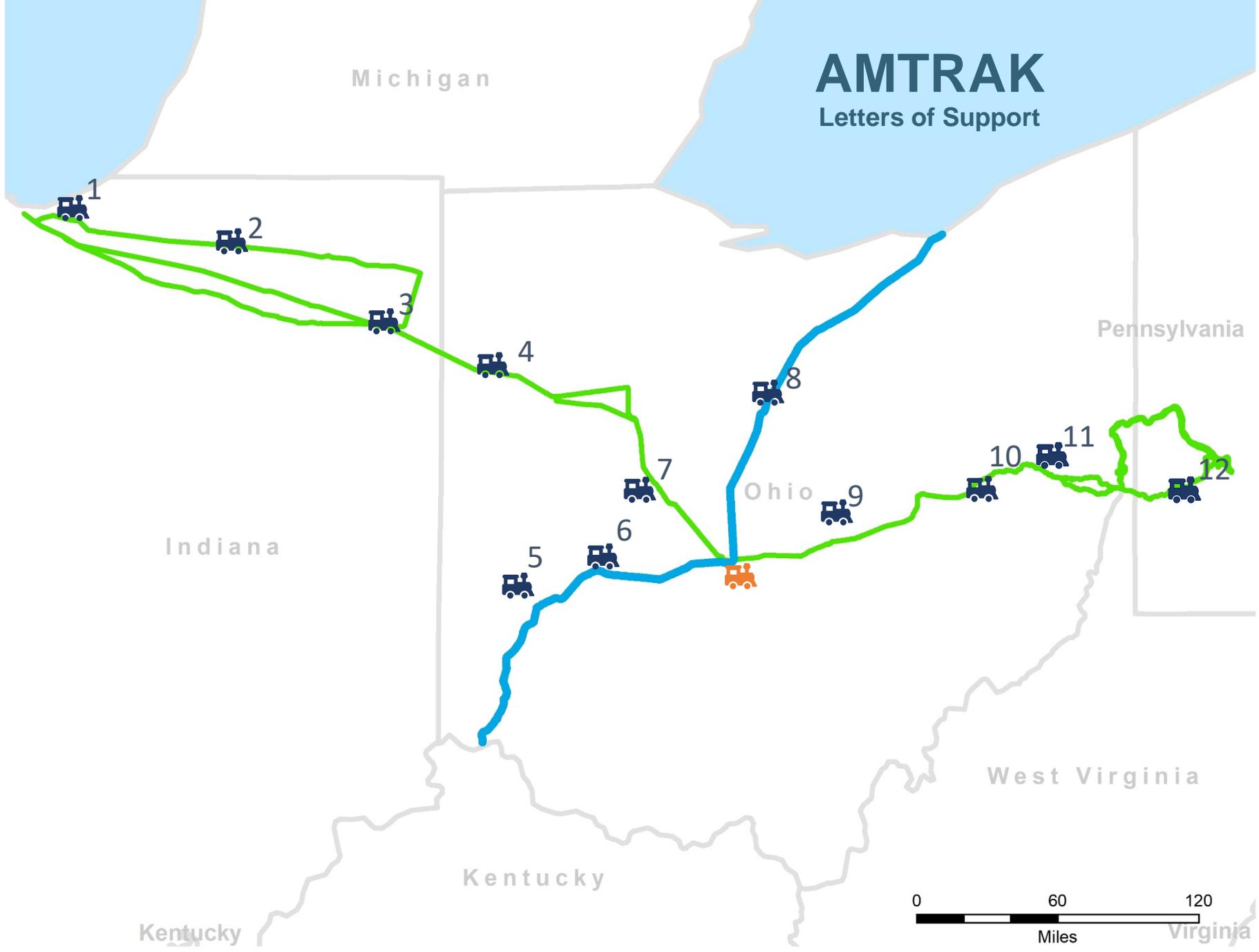
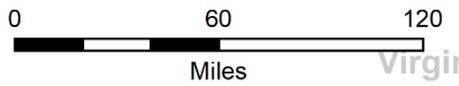


AMTRAK

Letters of Support



	Mid-Ohio Regional Planning Commission
	Joint Letter from Columbus Region Coalition
	Ohio Senator Brown
	Ohio District 3 - Representative Beatty
	Franklin County Commissioners
	Franklin County Engineer
	City of Columbus Mayor
	City of Columbus Council Resolution
	City of Hilliard
	City of Dublin
	City of Whitehall
	City of Bexley
City of Gahanna	
	
1	Northwestern Indiana Regional Planning Commission
2	Michiana Area Council of Governments
3	Northeastern Indiana Regional Coordinating Council Northern Indiana Passenger Rail Association
4	City of Lima
5	Miami Valley Regional Planning Commission City of Dayton Councilman Joseph
6	Clark County - Springfield Transportation Coordinating Committee City of Springfield
7	Logan-Union-Champaign Regional Planning Commission Union County Community Improvement Corporation City of Marysville
8	Richland County Regional Planning Commission
9	Licking County Area Transportation Study
10	Ohio Mid-Eastern Government Association
11	Brooke-Hancock-Jefferson Metropolitan Planning Commission
12	Southwestern Pennsylvania Commission



MORPC



MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION

111 Liberty Street, Suite 100
Columbus, Ohio 43215
morpc.org

T. 614. 228.2663
TTY. 1.800.750.0750
info@morpc.org

March 12, 2021

William J. Flynn, Chief Executive Officer
AMTRAK
1 Massachusetts Avenue NW
Washington, DC 20001

Re: Support for the Cincinnati-Dayton-Columbus-Cleveland proposed corridor & Request for inclusion of Chicago- Columbus- Pittsburgh corridor in the Amtrak System 2035 Plan

Dear Mr. Flynn,

This letter is to both demonstrate support for passenger rail service initiation on the Cincinnati-Dayton-Columbus-Cleveland proposed corridor and to request the addition of the Chicago-Columbus-Pittsburgh passenger rail corridor to the Amtrak System 2035 Plan.

The Mid-Ohio Regional Planning Commission (MORPC) is the regional council coordinating the transportation planning process for the local governments and regional organizations in Central Ohio (the Columbus Region). During our regular updates of the Metropolitan Transportation Plan, we receive tremendous feedback from regional citizens, corporate stakeholders, and local governments requesting passenger rail service for the people of this region.

As you can imagine news that Amtrak is considering service expansions including a Cincinnati-Dayton-Columbus-Cleveland corridor is encouraging for our stakeholders in the region and beyond. The inclusion of the Cincinnati-Dayton-Columbus-Cleveland passenger rail route in the Amtrak System 2035 Plan has made Ohio hopeful for the re-establishment of passenger rail service connecting the state's three major metropolitan areas.

We also would like to apprise you of passenger rail corridor planning along a Chicago-Columbus-Pittsburgh route we have undertaken with local public and private sector stakeholders. We have been working with these stakeholders in this corridor since 2012. To date, they have committed nearly \$1.5 million towards significant work completed by the Northeast Indiana Passenger Rail Association and the Mid-Ohio Regional Planning Commission to advance components of a Tier I Environmental Impact Statement. Attached are two informational folios summarizing the completed analysis. The study has found that over 1 million new jobs and more than 3 million additional people are expected to live along this corridor by the year 2040. Please consider adding this important midwestern connection to the Amtrak System 2035 Plan.

William Murdock, AICP
Executive Director

Karen J. Angelou
Chair

Erik J. Janas
Vice Chair

Chris Amorose Groomes
Secretary

We are pleased to join other Ohio regions in support of the Cincinnati-Dayton-Columbus-Cleveland corridor service proposal. Furthermore, we request the addition of the Chicago-Columbus-Pittsburgh corridor to the Amtrak System 2035 Plan. With this, we pledge support for Amtrak's planning and implementation of these corridors to our Congressional Delegation and the new Administration. We stand ready to partner with Amtrak to bring more connectivity for the people of Central Ohio via rail. We look forward to continuing discussions with the Amtrak team as you seek resources for Amtrak System 2035 Plan.

Kind regards,



Karen J. Angelou
Commission Chair



William Murdock, AICP
Executive Director

CC: Derrick James, Amtrak - Senior Manager, Government Affairs
Jack Marchbanks, Ph.D. ODOT – Director
Matt Dietrich, ORDC – Executive Director

Attachments: Existing Conditions & Market Analysis Folio
Route Alternatives Analysis Folio

RAPID SPEED TRANSPORTATION INITIATIVE

EXISTING CONDITIONS & MARKET ANALYSIS



MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION



WHAT IS THE RAPID SPEED TRANSPORTATION INITIATIVE?

Through the Rapid Speed Transportation Initiative (RSTI), the Mid-Ohio Regional Planning Commission (MORPC) and its partners are pursuing more transportation options and better, faster connections between Columbus and the cities of Chicago and Pittsburgh.

TWO STUDIES WERE COMPLETED IN 2019 AS PART OF THE RSTI:

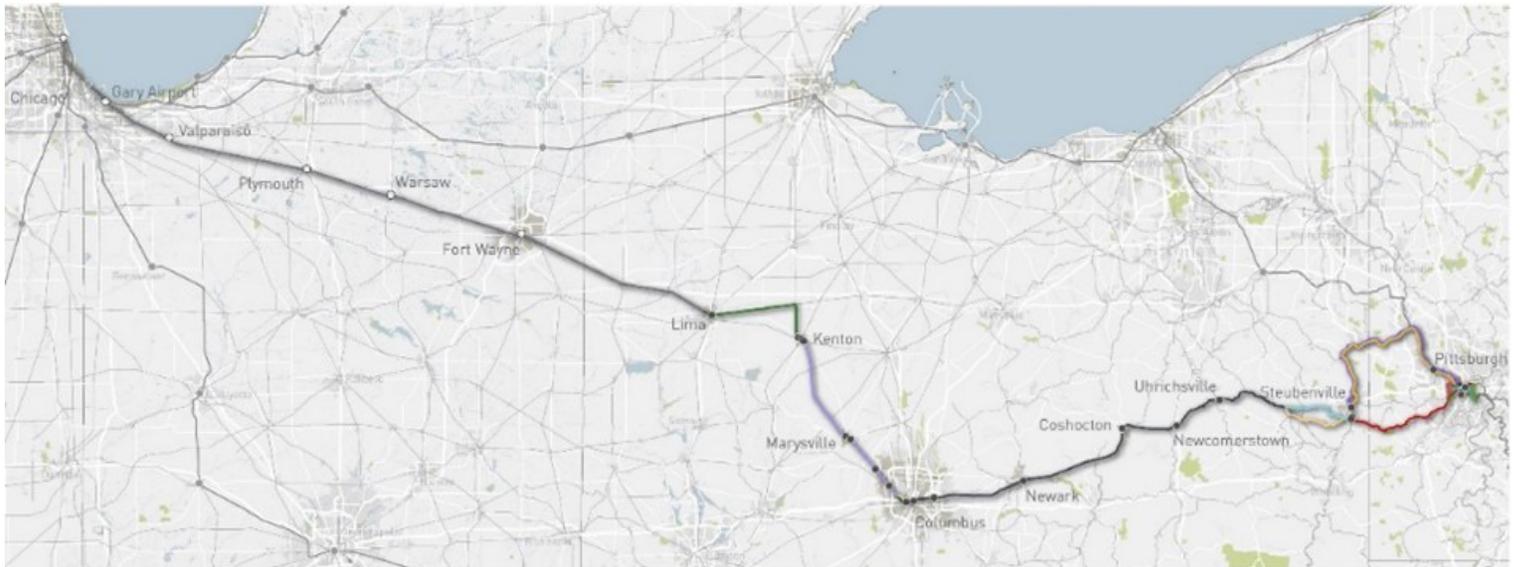
- **Midwest Connect Hyperloop Feasibility Study**
- **Environmental study that included the first components of a Tier I environmental impact statement (EIS):** An existing conditions analysis to examine if there is a need for passenger rail service along the proposed route, and a route alternatives analysis along the existing rail corridors to establish baseline information for a future, complete Tier I EIS.

The main takeaway from these completed studies is that communities along this route have the population, market and need for more mass transportation options, including passenger rail service, connecting the corridor communities to the U.S. passenger rail network.



WHAT IS THE PROPOSED PASSENGER RAIL ROUTE?

The proposed route connects Chicago and Columbus with stations in Fort Wayne, Indiana, and the cities of Lima, Kenton, Marysville and Dublin in Ohio. The route then connects Columbus to Pittsburgh via the Panhandle rail line partially owned by the State of Ohio.



Lima - Pittsburgh Alternative Rail Segments & Stations

- Potential station locations
- Lima to Dunkirk to Kenton
- Kenton to Marysville to Columbus
- Columbus - North
- Columbus - South
- Columbus to Mingo Junction
- Mingo Junction - North
- Mingo Junction - South
- Mingo Junction to Pittsburgh - North A
- Mingo Junction to Pittsburgh - South
- Pittsburgh - Downtown
- Pittsburgh - Downtown to Carnegie Mellon
- Pittsburgh - Ohio River West Lower
- Pittsburgh - Ohio River West Upper
- Kinwan Heights to Dawn
- Kinwan Heights to Ohio Connecting Bridge

Chicago - Lima Rail Corridor

- Chicago - Lima Rail Corridor and stations

Other Map Features

- Other rail lines
- Amtrak routes & stations
- ⊕ Interstate highway
- ⊕ US highway
- ⊕ State road

- Parks
- Rivers, streams, and waterbodies
- Census designated urbanized areas (CUA)
- Census places (incorporated areas)



BACKGROUND – WHY THIS ROUTE?

MORPC began working on a Columbus to Chicago passenger rail project in 2013, when a feasibility study was completed in collaboration with the Northeast Indiana Passenger Rail Association and the City of Fort Wayne, Indiana.

Passenger rail service along this corridor has been supported for decades in state and federal long-range planning studies. The RSTI incorporates the results of the 2016 Northern Indiana Passenger Rail Corridor Project study, which includes a route between Tolleston, Indiana, and Lima, Ohio, as well as the “South of Lake” study that includes a route between Chicago and Tolleston.

IS THERE A MARKET FOR PASSENGER RAIL SERVICE?

The Chicago-Columbus-Pittsburgh passenger rail corridor has remained in multi-state planning studies because it has an adequate population and strong employment numbers (i.e., “users” of the proposed service).

Part of the federal approvals for a new passenger rail route include showing that the communities being serviced by the route have a market for it. This is measured by the number of people and jobs currently along the route and their expected growth.

BY THE YEAR 2040:

- Nearly 3 million more people expected to live along the serviced route by the year 2040.
- Over 1 million new jobs expected by the year 2040.



Given the growth expected in the ridership market, the RSTI environmental study found that passenger rail service and other mass transit modes (such as hyperloop) will have “users,” because there will be an increase in travel demand between the cities across the corridor.

ACCESSIBILITY & AFFORDABILITY

Serving the most people possible is a goal of publicly-funded transportation projects, and affordable transportation options such as passenger rail would be financially accessible to lower income families. In addition, passenger rail service would benefit people unable to drive or fly, such as some seniors and people with disabilities.

STUDY FINDINGS:

- *While median household income is higher than national average in certain communities, it is below the national average of \$55,322 for the route as a whole.*
- *The number of older adults will be greater by 2040.*

These findings support the need of passenger rail service or other mass low-cost/affordable fares.

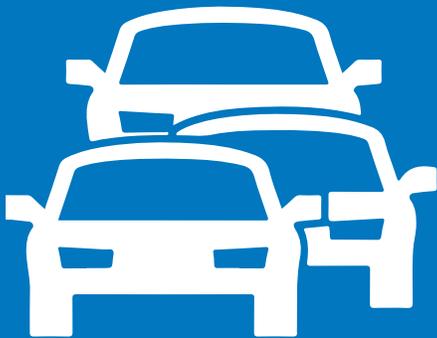
EQUITABLE COMMUNITIES, MORE TRANSPORTATION OPTIONS



Today, the preferred way to travel between Columbus and Pittsburgh is by individual auto travel, whereas air travel predominates between Chicago and Columbus as well as Chicago and Pittsburgh. While this is adequate for people that are able to drive their own vehicles, it poses a limitation to people who are unable to drive due to health conditions and to those who do not own a vehicle or cannot afford the cost of driving (such as low income families and students).

There are also issues with having air travel be the predominant mode, including cost (airfare is inaccessible to those unable to afford it). In addition, air travel is a limitation for people not able to fly due to health conditions. Lastly, air travel is not available to less than half of the communities that would be served by a passenger rail route. Chicago has direct flights to all corridor markets, but only Ft. Wayne, Columbus and Pittsburgh have direct flights from/to Chicago. Since air travel can be cost-competitive with single-occupant auto travel, both of these modes pose limitations to low-income people.

SAFETY



Auto travel is the least safe mode of travel and has a higher incidence of crashes than other modes. Other factors such as highway congestion, weather delays, and air polluting emissions are also associated with auto travel. Lastly, auto travel times between Columbus and Chicago can vary by more than one hour depending on time of day. While there is Greyhound bus service between the corridor communities, this study found that it is not the preferred mode of travel. Direct bus service is time consuming and departure times are limited. Passenger rail would provide a reliable, predictable option for affordable travel that offers more frequent departure times.

HOW WILL THIS WORK WITH EXISTING FREIGHT RAIL?

In 1979, this corridor had passenger rail service with a Columbus station that was demolished to construct the current Columbus Convention Center. Until then, freight and passenger rail coexisted along the existing rail corridor.



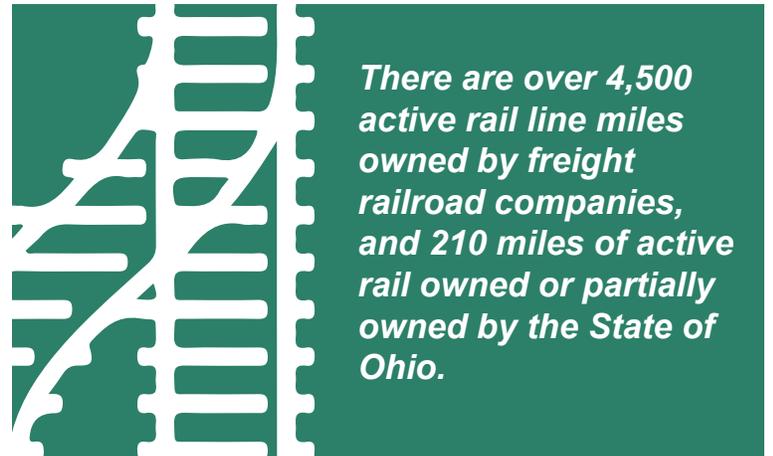
Columbus Union Station



Greater Columbus Convention Center

While Columbus no longer has passenger rail service, Pittsburgh and Chicago do through a northern rail route via Cleveland. This study found that Columbus is the second-largest metropolitan area in the United States that does not have access to the U.S. passenger rail network.

When this passenger rail project enters into the detailed design phase, partnerships with the State of Ohio and the companies owning the preferred rail corridor will be crucial to creating a future corridor that has both freight and passenger rail service.



Significant improvements to the existing rail corridors would be necessary to accommodate freight and passenger rail. Most rail lines in the proposed corridor are single-track and currently have low average train travel speeds across most of the corridor. Railroad owners such as CSX, Norfolk Southern and Wheeling & Lake Erie carry significant amounts of freight in the existing rail lines, even though on average less than twenty trains per day travel across this corridor.

HOW WILL THIS PROJECT IMPACT THE ENVIRONMENT?

Since a combined passenger and freight rail corridor is proposed within existing rail lines, this environmental study did not consider the impacts that may occur outside the existing corridor's right-of-way.

However, a robust analysis was conducted for social and environmental factors, including environmental justice populations, noise and vibration, and habitat considerations as required for federal environmental project approvals.

NEXT STEPS

- *Engage with communities between Columbus and Pittsburgh, with the goal to expand the partners in Ohio*
- *Secure funding for a Service Alternatives Report, Infrastructure Investment Report, and additional public involvement (as required by the Federal Railroad Administration to approve and potentially fund the implementation of this service route)*
- *Continue to look for opportunities to leverage this passenger rail project with other local, regional, and state corridor projects, as appropriate*



MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION

Mid-Ohio Regional Planning Commission

111 Liberty Street, Suite 100
Columbus, OH 43215

614.228.2663
morpc.org



HOW WERE ROUTE AND STATION ALTERNATIVES EVALUATED?

ROUTE EVALUATION CRITERIA

- Track class/speed
- Train volumes
- Track capacity
- Route circuitry
- Corridor communities and land use
- Ownership
- Number of at-grade crossings
- Number of bridges, underpasses or tunnel structures
- Right-of-way width
- Signaling

STATION EVALUATION CRITERIA

- Local preference
- Former station location
- Tangent track
- Adjacent land use
- Distance between stations
- Population center and/or access to connecting infrastructure
- Overall travel time

NEXT STEPS

More funding is needed to continue the environmental studies required for federal approval. As the environmental studies unfold, a preferred alignment and preferred station locations will be selected and confirmed. The goal is to advance to the point of starting a federal environmental approvals process, also known as the National Environmental Protection Act (NEPA) approval process.

The next Tier I EIS study components for which funding is needed include:

- Service alternatives analysis to know the frequency and volume of passenger rail trips this corridor's market can sustain, as well as what infrastructure improvements are needed
- Cost estimate of capital, operating, and maintenance costs for the preferred alternatives

In addition to seeking funding for the study components above, the RSTI passenger rail project partners are also:

- Continuing stakeholder and public outreach with local officials, state officials, host railroads, and the general public
- Seeking new project partnerships, including with the private sector and jurisdictions between Columbus and Pittsburgh



MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION

Mid-Ohio Regional Planning Commission

111 Liberty Street, Suite 100
Columbus, OH 43215

614.228.2663
morpc.org



CHICAGO- COLUMBUS- PITTSBURGH PASSENGER RAIL: ROUTE ALTERNATIVES ANALYSIS



MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION

CHICAGO-COLUMBUS-PITTSBURGH PASSENGER RAIL: ROUTE ALTERNATIVES ANALYSIS

Through the Rapid Speed Transportation Initiative (RSTI), MORPC and the Ohio RSTI Corridor Partners are exploring ways to provide new intercity transportation for Central Ohio. MORPC has completed the initial components of an environmental study, which include an existing market and transportation conditions report and a route alternatives analysis report.

These reports will inform a Tier I environmental impact statement (EIS). A Tier I EIS is a study required by the Federal Railroad Administration in order to issue federal approval and/or federal funding for re-establishing passenger rail service between Central Ohio and the remainder of the U.S. passenger rail system.

OHIO RSTI CORRIDOR PARTNERS

- Union County
- City of Lima
- City of Kenton
- City of Marysville
- City of Dublin
- City of Columbus

WHAT IS A ROUTE AND STATION ALTERNATIVES ANALYSIS?

Central Ohio had passenger rail service to Chicago and Pittsburgh until 1979, when service was terminated. The Chicago-Columbus-Pittsburgh passenger rail route will re-establish passenger service along existing rail lines, currently owned and operated by freight railroad companies such as CSX and Norfolk Southern.

The current characteristics of each rail route option (also referred to as route alternative) must be considered in order to understand the magnitude of improvements that would be necessary to accommodate the use of the corridor for both freight and passenger rail. Therefore, each route alternative was broken into several segments, and a criteria framework was used to evaluate the route alternatives in a methodical, comprehensive way. The final route will be the focus of intense investment, as it will require significant improvements to enable better mobility for freight in addition to re-establishing passenger rail service.

ROUTE EVALUATION RESULTS

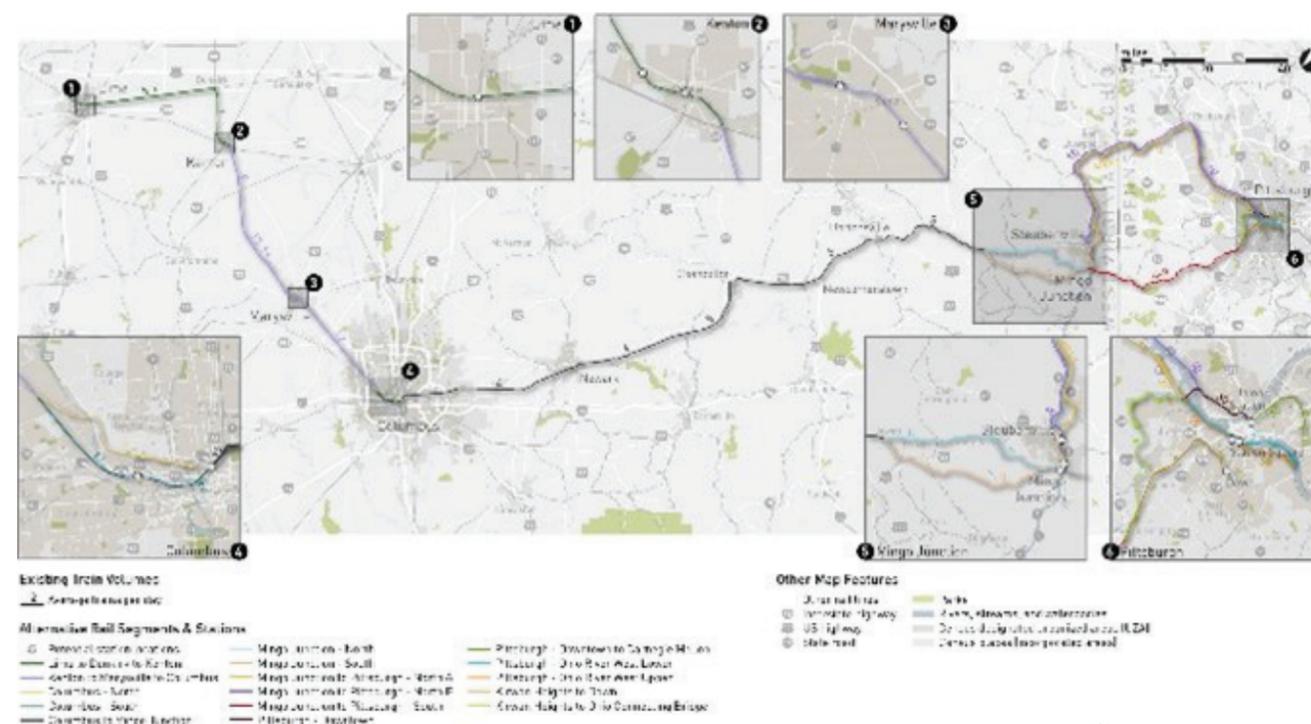
The analysis narrowed the route and station alternatives to those shown here. While portions of the corridor route option, four segments of the corridor feature more than one route alternative.

More work is needed to determine the preferred route within these four segments, including engagement of the communities east of Columbus. This route alternatives analysis, does, however, screen out unsuitable existing rail corridors and provides the most viable passenger route alternatives between the three anchor cities.

STATION ALTERNATIVES

Potential rail stations are shown in the maps in yellow stars. While some communities such as Marysville and Columbus have more than one potential station location, this does not mean that more than one station will be constructed. These were locations that local jurisdictions wanted to be screened further as the passenger rail corridor federal approval studies continue to be developed.

Most former passenger rail stations along the corridor have been demolished. Lima is the only community that has preserved its historic station. In other communities, station sites were identified through work sessions held with community officials along the route. Three potential sites were identified in Columbus. The downtown site at the Greater Columbus Convention Center received the most support.





MEMBERS:

The City of Columbus

Franklin County

Central Ohio Transit Authority

Columbus Chamber of Commerce

Columbus Partnership

Columbus Metropolitan Housing
Authority

Columbus Regional Airport
Authority

Columbus State Community
College

The Ohio State University

Mid-Ohio Regional Planning
Commission

Nationwide Children's

OhioHealth

Mount Carmel Health System

SWACO

Workforce Development Board of
Central Ohio

March 17, 2021

William J. Flynn, Chief Executive Officer
AMTRAK
1 Massachusetts Ave., NW
Washington, DC 20001

Re: Support for the Cincinnati-Dayton-Columbus-Cleveland proposed corridor &
Request for inclusion of Chicago-Columbus-Pittsburgh corridor in the Amtrak System
2035 Plan

Dear Mr. Flynn,

The Columbus Region Coalition (CRC) is a group of local governments, members of the business community, and other community stakeholders that make up the diverse interests of the Columbus Region. As the collective voice of our region, we urge our support of passenger rail service initiation on the Cincinnati-Dayton-Columbus-Cleveland proposed corridor and to request the addition of the Chicago-Columbus-Pittsburgh passenger rail corridor to the Amtrak System 2035 Plan.

In Ohio we have very limited passenger rail service where service exists and no service in the central region of our state. As you can imagine news that Amtrak is considering expansions in Ohio is welcome news. The future prospect of Amtrak service in the state that would include the Cincinnati-Dayton-Columbus-Cleveland corridor is very encouraging to stakeholders in our region. Having the Cincinnati-Dayton-Columbus-Cleveland passenger rail route included in the Amtrak System 2035 Plan has made Ohio hopeful for the reestablishment of passenger rail service connecting the state's three major metropolitan areas.

We also would like to apprise you of passenger rail corridor planning along a Chicago-Columbus-Pittsburgh route that we are engaged in. We have been working along other stakeholders in this corridor since 2012. To date, we together have committed nearly \$1.5 million towards significant work completed by the Northeast Indiana Passenger Rail Association and the Mid-Ohio Regional Planning Commission to advance components of a Tier I Environmental Impact Statement. A study of this corridor has found that over 1 million new jobs and more than 3 million additional people are expected to live along this corridor by the year 2040. Please consider adding this important midwestern connection to the Amtrak System 2035 Plan.

The Columbus Region Coalition is pleased to join other Ohioans in support of these passenger rail service opportunities. We are ready to share our support and advocate as needed for Amtrak passenger rail service connectivity on these two important corridors in the Buckeye State.

Michael Beer
Alignment Government Strategies
Michael.Beer@align-strategies.com

Jenny DiJames
Alignment Government Strategies
Jenny.DiJames@align-strategies.com

Sincerely,



Andrew J. Ginther
Mayor
City of Columbus



Kevin L. Boyce
President
Franklin County Board of
Commissioners



William Murdock
Executive Director
Mid-Ohio Regional
Planning Commission



Alex R. Fischer
President & CEO
Columbus Partnership



Charles D. Hillman
President & CEO
Columbus Metropolitan
Housing Authority



David T. Harrison, Ph.D.
President
Columbus State
Community College



Lisa Patt-McDaniel
President & CEO
Workforce Development
Board of Central Ohio



Ty Marsh
Executive Director
Solid Waste Authority of
Central Ohio



Joanna M. Pinkerton
President & CEO
Central Ohio Transit
Authority

CC:

Derrick James, Amtrak - Senior Manager, Government Affairs
Jack Marchbanks, ODOT – Director
Matt Dietrich, ORDC – Executive Director

SHERROD BROWN
OHIO

COMMITTEES:
AGRICULTURE, NUTRITION,
AND FORESTRY
BANKING, HOUSING,
AND URBAN AFFAIRS
FINANCE
VETERANS' AFFAIRS

United States Senate

WASHINGTON, DC 20510 - 3505

March 19, 2021

William J. Flynn, Chief Executive Officer
AMTRAK
1 Massachusetts Ave., NW
Washington, DC 20001

Dear Mr. Flynn,

I write to bring your attention to the passenger rail service initiation on the Cincinnati-Dayton-Columbus-Cleveland proposed corridor and the requested addition of the Chicago-Columbus-Pittsburgh passenger rail corridor to the Amtrak System 2035 Plan.

Expanding passenger rail service in Ohio has the potential to create jobs, promote economic development, and reduce congestion on roads and highways in cities and stations along the rail line. High-speed rail travel between cities within Ohio and across the country would give Ohioans and visitors to our area additional options for affordable travel, and expanding access to passenger rail service will connect Ohioans with new jobs, education, and healthcare.

Currently, the state has very limited passenger rail service where service exists and no service in the central regions of our state. As you can imagine, reports that Amtrak is considering expansions in Ohio is welcome news. Having the Cincinnati-Dayton-Columbus-Cleveland passenger rail route included in the Amtrak System 2035 Plan has been encouraging to our stakeholders and has made Ohio hopeful for the reestablishment of passenger rail service connecting the state's three major metropolitan areas.

I also would like to highlight passenger rail corridor planning along a Chicago-Columbus-Pittsburgh route. To date, nearly \$1.5 million have been committed towards significant work completed by the Northeast Indiana Passenger Rail Association and the Mid-Ohio Regional Planning Commission to advance components of a Tier I Environmental Impact Statement. According to a study, over 1 million new jobs and more than 3 million additional people are expected to live along this corridor by the year 2040.

Strong infrastructure has been essential to the great strength and unparalleled economic growth of the United States and Ohio. I am grateful Amtrak has included Cincinnati-Dayton-Columbus-Cleveland future expansion plans and ask that Amtrak give full and fair consideration to the proposed corridor and the inclusion of Chicago-Columbus-Pittsburgh corridor in the Amtrak System 2035 Plan. If you have any questions please don't hesitate to contact my office. Thank you.

Sincerely,



Sherrod Brown
United States Senator

JOYCE BEATTY
OHIO, 3RD DISTRICT

COMMITTEE ON
FINANCIAL SERVICES
CHAIR, SUBCOMMITTEE ON DIVERSITY AND INCLUSION
SUBCOMMITTEE ON HOUSING, COMMUNITY
DEVELOPMENT AND INSURANCE
SUBCOMMITTEE ON OVERSIGHT AND INVESTIGATIONS
CHAIR, CONGRESSIONAL BLACK CAUCUS



Congress of the United States
House of Representatives
Washington, DC 20515-3503

2303 RAYBURN HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-4324-PHONE
(202) 225-1984-FAX

471 E. BROAD STREET, SUITE 1100
COLUMBUS, OHIO 43215
(614) 220-0003-PHONE
(614) 220-5640-FAX
Beatty.house.gov

March 18, 2021

William J. Flynn
Chief Executive Officer
AMTRAK
1 Massachusetts Avenue, NW
Washington, DC 20001

Re: Support for the proposed Cincinnati-Dayton-Columbus-Cleveland corridor and request for the inclusion of the Chicago-Columbus-Pittsburgh corridor in the Amtrak System 2035 Plan

Dear Mr. Flynn,

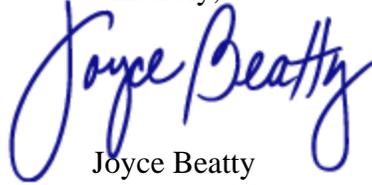
As the Member of Congress representing Ohio's Third Congressional District, I write to offer my support for expanding passenger rail service options throughout the Buckeye State. I specifically support initiation of the proposed Cincinnati-Dayton-Columbus-Cleveland corridor and request the addition of the Chicago-Columbus-Pittsburgh passenger rail corridor to the Amtrak System 2035 Plan.

Ohio has very limited passenger rail service, and there has been no regular service to Central Ohio since 1979. It is my understanding that Columbus, which is the center of my Congressional District, is now the largest metropolitan area in the country not to have any passenger rail options. The future prospect of Amtrak service on the Cincinnati-Dayton-Columbus-Cleveland corridor is welcome news to my constituents. Having this passenger rail route included in the Amtrak System 2035 Plan has made Ohio hopeful for the reestablishment of passenger rail service connecting the state's three major metropolitan areas.

I am also supportive of planning for a Chicago-Columbus-Pittsburgh route that has been underway since 2012. To date, nearly \$1.5 million has been used for significant work completed by the Northeast Indiana Passenger Rail Association and the Mid-Ohio Regional Planning Commission to advance components of a Tier I Environmental Impact Statement. Over 1 million new jobs and more than 3 million additional people are expected to live along this corridor by 2040, led by growth in the Columbus area. Demand for service along this potential route will continue to grow, so I hope you will consider adding this important midwestern connection to the Amtrak System 2035 Plan.

I am pleased to join other Ohioans in support of these passenger rail service opportunities. We are ready to share our support and advocate as needed for Amtrak passenger rail service connectivity on these two important corridors across our state.

Sincerely,

A handwritten signature in blue ink that reads "Joyce Beatty". The signature is written in a cursive, flowing style.

Joyce Beatty
Member of Congress



Franklin County

BOARD OF COMMISSIONERS

March 17, 2021

William J. Flynn, Chief Executive Officer
AMTRAK
1 Massachusetts Ave., NW
Washington, DC 20001

Dear Mr. Flynn,

This letter is to both demonstrate support for passenger rail service initiation on the Cincinnati-Dayton-Columbus-Cleveland proposed corridor and to request the addition of the Chicago-Columbus-Pittsburgh passenger rail corridor to the Amtrak System 2035 Plan.

Franklin County encompasses the City of Columbus and a total of 1.3 million residents. Our fast-growing Central Ohio region, as well as our increased focus on innovation, sustainable growth, and equity among our residents, has highlighted the region's demand for more and expanded mobility options.

In Ohio we have very limited passenger rail service where service exists and no service among the regions of our state. As you can imagine, news that Amtrak is considering expansions in Ohio is welcome news. The future prospect of Amtrak service in the state that would include the Cincinnati-Dayton-Columbus-Cleveland corridor is very encouraging to our stakeholders in our county. Having the Cincinnati-Dayton-Columbus-Cleveland passenger rail route included in the Amtrak System 2035 Plan has made Ohio hopeful for the reestablishment of passenger rail service connecting the state's three major metropolitan areas.

We also would like to apprise you of passenger rail corridor planning along a Chicago-Columbus-Pittsburgh route that we are engaged in. We have been working along other stakeholders in this corridor since 2012. To date, we together have committed nearly \$1.5 million towards significant work completed by the Northeast Indiana Passenger Rail Association and the Mid-Ohio Regional Planning Commission to advance components of a Tier I Environmental Impact Statement. A study of this corridor found that over 1 million new jobs and more than 3 million additional people are expected to live along this corridor by the year 2040. Please consider adding this important midwestern connection to the Amtrak System 2035 Plan.

Franklin County is pleased to join other Ohioans in support of these passenger rail service opportunities. We are ready to share our support and advocate as needed for Amtrak passenger rail service connectivity on these two important corridors in the Buckeye State.

Sincerely,

Kevin L. Boyce, Board President, Franklin County Board of Commissioners

Marilyn Brown, Commissioner, Franklin County Board of Commissioners

John O'Grady, Commissioner, Franklin County Board of Commissioners

Commissioners

Marilyn Brown
John O'Grady
Kevin L. Boyce

373 S. High St. 26th Fl.
Columbus, Ohio 43215

t_ 614 525 3322
f_ 614 525 5999

CC: Derrick James, Amtrak - Senior Manager, Government Affairs
Jack Marchbanks, ODOT – Director
Matt Dietrich, ORDC – Executive Director



CORNELL R. ROBERTSON, P.E., P.S.
FRANKLIN COUNTY ENGINEER

March 16, 2021

William J. Flynn, Chief Executive Officer
AMTRAK
1 Massachusetts Ave., NW
Washington, DC 20001

Re: Support for the Cincinnati-Dayton-Columbus-Cleveland proposed corridor & Request for inclusion of Chicago-Columbus-Pittsburgh corridor in the Amtrak System 2035 Plan

Dear Mr. Flynn:

As the County Engineer of Ohio's most populous county, I am writing to express my strong support for the passenger rail service initiation on the Cincinnati-Dayton-Columbus-Cleveland proposed corridor and to request the addition of the Chicago-Columbus-Pittsburgh passenger rail corridor to the Amtrak System 2035 Plan.

Transportation infrastructure drives the economic engine of any region by providing safe and efficient movement of people and goods from place to place. We routinely partner with other counties, local municipalities, and townships to support and participate in regional transportation initiatives. Ohio is within a 600-mile drive of half of the nation's population, yet there is currently no passenger rail service in central Ohio, particularly Franklin County, and where service currently exists in Ohio, it is very limited. The future prospect of Amtrak having the Cincinnati-Dayton-Columbus-Cleveland passenger rail route included in the Amtrak System 2035 Plan has made Ohio hopeful for the reestablishment of passenger rail service connecting the state's three major metropolitan areas.

We also would like to apprise you of passenger rail corridor planning along a Chicago-Columbus-Pittsburgh route that we are engaged in. We have been working along with other stakeholders in this corridor since 2012. To date, we together have committed nearly \$1.5 million towards significant work completed by the Northeast Indiana Passenger Rail Association and the Mid-Ohio Regional Planning Commission to advance components of a Tier I Environmental Impact Statement. A study of this corridor has found that over 1 million new jobs and more than 3 million additional people are expected to live along this corridor by the year 2040.

I am pleased to join in support of these passenger rail service opportunities and ask that you please consider adding this important mid-western connection to the Amtrak System 2035 Plan. The Franklin County Engineer's Office is ready to share our support and advocate as needed for Amtrak passenger rail service connectivity on these two important corridors in the Buckeye State.

Sincerely,

TJP

Cornell R. Robertson, P.E., P.S.
Franklin County Engineer

cc: Mike DeWine, Governor of Ohio
Derrick James, Amtrak – Senior Manager, Government Affairs
Jack Marchbanks, PhD, ODOT – Director
Matt Dietrich, ORDC – Executive Director
William Murdock, MORPC – Executive Director



OFFICE OF THE MAYOR

March 18, 2021

William J. Flynn, Chief Executive Officer
AMTRAK
1 Massachusetts Ave., NW
Washington, DC 20001

Re: Support for the Cincinnati-Dayton-Columbus-Cleveland proposed corridor &
Request for inclusion of Chicago-Columbus-Pittsburgh corridor in the Amtrak
System 2035 Plan

Dear Mr. Flynn,

This letter is to both demonstrate support for passenger rail service initiation on the Cincinnati-Dayton-Columbus-Cleveland proposed corridor and to request the addition of the Chicago-Columbus-Pittsburgh passenger rail corridor to the Amtrak System 2035 Plan.

In Ohio we have very limited passenger rail service where service exists and no service in the central regions of our state. As you can imagine news that Amtrak is considering expansions in Ohio is welcome news. The future prospect of Amtrak service in the state that would include the Cincinnati-Dayton-Columbus-Cleveland corridor is very encouraging to our stakeholders in Central Ohio. Having the Cincinnati-Dayton-Columbus-Cleveland passenger rail route included in the Amtrak System 2035 Plan has made Ohio hopeful for the reestablishment of passenger rail service connecting the state's three major metropolitan areas.

We also would like to apprise you of passenger rail corridor planning along a Chicago-Columbus-Pittsburgh route that we are engaged in. We have been working along other stakeholders in this corridor since 2012. To date, we together have committed nearly \$1.5 million towards significant work completed by the Northeast Indiana Passenger Rail Association and the Mid-Ohio Regional Planning Commission to advance components of a Tier I Environmental Impact Statement. A study of this corridor has found that over 1 million new jobs and more than 3 million additional people are expected to live along this corridor by the year 2040. Please consider adding this important midwestern connection to the Amtrak System 2035 Plan.

As Mayor of the City of Columbus, I am pleased to join other Ohioans in support of these passenger rail service opportunities. We are ready to share our support and advocate as needed for Amtrak passenger rail service connectivity on these two important corridors in the Buckeye State.

Sincerely,



Andrew J. Ginther,
Mayor

CC: Derrick James, Amtrak - Senior Manager, Government Affairs
Jack Marchbanks, ODOT – Director
Matt Dietrich, ORDC – Executive Director





Legislation Details (With Text)

File #: 0048X-2021 **Version:** 1

Type: Ceremonial Resolution **Status:** Passed

File created: 3/24/2021 **In control:** Hardin

On agenda: 3/29/2021 **Final action:** 4/1/2021

Title: To Express Support for the Expansion of Passenger Rail Services in Ohio and Extension of New Passenger Rail Services via Columbus and to Encourage Congressional Action to Authorize and Appropriate Funds for the Expansion

Sponsors: Elizabeth Brown, Mitchell Brown, Rob Dorans, Shayla Favor, Emmanuel V. Remy, Priscilla Tyson, Shannon G. Hardin

Indexes:

Code sections:

Attachments:

Date	Ver.	Action By	Action	Result
4/1/2021	1	CITY CLERK	Attest	
3/31/2021	1	MAYOR	Signed	
3/29/2021	1	COUNCIL PRESIDENT	Signed	
3/29/2021	1	Columbus City Council	Adopted	Pass

To Express Support for the Expansion of Passenger Rail Services in Ohio and Extension of New Passenger Rail Services via Columbus and to Encourage Congressional Action to Authorize and Appropriate Funds for the Expansion

WHEREAS, Ohio sees only 32 passenger trains per week and has far fewer intercity passenger rail services than any of its neighboring states except Kentucky; and

WHEREAS, Columbus is the nation’s most populous city without any fixed rail service and the second most populous city without Amtrak service; and

WHEREAS, Ohio, the seventh most populous state, has the 27th highest Amtrak ridership state and has the lowest ratio of Amtrak riders per resident of the top 10 most populous states; and

WHEREAS, among the top-10 most populous states near Ohio, the number of Amtrak riders per 1,000 residents is 42 in Michigan, 186 in Illinois, 258 in Pennsylvania, and 322 in New York compared to just 6 Amtrak riders per 1,000 residents in Ohio; and

WHEREAS, Ohio is the most populous state without any ongoing passenger rail development or operating program as it has no funds budgeted for passenger rail development in the currently proposed Ohio Department of Transportation biennial budget, making it the sixth such biennial budget in a row with no funding for passenger rail planning, development, or operations; and

WHEREAS, Columbus, the Mid-Ohio Regional Planning Commission, and other public and private partners continue to advance the Rapid Speed Transportation Initiative, which is evaluating and planning for new intercity passenger rail and

hyperloop connections to Chicago, Lima, and Pittsburgh and demonstrates the benefits, market, and viability of such intercity connections to other Ohio cities and regions as well as the Midwest megaregion; and

WHEREAS, Columbus had passenger rail service to Chicago and Pittsburgh until 1979 when service was terminated, and the restoration of the Chicago-Columbus-Pittsburgh passenger rail route would connect over 15 million residents; and

WHEREAS, the restoration of passenger rail service via Columbus to Dayton, Cincinnati, and Cleveland would directly connect Ohio's four largest metropolitan areas with over 7 million residents; and

WHEREAS, the Mid-Ohio Regional Planning Commission's 2050 Metropolitan Transportation Plan calls for the establishment of new intercity connections via Columbus as a regional transportation priority for sustainability, equity, and community access; and

WHEREAS, safe, fast, modern, convenient passenger rail service offers time-savings and productivity benefits, making Ohio a more attractive place to live, work, and to visit for business or pleasure; and

WHEREAS, the people of Columbus would benefit from the transportation access afforded by new passenger rail connections to other cities and regions; and

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF COLUMBUS:

That the City of Columbus expresses support for the renewal of the five-year federal Surface Transportation Reauthorization in 2021 that includes Amtrak's proposed Corridors Development Program authorized at \$25 billion for capital improvements and \$300 million for operations over five years; That the City of Columbus encourages the Columbus congressional delegation to provide in the upcoming Transportation and Housing Urban Development appropriations bill \$5 billion for capital improvements and \$60 million for operations to fund Amtrak's New Corridor Development Program; That the City of Columbus express support to Amtrak, the Ohio Department of Transportation, and the Ohio Rail Development Commission for the inclusion of restored passenger rail service in the Cleveland-Columbus-Dayton-Cincinnati corridor in Amtrak's New Corridor Development Program and related federal and state transportation plans; and that the City encourages Amtrak, the Ohio Department of Transportation, and the Ohio Rail Development Commission to include new passenger rail service in the Chicago-Lima-Columbus-Pittsburgh corridor in Amtrak's New Corridor Development Program and related federal and state transportation plans.



The Office of
the City Manager

March 17, 2021

William J. Flynn, Chief Executive Officer
AMTRAK
1 Massachusetts Ave., NW
Washington, DC 20001

Re: Support for the Cincinnati-Dayton-Columbus-Cleveland proposed corridor & Request for inclusion of Chicago-Columbus-Pittsburgh corridor in the Amtrak System 2035 Plan

Dear Mr. Flynn:

This letter is to both demonstrate support for passenger rail service initiation on the Cincinnati-Dayton-Columbus-Cleveland proposed corridor and to request the addition of the Chicago-Columbus-Pittsburgh passenger rail corridor to the Amtrak System 2035 Plan.

The City of Hilliard is a community of approximately 40,000 residents located just west of Columbus. The City has a strong corporate and small business presence that continues to grow as we continue to strategically develop and redevelop. The addition of passenger rail to key destinations in Ohio and the region would not only benefit our residents, but also the many corporate residents that call Hilliard “home”.

In Ohio we have very limited passenger rail service where service exists and no service in the central regions of our state. As you can imagine news that Amtrak is considering expansions in Ohio is welcome news. The future prospect of Amtrak service in the state that would include the Cincinnati-Dayton-Columbus-Cleveland corridor is very encouraging to our stakeholders in the City of Hilliard. Having the Cincinnati-Dayton-Columbus-Cleveland passenger rail route included in the Amtrak System 2035 Plan has made Ohio hopeful for the reestablishment of passenger rail service connecting the state’s three major metropolitan areas.

We also would like to apprise you of passenger rail corridor planning along a Chicago-Columbus-Pittsburgh route that we are engaged in. We have been working along other stakeholders in this corridor since 2012. To date, we together have committed nearly \$1.5 million towards significant work completed by the Northeast Indiana Passenger Rail Association and the Mid-Ohio Regional Planning Commission to advance components of a Tier I Environmental Impact Statement. A study of this corridor has found that over 1 million new jobs and more than 3 million additional people are expected to live along this corridor by the year 2040. Please consider adding this important midwestern connection to the Amtrak System 2035 Plan.



The Office of
the City Manager

The City of Hilliard is pleased to join other Ohioans in support of these passenger rail service opportunities. We are ready to share our support and advocate as needed for Amtrak passenger rail service connectivity on these two important corridors in the Buckeye State.

Sincerely,

Michelle L. Crandall
City Manager

City of Hilliard, Ohio, USA

3800 Municipal Way, Hilliard, OH 43026

614.334.2344 office

614.206.4886 mobile

CC: Derrick James, Amtrak - Senior Manager, Government Affairs
Jack Marchbanks, ODOT – Director
Matt Dietrich, ORDC – Executive Director



March 15, 2021

William J. Flynn, Chief Executive Officer
AMTRAK
1 Massachusetts Ave., NW
Washington, DC 20001

Re: Support for the Cincinnati-Dayton-Columbus-Cleveland proposed corridor & Request for inclusion of Chicago-Columbus-Pittsburgh corridor in the Amtrak System 2035 Plan

Dear Mr. Flynn,

This letter is to both demonstrate support for passenger rail service initiation on the Cincinnati-Dayton-Columbus-Cleveland proposed corridor and to request the addition of the Chicago-Columbus-Pittsburgh passenger rail corridor to the Amtrak System 2035 Plan.

The City of Dublin is a municipality in the Central Ohio region of over 47,000 residents, 20 corporate headquarters, and 4,300 businesses located directly adjacent to the intersection of the 33 corridor and the 270 outer belt. With 41,270 employees entering the City daily from other municipalities in Central Ohio, Dublin is intensely interested in the future of mobility throughout the region. The City is one of several municipalities that have invested in smart mobility projects throughout the corridor in conjunction with the Ohio State University and Honda of America to best position the region to be at the forefront of innovative transportation technology manufacturing, research and design, and consumer implementation.

In Ohio we have very limited passenger rail service where service exists and no service in the central regions of our state. As you can imagine news that Amtrak is considering expansions in Ohio is welcome news. The future prospect of Amtrak service in the state that would include the Cincinnati-Dayton-Columbus-Cleveland corridor is very encouraging to our stakeholders in Greater Columbus, Dublin, District 6. Having the Cincinnati-Dayton-Columbus-Cleveland passenger rail route included in the Amtrak System 2035 Plan has made Ohio hopeful for the reestablishment of passenger rail service connecting the state's three major metropolitan areas.

We also would like to apprise you of passenger rail corridor planning along a Chicago-Columbus-Pittsburgh route that we are engaged in. We have been working along other stakeholders in this corridor since 2012. To date, we together have committed nearly \$1.5 million towards significant work completed by the Northeast Indiana Passenger Rail Association and the Mid-Ohio Regional Planning Commission to advance components of a Tier I Environmental Impact Statement. A study of this corridor has found that over 1 million new jobs and more than 3 million additional people are expected to live along this

corridor by the year 2040. Please consider adding this important midwestern connection to the Amtrak System 2035 Plan.

The City of Dublin is pleased to join other Ohioans in support of these passenger rail service opportunities. We are ready to share our support and advocate as needed for Amtrak passenger rail service connectivity on these two important corridors in the Buckeye State.

Sincerely,

A handwritten signature in black ink, appearing to read 'Dana L. McDaniel', written in a cursive style.

Dana L. McDaniel
City Manger
Dublin, Ohio USA

CC: Derrick James, Amtrak - Senior Manager, Government Affairs
Jack Marchbanks, ODOT – Director
Matt Dietrich, ORDC – Executive Director



March 17, 2021

William J. Flynn, Chief Executive Officer
AMTRAK
1 Massachusetts Ave., NW
Washington, DC 20001

Re: Support for the Cincinnati-Dayton-Columbus-Cleveland proposed corridor & Request for inclusion of Chicago-Columbus-Pittsburgh corridor in the Amtrak System 2035 Plan

Dear Mr. Flynn,

This letter is to both demonstrate support for passenger rail service initiation on the Cincinnati-Dayton-Columbus-Cleveland proposed corridor and to request the addition of the Chicago-Columbus-Pittsburgh passenger rail corridor to the Amtrak System 2035 Plan.

The City of Whitehall is located immediately south of John Glenn International Airport.

In Ohio we have very limited passenger rail service where service exists and no service in the central regions of our state. As you can imagine news that Amtrak is considering expansions in Ohio is welcome news. The future prospect of Amtrak service in the state that would include the Cincinnati-Dayton-Columbus-Cleveland corridor is very encouraging to our stakeholders in Whitehall. Having the Cincinnati-Dayton-Columbus-Cleveland passenger rail route included in the Amtrak System 2035 Plan has made Ohio hopeful for the reestablishment of passenger rail service connecting the state's three major metropolitan areas.

We also would like to apprise you of passenger rail corridor planning along a Chicago-Columbus-Pittsburgh route that we are engaged in. We have been working along other stakeholders in this corridor since 2012. To date, we together have committed nearly \$1.5 million towards significant work completed by the Northeast Indiana Passenger Rail Association and the Mid-Ohio Regional Planning Commission to advance components of a Tier I Environmental Impact Statement. A study of this corridor has found that over 1 million new jobs and more than 3 million additional people are expected to live along this corridor by the year 2040. Please consider adding this important midwestern connection to the Amtrak System 2035 Plan.

The City of Whitehall is pleased to join other Ohioans in support of these passenger rail service opportunities. We are ready to share our support and advocate as needed for Amtrak passenger rail service connectivity on these two important corridors in the Buckeye State.

Sincerely,

A handwritten signature in blue ink that reads "Zachary Woodruff".

Zachary Woodruff
Director of Development

CC: Derrick James, Amtrak - Senior Manager, Government Affairs
Jack Marchbanks, ODOT – Director
Matt Dietrich, ORDC – Executive Director

P: 614.237.8612 F: 614.338.3119

www.whitehall-oh.us • 360 S. Yearling Road, Whitehall, Ohio 43213



City of Bexley

March 11, 2021

William J. Flynn, Chief Executive Officer
AMTRAK
1 Massachusetts Ave., NW
Washington, DC 20001

Re: Support for the Cincinnati-Dayton-Columbus-Cleveland proposed corridor & Request for inclusion of Chicago-Columbus-Pittsburgh corridor in the Amtrak System 2035 Plan

Dear Mr. Flynn,

I'd like to demonstrate support for passenger rail service initiation on the Cincinnati-Dayton-Columbus-Cleveland proposed corridor and to request the addition of the Chicago-Columbus-Pittsburgh passenger rail corridor to the Amtrak System 2035 Plan.

As Mayor of the City of Bexley, a first-ring suburb nestled up against the east side of Columbus, increasing access to public transit and fortifying our regional transit infrastructure is of great importance to me and my community.

In Ohio we have very limited passenger rail service where service exists and no service in the central regions of our state. As you can imagine news that Amtrak is considering expansions in Ohio is welcome news. The future prospect of Amtrak service in the state that would include the Cincinnati-Dayton-Columbus-Cleveland corridor is very encouraging to our stakeholders in [our region, city, district]. Having the Cincinnati-Dayton-Columbus-Cleveland passenger rail route included in the Amtrak System 2035 Plan has made Ohio hopeful for the reestablishment of passenger rail service connecting the state's three major metropolitan areas.

We also would like to apprise you of passenger rail corridor planning along a Chicago-Columbus-Pittsburgh route that we are engaged in. We have been working along other stakeholders in this corridor since 2012. To date, we together have committed nearly \$1.5 million towards significant work completed by the Northeast Indiana Passenger Rail Association and the Mid-Ohio Regional Planning Commission to advance components of a Tier I Environmental Impact Statement. A study of this corridor has found that over 1 million new jobs and more than 3 million additional people are expected to live along this corridor by the year

Mayor Ben Kessler

City Council:

Lori Ann Feibel, President
Matt Klingler
Monique Lampke
Troy Markham
Jennifer Robinson
Jessica Saad
Richard Sharp

City of Bexley Ohio

2242 East Main Street
Bexley, Ohio 43209

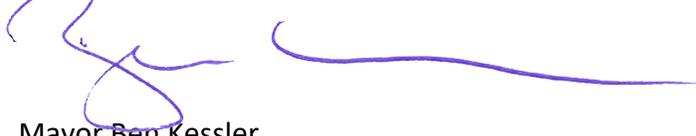
(614) 559-4200

www.bexley.org

2040. Please consider adding this important midwestern connection to the Amtrak System 2035 Plan.

The City of Bexley is pleased to join other Ohioans in support of these passenger rail service opportunities. We are ready to share our support and advocate as needed for Amtrak passenger rail service connectivity on these two important corridors in the Buckeye State.

Thank you sincerely,

A handwritten signature in blue ink, appearing to read 'Ben Kessler', with a long horizontal flourish extending to the right.

Mayor Ben Kessler

CC: Derrick James, Amtrak - Senior Manager, Government Affairs
Jack Marchbanks, ODOT – Director
Matt Dietrich, ORDC – Executive Director



OFFICE OF THE MAYOR

March 18, 2021

Mr. William J. Flynn, Chief Executive Officer
AMTRAK
1 Massachusetts Ave., NW
Washington, DC 20001

Re: Support for the Cincinnati-Dayton-Columbus-Cleveland proposed corridor & Request for inclusion of Chicago-Columbus-Pittsburgh corridor in the Amtrak System 2035 Plan

Dear Mr. Flynn:

This letter is being provided to demonstrate my support for passenger rail service initiation on the Cincinnati-Dayton-Columbus-Cleveland proposed corridor and to request the addition of the Chicago-Columbus-Pittsburgh passenger rail corridor to the Amtrak System 2035 Plan.

The City of Gahanna is a community of 36,000+ residents, located just 10 minutes northeast of downtown Columbus and only minutes from the John Glenn International Airport. As the fifth largest suburb of the 14th largest city in the Nation, the economic strength of Gahanna is directly related to the future economic success of our Region as a whole. This project has the ability to be a tremendous catalyst for economic development in our community and in our Region, enhancing our opportunities for growth, job attraction, and quality of life.

In Ohio, we have very limited passenger rail service where service exists and no service in the central regions of our state. As you can imagine, news that Amtrak is considering expansions in Ohio is welcome news. The future prospect of Amtrak service in the State that would include the Cincinnati-Dayton-Columbus-Cleveland corridor is very encouraging to stakeholders in our City and in our Columbus Region. Having the Cincinnati-Dayton-Columbus-Cleveland passenger rail route included in the Amtrak System 2035 Plan has made Ohio hopeful for the reestablishment of passenger rail service connecting the State's three major metropolitan areas.

We also would like to apprise you of our ongoing passenger rail corridor planning along a Chicago-Columbus-Pittsburgh route. We have been working alongside other stakeholders in this corridor since 2012. To date, we together have committed nearly \$1.5 million towards significant work completed by the Northeast Indiana Passenger Rail Association and the Mid-Ohio Regional Planning Commission to advance components of a Tier I Environmental Impact Statement. A study of this corridor has found that over 1 million new jobs and more than 3 million additional people are expected to live along this corridor by the year 2040. Please consider adding this important midwestern connection to the Amtrak System 2035 Plan.

The City of Gahanna is pleased to join other Ohioans in support of these passenger rail service opportunities. We are ready to share our support and advocate as needed for Amtrak passenger rail service connectivity on these two important corridors in the Buckeye State.

Sincerely,



Laurie A. Jadwin, Mayor

CC: Derrick James, Amtrak - Senior Manager, Government Affairs
Jack Marchbanks, ODOT – Director
Matt Dietrich, ORDC – Executive Director



6100 Southport Road
Portage, Indiana 46368
(219) 763-6060
www.nirpc.org

April 12, 2021

William J. Flynn, Chief Executive Officer
AMTRAK
1 Massachusetts Ave., NW
Washington, DC 20001

Re: Request for inclusion of Chicago-Columbus Pittsburgh corridor in the
Amtrak System 2035 Plan

Dear Mr. Flynn:

As Executive Director of the Northwestern Indiana Regional Planning Commission — the Council of Governments and Metropolitan Planning Organization for the Indiana portion of the Chicago Metropolitan Statistical Area — I can attest to the cooperative working relationships we enjoy with our colleague organizations in advancing high speed rail to connect our regions. I am therefore writing to join my colleague regional organizations in requesting the addition of the Chicago-Ft. Wayne-Columbus-Pittsburgh passenger rail corridor to the Amtrak System 2035 Plan.

Across Northern Indiana and extending to our neighbors in Ohio and western Pennsylvania, we have very limited Amtrak passenger rail service — that is, where service exists at all — and limited or no connections between our communities and major regions like Columbus and Pittsburgh. We welcome the consideration of Amtrak expansion in our states, and the prospect of Amtrak service that includes connections between Pittsburgh, Columbus, Ft. Wayne, and Chicago would be especially welcome. However, the current *Amtrak System 2035 Plan* does not currently include this service.

Much work has been done to prepare this corridor for consideration, and Amtrak should be made aware of the ongoing passenger rail corridor planning along the Chicago-Ft. Wayne-Columbus-Pittsburgh route. Stakeholders in this corridor have been advancing this route since 2012 and together have committed nearly \$1.5 million towards significant work completed by the Northeast Indiana Passenger Rail Association and the Mid-Ohio Regional Planning Commission to advance components of a Tier I Environmental Impact Statement. A study of this corridor has found that over 1 million new jobs and more than 3 million additional people are expected to live along this corridor by the year 2040.

I urge you to consider adding this important connection to the *Amtrak System 2035 Plan*.

On behalf of the Northwestern Indiana Regional Planning Commission, I am pleased to join our neighbors in Ohio and Pennsylvania in support of this passenger rail service opportunity. NIRPC is prepared to share its support and to advocate as needed for Amtrak service connectivity on this important midwestern corridor.

Sincerely,

Ty Warner AICP
Executive Directory

CC: Derrick James, Amtrak - Senior Manager, Government Affairs

April 12, 2021

William J. Flynn, Chief Executive Officer
AMTRAK
1 Massachusetts Ave., NW
Washington, DC 20001

Re: Request for inclusion of Chicago-Columbus-Pittsburgh corridor in the Amtrak System 2035 Plan

Dear Mr. Flynn,

The Michiana Area Council of Governments (MACOG) supports the addition of the Chicago-Ft. Wayne-Columbus-Pittsburgh passenger rail corridor to the Amtrak System 2035 Plan.

MACOG is a voluntary organization of local governments that studies and attempts to resolve, for the benefit of each member and the region, area of interlocal issues, which includes but is not limited to transportation, transit, economic development, environment, and other issues that impact the region.

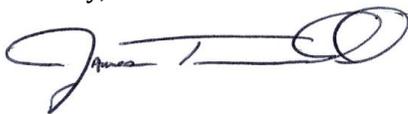
In Northern Indiana, as well as our neighbors in Ohio and western Pennsylvania, we have limited passenger rail service where service exists and limited or no connections between our communities and major regions like Columbus and Pittsburgh. As you can imagine news that Amtrak is considering expansions in our states is welcome news. The future prospect of Amtrak service that includes connections between Pittsburgh, Columbus, Ft. Wayne, and Chicago would be very encouraging. However, the current Amtrak System 2035 Plan does not currently include this service.

Much work has been done to prepare this corridor for consideration. We would like to apprise you of ongoing passenger rail corridor planning along the Chicago-Ft. Wayne-Columbus-Pittsburgh route. Stakeholders in this corridor have been advancing this route since 2012 and together have committed nearly \$1.5 million towards significant work completed by the Northeast Indiana Passenger Rail Association and the Mid-Ohio Regional Planning Commission to advance components of a Tier I Environmental Impact Statement. A study of this corridor has found that over 1 million new jobs and more than 3 million additional people are expected to live along this corridor by the year 2040.

We urge you to consider adding this important connection to the Amtrak System 2035 Plan.

MACOG is pleased to join our neighbors in Ohio and Pennsylvania in support of this passenger rail service opportunity. We are ready to share our support and advocate as needed for Amtrak service connectivity on this important Midwestern corridor.

Sincerely,



James Turnwald
Executive Director

CC: Derrick James, Amtrak - Senior Manager, Government Affairs

Northeastern Indiana Regional Coordinating Council



April 5, 2021

William J. Flynn, Chief Executive Officer
AMTRAK
1 Massachusetts Ave., NW
Washington, DC 20001

Re: Request for inclusion of Chicago-Columbus-Pittsburgh corridor in the
Amtrak System 2035 Plan

Dear Mr. Flynn,

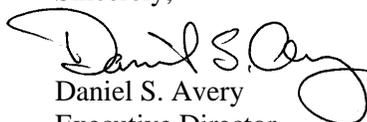
This letter is to request the addition of the Chicago-Ft. Wayne-Columbus-Pittsburgh passenger rail corridor to the Amtrak System 2035 Plan. The Northeastern Indiana Regional Coordinating Council (NIRCC) is the Metropolitan Planning Organization for the Fort Wayne Urbanized Areas and the Regional Transportation Planning Organization in Northeast Indiana. NIRCC strives to develop a multimodal transportation system in northeast Indiana that includes improved access to passenger rail service.

In northeast Indiana as well as our neighbors in Ohio and western Pennsylvania, we have limited passenger rail service where service exists and limited or no connections between the Fort Wayne Urbanized Area and major regions like Columbus and Pittsburgh. As you can imagine news that Amtrak is considering expansions in our states is welcome. The future prospect of Amtrak service that includes connections between Pittsburgh, Columbus, Ft. Wayne, and Chicago would be very encouraging. However, the current Amtrak System 2035 Plan does not currently include this service.

Much work has been done to prepare this corridor for consideration. We would like to apprise you of ongoing passenger rail corridor planning along the Chicago-Ft. Wayne-Columbus-Pittsburgh route. Stakeholders in this corridor have been advancing this route since 2012 and together have committed nearly \$1.5 million towards significant work completed by the Northeast Indiana Passenger Rail Association and the Mid-Ohio Regional Planning Commission to advance components of a Tier I Environmental Impact Statement. A study of this corridor has found that over 1 million new jobs and more than 3 million additional people are expected to live along this corridor by the year 2040.

We urge you to consider adding this important connection to the Amtrak System 2035 Plan. The Northeastern Indiana Regional Coordinating Council is pleased to join our neighbors in Ohio and Pennsylvania in support of this passenger rail service opportunity. We are ready to share our support and advocate as needed for Amtrak service connectivity on this important midwestern corridor.

Sincerely,


Daniel S. Avery
Executive Director



March 30, 2021

Mr. Derrick James
Amtrak Senior Government Affairs Officer
500 W. Jackson Blvd.
2nd floor
Chicago, IL 60661

Re: Support for the proposed Cincinnati-Dayton-Columbus-Cleveland corridor and request for the inclusion of the Chicago-Fort Wayne-Columbus-Pittsburgh corridor in the Amtrak System 2035 Plan.

Dear Mr. James,

I write to bring your attention to the passenger rail service initiation on the Cincinnati-Dayton-Columbus-Cleveland proposed corridor and the requested addition of the Chicago-Fort Wayne-Columbus-Pittsburgh passenger rail corridor to the Amtrak System 2035 Plan.

Expanding passenger rail service in Indiana and Ohio has the potential to create jobs, promote economic development, and reduce congestion on roads and highways in cities and stations along the rail line. High-speed rail travel between cities within Indiana and Ohio and across the country would give residents and visitors to our area additional options for affordable travel, and expanding access to passenger rail service will connect Ohioans with new jobs, education, and healthcare. Currently, our states have very limited passenger rail service where service exists and no service in many regions of the states. As you can imagine, reports that Amtrak is considering expansions in Ohio is welcome news. Having the Cincinnati-Dayton-Columbus-Cleveland passenger rail route included in the Amtrak System 2035 Plan has been encouraging to our stakeholders and has made Ohio hopeful for the reestablishment of passenger rail service connecting Ohio's three major metropolitan areas.

I also would like to highlight passenger rail corridor planning along a Chicago-Fort Wayne-Columbus-Pittsburgh route. To date, nearly \$1.5 million have been committed towards significant work completed by the Northern Indiana Passenger Rail Association and the Mid-Ohio Regional Planning Commission to advance components of a Tier I Environmental Impact Statement. According to a study, over 1 million new jobs and more than 3 million additional people are expected to live along this corridor by the year 2040.

Strong infrastructure has been essential to the great strength and unparalleled economic growth of the United States, Indiana and Ohio. We at NIPRA are grateful Amtrak has included Cincinnati-Dayton-Columbus-Cleveland in future expansion plans and ask that Amtrak give full and fair consideration to the proposed corridor and the inclusion of Chicago-Fort Wayne-Columbus-Pittsburgh corridor in the Amtrak System 2035 Plan.

If you have any questions please don't hesitate to contact me. Thank you.

Fred Lanahan
President, Northern Indiana Passenger Rail Association



City of Lima, Ohio

50 Town Square Lima, Ohio 45801-4900
419/228-5462 Fax 419/221-5199 www.cityhall.lima.oh.us

David J. Berger, Mayor

March 15, 2021

William J. Flynn
Chief Executive Officer
AMTRAK
1 Massachusetts Ave., NW
Washington, DC 20001

Re: Request for inclusion of Chicago-Ft. Wayne-Columbus-Pittsburgh corridor in the Amtrak System 2035 Plan

Dear Mr. Flynn:

I am writing to urgently request the addition of the Chicago-Ft. Wayne-Columbus-Pittsburgh passenger rail corridor to the Amtrak System 2035 Plan. I was first elected as Lima's Mayor in November, 1989, and shortly thereafter in January, 1990, Amtrak announced that its Broadway Limited and Capital Limited trains were being forced off of the rail corridor through Lima, and subsequently service was discontinued in the fall of 1990. 50,000 passengers per year in Lima and Ft. Wayne suffered this loss.

To this day, in Ohio we have very limited passenger rail service where service exists and no service at all in the central regions of our state. As you can imagine, news that Amtrak is considering expansions in Ohio is terrifically welcome news. The future prospect of Amtrak service in the state that would include Lima and our 5 county region would be very encouraging. However, the Amtrak System 2035 Plan does not yet include this service for us.

We would like to apprise you of passenger rail corridor planning along a Chicago-Ft. Wayne-Columbus-Pittsburgh route that we are engaged in. We have been working along other stakeholders in this corridor since 2012. To date, we together have committed nearly \$1.5 million towards significant work completed by the Northeast Indiana Passenger Rail Association and the Mid-Ohio Regional Planning Commission to advance components of a Tier I Environmental Impact Statement. A study of this corridor has found that over 1 million new jobs and more than 3 million additional people



are expected to live along this corridor by the year 2040. Please take steps to include this important midwestern connection to the Amtrak System 2035 Plan.

The City of Lima is pleased to join our neighbors in Ohio and Indiana in support of this passenger rail service opportunity. We are ready to share our support and advocate as needed for Amtrak passenger rail service connectivity on this important midwestern corridor.

Sincerely,



David J. Berger
Mayor

CC: Derrick James, Amtrak - Senior Manager, Government Affairs
Jack Marchbanks, ODOT – Director
Matt Dietrich, ORDC – Executive Director



Regional Planning Commission

10 North Ludlow St., Suite 700
Dayton, Ohio 45402

t: 937.223.6323
f: 937.223.9750
TTY/TDD: 800.750.0750
www.mvrpc.org

March 16, 2021

Mr. William J. Flynn, Chief Executive Officer
AMTRAK
1 Massachusetts Ave., NW
Washington, DC 20001

Re: Support for the Cincinnati-Dayton-Columbus-Cleveland proposed corridor & Request for inclusion of Chicago-Columbus-Pittsburgh corridor in the Amtrak System 2035 Plan

Dear Mr. Flynn:

This letter is to both demonstrate support for passenger rail service initiation on the Cincinnati-Dayton-Columbus-Cleveland proposed corridor and to request the addition of the Chicago-Columbus-Pittsburgh passenger rail corridor to the Amtrak System 2035 Plan.

I am writing this letter as the Executive Director for the Miami Valley Regional Planning Commission – the Metropolitan Planning Organization for the greater Dayton, Ohio Region. The agency serves as the common ground where area partners come together to work toward a shared vision across the Region. Together, public and private partners develop and implement innovative and sustainable strategies that enhance the Region's quality of life and economic vitality.

Passenger rail is the missing ingredient in our comprehensive transportation network. Here in Ohio we have very limited passenger rail service where service exists and no service in the central regions of our state. As you can imagine, news that Amtrak is considering expansions in Ohio is very welcome news. The future prospect of Amtrak service in the state would include the Cincinnati-Dayton-Columbus-Cleveland corridor is very encouraging to stakeholders in our Region. Including the Cincinnati-Dayton-Columbus-Cleveland passenger rail route in the Amtrak System 2035 Plan has made Ohio hopeful for the reestablishment of passenger rail service connecting the state's four major metropolitan areas.

We also support a new direct connection to Pittsburgh from Dayton and Columbus as part of a passenger rail corridor planned by our colleagues along a new Chicago-Columbus-Pittsburgh route. The connection to Pittsburgh would open an important direct route between Dayton and regions further east. Please consider adding this important Midwestern connection to the Amtrak System 2035 Plan.

MVRPC and the Dayton and Miami Valley Region are pleased to join Ohioans to support these passenger rail service investments. We are ready to share our support and advocate for passenger rail service connectivity on these two important corridors in the Buckeye State and beyond.



MIAMI VALLEY

Regional Planning Commission

10 North Ludlow St., Suite 700
Dayton, Ohio 45402

t: 937.223.6323
f: 937.223.9750
TTY/TDD: 800.750.0750
www.mvrpc.org

Sincerely,

A handwritten signature in blue ink that reads "Brian O. Martin".

Brian O. Martin, AICP
Executive Director

CC: Derrick James, Amtrak Senior Manager, Government Affairs
Jack Marchbanks, ODOT Director
Matt Dietrich, ORDC Executive Director
William Murdock, AICP, MORPC Executive Director

COMMISSIONERS

NAN WHALEY, MAYOR
MATT JOSEPH
JEFFREY J. MIMS, JR.
CHRISTOPHER L. SHAW
DARRYL FAIRCHILD

DIRECTOR
CITY COMMISSION OFFICE
ARIEL WALKER

CLERK OF COMMISSION
REGINA D. BLACKSHEAR



CITY of DAYTON, OHIO
OFFICE OF THE CITY COMMISSION

101 WEST THIRD STREET • P.O. BOX 22 • DAYTON, OHIO 45401
CITY HALL • (937) 333-3636 • www.daytonohio.gov

March 22, 2021

William J. Flynn
Chief Executive Officer
AMTRAK
1 Massachusetts Ave., NW
Washington, DC 20001

Re: Support for the Cincinnati-Dayton-Columbus-Cleveland proposed corridor & Request for the inclusion of the Chicago-Columbus-Pittsburgh corridor in the Amtrak System 2035 Plan

Dear Mr. Flynn,

This letter is to both demonstrate support for the passenger rail service initiation on the Cincinnati-Dayton-Columbus-Cleveland proposed corridor and to request the addition of the Chicago-Columbus-Pittsburgh passenger rail corridor to the Amtrak System 2035 Plan.

Dayton's population density and its strategic locational positioning within the state make it a high priority to be included in this rail expansion plan. Amtrak has identified Dayton as an important connector not only to the 3C line, but to potential new growth to the Great Lakes regional networks. Amtrak's ridership data reveals that city-to-city trips are the most desirable passenger movements in the Amtrak network. The connectivity that is proposed in the Amtrak plan will strengthen access among Ohio's major metros and enhance how companies do business. Education, medical, defense, technology, creative industries, entrepreneurship, recreation and entertainment sectors all have the opportunity to harness and harvest improved business benefits from the Amtrak plan proposal.

At the center of our region, Dayton's downtown is at the nexus of the regional network of transportation corridors (Interstate 75, US Route 35 and State Routes 4, 48, 49). Downtown is also the center for intermodal connectivity. Dayton International Airport is just 15 minutes from downtown. Travelers could use Greater Dayton RTA buses, including the free Flyer shuttle, to arrive at their final destination. Downtown is also home to several intersecting bikeway paths and has the highest concentration of Link Dayton Bike Share stations in the region. Young adults and emerging professionals are voting with their feet, choosing to live in dense, urban areas with public transit options. With so many last-mile connectors in one, dense area, the location is an asset for the entire region.

In addition, employers could select Dayton for its locational business advantages while maintaining easy access to larger metro areas, and workers could choose an affordable, high-quality place to live while quickly commuting to larger metro areas. Those employers include our growing number of regional healthcare providers and businesses, educational and defense industry operations, commercialization opportunities and entrepreneurial startups. Access to strategic and frequent passenger rail service is proving to be a popular and emergent mode of transportation that is preferred by a large number of creatives, millennials and Gen Z alike.

In Ohio we have very limited passenger rail service where service exists and no service in the central regions of our state. As you can imagine, news that Amtrak is considering expansions in Ohio is welcome news to many in

COMMISSIONERS
NAN WHALEY, MAYOR
MATT JOSEPH
JEFFREY J. MIMS, JR.
CHRISTOPHER L. SHAW
DARRYL FAIRCHILD

DIRECTOR
CITY COMMISSION OFFICE
ARIEL WALKER

CLERK OF COMMISSION
REGINA D. BLACKSHEAR



CITY of DAYTON, OHIO
OFFICE OF THE CITY COMMISSION

101 WEST THIRD STREET • P.O. BOX 22 • DAYTON, OHIO 45401
CITY HALL • (937) 333-3636 • www.daytonohio.gov

our community. The future prospect of Amtrak service in the state that would include the Cincinnati-Dayton-Columbus-Cleveland corridor is very encouraging to our stakeholders in Dayton. Having the Cincinnati-Dayton-Columbus-Cleveland passenger rail route included in the Amtrak System 2035 Plan has made Ohio hopeful for the reestablishment of passenger rail service connecting the state's three major metropolitan areas.

We also support a new direct connection to Pittsburgh from Dayton and Columbus as part of a passenger rail corridor planned by our colleagues along a new Chicago-Columbus-Pittsburgh route. The connection to Pittsburgh would open an important direct route between Dayton and regions further east. Please consider adding this important Midwestern connection to the Amtrak System 2035 Plan.

The City of Dayton is pleased to join other Ohioans in support of these passenger rail service opportunities. We are ready to share our support and advocate as needed for Amtrak passenger rail service connectivity on these two important corridors in the Buckeye State.

Sincerely,

Matt Joseph
Dayton City Commissioner

c: Derrick James, Amtrak - Senior Manager, Government Affairs
Jack Marchbanks, ODOT – Director
Matt Dietrich, ORDC – Executive Director



March 18, 2021

William J. Flynn, Chief Executive Officer
AMTRAK
1 Massachusetts Ave., NW
Washington, DC 20001

Re: Support for the Cincinnati-Dayton-Columbus-Cleveland proposed corridor & request for inclusion of Chicago-Columbus-Pittsburgh corridor in the Amtrak System 2035 Plan

Dear Mr. Flynn,

This letter is to both demonstrate support for passenger rail service initiation on the Cincinnati-Dayton-Columbus-Cleveland proposed corridor and to request the addition of the Chicago-Columbus-Pittsburgh passenger rail corridor to the Amtrak System 2035 Plan.

The Clark County-Springfield Transportation Coordinating Committee is the Metropolitan Planning Organization (MPO) responsible for Federal transportation planning for all of Clark County including the City of Springfield. Passenger rail service that connects Springfield to our neighbors would provide tremendous economic and quality of life benefits for our citizens.

In Ohio we have very limited passenger rail service where service exists and no service in the central regions of our state. As you can imagine news that Amtrak is considering expansions in Ohio is welcome news. The future prospect of Amtrak service in the state that would include the Cincinnati-Dayton-Columbus-Cleveland corridor is very encouraging to our stakeholders in Springfield and Clark County. Having the Cincinnati-Dayton-Columbus-Cleveland passenger rail route included in the Amtrak System 2035 Plan has made Ohio hopeful for the reestablishment of passenger rail service connecting the state's three major metropolitan areas.

We also would like to apprise you of passenger rail corridor planning along a Chicago-Columbus-Pittsburgh route as led by the Northeast Indiana Passenger Rail Association and the Mid-Ohio Regional Planning Commission. A study of this corridor has found that over 1 million new jobs and more than 3 million additional people are expected to live along this corridor by the year 2040. Please consider adding this important midwestern connection to the Amtrak System 2035 Plan.

The Clark County-Springfield Transportation Coordinating Committee is pleased to join other Ohioans in support of these passenger rail service opportunities. We are ready to share our support and advocate as needed for Amtrak passenger rail service connectivity on these two important corridors in the Buckeye State.

Sincerely,

Scott Schmid
Transportation Director

Chair
Johnathan Burr

1st Vice-Chair
Leann Castillo

2nd Vice-Chair
Dr. David Estrop

Members
David Babcock
Nancy Brown
Bill Cook
Daren Cotter
Dr. Richard Henry
Howard Kitko
Lisa McDonough
Lowell McGlothlin
Matt Parrill
Rob Rue

Transportation Director
Scott Schmid

cc: Derrick James, Amtrak - Senior Manager, Government Affairs
Jack Marchbanks, ODOT – Director
Matt Dietrich, ORDC – Executive Director



OFFICE OF THE CITY MANAGER

March 12, 2021

William J. Flynn, Chief Executive Officer
AMTRAK
1 Massachusetts Ave., NW
Washington, DC 20001

Re: Support for the Cincinnati-Dayton-Columbus-Cleveland proposed corridor &
Request for inclusion of Chicago-Columbus-Pittsburgh corridor in the Amtrak
System 2035 Plan

Dear Mr. Flynn,

This letter is to both demonstrate support for passenger rail service initiation on the Cincinnati-Dayton-Columbus-Cleveland proposed corridor and to request the addition of the Chicago-Columbus-Pittsburgh passenger rail corridor to the Amtrak System 2035 Plan.

The City of Springfield is centrally located between Dayton and Columbus making inclusion into this proposed corridor very attractive to Springfield. Springfield has become more and more favorable to industry due to our location between Dayton and Columbus as well as our access to the interstate system.

In Ohio we have very limited passenger rail service where service exists and no service in the central regions of our state. As you can imagine news that Amtrak is considering expansions in Ohio is welcome news. The future prospect of Amtrak service in the state that would include the Cincinnati-Dayton-Columbus-Cleveland corridor is very encouraging to our stakeholders in the Springfield and surrounding areas. Having the Cincinnati-Dayton-Columbus-Cleveland passenger rail route included in the Amtrak System 2035 Plan has made Ohio hopeful for the reestablishment of passenger rail service connecting the state's three major metropolitan areas.

We also would like to apprise you of passenger rail corridor planning along a Chicago-Columbus-Pittsburgh route that we are engaged in. We have been working along other stakeholders in this corridor since 2012. To date, we together have committed nearly \$1.5 million towards significant work completed by the Northeast Indiana Passenger Rail Association and the Mid-Ohio Regional Planning Commission to advance

components of a Tier I Environmental Impact Statement. A study of this corridor has found that over 1 million new jobs and more than 3 million additional people are expected to live along this corridor by the year 2040. Please consider adding this important midwestern connection to the Amtrak System 2035 Plan.

The City of Springfield is pleased to join other Ohioans in support of these passenger rail service opportunities. We are ready to share our support and advocate as needed for Amtrak passenger rail service connectivity on these two important corridors in the Buckeye State.

Sincerely,



Bryan Heck
City Manager

cc: Derrick James, Amtrak - Senior Manager, Government Affairs
Jack Marchbanks, ODOT – Director
Matt Dietrich, ORDC – Executive Director



Logan-Union-Champaign regional planning commission

Director: Bradley J. Bodenmiller

March 18, 2021

Mr. William J. Flynn, Chief Executive Officer
AMTRAK
1 Massachusetts Avenue, NW
Washington, D.C. 20001

**RE: Support for the Cincinnati-Dayton-Columbus-Cleveland proposed corridor
Request for inclusion of the Chicago-Columbus-Pittsburgh corridor in Amtrak's System 2035 Plan**

Dear Mr. William J. Flynn:

The Logan-Union-Champaign Regional Planning Commission (LUC) is a voluntary, three county organization. **Our membership includes several of the townships and municipalities within each of the respective counties, a membership total of 64 local governments.** LUC is one of only six Governor-designated Regional Transportation Planning Organizations (RTPOs) in Ohio. Since our founding in the 1960s, LUC continues to serve and advise our members in planning initiatives and land use decisions.

Our 1970 Regional Plan stresses how the demands of people are not met by just the local store or meeting house, but by the combination of services available within the larger region made accessible by the automobile. Today, services are available at an even larger scale through computers and the internet, but we continue to travel the same distances, at roughly the same speed, by automobile between major metropolitan regions.

Since LUC's inception, the locational advantage and transportation network of our region has been used to **successfully** attract and grow industry:

"The locational advantage of central Ohio relative to the Nation's markets needs no elaboration. Located virtually in the middle of the largest industrial market in the Nation, the LUC Region is in an excellent position to attract industries with national markets if an effective industrial program is pursued" (LUC Regional Plan, 1970).

As you might imagine, trips are made to and from our region by employees, employers, residents, and visitors to other major employment and population centers, such as Chicago and Pittsburgh and Cincinnati, Dayton, Columbus, and Cleveland. **A study of a potential Chicago-Columbus-Pittsburgh passenger rail corridor found that over 1 million new jobs and more than 3 million additional people are expected to live along this corridor by the year 2040.** Yet, passenger rail is not an available mode of transportation.

Please consider this letter my support for passenger rail service initiation on the Cincinnati-Dayton-Columbus-Cleveland proposed corridor and a request for inclusion of the Chicago-Columbus-Pittsburgh corridor in the Amtrak System 2035 Plan.

Sincerely,

A handwritten signature in black ink, appearing to read "Bodenmiller".

Bradley Bodenmiller
Director | LUC Regional Planning Commission

10820 St. Rt. 347, PO Box 219
East Liberty, Ohio 43319
• Phone: 937-666-3431 •

• Email: luc-rpc@lucplanning.com • Web: www.lucplanning.com



Union County-Marysville Economic Development Partnership
Union County Community Improvement Corporation

227 East Fifth Street
Marysville, Ohio 43040
Ph 937.642.6279
www.unioncounty.org

March 15, 2021

William J. Flynn, Chief Executive Officer
AMTRAK
1 Massachusetts Avenue NW
Washington, DC 20001

Re: Support for the Cincinnati-Dayton-Columbus-Cleveland proposed corridor & Request for inclusion of Chicago-Columbus-Pittsburgh corridor in the Amtrak System 2035 Plan

Dear Mr. Flynn:

This letter is to both demonstrate support for passenger rail service initiation on the Cincinnati-Dayton-Columbus-Cleveland proposed corridor and to request the addition of the Chicago-Columbus-Pittsburgh passenger rail corridor to the Amtrak System 2035 Plan.

The explosive growth of the Columbus Region in recent years has brought about the side effects of traffic congestion, elevated safety concerns, and decreased mobility for citizens and commuters. This has led to growing income and socio-economic disparities and economic disadvantages that prevent our region from reaching its fullest potential. As the Lead Economic Development Organization (LEDO) for Union County and the City of Marysville, we fully understand the positive economic and quality of life impact that these passenger rail projects would have on our community and the entire region.

In Ohio we have very limited passenger rail service where service exists and no service in the central regions of our state. As you can imagine, news that Amtrak is considering expansions in Ohio is welcome news. The future prospect of Amtrak service in the state that would include the Cincinnati-Dayton-Columbus-Cleveland corridor is very encouraging to our stakeholders in the Columbus Region. Having the Cincinnati-Dayton-Columbus-Cleveland passenger rail route included in the Amtrak System 2035 Plan has made Ohio hopeful for the reestablishment of passenger rail service connecting the state's three major metropolitan areas.

We also would like to apprise you of passenger rail corridor planning along a Chicago-Columbus-Pittsburgh route that we are engaged in. We have been working along other stakeholders in this corridor since 2012. To date, we together have committed nearly \$1.5 million towards significant work completed by the Northeast Indiana Passenger Rail Association and the Mid-Ohio Regional Planning Commission to advance components of a Tier I Environmental Impact Statement. A study of this corridor has found that over 1 million new jobs and more than 3 million additional people are expected to live along this corridor by the year 2040. Please consider adding this important midwestern connection to the Amtrak System 2035 Plan.

The Union County-Marysville Economic Development Partnership is pleased to join other Ohioans in support of these passenger rail service opportunities. We are ready to share our support and advocate as needed for Amtrak passenger rail service connectivity on these two important corridors in the Buckeye State.

Sincerely,

A handwritten signature in black ink, appearing to read "E. Phillips". The signature is fluid and cursive, with the first letter being a large, stylized "E".

Eric S. Phillips
Executive Director

CC: Derrick James, Amtrak - Senior Manager, Government Affairs
Jack Marchbanks, ODOT – Director
Matt Dietrich, ORDC – Executive Director



Office of City Manager
City Hall, 209 South Main Street
Marysville, Ohio 43040-1641
(937) 645-7355
FAX (937) 645-7352
www.marysvilleohio.org

March 18, 2021

William J. Flynn, Chief Executive Officer
AMTRAK
1 Massachusetts Avenue NW
Washington, DC 20001

Re: Support for the Cincinnati-Dayton-Columbus-Cleveland proposed corridor & Request for inclusion of Chicago-Columbus-Pittsburgh corridor in the Amtrak System 2035 Plan

Dear Mr. Flynn,

This letter is to both demonstrate support for passenger rail service initiation on the Cincinnati-Dayton-Columbus-Cleveland proposed corridor and to request the addition of the Chicago-Columbus-Pittsburgh passenger rail corridor to the Amtrak System 2035 Plan.

The explosive growth of the Columbus Region in recent years has created traffic congestion, elevated safety concerns, and decreased mobility for citizens and commuters. This has led to growing income and socio-economic disparities and economic disadvantages that prevent our region from reaching its fullest potential.

In Ohio we have very limited passenger rail service where service exists and no service in the central regions of our state. As you can imagine, news that Amtrak is considering expansions in Ohio is welcome news. The future prospect of Amtrak service in the state that would include the Cincinnati-Dayton-Columbus-Cleveland corridor is very encouraging to our stakeholders in the Columbus Region. Having the Cincinnati-Dayton-Columbus-Cleveland passenger rail route included in the Amtrak System 2035 Plan has made Ohio hopeful for the reestablishment of passenger rail service connecting the state's three major metropolitan areas.

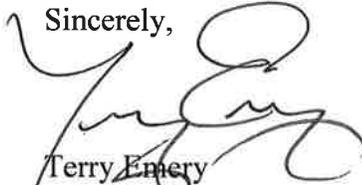
We also would like to apprise you of passenger rail corridor planning along a Chicago-Columbus-Pittsburgh route that we are engaged in. We have been working along other stakeholders in this corridor since 2012. To date, we together have committed nearly \$1.5 million towards significant work completed by the Northeast Indiana Passenger Rail Association and the Mid-Ohio Regional Planning Commission to advance components of a Tier I Environmental Impact Statement. A study of this corridor has found that over 1 million new jobs



Office of City Manager
City Hall, 209 South Main Street
Marysville, Ohio 43040-1641
(937) 645-7355
FAX (937) 645-7352
www.marysvilleohio.org

and more than 3 million additional people are expected to live along this corridor by the year 2040. Please consider adding this important midwestern connection to the Amtrak System 2035 Plan.

Sincerely,



Terry Emery
City Manager

CC: Derrick James, Amtrak - Senior Manager, Government Affairs
Jack Marchbanks, ODOT – Director
Matt Dietrich, ORDC – Executive Director



1/12/2021

William J. Flynn, Chief Executive Officer
AMTRAK
1 Massachusetts Ave., NW
Washington, DC 20001

Re: Support for the Cincinnati-Dayton-Columbus-Cleveland proposed corridor & Request for inclusion of Chicago-Columbus-Pittsburgh corridor in the Amtrak System 2035 Plan

Dear Mr. Flynn,

This letter is to both demonstrate support for passenger rail service initiation on the Cincinnati-Dayton-Columbus-Cleveland proposed corridor and to request the addition of the Chicago-Columbus-Pittsburgh passenger rail corridor to the Amtrak System 2035 Plan.

Richland County Regional Planning Commission (RCRPC) serves as the Metropolitan Planning Organization (MPO) for Richland County region and is strategically located on the Columbus-Cleveland travel corridor.

In Ohio we have very limited passenger rail service where service exists and no service in the central regions of our state. As you can imagine news that Amtrak is considering expansions in Ohio is welcome news. The future prospect of Amtrak service in the state that would include the Cincinnati-Dayton-Columbus-Cleveland corridor is very encouraging to our stakeholders in Richland County. Having the Cincinnati-Dayton-Columbus-Cleveland passenger rail route included in the Amtrak System 2035 Plan has made Ohio hopeful for the reestablishment of passenger rail service connecting the state's three major metropolitan areas.

We also would like to apprise you of passenger rail corridor planning along a Chicago-Columbus-Pittsburgh route that we are engaged in. We have been

working along other stakeholders in this corridor since 2012. To date, we together have committed nearly \$1.5 million towards significant work completed by the Northeast Indiana Passenger Rail Association and the Mid-Ohio Regional Planning Commission to advance components of a Tier I Environmental Impact Statement. A study of this corridor has found that over 1 million new jobs and more than 3 million additional people are expected to live along this corridor by the year 2040. Please consider adding this important midwestern connection to the Amtrak System 2035 Plan.

RCRPC is pleased to join other Ohioans in support of these passenger rail service opportunities. We are ready to share our support and advocate as needed for Amtrak passenger rail service connectivity on these two important corridors in the Buckeye State.

Sincerely,



Jotika Shetty
Executive Director, RCRPC

CC: Derrick James, Amtrak - Senior Manager, Government Affairs
Jack Marchbanks, ODOT – Director
Matt Dietrich, ORDC – Executive Director



Licking County Area Transportation Study

20 South Second Street
Newark, OH 43055

Chris W. Harkness, AICP
Executive Director

Matt Hill
Technical Study Director

3/17/2021

William J. Flynn, Chief Executive Officer
AMTRAK
1 Massachusetts Ave., NW
Washington, DC 20001

Re: Support for the Cincinnati-Dayton-Columbus-Cleveland proposed corridor & Request for inclusion of Chicago-Columbus-Pittsburgh corridor in the Amtrak System 2035 Plan

Dear Mr. Flynn,

This letter is to both demonstrate support for passenger rail service initiation on the Cincinnati-Dayton-Columbus-Cleveland proposed corridor and to request the addition of the Chicago-Columbus-Pittsburgh passenger rail corridor to the Amtrak System 2035 Plan.

Our community is within the central Ohio region on the eastern fringe of the Columbus metro area and would be greatly benefited by the proposed Cincinnati-Dayton-Columbus-Cleveland corridor and even more so by the Chicago-Columbus-Pittsburgh corridor which we are recommending inclusion of within the Amtrak System. We service the Licking County area including the City of Newark and surrounding communities.

In Ohio we have very limited passenger rail service where service exists and no service in the central regions of our state. As you can imagine news that Amtrak is considering expansions in Ohio is welcome news. The future prospect of Amtrak service in the state that would include the Cincinnati-Dayton-Columbus-Cleveland corridor is very encouraging to our stakeholders in the Newark region. Having the Cincinnati-Dayton-Columbus-Cleveland passenger rail route included in the Amtrak System 2035 Plan has made Ohio hopeful for the reestablishment of passenger rail service connecting the state's three major metropolitan areas.

We also would like to apprise you of passenger rail corridor planning along a Chicago-Columbus-Pittsburgh route that we are engaged in. We have been working along other stakeholders in this corridor since 2012. To date, we together have committed nearly \$1.5 million towards significant work completed by the Northeast Indiana Passenger Rail Association and the Mid-Ohio Regional Planning Commission to advance components of a Tier I Environmental Impact Statement. A study of this corridor has found that over 1 million new jobs and more than 3 million additional people are expected to live along this corridor by the year 2040. Please consider adding this important midwestern connection to the Amtrak System 2035 Plan. Additionally, we would be supportive of a stop along that corridor here in Newark.

The Licking County Area Transportation Study is pleased to join other Ohioans in support of these passenger rail service opportunities. We are ready to share our support and advocate as needed for Amtrak passenger rail service connectivity on these two important corridors in the Buckeye State.

Sincerely,

Chris W. Harkness, Executive Director
Licking County Area Transportation Study & Licking County Planning and Development

CC: Derrick James, Amtrak - Senior Manager, Government Affairs
Jack Marchbanks, ODOT - Director
Matt Dietrich, ORDC - Executive Director



Connecting Communities to Resources

March 18, 2021

Mr. William J. Flynn, Chief Executive Officer
AMTRAK
1 Massachusetts Ave., NW
Washington, DC 20001

Re: Support for the Cincinnati-Dayton-Columbus-Cleveland proposed corridor & Request for inclusion of Chicago-Columbus-Pittsburgh corridor in the Amtrak System 2035 Plan

Dear Mr. Flynn,

As Executive Director of the Ohio Mid-Eastern Governments Association (OMEGA), I offer my strong support for passenger rail service initiation on the Cincinnati-Dayton-Columbus-Cleveland proposed corridor and to request the addition of the Chicago-Columbus-Pittsburgh passenger rail corridor to the Amtrak System 2035 Plan.

OMEGA is a local development district that serves ten counties in the eastern Appalachian region of Ohio and serves as a Regional Transportation Planning organization for eight of those ten counties. I especially support a new direct connection between Pittsburgh and Columbus as part of a passenger rail corridor planned by our colleagues along a new Chicago-Columbus-Pittsburgh route. This corridor will provide the needed connectivity to the eastern rural Appalachian region of Ohio with major urban centers. Our region currently lacks access to passenger rail and this proposed route would extend through the center of our region with potential stops in four of our communities: Steubenville, Uhrichsville, Newcomerstown, and Coshocton. Passenger rail service will greatly benefit our region and will provide a safe, reliable, affordable means of transportation for our residents. Please consider adding this important midwestern connection to the Amtrak System 2035 Plan.

OMEGA is pleased to join other Ohioans in support of these passenger rail service opportunities. We are ready to share our support and advocate as needed for Amtrak passenger rail service connectivity on these two important corridors in the Buckeye State.

Sincerely,

OHIO MID-EASTERN GOVERNMENTS ASSOCIATION

Jeannette M. Wierzbicki, P.E.
Executive Director

C: Derrick James, Amtrak - Senior Manager, Government Affairs
Jack Marchbanks, ODOT – Director
Matt Dietrich, ORDC – Executive Director

326 Highland Avenue, Suite B, Cambridge, OH 43725
740.439.4471 | www.omegadistrict.org

Serving these local governments

Belmont • Carroll • Columbiana • Coshocton • Guernsey • Harrison • Holmes • Jefferson • Muskingum • Tuscarawas

March 24, 2021

William J. Flynn, Chief Executive Officer
AMTRAK
1 Massachusetts Ave., NW
Washington, DC 20001

RE: Request to include a Chicago-Columbus-Pittsburgh passenger-rail corridor in the Amtrak System 2035 Plan & Support for a proposed Cincinnati-Dayton-Columbus-Cleveland passenger-rail corridor

Dear Mr. Flynn,

The Brooke-Hancock-Jefferson Metropolitan Planning Commission (BHJ), the designated Metropolitan Planning Organization (MPO) for the Weirton-Steubenville, WV-OH Metropolitan Planning Area, supports AMTRAK's proposed initiative to enhance and reinstate passenger-rail service through southwest and central Ohio.

Ranked seventh in the nation, Ohio is the most populated state in the country without a passenger rail program. Today, apart from limited passenger rail service in the northeast, Ohio has no service through the eastern and central regions of the state. While the intrastate "3C" (Cincinnati-Columbus-Cleveland) Corridor Passenger-Rail Service included in the Amtrak System 2035 Plan is an encouraging first-step, re-establishing the Pittsburgh, Cincinnati, Chicago and St. Louis Railroad, known as the Pan Handle Route, passenger rail corridor from Columbus, OH eastward through Steubenville, OH creates a **less-congested more direct "interstate" option** for high-speed passenger rail service connecting Ohio westward to Chicago, IL.

Thank you very much for your consideration. If you have any questions, please feel free to telephone me at (740) 282-3685 or e-mail at mikepap@bhjmpc.org.

Sincerely,



Michael J. Paprocki
Executive Director

CC: Derrick James, Amtrak - Senior Manager, Government Affairs
Jack Marchbanks, ODOT – Director
Matt Dietrich, ORDC – Executive Director



SOUTHWESTERN PENNSYLVANIA COMMISSION

Two Chatham Center • Suite 500 • 112 Washington Place • Pittsburgh, PA 15219-3451
phone: 412-391-5590 • fax: 412-391-9160 • www.spcregion.org

Officers:

Allegheny County
Rich Fitzgerald
Chairman

Butler County
Leslie A. Osche
Vice-Chairman

Armstrong County
Pat Fabian
Secretary-Treasurer

Executive Committee:

Allegheny County
Rich Fitzgerald

Armstrong County
Pat Fabian

Beaver County
Daniel C. Camp III

Butler County
Leslie A. Osche

City of Pittsburgh
William Peduto

Fayette County
Vincent A. Vicites

Greene County
Mike Belding

Indiana County
Sherene Hess

Lawrence County
Morgan Boyd

Washington County
Diana Irey Vaughan

Westmoreland County
Sean Kertes

At-Large
Gina Cerilli
Lynn Heckman
Larry Maggi

Governor's Office
Ali Doyle

PA Dept. of Community &
Economic Development
Johnna A. Pro

PA Dept. of Transportation
Larry S. Shifflet

Executive Director
Vincent Valdes

SPC0028 3/21

William J. Flynn, Chief Executive Officer
AMTRAK
1 Massachusetts Ave., NW
Washington, DC 20001

Re: Request for inclusion of Chicago-Columbus-Pittsburgh corridor in the
Amtrak System 2035 Plan

Dear Mr. Flynn,

This letter is to request the addition of the Chicago-Columbus-Pittsburgh passenger rail corridor to the Amtrak System 2035 Plan. We understand that the current Amtrak System 2035 Plan does not include this service.

The Southwestern Pennsylvania Commission is the federally designated Metropolitan Planning Organization (MPO) for City of Pittsburgh and the 10-county Southwestern Pennsylvania region. SPC is responsible for the use of the region's state and federal transportation funding.

In Western Pennsylvania as well as our neighbors in Ohio, we have very limited passenger rail service where service even exists and limited or no connections between major centers such as Pittsburgh and Columbus. As you may imagine, news that Amtrak is considering expansions in our area is a welcome development. The prospect of Amtrak service that would include a connection between Pittsburgh, Columbus, and Chicago is both encouraging and important to this important part of the country.

To familiarize you with state of passenger rail service in this corridor, local stakeholders have been advocating and advancing this route since 2012 committing nearly \$1.5 million towards significant work completed by the Northeast Indiana Passenger Rail Association and the Mid-Ohio Regional Planning Commission to advance components of a Tier I Environmental Impact Statement. A study of this corridor has found that over 1 million new jobs and more than 3 million additional people are expected to live along this corridor by the year 2040. Given these significant circumstances, we strongly urge you to consider adding this important megaregion connection to the Amtrak System 2035 Plan.

The Southwestern Pennsylvania Commission is pleased to join our neighbors in Ohio in support of this passenger rail service opportunity. We are eager to partner with you to provide much needed Amtrak passenger rail service connectivity in this important midwestern corridor.

Sincerely,

Vincent Valdes
Executive Director

CC: Derrick James, Amtrak - Senior Manager, Government Affairs
Jack Marchbanks, ODOT – Director
Matt Dietrich, ORDC – Executive Director