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**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.

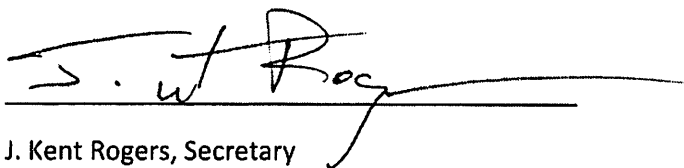
**BE IT FURTHER RESOLVED** that if any provision or item of this resolution or the application thereof is held invalid, such invalidity shall not affect other provisions, items, or applications of this resolution which can be given effect without the invalid provisions, items, or applications; and, to 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 4<sup>th</sup>, 2022**

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

A handwritten signature in black ink, appearing to read "J. Kent Rogers", is written over a horizontal line. The signature is stylized and cursive.

J. Kent Rogers, Secretary  
Northwest Louisiana Council of Governments