




# AMTRAK

## Letters of Support

<b>Enclosed Letters</b>	
	Mid-Ohio Regional Planning Commission
	Joint Letter from Columbus Region Coalition
	Ohio District 3 - Representative Beatty
	Franklin County Commissioners
	Franklin County Engineer
	City of Columbus
	City of Hilliard
	City of Dublin
	City of Whitehall
	City of Bexley
City of Gahanna	
	1 City of Lima
	2 Miami Valley Regional Planning Commission
	3 Clark County Springfield Transportation Coordinating Committee
	City of Springfield
	4 Logan-Union-Champaign Regional Planning Commission
	Union County Community Improvement Corporation
	City of Marysville
	5 Richland County Regional Planning Commission
	6 Licking County Area Transportation Study
7 Ohio Mid-Eastern Government Association	
	<b>Anticipated</b>
	8 Brooke-Hancock-Jefferson Metropolitan Planning Commission
	9 Southwestern Pennsylvania Commission





MID-OHIO REGIONAL  
**MORPC**  
PLANNING COMMISSION

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

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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 to Marietta Junction
- Marietta Junction - North
- Marietta Junction - South
- Marietta Junction to Pittsburgh - North & South
- Marietta Junction to Pittsburgh - South
- Marietta Junction to Pittsburgh - North & South
- Marietta Junction to Pittsburgh - South
- Marietta Junction to Pittsburgh - North & South

### Chicago - Lima Rail Corridor

- Chicago - Lima Rail Corridor and stations

### Other Map Features

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

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



## 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.

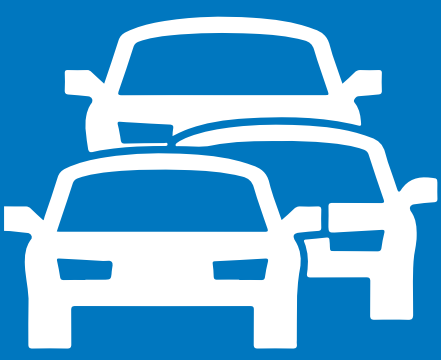
### EQUITABLE COMMUNITIES, MORE TRANSPORTATION OPTIONS

An icon consisting of three white house silhouettes of varying sizes and a white road winding through them, all set against a dark teal background.

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

An icon consisting of three white car silhouettes, one in front and two behind it, all set against a dark teal background.

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.



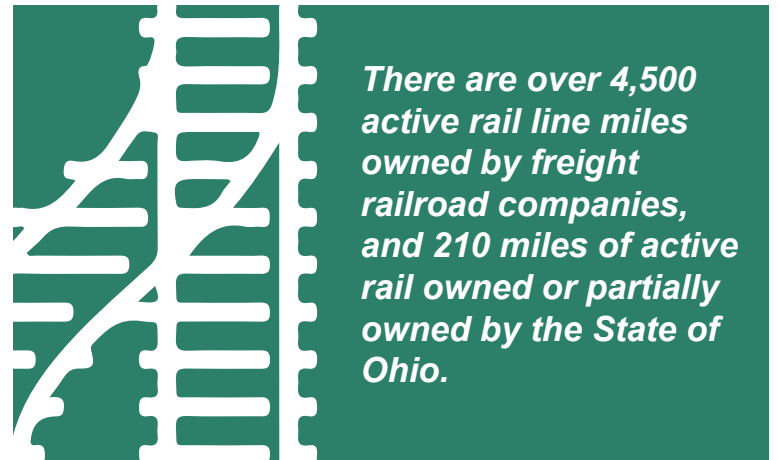
Columbus Union Station



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

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## 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



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# 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 corridorone 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 OJames  
Alignment Government Strategies  
jenny.OJames@align-strategies.com

Sincerely,



Andrew J. Ginther  
Mayor  
City of Columbus



Kevin L. Boyce  
President  
Franklin County Board of  
Commissioners



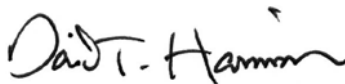
William Murdock  
Executive Director  
Mid-Ohio Regional  
Planning Commission



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

JOYCE BEATTY  
Ohio, 3rd District

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



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(614) 220-8640-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,

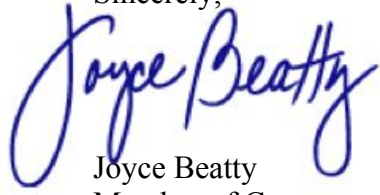
As the Member of Congress representing Ohio's Third Congressional District, I write to offer my support for expanding passenger rail service options throughout the Buckeye State. I specifically support initiation of the proposed Cincinnati-Dayton-Columbus-Cleveland corridor and request the addition of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



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

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

Commissioners  
Marilyn Brown  
John O'Grady  
Kevin L. Boyce

373 S. High St. 29th Fl.  
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T. 614 525 3322  
F. 614 525 9999





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

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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



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OFFICE OF THE MAYOR

---

March 18, 2021

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

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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





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,



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,

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](http://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 14<sup>th</sup> 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



# 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](http://www.mvrpc.org)

Sincerely,

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





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

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

Chair  
Jonathan Burr

1<sup>st</sup> Vice-Chair  
Learin Corstille

2<sup>nd</sup> Vice-Chair  
Dr. David Estrop

Members  
David Babcock  
Nancy Brown  
Bill Cook  
Daren Coffer  
Dr. Richard Henry  
Howard Kiko  
Lisa McDonough  
Lowell McGlothlin  
Matt Parvill  
Rob Rue

Transportation Director  
Scott Schmid



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,

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](mailto:luc-rpc@lucplanning.com) • Web: [www.lucplanning.com](http://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](http://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 capital '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.

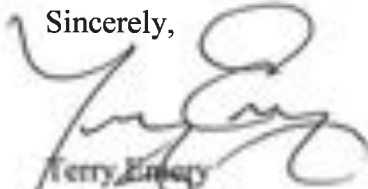
We also would like to apprise you of passenger rail corridor planning along a Chicago-Columbus-Pittsburgh route that we are engaged in. We have been working along other stakeholders in this corridor since 2012. To date, we together have committed nearly \$1.5 million towards significant work completed 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](http://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

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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: Derick 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](http://www.omegadistrict.org)

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