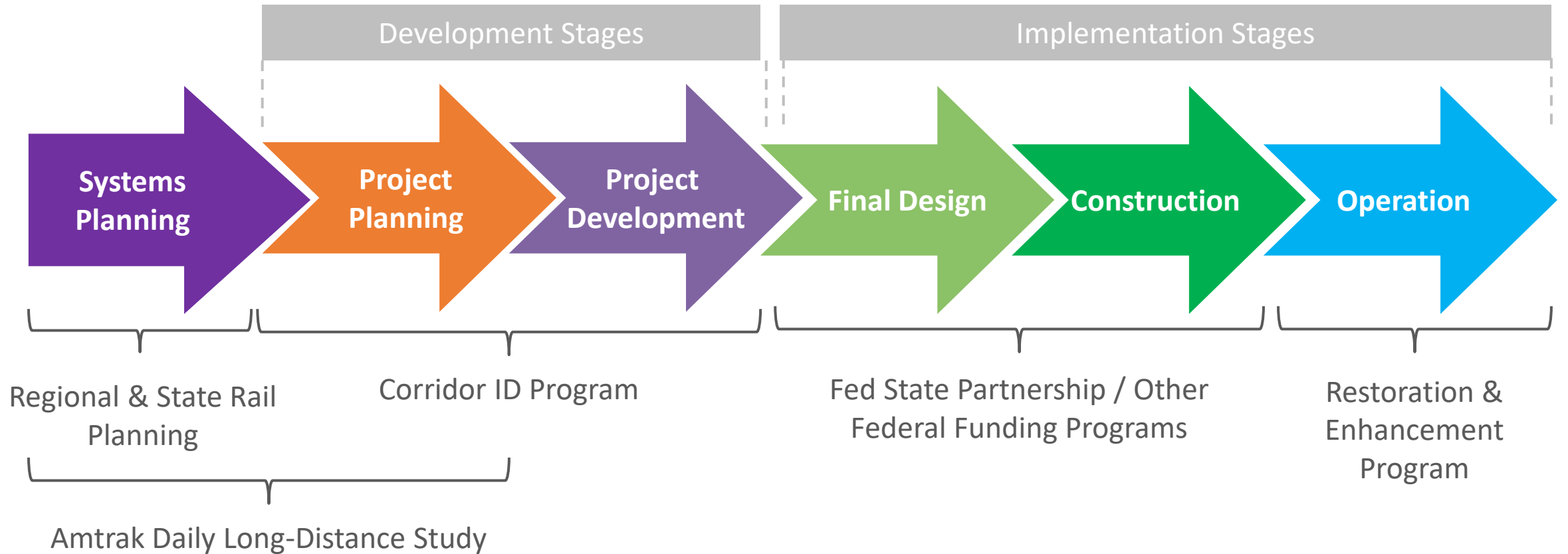
Develop prioritized inventory of capital projects and other actions required to restore or enhance the service, including cost estimates

Develop recommendations for methods by which Amtrak could work with local communities and organizations to develop activities and programs to continuously improve public use of intercity passenger rail service

Identify potential Federal and non-Federal funding sources

Estimate costs and public benefits of restoring or enhancing intercity rail passenger transportation in the region impacted for each relevant Amtrak route

FRA Project Lifecycle Stages and Long-Distance Study Relation



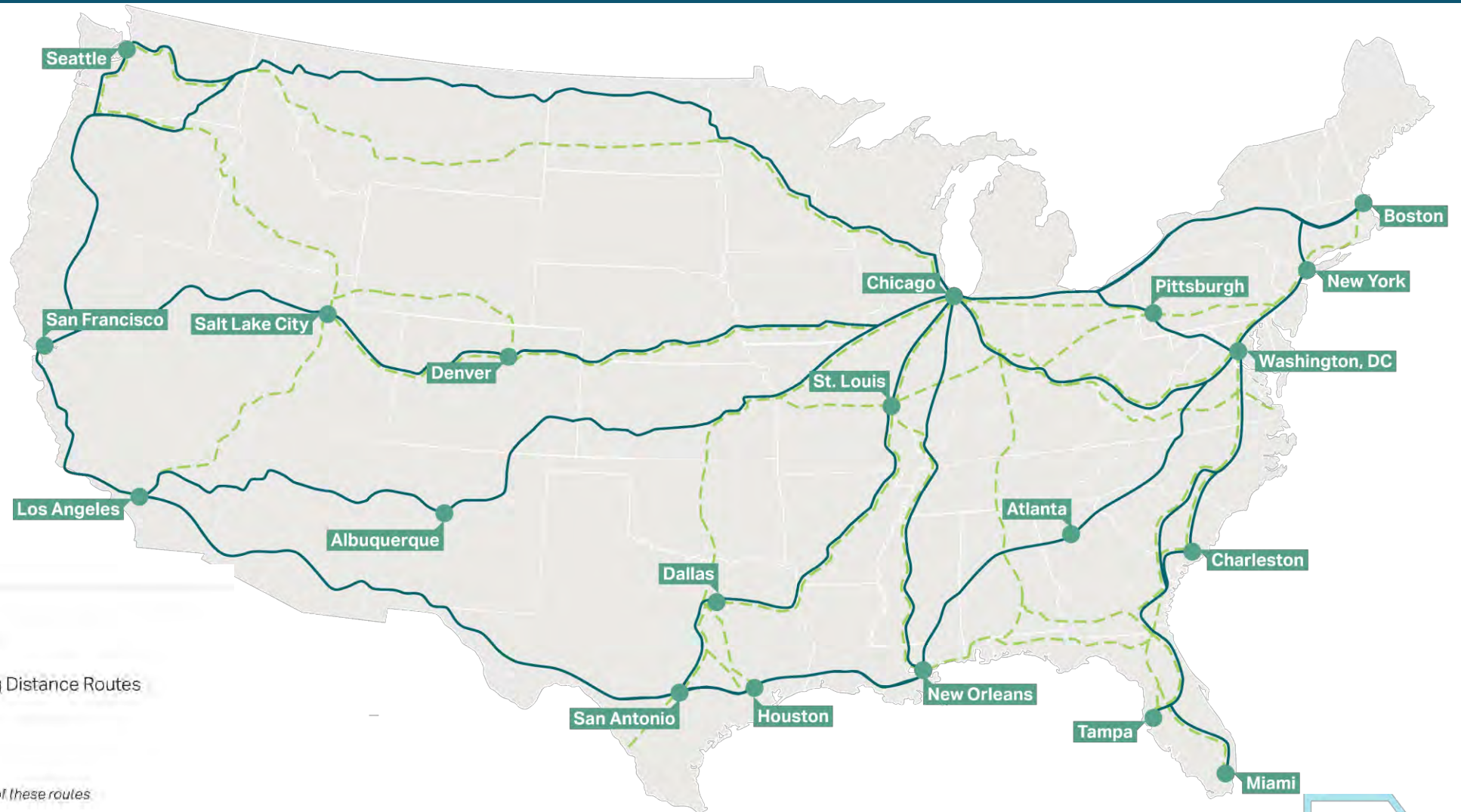
Amtrak Daily Long-Distance Service Study – FRA’s Preliminary Vision

Common long-term vision for long-distance passenger rail service, and capital projects needed to implement that vision, based on existing conditions, future travel demand, and the role of long-distance services in the linking communities across the country.

Potential institutional arrangements, financial requirements, and planning and development activities needed to implement the vision.

Strategies for Amtrak and other key stakeholders for implementation and coordination in development of long-distance routes, including potential opportunities and efficiencies in Amtrak’s management and implementation of long-distance services.

Existing and Discontinued Long-Distance Routes

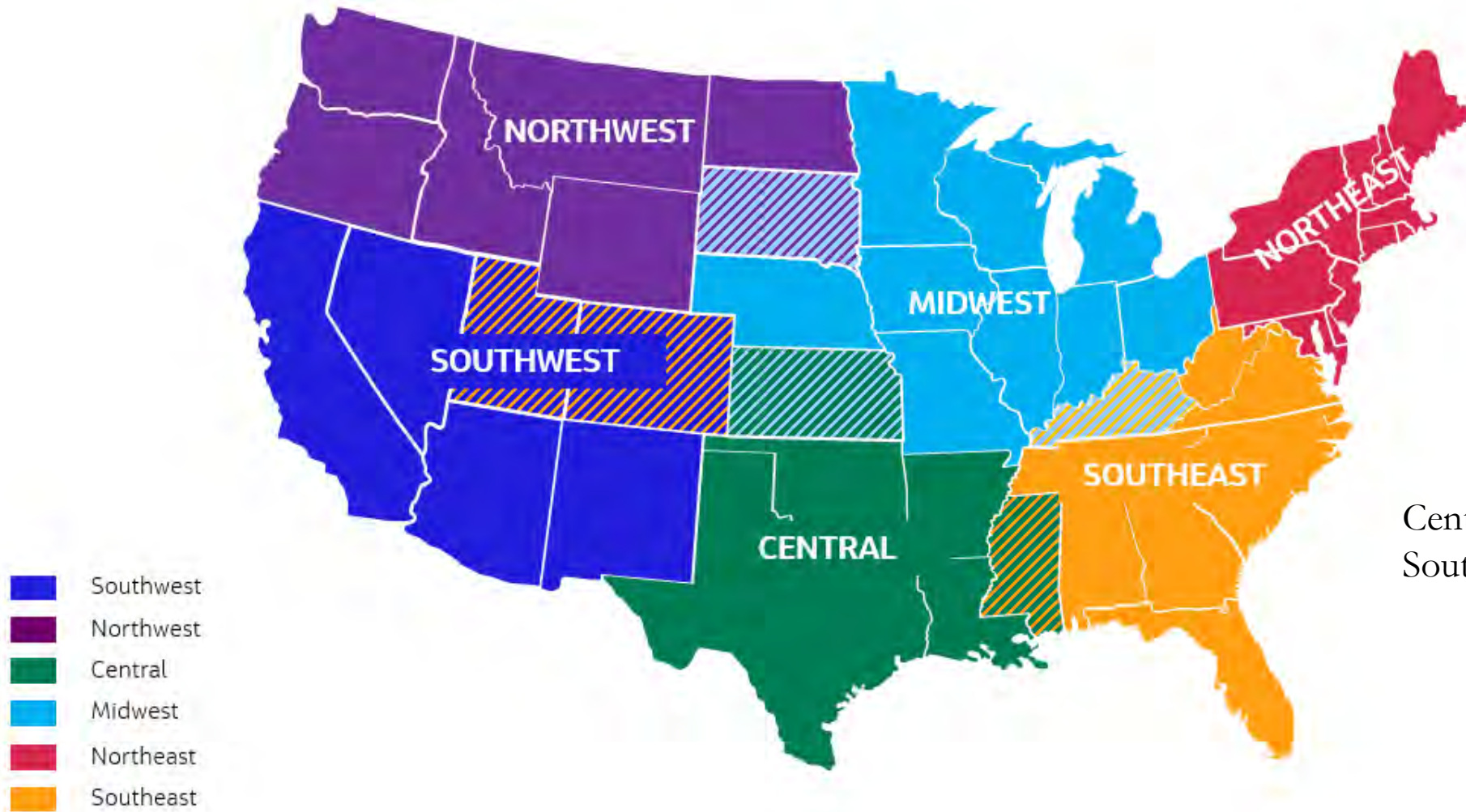


Rail Services

- Existing Amtrak Long Distance Routes
- - Preliminary - Discontinued Amtrak Long Distance Routes
- Major Cities Served by Amtrak

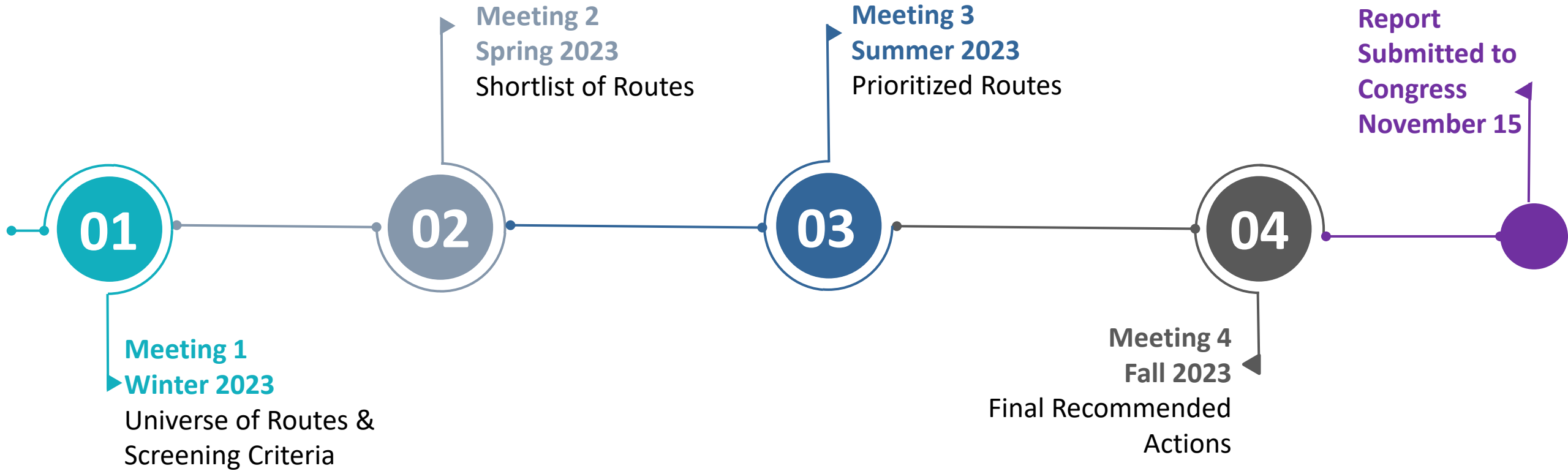
**Initial findings—to be evaluated after full identification of these routes*

Long-Distance Service Study Regions



Central Lead: Dava Kaitala
Southeast Lead: Susan Anderson

Long-Distance Service Study Engagement Schedule



Long-Distance Service Study Recent Engagement



FRA LONG-DISTANCE SERVICE STUDY

Federal Railroad Administration

Amtrak Daily Long-Distance Service Study

The Federal Railroad Administration (FRA) is conducting an Amtrak Daily Long-Distance Service Study to evaluate the restoration of daily long-distance intercity rail passenger service and the potential for new Amtrak long-distance routes. This study will ultimately create a long-term vision for long-distance passenger rail service and identify capital projects and funding needed to implement that vision.

www.fralongdistancerailstudy.org



Stay Informed

Amtrak Daily Long-Distance Service Study

Website: www.fralongdistancerailstudy.org

Email: contactus@fralongdistancerailstudy.org

Corridor ID Program:

Email: PaxRailDev@dot.gov

Other resource links:

[Detailed Solicitation Presentation](#)

[Solicitation Webinar](#)

[FRA Grant Programs](#)





I-20 Route Potential Expansion Stations

3 Nov 2022

Stations



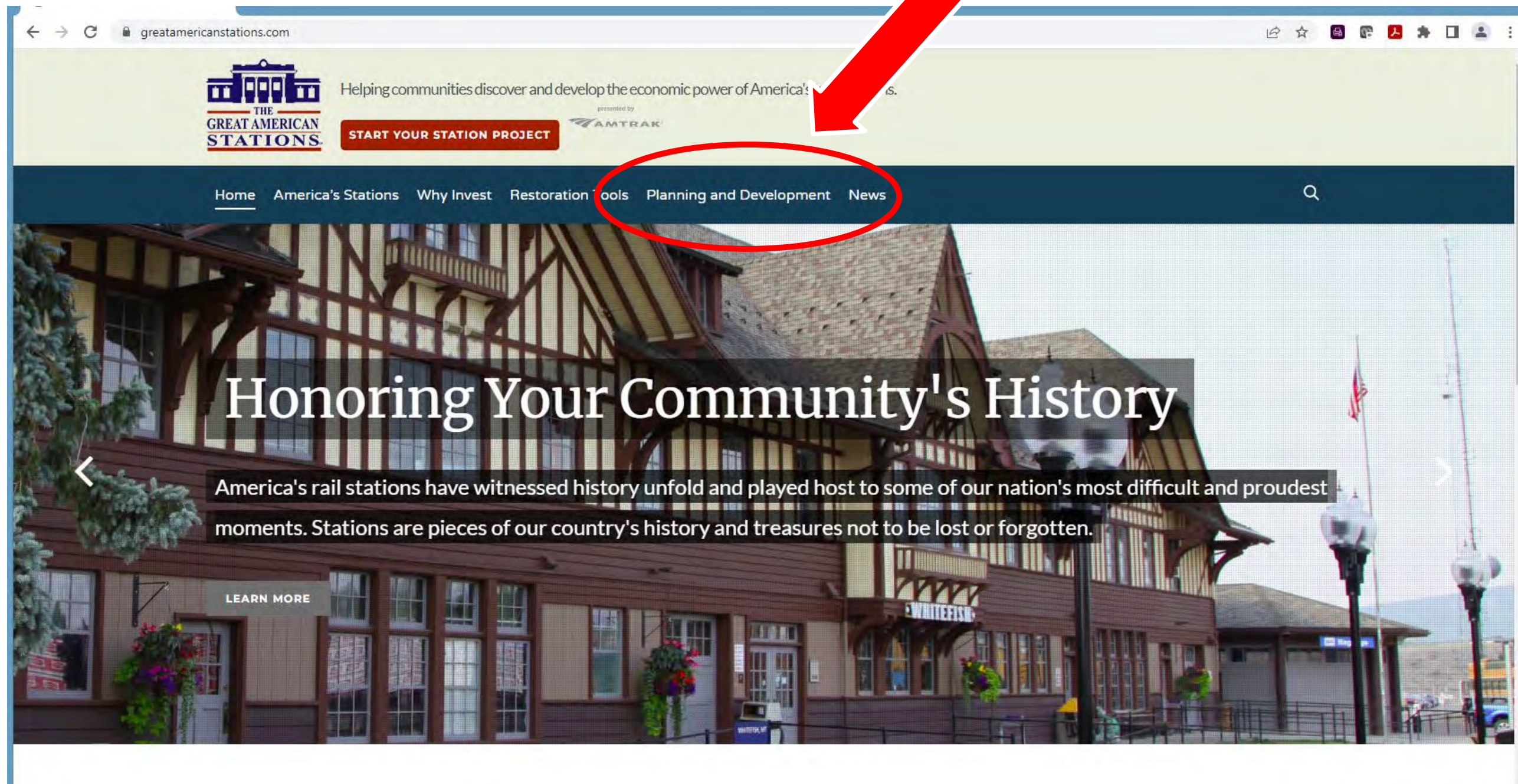
Washington, DC



New Orleans, LA



Jackson, MS



www.GreatAmericanStations.com

Amtrak Station Planning and Development Guidelines



January 2022 | V4

2.0 Stations Development Process

The planning and design of a new station or a renovation to an existing station involves a number of complex issues that must be carefully coordinated. They include determining the ridership, funding, agreements, ownership, operations, programing, design, construction, and implementation of the project. This chapter provides guidance regarding the stakeholders that may be involved in a station project, and the planning process from project inception through station opening.

2.1 Key Stakeholders Involved
in the Process

2.2 The Process

Contents +

2 – Stations Development Process

11

- Outlines the process of working with Amtrak
- Feasibility and Analysis
- Requirements and DOTAS/ADA
- Responsibilities
- Agreements
- Planning and design
- Construction
- Commissioning and acceptance
- Start of service

Development Flow Chart

2.2 The Development Process

Stations Development Process Flow-Chart

Figure 2.2.1



Station Categories

- 1: Large Stations >400,000 riders
- 2: Medium Stations >100,000 riders
- 3: Caretaker Stations >20,000 riders
- 4: Shelter Stations <20,000 riders

- Majority of stations on the network are Categories 3 and 4
- Categories based on ridership, other uses, state and local needs, environment



Newport News, VA



Arcadia Valley, MO

Station Classification and Features Matrix

Station Classification and Features Matrix
Table 4.2.1

		1 Large	2 Medium	3 Caretaker	4 Shelter	5 Thruway Service Connection™
Facility Structure Elements	Projected Annual Ridership Thresholds	≥400,000	100,000 to 400,000	20,000 to 100,000	≤20,000	N/A
	Platform	•	•	•	•	
	Platform Canopy	•	•	•	•	
	Sheltered Waiting Area	•	•	•	•	•
	Station Building	•	•	•	•	
Access & Wayfinding	Taxi/Ride-Share Pick-Up & Drop-Off Lanes	•	•	•	•	
	Parking	•1	•	•	•	
	Rental Cars on Call	•	•	•	•	
	Rental Cars on Property	•	•	•	•	
	Transit and Bus Access	•	•	•	•	•
	Taxi Access	•	•	•	•	
	Staff Parking	•1	•	•	•	
	Bicycle Racks	•	•	•	•	
	Station Signage (Amtrak Standards)	•	•	•	•	•
	ATI Type Site Signage		•	•	•	
	Regulatory Signage (MUTCD)	•	•	•	•	•
	Customer Service	Ticketing & Baggage	Self-Service Kiosks / e-Ticketing	•2	•2	•2
Ticket Office			•	•	•	•
Passenger Boarding Assistance			•	•	•	•
Checked Baggage Handling			•	•	•	•
Passenger Info		Passenger Information Display System	•	•	•2	•2
		Information Counter	•	•	•	•
		Customer Service Office	•	•	•	•
Security		Emergency Platform Call box	•	•	•	•
		Security Facilities on Site	•	•	•	•
		Security on Call/Systems	•	•	•	•
Local Police Surveillance/Call Box	•	•	•	•		
CCTV / Video Surveillance	•	•	•	•		
Access Control / Card Reader	•	•	•	•		

- Station Program will be provided for specific station

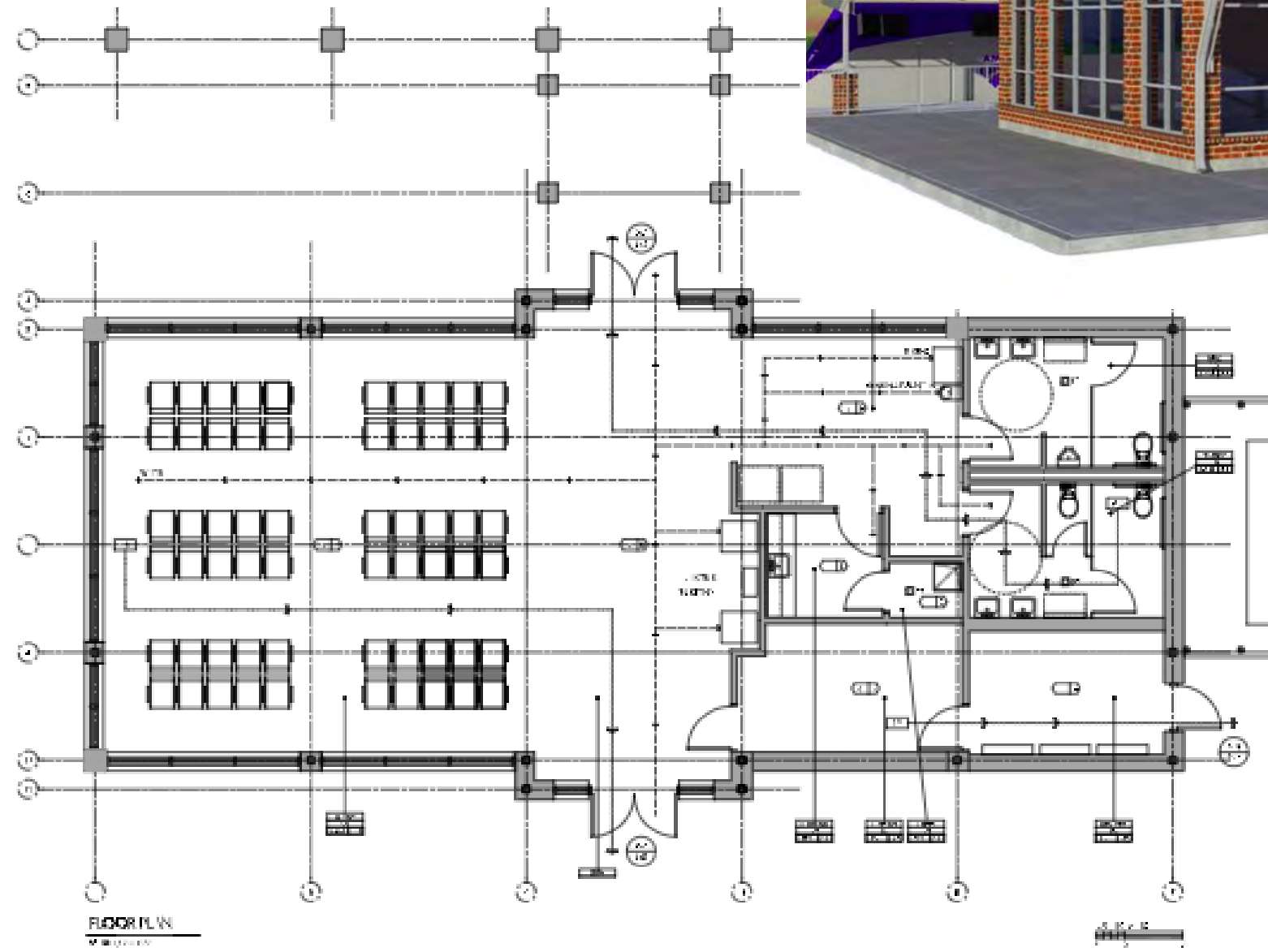
	Functional Requirements ⁽¹⁾	2033 Requirements	Notes
1	Station (Public/Shared)		
	a. Waiting Room	1225 sf	Based on estimate of estimated 2% growth 2033 peak ridership (58427)-- 75% requiring seats. M-T: 5pm-11:59pm; W-TH: 1am-8am; F-SU: 1am-8am; 5pm-11:59pm
	Open Station Hours		
	b. Ticket Counter Queue Area	180 sf	2 ticket windows, minimum of 10 ft. depth full width of ticket counter. Shall be determined by code as required for facility
	c. Public Restrooms		Include: 2 water closets, 2 urinals, 2 sinks, 1 changing table
	Men's Restroom	100 sf	Include: 3 water closets, 2 sinks, 1 changing table
	Women's Restroom	100 sf	As required for facility
	Custodial Closet	40 sf	As required for facility
	Service Sink	1 min.	As required for facility
	Drinking Fountain	1 min.	As required for facility
	d. Vending Machines (soda/snack)	40 sf	May be included in public area
e. Communications			
Emergency telephone	Required	Located on the platform side of building	
PIDS	Required	Visual display board and video monitors; number and location TBD	
Sub-total		1,685 sf	
2	Station (Amtrak Exclusive Occupancy)		
	Ticket Counter		
	a. Ticket Office (counters)	180 sf	2 ticket stations; 6 lin. ft. counter per workstation. (include 1 baggage scale)
	Ticket Sales Support		
	b. Manager/Lead Agent Office	150 sf	Includes safe and storage for office papers, employee count out
	c. Employee Locker and Lunch Area	200 sf	4 employees. Includes lockers, kitchenette, table with chairs and restroom
	L.T. Closet	50 sf	One locked room with 24 hour access
	Baggage		
	h. Baggage Work Area	50 sf	Area for two baggage carts, luggage storage (skis, Golf clubs etc.), gun cabinet, snow plow equipment
	Baggage Room	800 sf	Passenger baggage pickup
	i. Covered, Secure Outdoor Storage	25 sf	Baggage carts, small item storage; some cleaning equipment (if full 800 is not possible)
3	Parking		
	a. Taxi/Rideshare Stand		Two space for motorcoach
	b. Motorcoach Access		30 Reserved for Amtrak customers (Not a requirement)
	c. Customer		5 Reserved for Amtrak employees (Not a requirement)
	d. Employee		Required
	e. Passenger Drop-off		Required
	f. Parking for service vehicle		Space for fuel truck at access road
g. Thruway bus stands			
Total Station Area - Interior and Exterior		3,340 sf	

NOTES: Ticket counter, manager/lead agent office, and Baggage room needs to be adjacent to each other.

- No change in Station Categories for Existing Stations
 - Additional work at stations may be required – track, platforms, etc
- Potential stations likely to be Category 3 or 4
 - Jackson Airport
 - Vicksburg
 - Monroe
 - Ruston
 - Shreveport/Bossier – borderline Category 3
- Does not preclude a community from ‘going bigger’



Shriever, LA



Category 3: Caretaker Station

- Enclosed waiting space
- Restroom
- HVAC
- On-site caretaker

Category 4: Shelter Station

- Non-conditioned
- No restroom
- Small and basic

- Prototype designs available to be customized

The architectural drawings show four elevations of a shelter station building. Elevation 1 is the typical track side elevation, Elevation 2 is the typical side A elevation, Elevation 3 is the typical street side elevation, and Elevation 4 is the typical side B elevation. Each elevation includes detailed annotations for materials and construction details. A window schedule table is located in the bottom right corner of the drawing area.

TYPE	SIZE	QUANTITY	REMARKS
①	4'-8" x 6'-0"	4	PRE-FINISHED ALUM. WINDOW SYSTEM W/ 1/4" GRAY GLAZING
②	10'-0" x 6'-0"	2	PRE-FINISHED ALUM. WINDOW SYSTEM W/ 1/4" GRAY GLAZING
③	6'-0" x 8'-8"	2	PRE-FINISHED ALUM. WINDOW SYSTEM W/ 1/4" GRAY GLAZING

Shelter Prototype



Okeechobee, FL



Alliance, OH



Provo, UT



Connellsville, PA

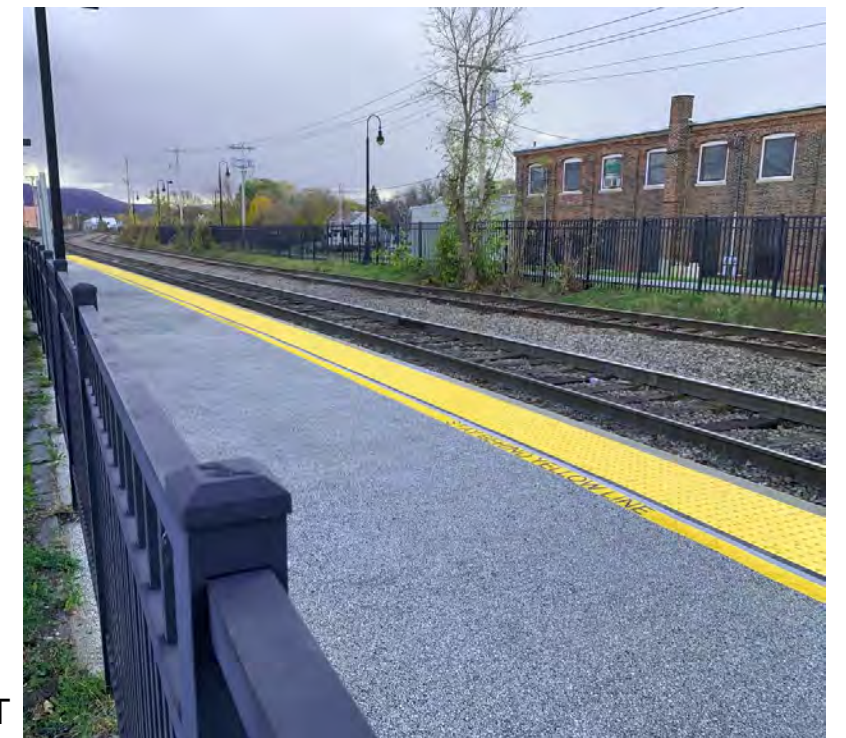


Beaumont, TX

- Federal requirements for Level Boarding and ADA compliance 49 CFR 37
 - 8" Above top of rail?
 - FRA Narrative required
- Host Railroad clearances
- Pre-cast vs cast-in-place concrete
- Tangent track
- Lighting
- Tactile
- Signage



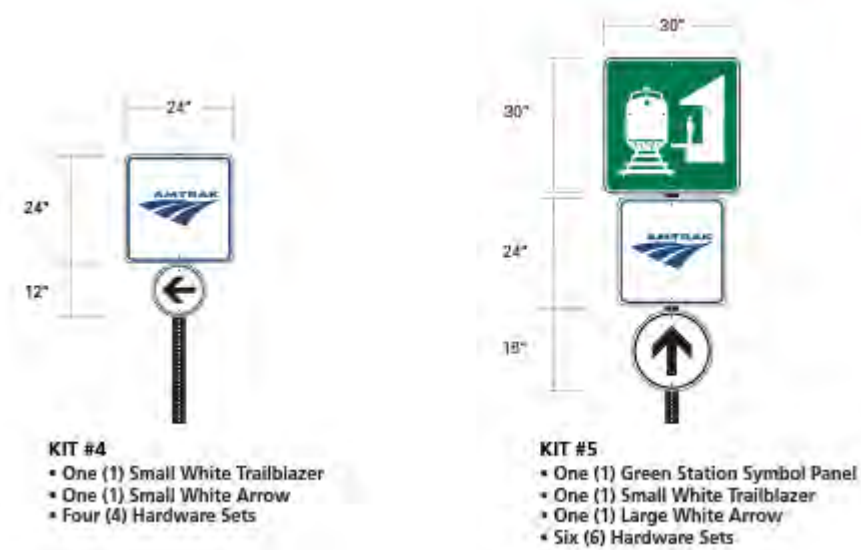
Homewood, IL



Rutland, VT

- ADA-compliant spaces and path of travel
- 10-20* spaces for long-term parking and pickup/drop off
- Turning movements and parking space for an intercity motor coach for service disruptions
- Roadway trailblazer signage
 - * actual amount to be confirmed for a specific location

Red Wing, MT



FREE FHWA-approved roadway trailblazer signs



Appendix G: Stations Development Checklist

Contents +

Appendix G

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G.1 Stations Development Checklist

Amtrak Station Planning
& Development Guidelines

1. Initial Contact	Responsible Parties
1.a Interested party completes an intake form on the Great American Stations website	<input type="checkbox"/> Project Sponsor
1.b They Contact Amtrak	<input type="checkbox"/> Project Sponsor
2. Feasibility & Analysis	
2.a The Gov't Affairs group or State Supported Services groups are notified and a manager is assigned as initial contact.	<input type="checkbox"/> Gov't Affairs OR <input type="checkbox"/> State Supported Services
2.b Assessments made (by Amtrak and the State / Sponsor)	<input type="checkbox"/> Gov't Affairs and Long Distance (LD) OR <input type="checkbox"/> Gov't Affairs and Northeast Corridor* (NEC) OR <input type="checkbox"/> State Supported Services and LD/NEC With possible participation from: - Scheduling & Consist Planning - Facilities Development - Pricing and Revenue - Host Railroads Group - Finance - Real Estate - Operations - Engineering - SHPO
2.c A Facilities Development Manager (FDM) is assigned to manage the project through completion.	<input type="checkbox"/> Facilities Development
2.d Program Detail developed and facility sizing established.	<input type="checkbox"/> Facilities Development With possible participation from: - Corporate Planning - Transportation - Mechanical - Operations - Engineering

*See Northeast Corridor Planning Practices Manual for more information.

- Organized by flow chart steps (Ch 2)
- Outlines actions and deliverables occurring
- Case studies

Thank You!



John S. Bender, AICP, FMP
Director, Stations and Facilities Development
John.Bender@amtrak.com



AMTRAK®



CITY OF MONROE

**SOUTHERN RAIL COMMISSION
CONVENING
2022**

POPULATION OF
THE CITY OF MONROE

45,752

OUACHITA PARISH POPULATION

157,768

COMBINED POPULATION
OF OUACHITA PARISH AND
SURROUNDING PARISHES

297,288



CITY OF MONROE

FAST FACTS



CITY OF MONROE

DIRECT ECONOMIC IMPACT



CITY OF MONROE

COMPARABLE STUDIES



2 TRAINS PER DAY BROUGHT AN ANNUAL IMPACT OF \$200+ MILLION PER YEAR



INCREASED TOURISM BY 10%



1 TRAIN PER DAY COULD BRING AN ANNUAL IMPACT OF \$100+ MILLION PER YEAR



CITY OF MONROE

WORKFORCE CONNECTIVITY



CITY OF MONROE

WORKFORCE CONNECTIVITY



EDUCATION

FIVE INSTITUTES OF HIGHER LEARNING WITHIN 30 MINUTES OF OUR CITY - WE ARE TRAINING THE FUTURE WORKFORCE.



INDUSTRY IMPACTS

CONNECTS A SUPER-REGIONAL WORKFORCE TO BUSINESS AND INDUSTRY.



INCREASES PRODUCTIVITY

PASSENGER RAIL IS AN AFFORDABLE AND RELIABLE MODE OF TRANSPORTATION.



CITY OF MONROE

CONNECTING
COMMUNITIES



CITY OF MONROE

**PREPARING FOR
OUR FUTURE**



A & B Depot, 1960's

Vicksburg, Mississippi



*WHAT WOULD AMTRAK MEAN
TO THE VICKSBURG REGION?*

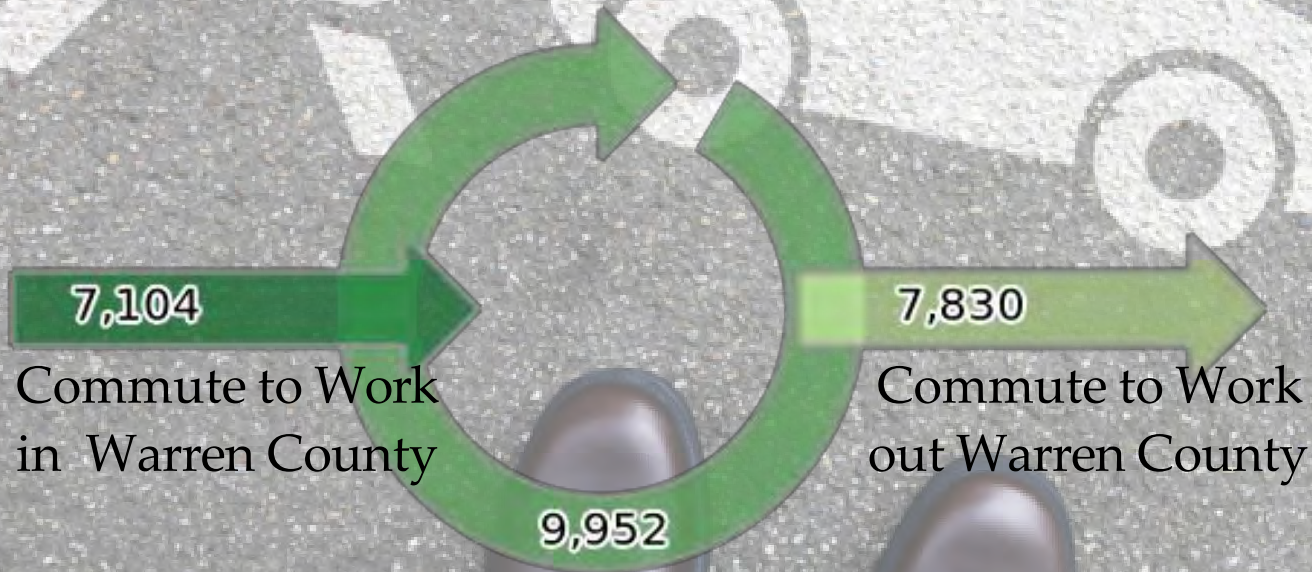
**It is more than just rail
service . . .**



VICKSBURG-WARREN
P A R T N E R S H I P
P O R T · C H A M B E R · E D F



ACCESS TO THE WORKPLACE

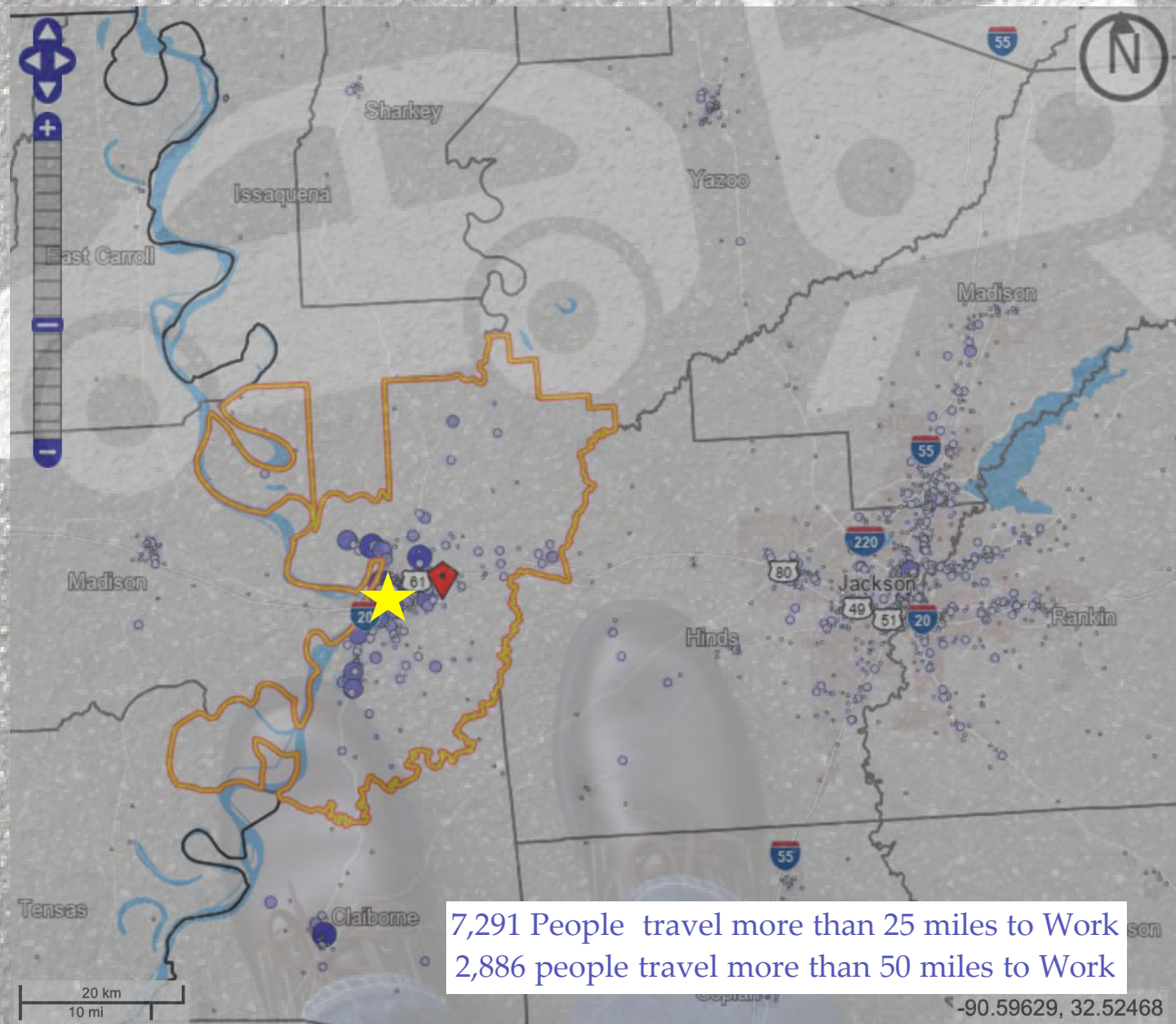


ACCESS TO THE WORKPLACE



Jobs by Distance - Home Census Block to Work Census Block

	2018	
	Count	Share
Total All Jobs	17,782	100.0%
Less than 10 miles	8,769	49.3%
10 to 24 miles	1,722	9.7%
25 to 50 miles	4,405	24.8%
Greater than 50 miles	2,886	16.2%



7,291 People travel more than 25 miles to Work
2,886 people travel more than 50 miles to Work

PUBLIC SAFETY

6th Most Deadly Interstate in America
Fatalities: 13.2 per 100 Miles



Accident Report

The Wicksburg Post.

- ❖ Reduction of the total number of cars transiting the region
- ❖ Employees able to save in transportation costs
- ❖ Reduced risk of accidents
- ❖ Reduced risk of Interstate transit interruptions

TOURISM

By the Numbers:

Visitors to Vicksburg from the State of Texas: 193,350

Visitors to Vicksburg from the State of Louisiana: 174,822

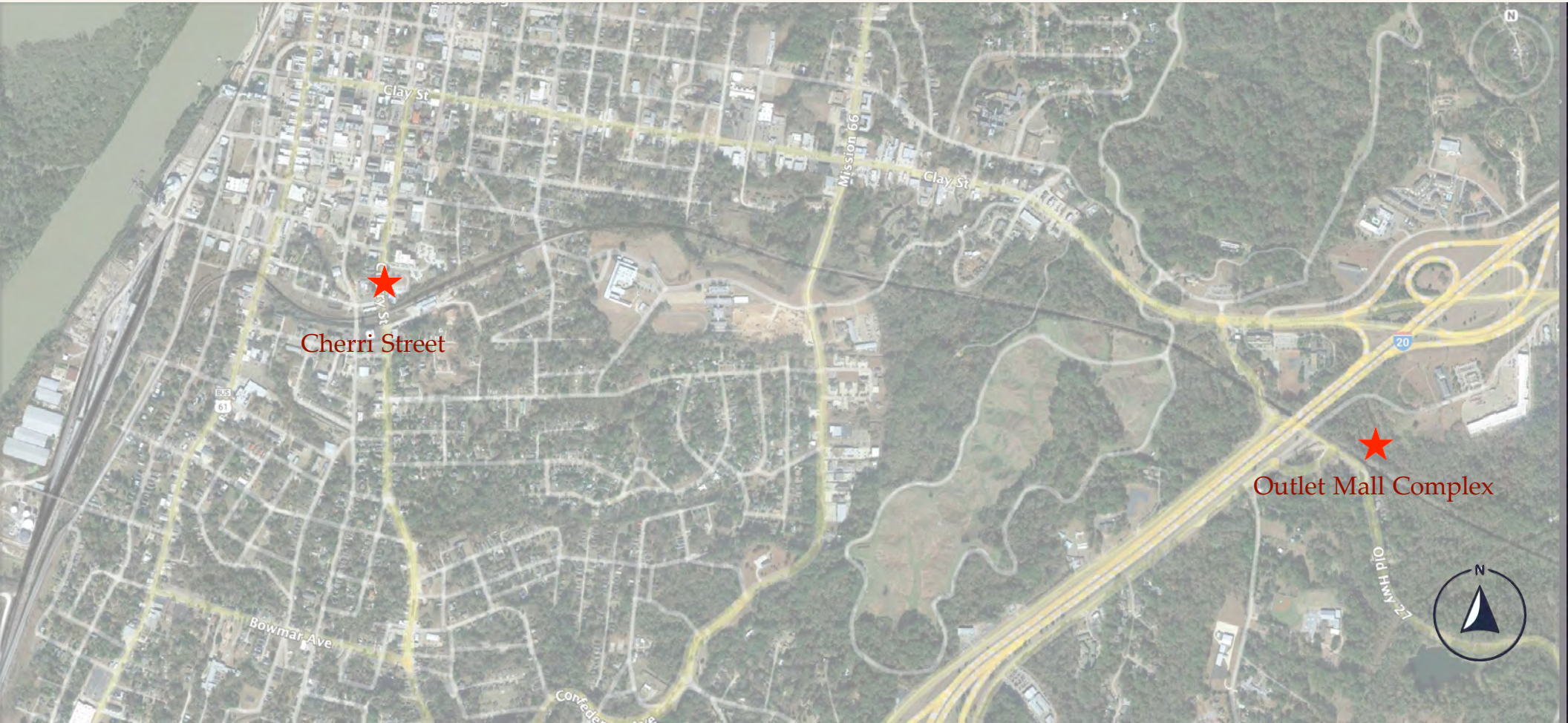
Visitors to Vicksburg from the State of Alabama: 57,824

Visitors to Vicksburg from the State of Georgia: 57,426

Qualified Visitors

- Stayed in the destination longer than 4 hours (and less than 2 weeks).
- Travelled greater than 50 miles
- More than 5 pings on their device.
- Less than 10 total trips to the destination, per year, within the study period (01/01/2020-Present)

STATION / RAMP LOCATION OPTIONS



STATION / RAMP LOCATION OPTIONS



STATION / RAMP LOCATION OPTIONS

★
Cherri Street



STATION / RAMP LOCATION OPTIONS



Union Ave

Clay St

Clay St

Old U.S. 80

Maxwell Dr

Old U.S. 80

Old Hwy 27

S Frontage Rd

Lum Rd

Maxwell Dr

Rcp Park

Redhawk Rd

Berryman Rd

Berryman

Outlet Mall Complex



STATION / RAMP LOCATION OPTIONS



Outlet Mall Complex

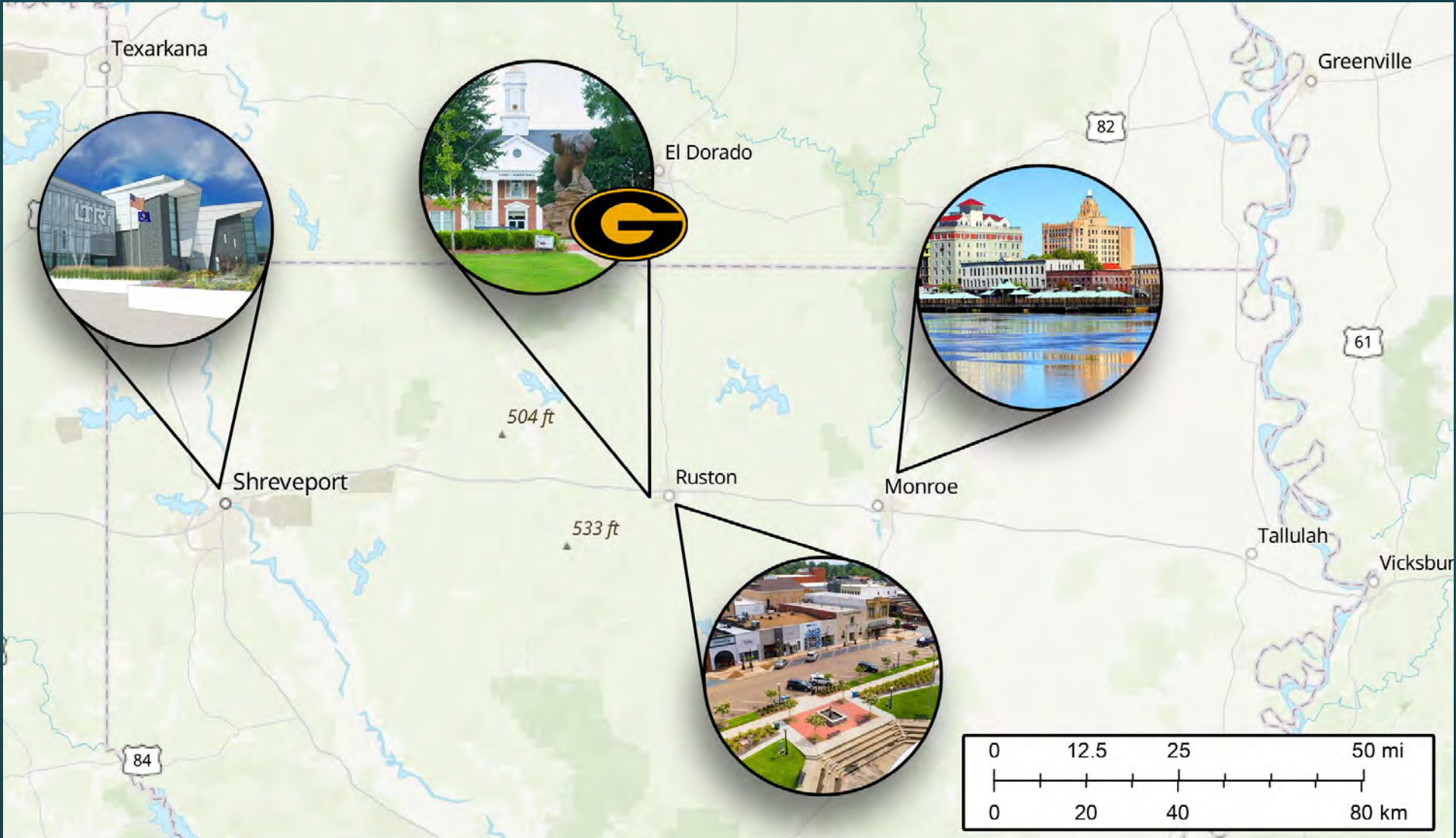


ESTIMATED COST

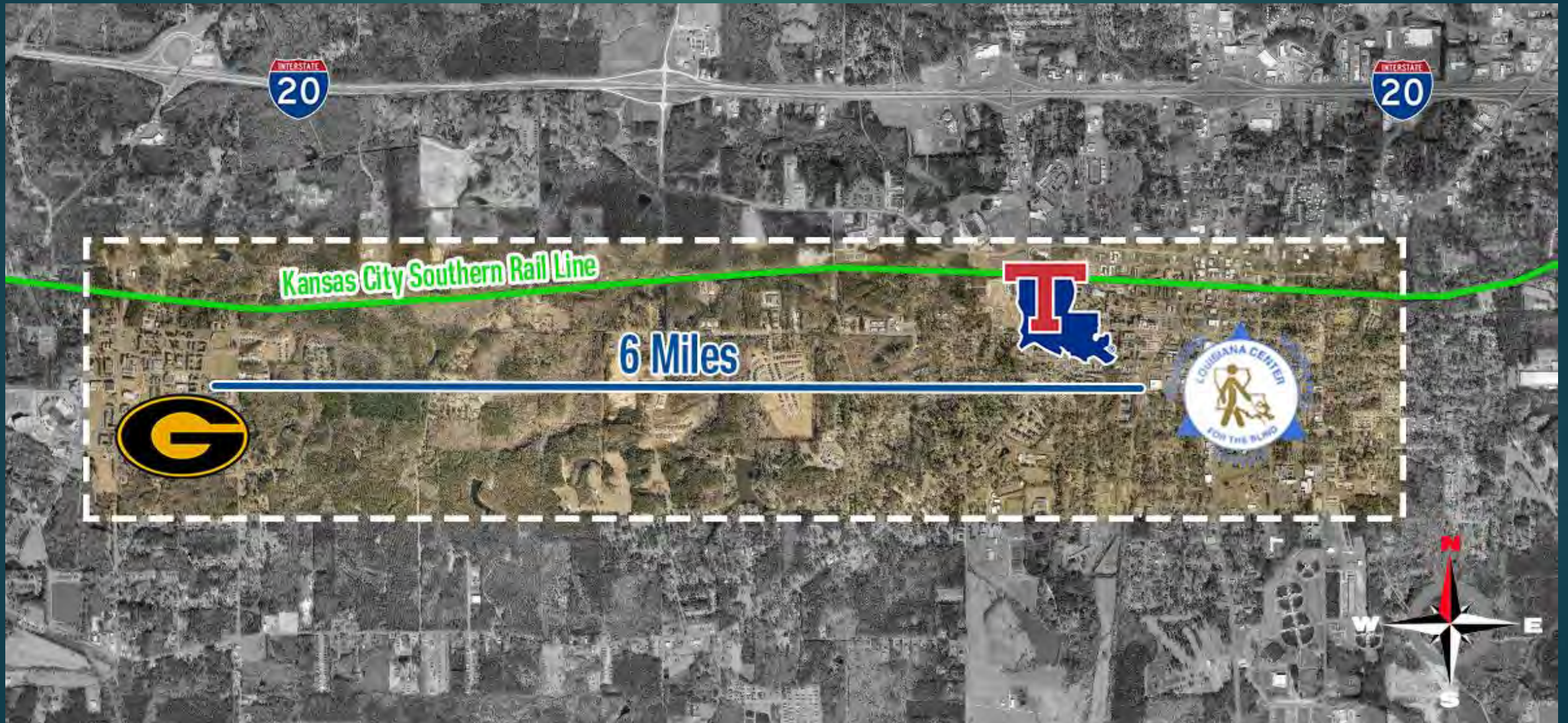
- ❖ ADA COMPLIANT PLAN
- ❖ ESTIMATED COST IS \$2.5M - \$3.5M
- ❖ COMMITMENT TO MATCH 20% COST FROM NON - FEDERAL SOURCES



City of Ruston Multi-Modal Complex



Lincoln Parish: Transit Overview





RICK GALLOT

President, Grambling State University

Mixed-Use Multi-Modal Transportation Hub

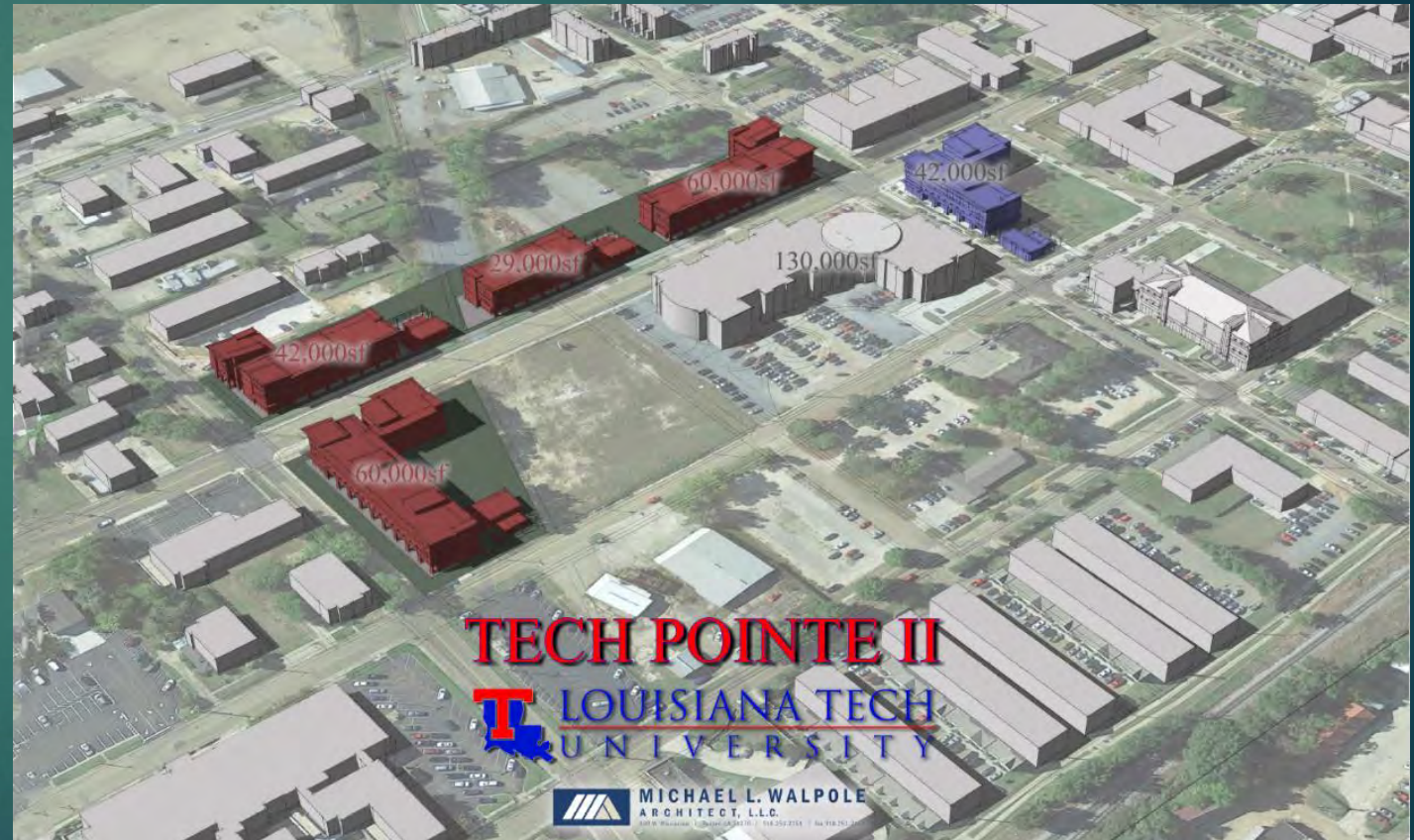
- ▶ Parking and housing are critical components of a resilient community
- ▶ Total Cost: \$14,278,250
- ▶ Subcomponents estimates
 - ▶ 86,000 SF Parking Garage
 - ▶ \$7,500,000
 - ▶ 12,705 SF Commercial/Retail
 - ▶ \$1,850,000
 - ▶ 50,820 SF Residential
 - ▶ \$9,500,000
- ▶ Residential and Commercial Space would be operated through a Public-Private Partnership
- ▶ 250+/- Parking spaces
- ▶ 40 Residential Units
- ▶ 6-10 Commercial/ Retail Spaces
- ▶ Commercial Space would allow for Amtrak and Greyhound depots
- ▶ Autonomous Shuttle Station
- ▶ EV Charging spaces





Louisiana Tech University

- ▶ Economic Driver
 - ▶ 1500 Faculty and Staff
 - ▶ 13,000 Students
- ▶ Job Creation
 - ▶ Enterprise Campus
 - ▶ Tech Pointe II
 - ▶ Tech Pointe III
- ▶ \$25,000,000 in development
- ▶ Tech Pointe I Currently over 500 employees
- ▶ Tech Pointe II (2020) will add 750+
- ▶ Tech Pointe III (2022) will add 300+
- ▶ Upon completion of all phases
 - ▶ 3000+ Jobs



Louisiana Center for the Blind

- ▶ Founded in 1985, the Louisiana Center for the Blind is 1 of 3 training centers of its kind in the US with the other two based in Minnesota and Colorado.
 - ▶ Students that they serve travel from around the world to receive training.
 - ▶ An additional 300-500 individuals are served statewide through outreach services for children, adults and seniors.
- ▶ The Center partners with Louisiana Tech through their Professional Development Research and Institute on Blindness.
 - ▶ They offer graduate programs at Tech that provide training for those interested in pursuing careers in the field of blindness.





2022-10-19 08:51:52

Pam Allen



Questions?

**EXCELLENCE
MADE HERE**
CITY OF RUSTON

Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENTAL, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community



SPORTRAN

Shreveport Transit Management, Inc.



AMTRAK®



Shreveport Expansion





About Shreveport- Bossier Region

Shreveport-Bossier is a metropolitan area of about 350,000 people. It is ideally situated in northwest Louisiana about 15 minutes from the Texas border on the west and 30 minutes from the Arkansas border on the north.

What does Amtrak mean for Shreveport-Bossier?

- **Regional Growth**
- **Connections to a diverse workforce, business allies, and consumers.**
- **Attracts Economic Development**
- **Connects Rural America with the North Louisiana Urban Core**
- **Opportunity to serve other with First Class Health Care Systems**
- **Create Educational Opportunities/Partnerships**
- **Tourism Enhancer**
 - **Concerts, Conferences, Sporting Events, etc.**



Legislative Commitment

In April of 2022, Shreveport Mayor Adrian Perkins and leaders from North Louisiana met with U.S. Secretary of Transportation Pete Buttigieg, staff from the U.S. Department of Transportation, and Mitch Landrieu in Washington, D.C., to discuss federal support for expanding Amtrak service to Shreveport, Louisiana.

With recent support from local, state and national lawmakers, this project has the potential for transformational change to Shreveport and the surrounding communities by driving economic growth in our city.

- Louisiana State Commitment of \$10 million for I-20 Corridor
- Shreveport City Council 2022 Resolution of Support
- Caddo Parish Commission 2022 Resolution of Support





Site Overview



SporTran City @ Corner of Texas and Murphy Streets

Multimodal Center Timeline

Phase One (scheduled for completion in early 2023):

- Refurbish the historic Sun Furniture sign.
- Construction of the retail food court.
- Store front and original windows will be rehabbed.

Phase Two (beginning in 2023):

- Construction of Safety Training Innovation Center. Will feature a state-of-the-art drivers' training simulator.
- Construction of Regional Transit Technology Center. Will allow SporTran leadership and staff to monitor real-time bus/vehicle movement and mechanical needs, improving efficiency and function.







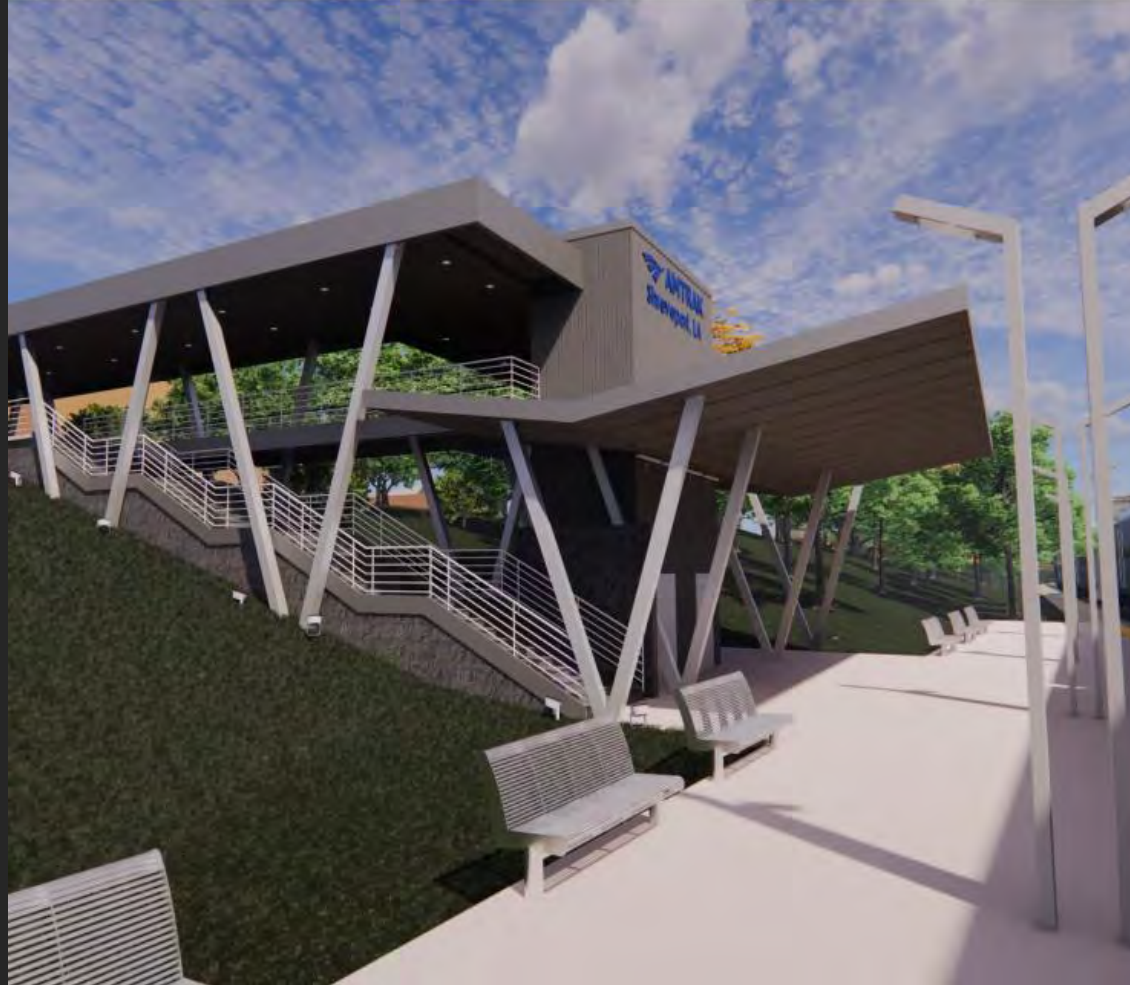
Platform Aerial View



Platform Night



Platform



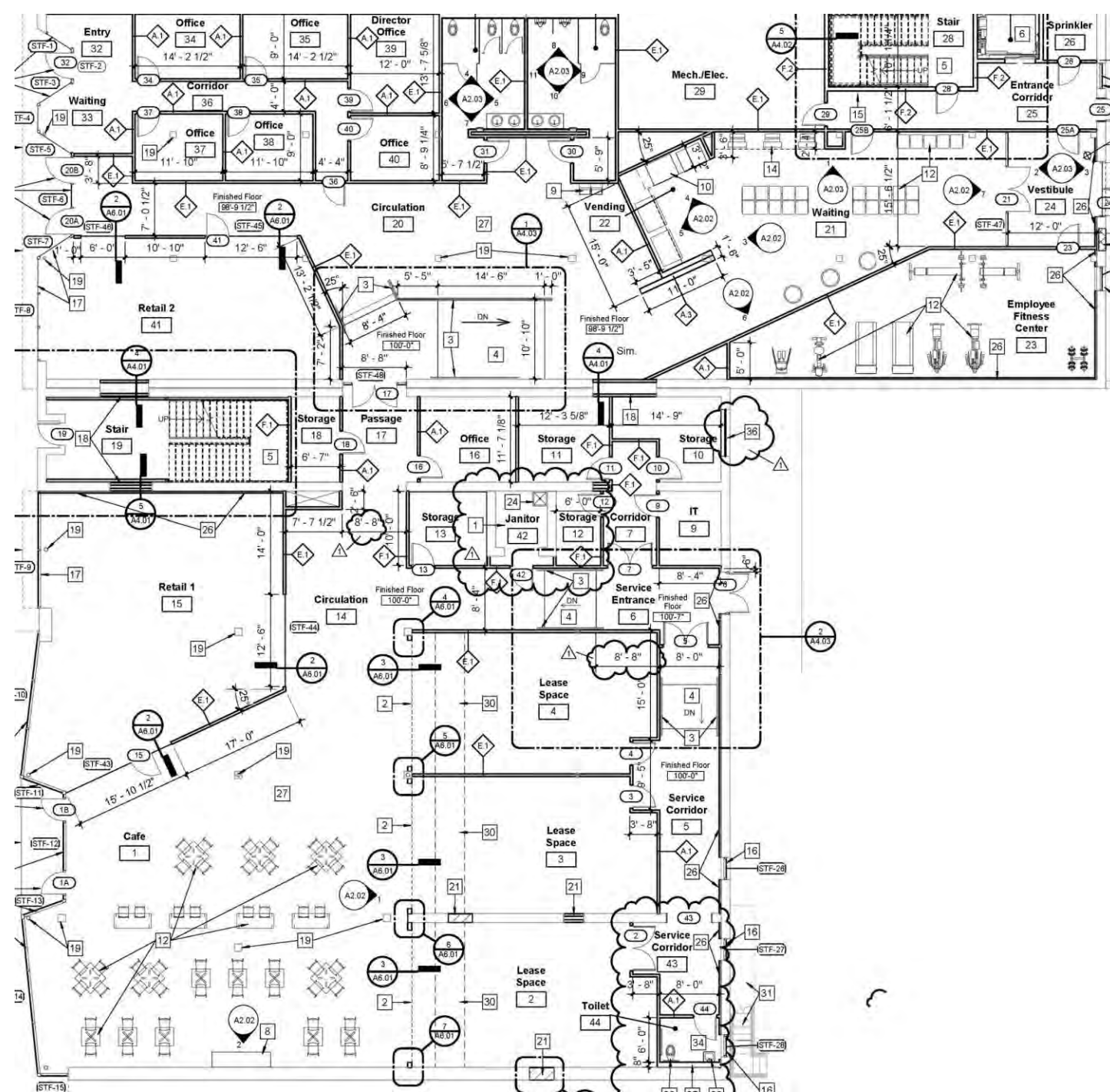
Platform Night



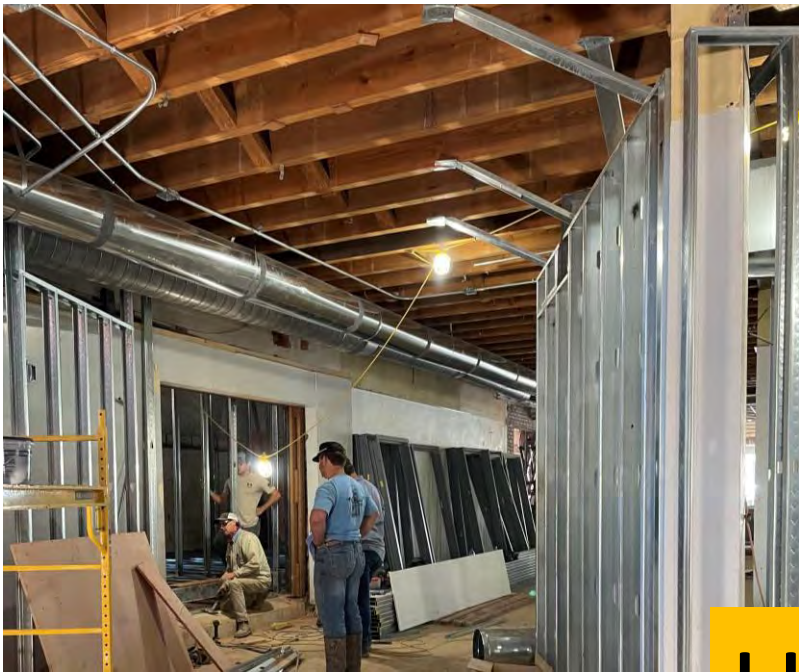


Waiting Area





First Floor Blueprints



Under Construction



Texas Avenue Neighbor Plans

1229 Texas:

- Texas Street Dreams opening soon
- Selling classic and high-end cars
- Will eventually redevelop the 2nd and 3rd floor (no definitive plans for those floors now)



Texas Avenue Neighbor Plans

1239 Texas (Two-Story):

- Circa36 will lease the bottom floor for storage of antiques
- Antique auctions, as well as a consignment business
- 2nd floor is currently being redevelopment into an apartment and hotel
- Front exterior rehab is in-progress; new paint, windows, exterior lighting, etc. to be completed in 2022
- New HVAC by Summer 2023
- New restroom constructed on the 1st floor in 2023
- Breezeway will be removed to re-open the driveway from Texas to the rear

Texas Avenue Neighbor Plans

1239 Texas (Three-Story):

- 1st floor storage tenant is vacating; Circa36 may grow into this space
- File Depot (file storage) leases the second floor
- 3rd floor is renovated event space, with refinished wood floors, restrooms and a new HVAC system
- Front exterior renovation is almost complete with new windows, paint, exterior lighting, etc.
- New roof in 2019
- Installation of passenger elevator



Thank You

Dinero.Washington@shreveportla.gov

Federal Funding for I-20

SRC has laid the groundwork to give you preference:

Corridor ID Program

Interstate Rail Compact Program

Apply now/soon:

CRISI: \$2 Billion, Closes 12/1

Fed-State Partnership: \$8.7 Billion, Opens Soon

Apply again next year:

RAISE, MEGA, INFRA, Rail Crossing Elimination



SOUTHERN RAIL COMMISSION

Thank you!



SouthernRailCommission.org



Info@southernrailcommission.org

Y'ALL ABOARD.