LA Super Region Rail Authority

I-20 Corridor Convening

November 3, 2022

Monroe, Louisiana
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
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
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<tr>
<th>Time</th>
<th>Session</th>
<th>Presenter(s)</th>
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<td>9:00 AM</td>
<td>WELCOME</td>
<td>Knox Ross, Chairman of Southern Rail Commission</td>
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<td>Mayor Friday Ellis, City of Monroe</td>
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<td>9:20 AM</td>
<td>PURPOSE, OVERVIEW AND BACKGROUND</td>
<td>John Robert Smith, T4 America</td>
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<td>9:30 AM</td>
<td>FRA PROGRAMS AND I-20 CORRIDOR PASSENGER RAIL PROJECT STATUS</td>
<td>Administrator Amit Bose, Federal Railroad Administration</td>
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<td></td>
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<td>Senator Cassidy, Louisiana</td>
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<td>Lyle Leitelt, FRA</td>
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<td>Arun Rau, Amtrak</td>
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<td>Arielle Giordano, Canadian Pacific</td>
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<td>Shawn Wilson, Louisiana DOTD</td>
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<td>11:30 AM</td>
<td>THE AMTRAK STATION DEVELOPMENT PROCESS</td>
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<td>LUNCH BREAK</td>
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<td>VISIONS FOR STATIONS AND COMMUNITY CONNECTIVITY: MONROE, SHREVEPORT, RUSTON, VICKSBURG</td>
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<td>DISCUSSION AND NEXT STEPS</td>
<td>John Robert Smith, T4 America</td>
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<td>Knox Ross, Southern Rail Commission</td>
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Hurricane Katrina destroyed rail infrastructure along the corridor east of New Orleans.

Southern Rail Commission: Plan for Connectivity
Hurricane Katrina destroyed rail infrastructure along the corridor east of New Orleans.

Southern Rail Commission: Plan for Connectivity
Hurricane Katrina destroyed rail infrastructure along the corridor east of New Orleans.

Southern Rail Commission: Plan for Connectivity
I-20 Passenger Rail: Moving from Conversation to Implementation

November 3, 2022
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.
What We Do

Technical Assistance

Advocacy

Thought Leadership
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

Alternatives

- Alternative 1 - $2.613 Million
- Alternative 2 - $4.313 Million
- Alternative 3 - $4.665 Million

Legend:
- Crescent Stations
- Meridian to Fort Worth Segment
- Crescent Line

Transportation for America
Where is the infrastructure bill money going? (in billions)
Rail Funding Breakdown

- Consolidated Rail Infrastructure and Safety Improvements (CRISI): $43.5 Billion (45.67%)
- Restoration & Enhancement (R&E): $0.25 Billion (0.26%)
- FSP for Intercity Passenger Rail: $41 Billion (43.57%)

Total: $43.5 Billion

Funding Breakdown:

- $43.5 Billion
- $41 Billion
- $10 Billion
- $0.25 Billion
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.”
“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
Total passenger rail funding in the FAST Act vs. 2021 infrastructure bill
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

- **November 15, 2021**
  - Enactment of the BIL

- **May 13, 2022**
  - FRA established the Corridor ID Program within 180 days of enactment

- **December 2022**
  - FRA to publish a Notice of Corridor Solicitation and Funding Opportunity for the Corridor Identification and Development Program

- **Oct / Nov 2022**
  - Outreach to current and prospective corridor sponsors

- **May 13, 2023**
  - First Congressional report on the Project Pipeline due one year following Program establishment
Corridor ID creates a foundational framework for identifying and developing new or improved intercity passenger rail (IPR) services. Under the program, FRA will:

- Solicit proposals for implementing new or improving existing IPR services
- Select corridors for development
- Partner with corridor sponsor to prepare (or update) a Service Development Plan (SDP)

SDP includes a “corridor project inventory”

Corridor project inventories populate a prioritized “pipeline” of projects

Projects in the Corridor ID Pipeline prioritized for funding under FRA’s financial assistance programs
FRA Project Lifecycle Stages – Corresponding FRA Funding Programs

Regional Rail Plans & State Rail Plans*

Corridor ID Program

Fed State Partnership / Other Federal Funding Programs

Restoration & Enhancement Program

*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

<table>
<thead>
<tr>
<th>Expression of Interest</th>
<th>Submission of Corridor Proposal</th>
<th>Project Planning Step 1: SDP Scoping &amp; Program Initiation</th>
<th>Project Planning Step 2: Service Development Planning</th>
<th>Project Development Step 3</th>
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<tr>
<td><strong>Key Activities</strong></td>
<td></td>
<td>• Sponsor creates the capacity necessary to undertake the service planning effort</td>
<td>• Sponsor, in collaboration with FRA, prepares service development plan for corridor</td>
<td>For a Phase of Implementing Corridor</td>
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<td>• Sponsor develops scope, schedule, and budget for planning effort</td>
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<td>• Sponsor completes environmental review</td>
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<td>• Sponsor completes environmental review and PE</td>
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<td>• Sponsor completes PE</td>
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<td><strong>Prerequisites</strong></td>
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<td>Completion of Step 1</td>
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<td>Variable</td>
<td>Phase likely to be implemented</td>
<td>Phase likely to benefit IPR Service</td>
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<td><strong>Binding Commitment</strong></td>
<td>None</td>
<td>None</td>
<td>Delivery of scope and cost estimate for SDP</td>
<td>Completion of SDP, approved by FRA</td>
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<td>None</td>
<td>None</td>
<td>Completion of SDP, approved by FRA</td>
<td>Completion of PE / NEPA for phase</td>
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<tr>
<td><strong>Funding</strong></td>
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<td>~$500k “seed money,” 0% match (Unspent funds carry forward)</td>
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<td>$XX determined through SDP, 20% match</td>
<td>$XX determined through PE / NEPA for phase</td>
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</tbody>
</table>
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
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

- Link and serve large and small communities as part of a regional rail network
- Advance the economic and social well-being of rural areas of the United States
- Provide enhanced connectivity for the national long-distance passenger rail system
- Reflect public engagement and local and regional support of restored passenger rail service
Long-Distance Service Study Stakeholders

FRA Led Consultation via Working Groups or Other Forums

- Host Railroad Carriers
- Onboard Amtrak Employee Organizations
- NPOs Representing Amtrak Passengers
- Regional passenger Rail Authorities
- Federally Recognized Indian Tribes
- States Along Relevant Routes
- TPOs/MPOs, Cities, & Communities
- Amtrak
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

Development Stages
- Systems Planning
- Project Planning
- Project Development

Implementation Stages
- Final Design
- Construction
- Operation

Programs and Initiatives
- Regional & State Rail Planning
- Corridor ID Program
- Fed State Partnership / Other Federal Funding Programs
- Restoration & Enhancement Program
- Amtrak Daily Long-Distance Study
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
Long-Distance Service Study Regions

Central Lead: Dava Kaitala
Southeast Lead: Susan Anderson
Long-Distance Service Study Engagement Schedule

Meeting 1
Winter 2023
Universe of Routes & Screening Criteria

Meeting 2
Spring 2023
Shortlist of Routes

Meeting 3
Summer 2023
Prioritized Routes

Meeting 4
Fall 2023
Final Recommended Actions

Report Submitted to Congress November 15
Long-Distance Service Study Recent Engagement

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 resumption of daily long-distance intercity rail passenger service and the potential for new Amtrak long-distance routes. This study will evaluate the financial feasibility of expanding certain routes, identify capital projects, and help build a plan 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
Honoring Your Community's History

America's rail stations have witnessed history unfold and played host to some of our nation's most difficult and proudest moments. Stations are pieces of our country's history and treasures not to be lost or forgotten.
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, programming, 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.

- 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
2.2 The Development Process

Stations Development Process Flow Chart

Figure 2.2.1

1. Initial Contact
   Interested Party wants a station
   Complete an intake form on the website: GreatAmericanStations.com
   Contact Amtrak directly

2. Feasibility & Analysis
   Gov’t Officers or State Supported Group notified and a Manager is assigned as initial contact, assessments are made. It deemed feasible, project moves forward in the development process.
   Facilities Development Manager (FDM) is assigned to shepherd the project.
   Program Detail is developed and analyzing established

3. Responsibility
   Team sheet is developed to help determine project funding, ownership, and operational responsibilities between communities (local or regional authority), hazmat railroads, State DOT, and Amtrak.
   Amtrak functional requirements
   Host railroad requirements
   Funding requirements
   FRA, State & local gov’ts

4. Requirements

5. Concept Development
   Process Professional Services
   Site constraints identified
   Project Delivery Method
   Design Concepts created
   Site constraints identified
   High-level description of scope, budget, and schedule
   Design concepts created

6. Agreements
   Stakeholder agreements developed, issued, and signed.

7. Basis of Design
   Fix building size and program, architectural concept chosen, materials selected, general project direction established. Design is 10% complete.

8. Detailed Design
   The A/E team develops the design. Amtrak reviews at key milestones depending on size and complexity of the project typically at:
   Schematic design (30%)
   Design Development (60%)
   Construction Documents (90%)

9. Construction
   Amtrak establishes progress milestone to obtain the building in accordance with Amtrak
group’s needs to the extent possible
   Additional inspection at substantial completion by Amtrak, station owner, and local jurisdictions
   After the station receives a Certificate of Occupancy and formal certification of ADA compliance, the project’s FDM will perform an on-site assessment. Contingent on their approval, Amtrak will issue its Facility Acceptance.

10. Commissioning

11. Station Opening
    Station Open
    Update Train Schedule
    Active Systems
    Notify Stakeholders
    Station Opens

Contents + 2 = Stations Development Process
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
## Requirements and Amenities

### Station Classification and Features Matrix

- **Station Program** will be provided for specific station.

### Functional Requirements

| Category | Requirement | 1 Large | 2 Medium | 3 Container | 4 Shelter | 5 Thrive Service Connection
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<td>Passenger Information Display System</td>
<td>-</td>
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<tr>
<td></td>
<td>Information Counter</td>
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<tr>
<td></td>
<td>Customer Service Office</td>
<td>-</td>
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<tr>
<td></td>
<td>Emergency Platform Call box</td>
<td>-</td>
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<tr>
<td></td>
<td>Security Facilities on Site</td>
<td>-</td>
<td>-</td>
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<td>-</td>
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<tr>
<td></td>
<td>Security/In Call Systems</td>
<td>-</td>
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<tr>
<td></td>
<td>Local Police Surveillance/Camera Box</td>
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<tr>
<td></td>
<td>CCTV / Video Surveillance</td>
<td>-</td>
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</tr>
<tr>
<td></td>
<td>Access Control / Card Reader</td>
<td>-</td>
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<td>-</td>
</tr>
</tbody>
</table>

### Notes:
- Ticket counter,Managed agent office and Baggage room need to be account to each other.

---

**Image Description:**
- The image contains a table titled "Station Classification and Features Matrix." The table lists various requirements and amenities categorized under different headings such as Safety & Security, Access & Wayfinding, Customer Service, and Security. Each category has subcategories with specific requirements.
- The table includes columns for different station sizes: 1 Large, 2 Medium, 3 Container, 4 Shelter, and 5 Thrive Service Connection.
- The requirements vary in format, some being qualitative descriptions and others quantitative measurements.

---

**Textual Content:**
- "Station Program will be provided for specific station.
- Functional requirements table with specific requirements and measurements for different station sizes.
- Notes indicating the need for ticket counters, managed agent offices, and baggage rooms to be accounted for each other.
Anticipated Station Categories for I-20 Corridor

- 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’
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
Shelter Prototype

Okeechobee, FL

Provo, UT

Connellsville, PA

Alliance, OH

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
Station Parking and Roadway

- 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

### G.1 Stations Development Checklist

<table>
<thead>
<tr>
<th>Step</th>
<th>Responsible Parties</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Initial Contact</td>
<td></td>
</tr>
<tr>
<td>1.a. Identifying potential stations and site selection</td>
<td>Project Sponsor</td>
</tr>
<tr>
<td>1.b. They Contact Amtrak</td>
<td>Project Sponsor</td>
</tr>
<tr>
<td>2. Feasibility &amp; Analysis</td>
<td></td>
</tr>
<tr>
<td>2.a. The Gov’t Affairs group or State Supported Services group</td>
<td>Gov’t Affairs</td>
</tr>
<tr>
<td>are notified and a manager is assigned to initial contact</td>
<td>State Supported Services</td>
</tr>
<tr>
<td>2.b. Assessments made by Amtrak and the State / Sponsor</td>
<td>Gov’t Affairs and</td>
</tr>
<tr>
<td>Long Distance (LDC)</td>
<td>State Supported Services</td>
</tr>
<tr>
<td>2.c. Legal and financial analyses conducted</td>
<td>Facilities Development</td>
</tr>
<tr>
<td>2.d. Program Details developed and facility sizing established</td>
<td>Facilities Development</td>
</tr>
</tbody>
</table>

- 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
POPULATION OF THE CITY OF MONROE
45,752

OUACHITA PARISH POPULATION
157,768

COMBINED POPULATION OF OUACHITA PARISH AND SURROUNDING PARISHES
297,288
DIRECT ECONOMIC IMPACT
INCREASED TOURISM BY 10%

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

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
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.
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 . . .
ACCESS TO THE WORKPLACE

Commute to Work in Warren County

Commute to Work out Warren County

7,104

7,830

9,952
ACCESS TO THE WORKPLACE

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

- 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

Cherri Street

Outlet Mall Complex
STATION / RAMP LOCATION OPTIONS

Cherri Street
STATION / RAMP LOCATION OPTIONS

Cherri Street
STATION / RAMP LOCATION OPTIONS

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
Mixed-Use Multi-Modal Transportation Hub

- Increased parking demand
- Growth in Downtown and Louisiana Tech Campus
- Parking Garage will accommodate 250 vehicles
- Accommodate multiple modes of transportation
  - Rail
  - Bus
  - Autonomous Shuttle
  - Bike/ped
- Necessary to attract flagship hotel to Downtown Ruston and Louisiana Tech Enterprise Campus
- Location is in the Census Track 9604 Opportunity Zone
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.
Questions?
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
  o 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
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.
First Floor Blueprints
Second Floor
Blueprints
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
Thank you!

SouthernRailCommission.org

Info@southernrailcommission.org