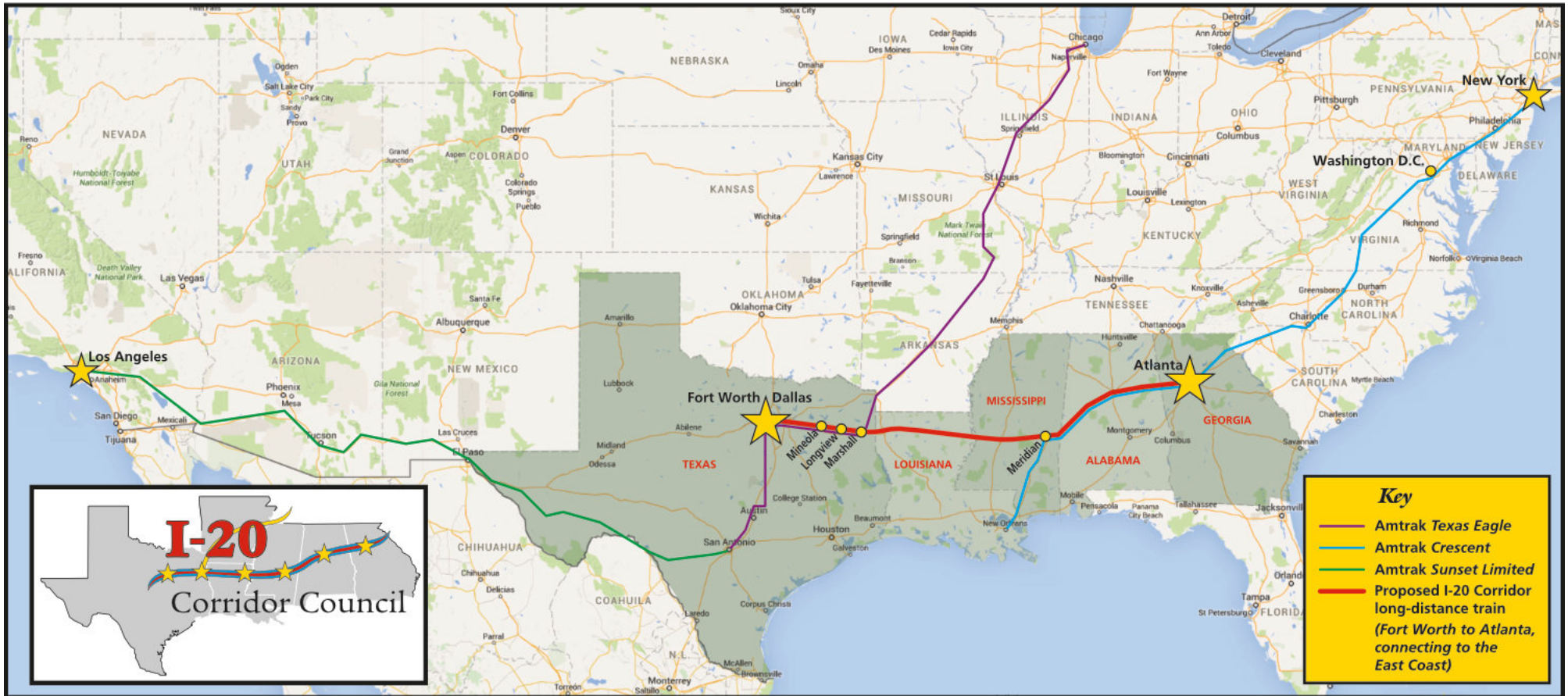


Proposed I-20 Corridor Long-Distance Passenger Rail Connection between Dallas/Fort Worth and Atlanta

*(through Northeast Texas, Northern Louisiana, Mississippi, Alabama, and Georgia,
and connecting with the East Coast and New York City)*



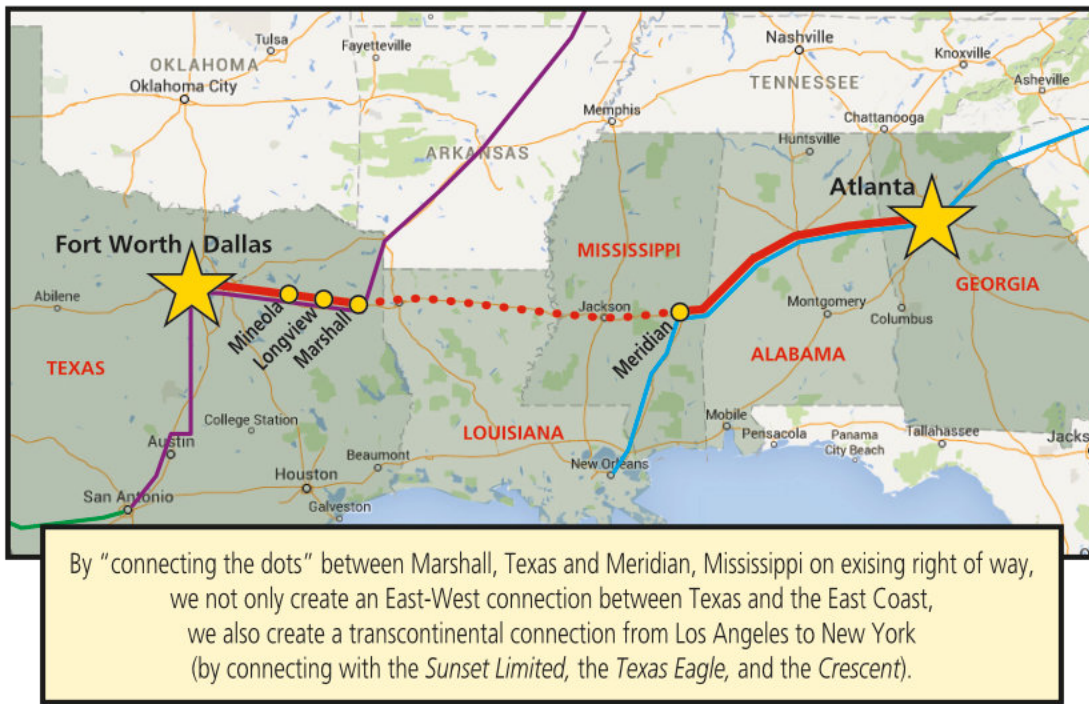
The I-20 Corridor passenger rail route should provide an excellent Return on Investment.

By connecting the relatively short distance between Marshall, Texas and Meridian, Mississippi (345 miles) on existing right of way to create this long-distance train between Dallas/Fort Worth and Atlanta, this would effectively create new economic development opportunities which do not currently exist from the Southwest across the Southern region to the East Coast.

We believe the I-20 Corridor passenger rail connection will be very beneficial for our states, region, and nation and should provide an excellent return on a relatively small capital investment.

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

- ★ A 2015 Amtrak feasibility study 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 infrastructure (right of way)
 - 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 of up to 115 mph
 - provide two trains daily (one eastbound, one westbound). For Fort Worth, Dallas, Mineola (Tyler), Longview, and Marshall who have *Texas Eagle* service, this would mean four trains daily between East Texas cities and Dallas/Fort Worth.
- ★ The I-20 Corridor Council obtained almost \$740,000 in federal funds in 2007 and 2008, with the assistance of former U.S. Senator Kay Bailey Hutchison for studies of the I-20 rail corridor. Using a portion of the federal grant funding, the Corridor Council worked with Amtrak, Texas Department of Transportation (TXDOT), HNTB, and Texas Transportation Institute (TTI) of Texas A&M on a multi-state capacity study (TX, LA, MS) to identify the capital investments that will be required along the route. The capacity study was completed in December, 2017.
- ★ The host railroads (*Union Pacific, Trinity Railway Express, 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 some \$80 million in Texas, Louisiana, and Mississippi would enable new passenger rail service on this route without adversely affecting freight traffic along the host railroads.
- ★ The Corridor Council is a strong, grassroots, multi-state coalition of mayors, local, state, and federal officials, business and economic development leaders, university and college presidents, and many other stakeholders who support 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 route also has the strong support of the Southern Rail Commission.
- ★ Officials who have expressed strong support for the proposed I-20 Corridor passenger rail connection include Congresswoman Eddie Bernice Johnson (Texas–30th District) who also serves as a senior member of the House Transportation and Infrastructure Committee, Louisiana Governor John Bel Edwards, Louisiana Secretary of Transportation Shawn Wilson, and U.S. Senator Roger Wicker of Mississippi.



Thank you for your kind consideration of this worthy transportation project to benefit our states, region, and nation.

For more information, please call the **I-20 Corridor Council** (903) 938-8373
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www.i-20corridorcouncil.com