

Appendix A: Public Chapter 1114, Acts of 2022, and Public Chapter 1124, Acts of 2022



State of Tennessee

PUBLIC CHAPTER NO. 1114

SENATE BILL NO. 2343

By Yager, Akbari, Bailey, Massey, Reeves, Yarbrow

Substituted for: House Bill No. 2380

By Parkinson, Windle, Beck, Hakeem, Casada, Ramsey, Chism, McKenzie, Byrd, Eldridge, Hodges, Freeman, Haston, Lamar, Potts, Mannis, Vaughan, White, Love, Miller, Harris, Cepicky, Thompson, Clemmons, Powell

AN ACT to amend Tennessee Code Annotated, Title 7; Title 9; Title 54; Title 55 and Title 65, relative to passenger rail transportation.

BE IT ENACTED BY THE GENERAL ASSEMBLY OF THE STATE OF TENNESSEE:

SECTION 1. (a) The Tennessee advisory commission on intergovernmental relations (TACIR) shall conduct a study and prepare a report on recommendations regarding the potential for passenger rail service linking the major cities in each of the grand divisions of the state.

(b)(1) The study and report must:

- (A) Identify the alignment, condition, and ownership of tracks;
- (B) Define an integrated network for intercity rail travel;
- (C) Provide alternatives for intermodal connections between the affected airports and passenger rail services; and
- (D) Survey projects initiated over the past ten (10) years involving the initiation of new state-sponsored Amtrak intercity passenger rail.

(2) In assembling the report, TACIR shall collect data from at least three (3) state departments of transportation that have successfully initiated or are in the process of initiating new Amtrak intercity passenger rail service.

(3) Information to be assembled must include, but not be limited to, the stakeholders involved, the process by which the new service was negotiated among the stakeholders, all costs related to establishing the new service, ridership estimates, and other matters that will inform the general assembly on successful launching of the surveyed service. Applicable costs to be included must consist of operational feasibility studies, rights-of-way and property acquisitions, new and upgraded operations, passenger stations, equipment acquisition, and actual or anticipated operational and ongoing costs. Information concerning stakeholders shall not only include state departments of transportation, host railroads, and Amtrak, but also state-created entities tasked with sponsoring and managing the new Amtrak intercity passenger rail service.

(c) All appropriate state departments and agencies shall provide assistance to TACIR in connection with the study required by subsection (a).

(d) On or before July 1, 2023, TACIR shall report its findings and recommendations, including any proposed legislation, regarding the potential for passenger rail service and projects initiated over the past ten (10) years involving the initiation of new state-sponsored Amtrak intercity passenger rail to the chair of the transportation committee of the house of representatives, the chair of the transportation and safety committee of the senate, and the legislative librarian.

SB 2343

SECTION 2. This act takes effect upon becoming a law, the public welfare requiring it.

DRAFT

SENATE BILL NO. 2343

PASSED: April 27, 2022


RANDY McNALLY
SPEAKER OF THE SENATE


CAMERON SEXTON, SPEAKER
HOUSE OF REPRESENTATIVES

APPROVED this 1st day of June 2022


BILL LEE, GOVERNOR



State of Tennessee

PUBLIC CHAPTER NO. 1124

SENATE BILL NO. 2602

By Campbell, Lundberg, Gilmore, Massey, Yarbro

Substituted for: House Bill No. 2278

By Powell, Hakeem, Crawford, Marsh, Bricken, Baum, Windle, Hodges, Mannis, Terry, Chism, Curtis Johnson, White, Stewart, Hazlewood, Sparks, Shaw, Jernigan, Gillespie, Hurt, Whitson, Vital, Camper, Thompson, Gloria Johnson, Clemmons, Eldridge, Ragan, Cepicky

AN ACT to amend Tennessee Code Annotated, Title 4, Chapter 10; Title 4, Chapter 23; Title 7; Title 9; Title 54; Title 55; Title 64 and Title 65, relative to passenger rail transportation.

BE IT ENACTED BY THE GENERAL ASSEMBLY OF THE STATE OF TENNESSEE:

SECTION 1. Tennessee Code Annotated, Title 4, Chapter 10, is amended by adding the following as a new section:

(a)(1) The Tennessee advisory commission on intergovernmental relations (TACIR) is directed to prepare a report surveying projects initiated over the past ten (10) years involving the initiation of new state-sponsored Amtrak intercity passenger rail.

(2) In assembling the report, TACIR shall collect data from at least three (3) state departments of transportation that have successfully initiated or are in the process of initiating new Amtrak intercity passenger rail service.

(3) Information to be assembled must include, but not be limited to, the stakeholders involved, the process by which the new service was negotiated among the stakeholders, all costs related to establishing the new service, ridership estimates, and other matters that will inform the general assembly on successful launching of the surveyed service. Applicable costs to be included must consist of operational feasibility studies, rights-of-way and property acquisitions, new and upgraded operations, passenger stations, equipment acquisition, and actual or anticipated operational and ongoing costs. Information concerning stakeholders shall not only include state departments of transportation, host railroads, and Amtrak, but also state-created entities tasked with sponsoring and managing the new Amtrak intercity passenger rail service.

(b) All appropriate state departments and agencies and regional transportation authorities shall provide assistance to TACIR in connection with the report required by subsection (a).

(c) Upon conclusion of its report, TACIR shall transmit a copy of its report, including its findings and recommendations and any proposed legislation or interim reports, to the chair of the transportation committee of the house of representatives, the chair of the transportation and safety committee of the senate, and the legislative librarian.

SECTION 2. This act takes effect upon becoming a law, the public welfare requiring it.

SENATE BILL NO. 2602

PASSED: April 27, 2022


RANDY McNALLY
SPEAKER OF THE SENATE


CAMERON SEXTON, SPEAKER
HOUSE OF REPRESENTATIVES

APPROVED this 1st day of June 2022


BILL LEE, GOVERNOR

DRAFT

Appendix B: BlueOval City Transportation Study

As the demands on Tennessee’s transportation system continue to grow in step with the population and economy, some locales that are marked out for major economic development projects could see acute challenges in meeting suddenly greater transportation needs. One such site is Ford Company’s BlueOval City, currently under construction in West Tennessee with expectations of opening in 2025. Planned as a manufacturing center for electric vehicles and their associated batteries, BlueOval is positioned just north of I-40 in Haywood County, between 40 and 50 miles from downtown Memphis. The site is anticipated to employ anywhere from 5,800 to 7,000 people or more, collectively drawn from Memphis, Jackson, and other nearby areas. To make this possible and to try to avoid a surge in congestion along the I-40 corridor, the Tennessee Department of Transportation (TDOT) has already studied mass transit options for efficiently moving at least a portion of these thousands of workers to and from the site on a daily basis, as summarized in the following table:

Table. Transit Alternatives Considered for BlueOval City Workers

| | Modes Used | Estimated Capital Costs | Estimated Annual Operations and Maintenance Costs |
|----------------------|---|----------------------------------|---|
| Alternative 1 | Passenger Rail Transit Bus Community Bus Vanpool | \$490,000,000- \$600,000,000+ | \$5,400,000-\$6,500,000 |
| Alternative 2 | Coach Bus Community Bus Vanpool | \$8,600,000- \$12,100,000 | \$3,000,000-\$4,100,000 |
| Alternative 3 | Transit Bus Community Bus Vanpool | \$10,000,000- \$14,600,000 | \$2,800,000-\$3,700,000 |

Note: Amounts shown are in 2025 dollars.

TDOT assessed three alternatives, each using a combination of transportation modes, but rail was included in only one scenario. Here, however, any train service would amount to a kind of commuter rail rather than a true intercity service. In the scenario examined by TDOT, the rail service would use existing track running from Memphis to the site, and TDOT assumed that the transit options assessed would be used only by BlueOval workers. Workers coming from Jackson and other communities who needed transit would have to rely on buses or vans.

The existing rail route only touches the western edge of the site, and because of the size of BlueOval City and possible security concerns preventing the placement of a rail stop

within the center of the site, workers alighting from a train might still need additional transportation to reach other parts of the facility. TDOT also estimates the upfront capital costs for the rail option to be substantially greater than for using just buses and vanpools, although rail service would perhaps go farther towards supporting local and regional economic development goals. At present, however, the transit plan for BlueOval’s future workers remains undecided.

BlueOval City is one demonstration of how economic development may generate new and greater transportation demands that can then stretch existing infrastructure capacity. Yet in this instance, the demand is largely for daily transit and not for more generalized intercity travel. Were rail service established between Memphis and BlueOval, its use would be largely limited to BlueOval workers from Memphis, and it would be unlikely to form part of a broader intercity passenger rail network.

Source: Ford 2020; Tennessee Department of Transportation “Blue Oval City Transit Study”; Tennessee Department of Transportation 2023a; and interview with Dan Pallme, interim multimodal director, and Kaitlyn McClanahan, transit manager, Tennessee Department of Transportation, February 14, 2023.

DRAFT

Appendix C: Freedom of Information Act Requests for Data from Federal Railroad Administration

FOIA Request—Federal Railroad Administration (FRA)

Date: Thu 3/23/2023 7:02 AM
To: frafoia@dot.gov
From: mark.l.mcadoo@tn.gov
Attached: Midwest Regional Rail Plan

On page one of the attached document, entitled Midwest Regional Rail Plan Final Report October 2021, it says, “The Midwest Regional Rail Planning Study (MWRPP) is an intercity passenger rail network planning study led by the Federal Railroad Administration (FRA), in partnership with stakeholders from across the Midwest.”

This request is pursuant to the FOIA. On behalf of the Tennessee Advisory Commission on Intergovernmental Relations (TACIR), I request the Key Performance Indicators (KPIs) produced by the CONNECT model for this study. The KPIs should include

Revenue per passenger mile

- Annual operating cost per passenger mile,
- Operating cost recovery ratio,
- Total cost recovery ratio,
- Annual subsidy per passenger mile,
- Rail mode share, and
- Average load factor.

I am requesting the KPIs for all routes included in this report in electronic format, preferably in Excel. However, I will accept these records in any format.

I do not know my fee category, but I am an employee of the State of Tennessee, and this is an official state government business request. If fees are associated with these records, please let me know, and I will ensure that the State of Tennessee pays the fees.

Mark

Dr. Lewis “Mark” McAdoo, DBA
TACIR Research Director
226 Anne Dallas Dudley Blvd., Suite 508
Nashville, TN 37243
Phone: 615-741-0206
Mobile: 615-473-5486
Fax: 615-532-2443

FOIA Request—Federal Railroad Administration (FRA)

Date: Mon 3/20/2023 4:29 PM
To: frafoia@dot.gov
From: mark.l.mcadoo@tn.gov
Attached: Southeast Regional Rail Plan

On page six of the attached document, entitled Southeast Rail Plan Final Report December 2020, it says the publication of this report was “Led by the Federal Railroad Administration in partnership with stakeholders from across the Southeast ... [T]he SE Study is part of the FRA’s national rail planning effort to develop a national toolkit for the conceptual planning of HPR networks at the multi-state and megaregion levels.”

This request is pursuant to the FOIA. On behalf of the Tennessee Advisory Commission on Intergovernmental Relations (TACIR), I am requesting the Key Performance Indicators (KPIs) produced by the CONNECT model, which were used to create Figure 42 on page 90 of the attached report published by the Southeast Corridor Commission in 2020. According to the report, the KPIs should include

Revenue per passenger mile

- Annual operating cost per passenger mile,
- Operating cost recovery ratio,
- Total cost recovery ratio,
- Annual subsidy per passenger mile,
- Rail mode share, and
- Average load factor.

We need these KPIs for the following routes (all of which are included in Figure 42)

- 1) Nashville – Chattanooga,
- 2) Nashville – Memphis,
- 3) Chattanooga – Knoxville,
- 4) Knoxville – Bristol,
- 5) Chattanooga – Atlanta,
- 6) Bristol – Roanoke, and
- 7) Nashville – Louisville.

I am requesting the KPIs for each of the seven routes above in electronic format, preferably in Excel. However, I will accept these records in any format.

I do not know my fee category, but I am an employee of the State of Tennessee, and this is an official state government business request. If fees are associated with these records, please let me know, and I will ensure that the State of Tennessee pays the fees.

Mark

Dr. Lewis “Mark” McAdoo, DBA
TACIR Research Director
226 Anne Dallas Dudley Blvd., Suite 508
Nashville, TN 37243
Phone: 615-741-0206
Mobile: 615-473-5486
Fax: 615-532-2443

Appendix D: The Corridor ID Program

The Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL) Public Law 117-58, authorized the Secretary of Transportation to establish the Corridor Identification and Development (Corridor ID) program to facilitate the development of intercity passenger rail corridors (see 49 US Code 25101(a)). The Federal Railroad Administrator has established the Corridor ID program (see 49 Code of Federal Regulations 1.89(a)).

The Corridor ID program could provide funding for Tennessee to study the development of passenger rail service. The program is a comprehensive intercity passenger rail planning and development program that will help guide passenger rail development throughout the country and create a pipeline of projects ready for implementation. For each selected corridor, the Federal Railroad Administration (FRA) will initially award the grantee \$500,000 for eligible activities related to the initiation of a grantee's corridor development efforts, including the development of a scope, schedule, and cost estimate for preparing a service development plan (SDP) for a corridor.

Project sponsors eligible for funding include

- Amtrak,
- states,
- groups of states,
- entities implementing interstate compacts,
- regional passenger rail authorities,
- regional planning organizations,
- political subdivisions of a state, and
- federally recognized tribes.

Table. Corridor ID Funding Stages

| | Expression of Interest | Submission of Corridor Proposal | Stage 1: Project Planning— Service Development Plan (SDP) Scoping and Program Initiation | Stage 2: Project Planning— Service Development Planning | Stage 3: Project Development and Implementation |
|---------------------------|--|---------------------------------|---|--|--|
| Key Activities | Submit an expression of interest letter to FRA | Submit corridor proposal | Sponsor documents capacity to undertake corridor planning and develops, scope, schedule, and budget | Sponsor and FRA prepare SDP | The sponsor completes an environmental review and preliminary engineering |
| Prerequisite | None | None | Selection of corridor | Completion of Stage 1 | Completion of Stage 2 |
| Binding Commitment | None | None | Delivery of scope and cost estimates for SDP | SDP approval by FRA | Completion of NEPA |
| Funding | None | None | \$500,000 FRA funding without match requirement | FRA funding is determined based on project needs with a 10% match from the sponsor | FRA funding is determined based on project needs with a 20% match from the sponsor |

Source: Federal Railroad Administration 2023b; and Federal Railroad Administration, presentation of corridor identification and development program—solicitation preview, September 27, 2022, <https://www.youtube.com/watch?v=wsw9doco13s>.

Appendix E: Tennessee Department of Transportation's Expression of Interest Letter for Corridor ID Program



**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

COMMISSIONER'S OFFICE
SUITE 700, JAMES K. POLK BUILDING
505 DEADERICK STREET
NASHVILLE, TENNESSEE 37243-1402
(615) 741-2848

BUTCH ELEY
DEPUTY GOVERNOR &
COMMISSIONER OF TRANSPORTATION

BILL LEE
GOVERNOR

December 15, 2022

Mr. Paul Nissenbaum
Associate Administrator, Office of Railroad Policy and Development
Federal Railroad Administration
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Federal Rail Administration (FRA) Docket No. FRA-2022-0031 Expression of Interest

Dear Mr. Nissenbaum:

The State of Tennessee is currently conducting a statewide study on the potential for passenger rail service linking the major cities in each of the grand divisions of the state. This study, commissioned by the Tennessee Legislature last session, is being conducted by the Tennessee Advisory Commission on Intergovernmental Relations (TACIR) with a study completion date by July 1, 2023.

Currently the Tennessee Department of Transportation (TDOT) is also in the process of exploring options on how best to respond to growing transportation congestion in Tennessee's major urban areas and along major commuting and commerce routes in both urban and rural areas of the state. All options are on the table as we assess how best to meet the state's growth, prosperity, and mobility needs.

While we are not in a position to submit a specific corridor for consideration as part of FRA's current corridor solicitation, we did want to submit a letter to your agency to let you know that there is great interest in Tennessee when it comes to passenger rail. Once the TACIR study is complete and provided to the Legislature, TDOT and others will evaluate the results, assess next steps, and best determine Tennessee's ability to participate in future corridor identification solicitations by FRA.

We appreciate the efforts of FRA on the Corridor Identification and Development Program and the outreach and engagement that you and your staff have provided to our state. We look forward to continued dialog on the potential for increased passenger rail services in Tennessee and our participation in the Corridor Identification Program.

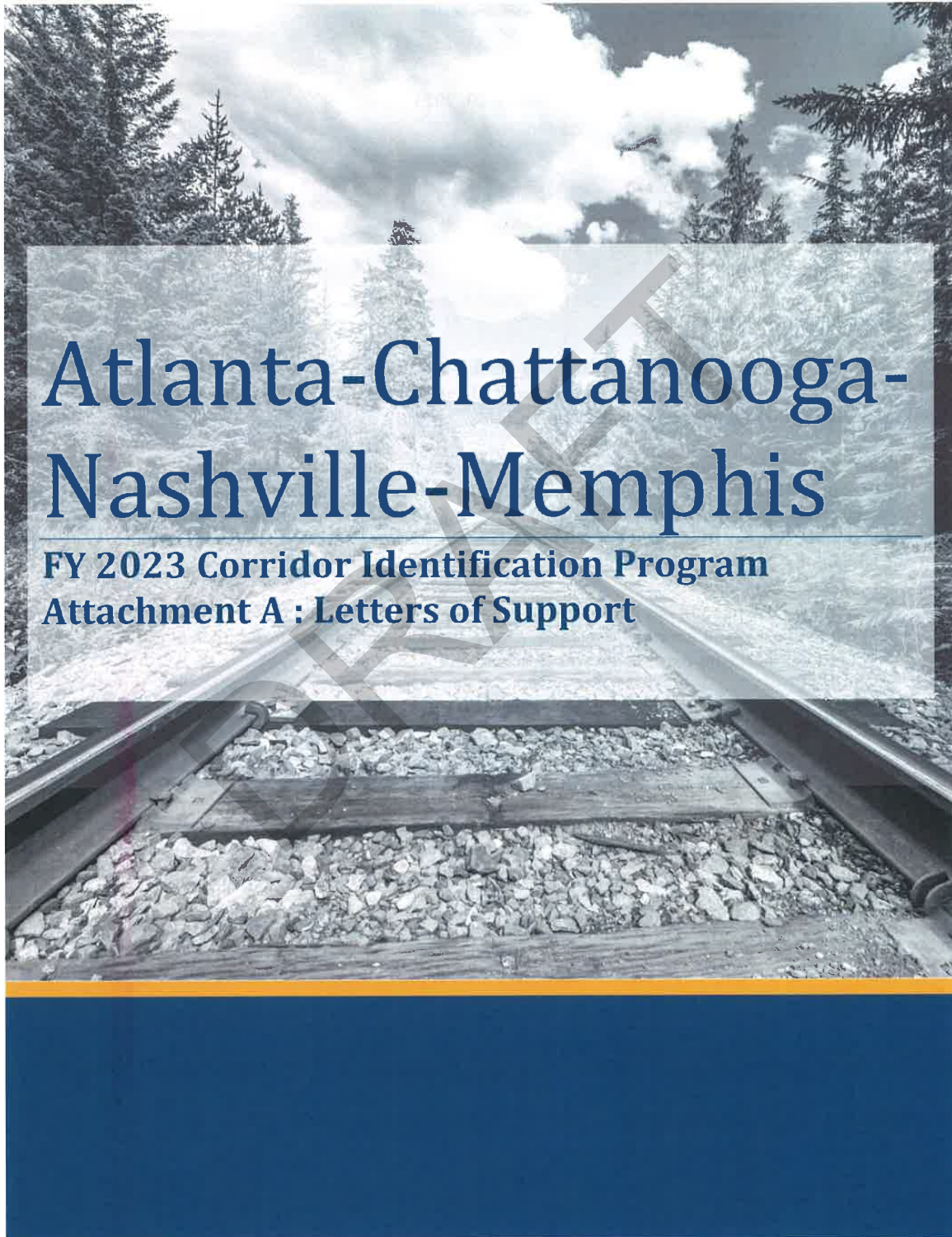
Sincerely,

A handwritten signature in blue ink that reads "Howard H. Eley".

Howard H. Eley
Commissioner

DRAFT

Appendix F: Joint Application to Corridor ID Program Submitted by Chattanooga, Memphis, Nashville, and Atlanta



RAPHAEL WARNOCK
GEORGIA
SUITE SR-308
RUSSELL SENATE OFFICE BUILDING
WASHINGTON, DC 20510
(202) 224-3643
100 ALABAMA STREET SW, SUITE 308
ATLANTA, GEORGIA 30303
(770) 694-7828

United States Senate
WASHINGTON, DC 20510

COMMITTEES
AGING
AGRICULTURE, NUTRITION,
AND FORESTRY
BANKING
COMMERCE
JOINT ECONOMIC

March 20, 2023

The Honorable Amit Bose
Administrator
Federal Railway Administration
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Administrator Bose,

I am pleased to write this letter encouraging the full and fair consideration of the application from the City of Atlanta, Georgia for Federal Railway Administration Corridor Identification and Development Program discretionary funding.

If awarded, this funding will be used to plan and assess the impacts of a proposed Atlanta-Chattanooga-Nashville-Memphis Passenger Rail Corridor across the Southeastern United States. When completed, this route would provide Georgia residents with increased mobility options for some of the Southeast's largest cities with daily multi-frequency service between Nashville, Chattanooga, and Atlanta.

I encourage your full and fair consideration of this application, consistent with all agency rules and regulations. If you have any questions, please contact Tyler Hofmann-Reardon at (202) 224-3643 or tyler_hofmann-reardon@warnock.senate.gov.

Sincerely,



Reverend Raphael Warnock
United States Senator

NIKEMA WILLIAMS
6th District, Georgia

1406 LEHIGHWORTH HOUSE OFF
WASHINGTON, DC 20540
(202) 225-3801

Congress of the United States
House of Representatives
Washington, DC 20515-1005

March 21, 2023

The Honorable Pete Buttigieg
Secretary of Transportation
US Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Amitabha Bose, Administrator
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Buttigieg and Administrator Bose,

I write to express my support for the proposed Atlanta-Chattanooga-Nashville-Memphis passenger rail corridor grant application under the Federal Rail Administration's (FRA) Corridor Identification and Development Program (Corridor ID Program).

This administration understands that safe, reliable, accessible transportation infrastructure is a critical determinant of social and economic outcomes for our country's urban and rural communities. Federal investments in pedestrian and cyclist infrastructure on Atlanta's historically disinvested Southside demonstrate this commitment to redressing inequity across our transportation systems.

Connecting several of the Southeast's largest economic, educational, and cultural hubs via world-class passenger rail will further demonstrate this commitment at a regional scale. High-quality, affordable intercity service on the Atlanta-to-Memphis corridor will deliver generational benefits to Georgia families whose economic and social mobility has been hemmed in by inaccessible transportation options.

Thanks to previous Federal support from the Department of Transportation, work is already underway to study passenger rail service between Atlanta and Savannah. Coupled with this segment and with future high-speed rail to Charlotte, the proposed project can meaningfully connect the region with the kinds of transportation infrastructure and mobility options that my constituents and their businesses deserve.

Thank you in advance for your thorough review and favorable consideration of this application. Please reach out to my District Director, Jared McKinley at Jared.McKinley@mail.house.gov or at 404-623-7414 with any questions.

Yours for The People,



Nikema Williams
Member of Congress

CHARLES J. "CHUCK" FLEISCHMANN
3RD DISTRICT, TENNESSEE
COMMITTEE ON APPROPRIATIONS
SUBCOMMITTEE ON HOMELAND SECURITY
SUBCOMMITTEE ON ENERGY AND WATER
SUBCOMMITTEE ON LABOR, HEALTH AND HUMAN SERVICES, EDUCATION AND RELATED AGENCIES



Congress of the United States
House of Representatives
Washington, DC 20515-4203

WASHINGTON OFFICE
462 CANNON HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-3271 (202) 225-3494 (FAX)
DISTRICT OFFICES
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900 GEORGIA AVENUE
CHATTANOOGA, TN 37402
(423) 756-2342 (423) 756-6613 (FAX)
200 ADMINISTRATION ROAD, SUITE 100
P.O. Box 2001
OAK RIDGE, TN 37830
(865) 576-1976 (865) 576-3221 (FAX)
6 EAST MADISON AVENUE COURTHOUSE
ATHENS, TN 37303-4297

March 24, 2023

The Honorable Amit Bose
Administrator
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Administrator Bose,

Please accept my support of the City of Chattanooga's application for \$500,000 in grant funding through the Federal Rail Administration's Corridor Identification and Development (Corridor ID) Program to study a new passenger rail line linking Atlanta, Chattanooga, Nashville, and Memphis. The proposed passenger lines connecting these four cities have the potential to dramatically benefit these communities and the entire region.

The greater Chattanooga region is the #1 big rig bottleneck in Tennessee, and it ranks #11 nationwide. Passenger rail service across these four cities would boost economic growth throughout the region by alleviating bottlenecks across our road network. Connecting regional cities to the Atlanta metropolis via passenger rail would allow people and goods to move easier, faster, and safer.

Chattanooga has a long and proud history of railroads, although many of these rail lines are no longer in use. Those currently in use are used exclusively for freight. We see our city's history with railroads as our ticket to the future: the proposed Corridor ID rail line would utilize existing (but unused) rail lines -- a departure from previous rail proposals -- to save time and taxpayer dollars. This investment in our communities would bring Chattanooga back to the forefront of rail travel and make Tennessee a national leader in passenger rail.

Chattanooga is a rapidly expanding city in a prime location. Businesses like Volkswagen choose our city to produce their products, invest in green technology, and attract world-class talent. These businesses provide high-paying jobs with benefits that attract workers from outside of the city, including many who would benefit from commuting by train.

As I proudly serve East Tennessee in the U.S. House of Representatives, I ask that you give your full and fair consideration to the city's application, as I believe we have a unique chance to improve the lives and businesses of our constituents. This bipartisan project could be a major step forward for our state, our region, and our country if we succeed in realizing its potential. I look forward to seeing the project through to its completion.

Sincerely,


Chuck Fleischmann
Member of Congress

RailSTEVE COHEN
9TH DISTRICT, TENNESSEE
2268 RAYBURN HOUSE OFFICE BUILDING
WASHINGTON, DC 20515

TELEPHONE: (202) 225-3265
FAX: (202) 225-5663

ODELL HORTON FEDERAL BUILDING
167 NORTH MAIN STREET
SUITE 369
MEMPHIS, TN 38103

TELEPHONE: (901) 544-4131
FAX: (901) 544-4329

WWW.COHEN.HOUSE.GOV

Congress of the United States
House of Representatives
Washington, DC 20515-4209

COMMITTEE ON THE JUDICIARY

COMMITTEE ON TRANSPORTATION
AND INFRASTRUCTURE

COMMISSION ON SECURITY AND
COOPERATION IN EUROPE (U.S.
HELSINKI COMMISSION)

March 23, 2023

The Honorable Pete Buttigieg
Secretary of Transportation
US Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Secretary Buttigieg,

I am pleased to offer my support for the City of Chattanooga's application for the Sunbelt-Atlantic Connector, submitted to the U.S. Department of Transportation under the Federal-State Partnership for Intercity Passenger Rail. This project would link existing Amtrak service in Memphis to new and expanded routes in Nashville, Tennessee, Chattanooga, Tennessee, and Atlanta, Georgia.

This project is anticipated to have numerous benefits to our community including linking our nation's sunbelt and coast with leading air, land, and sea transportation hubs; creating unprecedented opportunities for expanded economic growth and mobility; driving higher workforce participation and equity; advancing our ability to keep our international climate commitments; and creating opportunities for tourism and leisure travel for residents across our country.

The Memphis region will most benefit from this opportunity, which would connect the 5,800 new workers needed at BlueOval City. This \$5.6 billion battery and vehicle manufacturing campus just outside of Memphis will be the largest in the Ford Motor Company world and is envisioned to be a sustainable, automotive manufacturing ecosystem.

I appreciate the opportunity to explore the development of the Sunbelt-Atlantic Corridor and look working to with our federal, state, and local partners on this effort. I hope you will consider this corridor's far-reaching benefits for safety, mobility, resiliency, economic development, and equity. Thank you for your time and your careful consideration.

As always, I remain,

Most sincerely,



Steve Cohen
Member of Congress

DRAFT

NATIONAL RAILROAD PASSENGER CORPORATION
1 Massachusetts Avenue, NW, Washington, DC 20001



Dennis J. Newman
Executive Vice President, Strategy and Planning

March 20, 2023

Amit Bose
Administrator
Federal Railroad Administration
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

RE: Application for Corridor Identification and Development Program Funding

Dear Administrator Bose:

On behalf of the National Railroad Passenger Corporation (Amtrak), I am writing to express our support for the City of Chattanooga application submitted under the Federal Railroad Administration's (FRA) Corridor Identification and Development Program (Corridor ID Program) for the Sunbelt-Atlantic Connector Corridor.

This expansion of our national rail network, connecting the cities of Atlanta, Chattanooga, Nashville, and Memphis, would promote affordable, clean and equitable transportation opportunities for residents throughout the Southeastern United States and beyond. Each of our four cities are leading transportation and tourism hubs in their own right, and such a service would connect many millions of residents from beyond our municipal and state borders to reliable and frequent rail travel opportunities. It is our belief that this proposed Sunbelt-Atlantic Connector linking our nation's sunbelt and coast with leading air and land transportation hubs would create unprecedented opportunities for expanded economic growth and mobility, drive higher workforce participation and equity, advance our ability to keep our international climate commitments and create opportunities for tourism and leisure travel for residents across our country. This Corridor could also serve as the backbone for future rail links to cities such as Macon, Birmingham, Savannah, and other communities across the Southeast United States.

The Sunbelt-Atlantic Connector Corridor will help strengthen economic growth and mobility throughout the region and the country. Additionally, it will provide public benefits, will make regional travel more available, accessible, and sustainable, will reduce congestion, and will boost the local economy of the cities and towns along the route.

We are excited to potentially work with all of the projects selected through the Corridor ID Program, to help those sponsors move their projects forward towards future implementation. Thank you for your time and consideration of this application.

Sincerely,

A handwritten signature in black ink, appearing to read "D. Newman", is written over a light gray watermark that says "DRAFT".

Dennis Newman
Executive Vice President, Strategy and Planning



March 24, 2023

Amit Bose, Administrator
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Letter of Support for Chattanooga, Tennessee's Corridor Proposal for the Corridor Identification and Development Program

Dear Administrator Bose:

On behalf of the Thrive Regional Partnership (Thrive), we are pleased to support the City of Chattanooga's application for a route linking cities across Tennessee and Georgia to be included in the Corridor Identification and Development Program (Corridor ID Program).

It is Thrive's mission to inspire responsible growth through conversation, connection, and collaboration in the tri-state, greater Chattanooga region. We convene stakeholders across the region to ensure that as we grow in industry, prosperity, and population, we also preserve community and natural character for generations to come. Our footprint includes 16 counties and 79 municipalities across northeast Alabama, northwest Georgia, and southeast Tennessee.

Serving communities at the heart of a potential Savannah-Chattanooga-Louisville Amtrak route, we believe regional strategies spanning across state lines need to be implemented to manage transportation and infrastructure issues. How people, products, and data quickly reach their destinations is becoming more challenging as our population grows and our digital economy evolves. With a growing urban, rural and suburban region, transformative changes require diverse perspectives to ensure no community is left behind.

Thrive contends that cross-sector, multi-jurisdictional partnerships will be crucial to the successful completion of this Amtrak expansion. We encourage active and intentional engagement of private sector, public and non-public perspectives throughout the process of developing and implementing the project. We look forward to collaborating with the City of Chattanooga, the Federal Rail Authority, and the U.S. Department of Transportation on further exploring passenger rail service.

Sincerely,

A black and white image of a handwritten signature in cursive script, which appears to read "Bridgett Massengill".

Bridgett Massengill
President & CEO

Thrive Regional Partnership, Inc.
832 Georgia Avenue, Suite 420 | Chattanooga, TN 37402 | (423) 541-3888
www.ThriveRegion.org



JIM STRICKLAND
MAYOR

TENNESSEE

March 17, 2023

The Honorable Pete Buttigieg
Secretary of Transportation
US Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

RE: Letter of Support for Corridor Identification and Development Program

Dear Secretary Buttigieg:

I am pleased to provide this expression of my support for the City of Chattanooga, Tennessee's application for the Sunbelt-Atlantic Connector, submitted to the US Department of Transportation under the Federal-State Partnership for Intercity Passenger Rail. This project would link existing Amtrak service in Memphis to new and expanded routes in Nashville, TN, Chattanooga, TN, and Atlanta, GA.

We anticipate this project to have numerous benefits to our community including linking our nation's sunbelt and coast with leading air, land, and sea transportation hubs; creating unprecedented opportunities for expanded economic growth and mobility; driving higher workforce participation and equity; advancing our ability to keep our international climate commitments; and create opportunities for tourism and leisure travel for residents across our country.

The Memphis region will most benefit from the opportunity to help connect the 5,800 new workers needed to power the coming BlueOval City. This mega campus is envisioned to be a sustainable automotive manufacturing ecosystem. The \$5.6 billion battery and vehicle manufacturing campus just outside of Memphis will be the largest in the Ford Motor Company world.

We appreciate the opportunity to explore developing the Sunbelt-Atlantic Corridor and look working to with our federal, state, and local partners on this effort. We hope you will consider this corridor's far-reaching benefits for safety, mobility, resiliency, economic development, and equity. Thank you for your time and your careful consideration.

Sincerely,

A handwritten signature in black ink that reads "Jim Strickland". The signature is written in a cursive, flowing style.

Jim Strickland
Mayor

125 North Main Street · Memphis, Tennessee 38103 · 901.636.6000



City of Chattanooga

Mayor Tim Kelly

The Honorable Amit Bose
Administrator
Federal Railroad Administration
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Thursday, March 23, 2023

Dear Administrator Bose:

I write today in strong support of the joint application by the mayors of Memphis, Nashville, Chattanooga and Atlanta to move forward on our proposed *Sunbelt-Atlantic connector* as part of the Federal Rail Administration's Corridor ID program.

This connector would connect four leading transportation hubs, strengthen the economies of both Tennessee and Georgia, and promote affordable, clean and equitable transportation for millions of residents. In fact, clean travel has become part of Chattanooga's DNA, with ongoing battery and electric vehicle manufacturing expansions ongoing from employers such as Novonix and Volkswagen, and more to come.

At a time when our states and our cities are seeing such unprecedented economic development and resulting net resident inflows, access to reliable rail travel is more than just a convenience — it is necessary to offset our growing road congestion, and allow frequent and affordable movements that are critical to interstate commerce, and to our future.

We and our partners in this venture are already major transit points for both air and ground transportation, with broad access to residents beyond our municipal borders. That's why this *Sunbelt-Atlantic connector* would create unprecedented opportunities for expanded economic growth and mobility, drive higher workforce participation and equity, advance our ability to keep our international climate commitments and create opportunities for tourism and leisure travel for residents across our country. This corridor could also serve as the backbone for future rail links to cities such as Savannah, Macon, Birmingham, and other communities across the Southeast United States.

I look forward to engaging further with the Federal Railroad Administration and stakeholders across our states as we continue to develop this opportunity into what I believe will be a great achievement for our nation, our region, and our cities.

Cordially,

Mayor Tim Kelly
Chattanooga, TN

101 East 11th Street • Chattanooga, Tennessee 37402
(423) 643-7800 • Fax: (423) 643-7817 • EMAIL: mayor@chattanooga.gov



ANDRE DICKENS
MAYOR

CITY OF ATLANTA

55 TRINITY AVE. S.W.
SUITE 2400
ATLANTA, GEORGIA 30303-0300
TEL (404) 330-6100

March 17, 2023

To: Amitabha Bose, Administrator, Federal Railroad Administration

Subject: Letter of Support for Atlanta-Chattanooga-Nashville-Memphis Passenger Rail Corridor

Dear Administrator Bose,

I write to share my enthusiastic support for the joint proposal by the cities of Atlanta, Chattanooga, Nashville, and Memphis for inclusion in the Federal Rail Administration's (FRA) Corridor Identification and Development Program (Corridor ID Program).

Our cities are thrilled for this unprecedented opportunity to develop a world-class Southeast regional rail network. Putting our cities and regional communities on a path toward frequent, high-quality passenger rail service represents a decades-long ambition on the part of previous Atlanta mayors and civic leaders throughout the region.

The proposed project will allow residents, workers, and visitors of two of the South's largest and most vibrant cities – Atlanta and Nashville are the 8th and 35th most populous metros in the U.S., respectively – to traverse the 250 miles that separate them by passenger train for the first time since 1979. It will connect the world's busiest passenger airport in Atlanta to its second-busiest cargo airport in Memphis, the 43rd largest U.S. metro. (Meanwhile, an Atlanta-Savannah corridor being proposed by the Georgia Department of Transportation will restore rail service between Georgia's capital and its coast for the first time since 1971.) High-quality passenger rail service will put the Southeast and its booming, car-dependent Sunbelt cities on a path toward climate resilience and affordable, low-carbon transportation choices. And, critically, it will serve a diverse cross-section of local communities and disadvantaged populations – both urban and rural – whose economic fates have been constrained by inadequate mobility options.

If selected for inclusion in the Corridor ID Program, our local, regional, and state partners in Georgia and Tennessee stand ready to hit the ground running on this transformative project. The Georgia Department of Transportation (GDOT) is selecting a consultant for its comprehensive study of the Atlanta-Savannah companion corridor, thanks to the steadfast support of our state's supportive Congressional delegation, [particularly](#) Senator John Ossoff. Our counterparts in Tennessee are engaged in similar efforts to prepare for intercity passenger rail service in accordance with FRA guidance. And our local and state governments, recognizing the magnitude of this once-in-a-generation opportunity, are prepared to meet non-Federal funding match requirements once the project advances to Steps 2 and 3 of the Corridor ID Program.

I hope you will find that this project uniquely exemplifies DOT's strategic goals of climate action and resilience, living-wage job creation, environmental justice, and addressing racial inequities and historical barriers to opportunity. I humbly thank you for considering our proposal.

Sincerely,



Andre Dickens
Mayor, City of Atlanta

DRAFT



METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY

**JOHN COOPER
MAYOR**

OFFICE OF THE MAYOR
METROPOLITAN COURTHOUSE
NASHVILLE, TENNESSEE 37201
PHONE: (615) 862-6000
EMAIL: mayor@nashville.gov

March 22, 2023

Amit Bose, Administrator
Federal Railroad Administration (FRA)
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Letter of Support for Chattanooga, Tennessee's Corridor Proposal for the Corridor Identification and Development Program (Sunbelt-Atlantic Connector)

Dear Administrator Bose,

I am honored to express my support for Chattanooga's grant application for the Sunbelt-Atlantic Connector submitted to the Federal Rail Administration, under the Corridor Identification and Development Program.

This project proposes to extend passenger rail from Atlanta to Chattanooga, and extend to Nashville and to Memphis. The Nashville MSA region is home to over two million residents, 1.4 million jobs and over 20 million visitors a year, yet lacks access to passenger rail. According to the Tennessee State Data Center, the 13-county Nashville Metropolitan Statistical Area will likely grow by 563,000 people in the next twenty years, capturing 57 percent of the entire state's total increase. The addition of passenger rail will add to the region's mobility network in an innovative way that will improve mobility options for thousands of workers, tourist, and families.

The Southeast Regional Rail Plan (2020), developed by the FRA and adopted by the Southeast Rail Commission, identifies the Atlanta-Nashville Corridor as a **high performing corridor best suited for Regional or Core Express Service**. Additionally, the Nashville-Memphis route was identified as an **Emerging Corridor** that would provide linkages between Tennessee and Chicago, St. Louis, and other destinations to the north, in coordination with the Midwest Regional Rail Plan.

I have met with the Mayor Strickland, Mayor Kelly, and Mayor Dickens who support this project, and we are excited to work together to make it a reality.

I am grateful for the opportunity to be part of what will be a transformational effort to our region's transit network and hope we will have your support for the grant needed to move forward.

Sincerely,

A handwritten signature in blue ink that reads "John Cooper".

John Cooper
Mayor



Memphis MPO
METROPOLITAN PLANNING ORGANIZATION

Strengthening Regional Transportation

The Honorable Amit Bose
Administrator
Federal Railroad Administration
United States Department of Transportation
1200 New Jersey Avenue, S.E.
Washington DC 20590

March 20, 2023

RE: Letter of Support for Sunbelt-Atlantic Connector

Dear Administrator Bose:

On behalf of the Memphis Urban Area Metropolitan Planning Organization (MPO), I am writing to express our full support for the proposed Sunbelt-Atlantic Connector submitted to the US Department of Transportation under the Federal-State Partnership for Intercity Passenger Rail, which will establish passenger rail connections from Chattanooga to Atlanta and Nashville

We believe that this project will not only benefit the City of Chattanooga but also have positive impacts on the Memphis region. As a major transportation hub, Memphis is well-positioned to benefit from increased connectivity and mobility options for residents and visitors. The proposed rail connection would improve access to markets, jobs, and educational opportunities throughout the southeastern United States, which would further promote economic growth and development in the Memphis region. This project would also support future goals of a passenger rail connection from Memphis to Nashville and the rest of the Southeast.

Moreover, this project aligns with our 2050 Regional Transportation Plan's goal of promoting sustainable transportation options that reduce congestion, improve air quality, and enhance public health. By promoting the use of passenger rail, the Sunbelt-Atlantic Connector project will help to reduce dependence on private vehicles, reduce greenhouse gas emissions, and promote a cleaner environment.

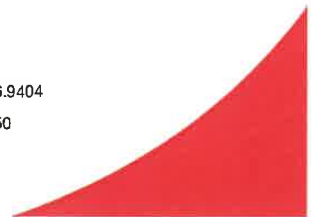
In conclusion, we fully support the proposed Sunbelt-Atlantic Connector and believe that it will bring significant benefits to the Memphis region. Thank you for considering our input, and we look forward to working with you to advance this important project.

Sincerely,

A handwritten signature in black ink that reads "Pragati Srivastava".

Pragati Srivastava, AICP
MPO Administrator

T 901.636.7190 F 901.636.9404
125 N Main Street, Suite 450
Memphis, TN 38103
memphismpo.org





**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

COMMISSIONER'S OFFICE
SUITE 700, JAMES K. POLK BUILDING
505 DEADERICK STREET
NASHVILLE, TENNESSEE 37243-1402
(615) 741-2848

BUTCH ELEY
DEPUTY GOVERNOR &
COMMISSIONER OF TRANSPORTATION

BILL LEE
GOVERNOR

March 15, 2023

Amit Bose, Administrator
Federal Railroad Administration (FRA)
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Letter of Support for Chattanooga, Tennessee's Corridor Proposal for the Corridor Identification and Development Program

Dear Administrator Bose,

While the State of Tennessee is currently conducting a statewide study on the potential for passenger rail service, we are also pleased to support the City of Chattanooga's application for a route linking the Tennessee cities of Memphis, Nashville, Chattanooga, as well as Atlanta, Georgia to be included in the Corridor Identification and Development (Corridor ID) Program.

Inclusion in the Corridor ID Program will be a valuable additional resource for the State of Tennessee and the Tennessee Department of Transportation (TDOT) as we explore how to best respond to growing transportation congestion in Tennessee's major urban areas and along major commuting and commerce routes in both urban and rural areas of the state. Additionally, we understand that the City of Chattanooga's application also considers important factors for Tennesseans, such as the role passenger rail can play in providing access to job opportunities for Tennessee residents.

The statewide study, commissioned by the Tennessee Legislature last session, is being conducted by the Tennessee Advisory Commission on Intergovernmental Relations (TACIR) with a study completion date of July 2023. We believe this statewide study will complement Chattanooga's proposed inclusion in the Corridor ID Program and is further indication of great interest in the State of Tennessee for intercity passenger rail.

We appreciate the continued engagement of FRA about the Corridor ID Program and we strongly support Chattanooga's inclusion in the program. We look forward to collaborating with the City of Chattanooga, the FRA, and the U.S. Department of Transportation on further exploring passenger rail service following the conclusion of the TACIR study. Inclusion of this corridor in this program will support those objectives, including supporting the creation of a service development plan for the proposed corridor linking several of our largest cities.

Administrator Bose
March 15, 2023
Page 2

Once the TACIR study is complete and provided to the Legislature, TDOT and others will evaluate the results and assess next steps. Specifically, we look forward to being an active partner with the City of Chattanooga and may choose to champion later phases of the proposed corridor, depending on the outcomes and recommendations of the pending TACIR study.

The Tennessee Department of Transportation and the State of Tennessee may also support additional corridors for inclusion from other applicants within the state as we explore intercity rail in Tennessee, and may also explore whether or not it is appropriate for TDOT to submit additional corridors for consideration in future corridor identification solicitations by FRA.

Sincerely,



Howard H. Eley
Commissioner of Transportation

DRAFT



201 South Hamilton Street, 4th Floor
Dalton, GA 30720
www.whitfieldcountyga.com
(706) 876-2592

March 24, 2023

Amit Bose, Administrator
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Letter of Support for Chattanooga, TN's Corridor Proposal for the Corridor Identification
Development Program

Dear Mr. Bose:

The Greater Dalton Metropolitan Planning Organization, the Metropolitan Planning Organization (MPO) for Whitfield County, GA and a portion of western Murray County, GA has had a long-standing history of interest in and promotion of the development of a passenger rail corridor between Southeastern urban areas and the rest of the United States passenger rail network. In the past, the MPO has been an active partner in Georgia's work on the Atlanta to Chattanooga section.

The Greater Dalton MPO supports the City of Chattanooga's application for the Corridor Identification and Development Program for the Atlanta-Chattanooga-Nashville-Memphis Corridor with the goal of initiating entry into the Federal Railroad Administration project development pipeline and providing federal grant funding for passenger rail service connecting key cities in Tennessee and Georgia. The MPO will work with the Federal Railroad Administration, the MPO's local communities, state agencies, and state and elected officials to provide input on the four primary transportation challenges: safety, congestion, equitable transportation access, and freight reliability.

Sincerely,

A handwritten signature in blue ink that reads "Kent Benson".

Kent Benson, P.E.
Policy Committee Chair

Whitfield County Engineering Department
201 South Hamilton Street ~ Dalton, Georgia 30720 ~ Phone: (706) 876-2592
www.whitfieldcountyga.com



The Honorable Amit Bose
Administrator
Federal Railroad Administration
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Thursday, March 23, 2023

Dear Administrator Bose:

On behalf of the Chattanooga Area Chamber of Commerce and our business community, I am writing today to support the joint application by the mayors of Memphis, Nashville, Chattanooga, and Atlanta to study and ultimately build the proposed *Smbell-Atlantic connector* as part of the Federal Rail Administration's Corridor ID program.

As the economic engines for our states, cities, and their surrounding regions are critical drivers of the employment opportunities on which our residents and our country depend. Chattanooga is seeing unprecedented demand for workers as the city solidifies its position as a national competitiveness asset in the vehicle electrification sector, and the need for reliable, affordable transportation has never been greater. Our partner cities are no different.

A rail network connecting our four cities would not only link together our economies and better allow for the unimpeded flow of workers, it would also better link our cities to the nationwide passenger rail network, adding millions of potential passengers to participate in employment and tourism activities both to and from our region, strengthening both our national and local economies.

Chattanooga alone is less than a day's drive from more than half of the U.S. population, and adding passenger rail access to a 16-county region would create a vital new transportation option for residents across East Tennessee, North Georgia, and Northeast Alabama.

We look forward to working alongside Chattanooga and our counterparts in Memphis, Nashville, and Atlanta to ensure the success of this project, which will become a great asset to our cities, our states, and to our nation.

Thank you for this opportunity.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Charles Wood'.

Charles Wood
Interim CEO
Chattanooga Area Chamber of Commerce



GREATER MEMPHIS CHAMBER

March 24, 2023

The Honorable Pete Buttigieg
Secretary of Transportation
US Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

RE: Letter of Support for Corridor Identification and Development Program

Dear Secretary Buttigieg,

On behalf of the Greater Memphis Chamber, representing 1,500 businesses, I am writing to express our full support for the City of Chattanooga, Tennessee's application for the Sunbelt-Atlantic Connector, submitted to the US Department of Transportation under the Federal-State Partnership for Intercity Passenger Rail. This project would link existing Amtrak service in Memphis to new and expanded routes in Nashville, TN, Chattanooga, TN, and Atlanta, GA.

We anticipate this rail project to have numerous benefits to our community including linking our nation's sunbelt and coast with leading road, river, and runway transportation hubs. The opportunity benefits the greater Memphis community and would greatly benefit the Memphis and surrounding business communities by creating unprecedented opportunities for expanded economic growth and mobility, driving increased workforce participation and equity, advancing our ability to keep our international climate commitments, and create opportunities for tourism and leisure travel for residents across our country.

The Memphis region will most benefit from the opportunity to help connect the 5,800 new workers needed to power the coming BlueOval City. This mega campus is envisioned to be a sustainable automotive manufacturing ecosystem. The \$5.6 billion battery and vehicle manufacturing campus just outside of Memphis will be the largest in the Ford Motor Company world.

We appreciate the opportunity to explore developing the Sunbelt-Atlantic Corridor and look working to with our federal, state, and local partners on this effort. We hope you will consider this corridor's far-reaching benefits for safety, mobility, resiliency, economic development, and equity.

Thank you for your time and your careful consideration. We stand ready to provide you with any information or assistance you or your office needs to support this application.

Sincerely,

Ted Townsend
President & CEO
Greater Memphis Chamber
ttownsend@memphischamber.com

100 Peabody Place, Suite 1000, Memphis, TN 38103
P.O. Box 224, Memphis, TN 38101-0224 General: (901) 543-3500 Fax: (901) 543-3510



500 11th Avenue North, Suite 200
Nashville, TN 37203
615.743.3000

nashvillechamber.com

March 22, 2023

Amit Bose, Administrator
Federal Railroad Administration (FRA)
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Letter of Support for Chattanooga, Tennessee's Corridor Proposal for the Corridor Identification and Development Program (Sunbelt-Atlantic Connector)

Dear Administrator Bose,

The Nashville Area Chamber appreciates the opportunity to express our support for Chattanooga's grant application for the Sunbelt-Atlantic Connector submitted to the Federal Rail Administration, under the Corridor Identification and Development Program.

The Chamber has long been a champion of robust, accessible transit to connect Middle Tennesseans to employment, education, and opportunity. Creating passenger rail to connect Middle Tennessee to the Southeast and other parts of the country would also be tremendously beneficial to our economy. As a rapidly growing city, we know Nashville's economic growth could be bolstered by Amtrak's 2035 Vision, a bold 15-year strategy which will connect the Southeast and create more than half a million American jobs. Given these incredible benefits for Nashville and other communities across America, we urge you to support Chattanooga's grant application for the Sunbelt-Atlantic Connector submitted to the Federal Rail Administration, under the Corridor Identification and Development Program.

The Southeast Regional Rail Plan (2020) identifies the Atlanta-Nashville Corridor as a **high performing corridor best suited for Regional or Core Express Service**. Additionally, the Nashville-Memphis route was identified as an **Emerging Corridor** that would provide linkages between Tennessee and Chicago, St. Louis, and other destinations to the north, in coordination with the Midwest Regional Rail Plan.

Sincerely,

A handwritten signature in black ink, appearing to read 'Ralph Schulz'.

Ralph Schulz
President & CEO



March 17, 2023

Amit Bose, Administrator
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: Letter of Support for Chattanooga's Proposal to the Corridor Identification and Development Program

Dear Administrator Bose,

On behalf of the members of the Greater Nashville Regional Council's (GNRC) Transportation Policy Board, I would like to express support for the City of Chattanooga's application to the Corridor Identification and Development Program. The Chattanooga-Hamilton County/North Georgia Transportation Planning Organization (CHCNGA TPO), the region's Metropolitan Planning Organization (MPO), has had a long-standing history of interest in and promotion of the development of a passenger rail corridor between Southeastern urban areas and the rest of the United States passenger rail network. The TPO has cited the connection through Chattanooga from Savannah to Louisville in multiple long-range Regional Transportation Plans and been an active partner in Georgia's work on the Atlanta to Chattanooga section.

GNRC is recognized as the Metropolitan Planning Organization (MPO) for the seven county Nashville metropolitan planning area, which includes Davidson, Maury, Robertson, Rutherford, Sumner, Williamson, and Wilson counties in the middle Tennessee area. There is significant interest in passenger rail service between Chattanooga and Nashville among our board leadership and their constituents. We hope that this application is successful and can serve as a building block for connecting passenger rail service to Tennessee with eventual connection to our region.

I wholeheartedly support the grant application and look forward to future partnership and collaboration on his important project.

Sincerely,

A handwritten signature in blue ink, appearing to read 'MS', is written over a horizontal line.

Michael Skipper
Executive Director

Cc: Members of the Transportation Policy Board (Nashville Area MPO)
Sean Pfalzer, Transportation Planning Manager, GNRC

Connecting Communities. Empowering People.

44 Vantage Way, Suite 450 • Nashville, TN 37228 • GNRC.org



Chattanooga-Hamilton County
Regional Planning Agency

Chattanooga-Hamilton County/
North Georgia
Transportation Planning
Organization

1250 Market Street, Suite 2000
Chattanooga, TN 37402

www.chcrpa.org
(423) 757-5216

March 10, 2023

Amit Bose, Administrator
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Letter of Support for Chattanooga, Tennessee's Corridor Proposal for the Corridor Identification and Development Program

The Chattanooga-Hamilton County/North Georgia Transportation Planning Organization (TPO), the region's Metropolitan Planning Organization (MPO), has had a long standing history of interest in and promotion of the development of a passenger rail corridor between Southeastern urban areas and the rest of the United States passenger rail network. The TPO has cited the connection through Chattanooga from Savannah to Louisville in multiple long-range Regional Transportation Plans and been an active partner in Georgia's work on the Atlanta to Chattanooga section. The TPO remains committed in its support for a passenger rail project and will again be documenting that support in the 2050 Regional Transportation Plan with particular emphasis on equity, safety, and resiliency.

The TPO welcomes the opportunity to support the City of Chattanooga's application and, if awarded, the TPO staff stands ready to assist in the Corridor Identification and Development Program with over 15 years of experience in federal transportation planning and programming. The TPO staff has been recognized for their excellence in community-sensitive performance-based planning by FHWA and FTA as well as other organizations such as Transportation for American for their innovative approaches to the MPO process. The staff also maintains close working relationships with the other Tennessee and Georgia MPO counterparts through active participation in the Tennessee and Georgia Associations of MPOs and routinely convenes a wide network of stakeholders for various planning projects. These networks would be an asset in gaining community support for this corridor and ensure Chattanooga's success in this effort.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Todd E. Leamon', is written over a large, faint watermark of the state of Tennessee.

Todd E. Leamon
Chair, Chattanooga-Hamilton County/North Georgia Transportation Planning
Organization Executive Board

ADVANCING GREAT PLACES



The Honorable Amit Bose
Administrator
Federal Railroad Administration
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Monday, December 19, 2022

Dear Administrator Bose:

We are writing to you today, as the mayors of four economically diverse and growing southern cities, to express our interest in docket number FRA-2022-0031, and to support consideration of an intercity passenger rail corridor that would enhance vital transportation links and drive economic growth.

Such an expansion of our national rail network, connecting the cities of Atlanta, Chattanooga, Nashville, and Savannah, would promote affordable, clean and equitable transportation opportunities for residents throughout the Southeastern United States and beyond. Each of our four cities are leading transportation and tourism hubs in their own right, and such a service would connect many millions of residents from beyond our municipal and state borders to reliable and frequent rail travel opportunities.

- Atlanta is home to Hartsfield Jackson International Airport, the busiest airport in the world, and is currently served by the Amtrak Crescent Train
- Chattanooga is within a day's drive for more than half of the U.S. population
- Nashville is a highway, air and freight hub, and is a popular destination for visitors worldwide
- Savannah is home to the fourth busiest seaport in the U.S. and home to three active Amtrak lines

Our cities have seen unprecedented growth in recent years, and while our states have invested many millions of dollars into our respective road networks, our ability to accommodate both new and existing residents and visitors amid deepening road congestion will depend in the future upon speedy rail travel.

It is our belief that this proposed *Sunbelt-Atlantic Connector* linking our nation's sunbelt and coast with leading air, land and sea transportation hubs would create unprecedented opportunities for expanded economic growth and mobility, drive higher workforce participation and equity, advance our ability to keep our international climate commitments and create opportunities for tourism and leisure travel for residents across our country. This corridor could also serve as the backbone for future rail links to cities such as Memphis, Macon, Birmingham, and other communities across the Southeast United States.

We look forward to connecting and engaging with the Federal Railroad Administration, stakeholders across our communities, our respective state delegations and executive branch staff to further explore and develop this opportunity for our cities, our states, our region and our country.

Cordially,

Mayor John Cooper
Nashville, TN

Mayor Andre Dickens
Atlanta, GA

Mayor Van Johnson
Savannah, GA

Mayor Tim Kelly
Chattanooga, TN

DRAFT

Appendix G: Tennessee Department of Transportation's Letter of Support for Joint Application to Corridor ID Program Submitted by Chattanooga, Memphis, Nashville, and Atlanta



**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

COMMISSIONER'S OFFICE
SUITE 700, JAMES K. POLK BUILDING
505 DEADERICK STREET
NASHVILLE, TENNESSEE 37243-1402
(615) 741-2848

BUTCH ELEY
DEPUTY GOVERNOR &
COMMISSIONER OF TRANSPORTATION

BILL LEE
GOVERNOR

March 15, 2023

Amit Bose, Administrator
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: FY 22 Corridor Identification and Development (Corridor ID) Program NOFO
Letter of Support for the State of Tennessee

Dear Administrator Bose,

I would like to offer this letter of support for continued interest in exploring passenger rail service opportunities to and through Tennessee as part FRA's recent Corridor Identification and Development (Corridor ID) Program Notice of Funding Opportunity (NOFO) published December 20, 2022.

The State of Tennessee is currently conducting a statewide study on the potential for passenger rail service linking the major cities in and through each of the grand divisions of the state. This study, commissioned by the Tennessee Legislature last session, is being conducted by the Tennessee Advisory Commission on Intergovernmental Relations (TACIR) with a study completion date of July 2023.

I would like to submit this letter of support for passenger rail services throughout the state of Tennessee. At this time as we are waiting on the General Assembly's TACIR commissioned report; however, the Department remains committed to taking a holistic approach to the mobility of its citizens. As we continue to have conversations with leadership throughout the state, TDOT supports and commends the efforts of these leaders and looks forward to continuing to work with them as we await the results of the TACIR study.

We are aware that a number of Tennessee's major cities are working to submit corridors as part of the Corridor ID Program. Addressing growing transportation congestion in Tennessee's major urban areas and along major commuting and commerce routes throughout our state is of paramount importance to the Department as we work to meet the state's growth, prosperity, and mobility needs.

We believe Tennessee is an important state in the national discussion of long-distance passenger rail service. Between 2010 and 2020, Tennessee grew by nearly 600,000 people and our state continues to be a leader in job growth and economic development. Tennessee is also a major tourist destination and visitors to our state come to all parts of our state to experience our rich culture of music and entertainment as well as our natural and scenic beauty.

We realize that in order for the Department to make a successful application for the Corridor ID Program by the FRA – we must have the necessary data and information to accompany it. We look forward to continued dialog on the potential for increased passenger rail services and our future application and participation in the Corridor ID Program.

Sincerely,

A handwritten signature in blue ink that reads "Howard H. Eley".

Howard H. Eley
Commissioner of Transportation

DRAFT

Appendix H: Existing Amtrak Routes Fiscal Year 2022-23

| Routes | Baseline Number of Trips Per Day 2022 | States Served | Operating Revenue Year To Date March 2023 (millions) | Operating Expenses Year To Date March 2023 (millions) | Adjusted Operating Earnings (millions) | Gross Ticket Revenue (millions) | Ridership (thousands) | Passenger Miles (millions) |
|------------------|---|---|--|---|--|---------------------------------|-----------------------|----------------------------|
| State Supported | | | | | | | | |
| Adirondack | half restored/full restoration planned for FY 23 | New York | \$1,500,000 | \$1,000,000 | \$500,000 | \$200,000 | - | - |
| Berkshire Flyer | Seasonal (one trip northbound on Friday, one trip southbound on Sunday) | New York, Massachusetts | \$0 | \$0 | \$0 | \$0 | - | - |
| Blue Water | 1 | Illinois, Michigan | \$9,000,000 | \$8,300,000 | \$700,000 | \$3,000,000 | 75,300 | 14,600,000 |
| Capitol Corridor | 9 | California | \$28,600,000 | \$32,700,000 | (\$4,100,000) | \$9,900,000 | 401,700 | 30,900,000 |
| Carolinian | 1 | Delaware, Maryland, New Jersey, New York, North Carolina, Pennsylvania, South Carolina, Virginia, Washington DC | \$10,100,000 | \$11,400,000 | (\$1,300,000) | \$7,600,000 | 148,100 | 32,400,000 |

**Appendix H: Existing Amtrak Routes
Fiscal Year 2022-23 (cont.)**

| Routes | Baseline Number of Trips Per Day 2022 | States Serviced | Operating Revenue Year To Date March 2023 (millions) | Operating Expenses Year To Date March 2023 (millions) | Adjusted Operating Earnings (millions) | Gross Ticket Revenue (millions) | Ridership (thousands) | Passenger Miles (millions) |
|---------------------------------------|---------------------------------------|-------------------------------------|--|---|--|---------------------------------|-----------------------|----------------------------|
| Cascades | 3 | Oregon, Washington | \$24,200,000 | \$26,800,000 | (\$2,600,000) | \$11,100,000 | 247,800 | 37,500,000 |
| Downeaster | 5 | Maine, Massachusetts, New Hampshire | \$9,100,000 | \$10,200,000 | (\$1,100,000) | \$4,800,000 | 238,200 | 20,600,000 |
| Empire Service | 7 | New York | \$31,300,000 | \$39,300,000 | (\$8,000,000) | \$37,000,000 | 583,700 | 92,600,000 |
| Ethan Allen Express | 1 | New York, Vermont | \$3,400,000 | \$4,300,000 | (\$900,000) | \$1,300,000 | 42,900 | 4,000,000 |
| Great River Service | | Illinois, Minnesota, Wisconsin | \$100,000 | \$100,000 | \$0 | \$0 | - | - |
| Gulf Coast Limited | | Alabama, Louisiana, Mississippi | \$0 | \$0 | \$0 | \$0 | - | - |
| Hartford Line (New Haven-Springfield) | 7 | Connecticut, Massachusetts | \$11,200,000 | \$18,000,000 | (\$6,800,000) | \$3,900,000 | 204,400 | 11,400,000 |
| Heartland Flyer | 1 | Oklahoma, Texas | \$3,600,000 | \$4,600,000 | (\$1,000,000) | \$1,000,000 | 35,300 | 6,400,000 |
| Hiawatha | 7 | Illinois, Wisconsin | \$10,000,000 | \$15,100,000 | (\$5,100,000) | \$6,900,000 | 280,600 | 22,600,000 |
| Hoosier State | Suspended | Illinois, Indiana | \$900,000 | \$0 | \$900,000 | \$0 | - | - |
| Illini/Saluki | 1 | Illinois | \$7,400,000 | \$11,500,000 | (\$4,100,000) | \$3,700,000 | 126,900 | 20,600,000 |
| Illinois Zephyr/ Carl Sandburg | 2 | Illinois | \$5,000,000 | \$8,200,000 | (\$3,300,000) | \$1,700,000 | 47,900 | 8,000,000 |

**Appendix H: Existing Amtrak Routes
Fiscal Year 2022-23 (cont.)**

| Routes | Baseline Number of Trips Per Day 2022 | States Served | Operating Revenue Year To Date March 2023 (millions) | Operating Expenses Year To Date March 2023 (millions) | Adjusted Operating Earnings (millions) | Gross Ticket Revenue (millions) | Ridership (thousands) | Passenger Miles (millions) |
|---|---------------------------------------|------------------------------------|--|---|--|---------------------------------|-----------------------|----------------------------|
| Keystone Service | 12 | New Jersey, New York, Pennsylvania | \$15,400,000 | \$48,300,000 | (\$32,900,000) | \$12,300,000 | 515,100 | 33,000,000 |
| Lincoln Service (Chicago-St. Louis) | 4 | Illinois, Missouri | \$14,400,000 | \$20,800,000 | (\$6,400,000) | \$8,000,000 | 232,800 | 45,900,000 |
| Maple Leaf | 1 | New York | \$18,600,000 | \$20,600,000 | (\$2,000,000) | \$9,100,000 | 199,500 | 37,400,000 |
| Missouri River Runner (Kansas City-St. Louis) | 2 | Missouri | \$7,300,000 | \$8,200,000 | (\$900,000) | \$2,400,000 | 65,500 | 12,300,000 |
| Pacific Surfliner | 10 | California | \$54,500,000 | \$61,800,000 | (\$7,300,000) | \$17,800,000 | 647,600 | 44,100,000 |
| Pennsylvanian | 1 | New Jersey, New York, Pennsylvania | \$7,800,000 | \$10,200,000 | (\$2,400,000) | \$5,700,000 | 94,200 | 20,400,000 |
| Pere Marquette | 1 | Illinois, Michigan | \$3,800,000 | \$4,000,000 | (\$300,000) | \$1,600,000 | 40,400 | 6,200,000 |
| Piedmont | 3 | North Carolina | \$4,900,000 | \$5,500,000 | (\$600,000) | \$2,800,000 | 143,100 | 16,600,000 |
| San Joaquins | 6 | California | \$43,100,000 | \$49,900,000 | (\$6,800,000) | \$13,500,000 | 406,100 | 59,800,000 |
| Valley Flyer | see Hartford Line | Connecticut, Massachusetts | \$0 | \$0 | \$0 | \$0 | - | - |

**Appendix H: Existing Amtrak Routes
Fiscal Year 2022-23 (cont.)**

| Routes | Baseline Number of Trips Per Day 2022 | States Serviced | Operating Revenue Year To Date March 2023 (millions) | Operating Expenses Year To Date March 2023 (millions) | Adjusted Operating Earnings (millions) | Gross Ticket Revenue (millions) | Ridership (thousands) | Passenger Miles (millions) |
|------------------------------------|---------------------------------------|---|--|---|--|---------------------------------|-----------------------|----------------------------|
| Vermonter | 1 | Connecticut, Delaware, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Vermont, Washington DC | \$4,600,000 | \$6,100,000 | (\$1,500,000) | \$1,700,000 | 51,400 | 5,600,000 |
| VA Service Washington-Roanoke | 6 | Virginia, Washington DC | \$5,500,000 | \$9,800,000 | (\$4,300,000) | \$6,200,000 | 157,600 | 21,300,000 |
| VA Service Washington-Newport News | | | \$7,800,000 | \$11,100,000 | (\$3,300,000) | \$6,600,000 | 163,100 | 19,200,000 |
| VA Service Washington-Norfolk | | | \$8,100,000 | \$15,200,000 | (\$7,100,000) | \$8,400,000 | 217,600 | 28,000,000 |
| VA Service Washington-Richmond | 3 | Illinois, Indiana, Michigan | \$3,600,000 | \$4,100,000 | (\$600,000) | \$1,600,000 | 61,000 | 5,100,000 |
| Wolverine | | | \$19,700,000 | \$21,900,000 | (\$2,200,000) | \$9,700,000 | 185,200 | 40,700,000 |

**Appendix H: Existing Amtrak Routes
Fiscal Year 2022-23 (cont.)**

| Routes | Baseline Number of Trips Per Day 2022 | States Serviced | Operating Revenue Year To Date March 2023 (millions) | Operating Expenses Year To Date March 2023 (millions) | Adjusted Operating Earnings (millions) | Gross Ticket Revenue (millions) | Ridership (thousands) | Passenger Miles (millions) |
|----------------------|---------------------------------------|---|--|---|--|---------------------------------|-----------------------|----------------------------|
| Long Distance | | | | | | | | |
| Auto Train | 1 | Florida, Virginia | \$62,700,000 | \$53,500,000 | \$9,100,000 | \$64,300,000 | 143,100 | 97,300,000 |
| California Zephyr | 1 | California, Colorado, Illinois, Iowa, Nebraska, Nevada, Utah | \$24,700,000 | \$64,700,000 | (\$40,100,000) | \$23,800,000 | 165,100 | 94,800,000 |
| Capitol Limited | 1 | Illinois, Indiana, Maryland, Ohio, Pennsylvania, Washington DC, West Virginia | \$8,500,000 | \$21,500,000 | (\$13,000,000) | \$8,800,000 | 67,800 | 28,400,000 |
| Cardinal | 3 weekly | Delaware, Illinois, Indiana, Kentucky, Maryland, New Jersey, New York, Ohio, Pennsylvania, Virginia, Washington DC, West Virginia | \$4,000,000 | \$13,200,000 | (\$9,200,000) | \$3,900,000 | 39,300 | 14,800,000 |

**Appendix H: Existing Amtrak Routes
Fiscal Year 2022-23 (cont.)**

| Routes | Baseline Number of Trips Per Day 2022 | States Serviced | Operating Revenue Year To Date March 2023 (millions) | Operating Expenses Year To Date March 2023 (millions) | Adjusted Operating Earnings (millions) | Gross Ticket Revenue (millions) | Ridership (thousands) | Passenger Miles (millions) |
|---------------------|---------------------------------------|---|--|---|--|---------------------------------|-----------------------|----------------------------|
| City of New Orleans | 1 | Illinois, Kentucky, Louisiana, Mississippi, Tennessee | \$9,100,000 | \$22,800,000 | (\$13,700,000) | \$8,800,000 | 107,300 | 42,900,000 |
| Coast Startlight | 1 | California, Oregon, Washington | \$19,900,000 | \$44,900,000 | (\$24,900,000) | \$19,000,000 | 167,400 | 70,200,000 |
| Crescent | 1 | Alabama, Delaware, Georgia, Louisiana, Maryland, Mississippi, New Jersey, New York, North Carolina, Pennsylvania, South Carolina, Virginia, Washington DC | \$17,400,000 | \$38,900,000 | (\$21,400,000) | \$17,100,000 | 130,400 | 53,800,000 |

**Appendix H: Existing Amtrak Routes
Fiscal Year 2022-23 (cont.)**

| Routes | Baseline Number of Trips Per Day 2022 | States Serviced | Operating Revenue Year To Date March 2023 (millions) | Operating Expenses Year To Date March 2023 (millions) | Adjusted Operating Earnings (millions) | Gross Ticket Revenue (millions) | Ridership (thousands) | Passenger Miles (millions) |
|--------------------|---------------------------------------|--|--|---|--|---------------------------------|-----------------------|----------------------------|
| Empire Builder | 1 | Idaho, Illinois, Minnesota, Montana, North Dakota, Oregon, Washington, Wisconsin | \$20,700,000 | \$56,500,000 | (\$35,800,000) | \$20,300,000 | 150,400 | 95,800,000 |
| Lake Shore Limited | 1 | Illinois, Indiana, Massachusetts, New York, Ohio, Pennsylvania | \$14,900,000 | \$36,400,000 | (\$21,500,000) | \$14,800,000 | 161,600 | 65,400,000 |
| Palmetto | 1 | Delaware, Georgia, Maryland, New Jersey, New York, North Carolina, Pennsylvania, South Carolina, Virginia, Washington DC | \$12,600,000 | \$21,200,000 | (\$8,600,000) | \$12,100,000 | 141,200 | 35,900,000 |

**Appendix H: Existing Amtrak Routes
Fiscal Year 2022-23 (cont.)**

| Routes | Baseline Number of Trips Per Day 2022 | States Serviced | Operating Revenue Year To Date March 2023 (millions) | Operating Expenses Year To Date March 2023 (millions) | Adjusted Operating Earnings (millions) | Gross Ticket Revenue (millions) | Ridership (thousands) | Passenger Miles (millions) |
|---------------|---------------------------------------|---|--|---|--|---------------------------------|-----------------------|----------------------------|
| Silver Meteor | 1 | Delaware, Florida, Georgia, Maryland, New Jersey, New York, North Carolina, Pennsylvania, South Carolina, Virginia, Washington DC | \$18,100,000 | \$35,700,000 | (\$17,700,000) | \$18,000,000 | 123,600 | 67,000,000 |
| Silver Star | 1 | Delaware, Florida, Georgia, Maryland, New Jersey, New York, North Carolina, Pennsylvania, South Carolina, Virginia, Washington DC | \$19,400,000 | \$46,600,000 | (\$27,200,000) | \$18,800,000 | 171,800 | 74,700,000 |

**Appendix H: Existing Amtrak Routes
Fiscal Year 2022-23 (cont.)**

| Routes | Baseline Number of Trips Per Day 2022 | States Served | Operating Revenue Year To Date March 2023 (millions) | Operating Expenses Year To Date March 2023 (millions) | Adjusted Operating Earnings (millions) | Gross Ticket Revenue (millions) | Ridership (thousands) | Passenger Miles (millions) |
|-----------------|---------------------------------------|---|--|---|--|---------------------------------|-----------------------|----------------------------|
| Southwest Chief | 1 | Arizona, California, Colorado, Illinois, Iowa, Kansas, Missouri, New Mexico | \$18,700,000 | \$58,800,000 | (\$40,100,000) | \$18,600,000 | 113,100 | 97,800,000 |
| Sunset Limited | 3 weekly | Arizona, California, Illinois, Louisiana, Missouri, New Mexico, Texas | \$6,200,000 | \$27,200,000 | (\$21,000,000) | \$5,700,000 | 41,100 | 30,800,000 |
| Texas Eagle | 1 | Arizona, Arkansas, California, Illinois, Missouri, New Mexico, Texas | \$12,400,000 | \$30,600,000 | (\$18,200,000) | \$11,800,000 | 142,700 | 66,000,000 |

Appendix H: Existing Amtrak Routes Fiscal Year 2022-23 (cont.)

| Routes | Baseline Number of Trips Per Day 2022 | States Serviced | Operating Revenue Year To Date March 2023 (millions) | Operating Expenses Year To Date March 2023 (millions) | Adjusted Operating Earnings (millions) | Gross Ticket Revenue (millions) | Ridership (thousands) | Passenger Miles (millions) |
|-----------------------------------|---------------------------------------|---|--|---|--|---------------------------------|-----------------------|----------------------------|
| Northeast Corridor Service | | | | | | | | |
| Acela | 10 | Connecticut, Delaware, Maryland, Massachusetts, New Jersey, New York, Pennsylvania, Rhode Island, Washington DC | \$231,600,000 | \$185,000,000 | \$46,600,000 | \$231,000,000 | 1,362,000 | 264,200,000 |
| Northeast Regional | 15 | Connecticut, Delaware, Maryland, Massachusetts, New Jersey, New York, Pennsylvania, Rhode Island, Virginia, Washington DC | \$369,300,000 | \$322,200,000 | \$47,100,000 | \$361,700,000 | 4,032,100 | 724,600,000 |

Source: Amtrak 2023b; Amtrak 2023a; and Amtrak "Berkshire Flyer."

Appendix I: Ongoing Passenger Rail Projects in Other States

| States | Routes | Project Stage | Estimated Capital Cost | Primary Stakeholders | Distance of Route in Miles | Notes |
|---------------------------------|---|----------------------------------|--|---|----------------------------|--|
| Alabama | Birmingham - Montgomery - Mobile | Site selection | \$9,500,000,000 | Amtrak, Southern Rail Commission, CSX | 279 | The Birmingham to Montgomery corridor would extend from the Amtrak station, which is located within downtown Birmingham's Intermodal Transportation Terminal, to a proposed station in Montgomery, and to a new station planned at the Mobile Airport. |
| Alabama, Mississippi, Louisiana | Mobile - Bay St. Louis - Biloxi - Gulfport - Pascagoula - New Orleans | Proposed service start date 2023 | Not disclosed due to legal proceedings settled in 2022 | Amtrak, Southern Rail Commission, CSX, Norfolk Southern | 145 | Plan to restore the Amtrak Gulf Coast Corridor. Legal Proceedings against the Alabama Port Authority due to freight rail business concerns were settled in December 2022. Service may begin in 2023, but upgrades to rail lines, crossings, and stations, awaiting approval for federal grant money. |
| California | San Francisco - Los Angeles | Ongoing construction | \$88,500,000,000-\$127,930,000,000 | California High Speed Rail Authority | 500 | A 500-mile network connecting San Francisco and Los Angeles, with future extension plans to Sacramento and San Diego for a total of 800 miles. Has frequently been paused from increases in capital cost. Publicly funded. |

Appendix I: Ongoing Passenger Rail Projects in Other States (cont.)

| States | Routes | Project Stage | Estimated Capital Cost | Primary Stakeholders | Distance of Route in Miles | Notes |
|--------------------------------|-----------------------------------|---------------------------------------|------------------------|--|----------------------------|---|
| Illinois, Minnesota, Wisconsin | Twin Cities - Milwaukee - Chicago | Proposed construction start date 2023 | \$53,300,000 | Wisconsin, Minnesota, and Illinois Departments of Transportation, Amtrak, Federal Railroad Administration, La Crosse Area Planning Committee, Ramsey County, Regional Railroad Authority | 411 | Multi-state project, will follow Amtrak's Empire Builder route. The TCMC project includes improvements to rail infrastructure, so that the corridor can handle increased freight and passenger train traffic. |
| Louisiana | Baton Rouge - New Orleans | Environmental review | \$260,000,000 | Amtrak, Southern Rail Commission, Louisiana Department of Transportation, Canadian Pacific, Kansas City Southern, Surface Transportation Board | 80 | Part of the Gulf Coast Corridor; LADOT began environmental review in 2022. Multimodal, planned stop at Louis Armstrong New Orleans International Airport. |
| Massachusetts | Boston - Washington, D.C. | Ongoing upgrades | \$14,700,000,000 | Amtrak | 457 | Upgrading to a high speed corridor along the already existing 457-mile corridor. |

Appendix I: Ongoing Passenger Rail Projects in Other States (cont.)

| States | Routes | Project Stage | Estimated Capital Cost | Primary Stakeholders | Distance of Route in Miles | Notes |
|-----------------------------|-----------------------------|--|------------------------|---|----------------------------|--|
| Nevada | Las Vegas - Los Angeles | Proposed construction start date 2023 | \$8,000,000,000 | Brightline | 259 | High speed rail, privately owned and financed. |
| North Carolina and Virginia | Raleigh - Richmond | Preliminary design and environmental document re-evaluations | \$2,427,430,000 | NC Department of Transportation, Virginia Rail Passenger Authority | 158 | Develop the S-Line corridor, a freight corridor, for high performance rail service. Environmental screenings, corridor surveys, and preliminary design ongoing. |
| Texas | Dallas/Fort Worth - Houston | Planning | \$30,000,000,000 | Texas Central | 240 | Developed, designed, financed, constructed, and operated by Texas Central. |
| Virginia | Roanoke - New River Valley | Environmental review | \$51,000,000 | Virginia Passenger Rail Authority, Virginia Department of Rail and Public Transportation, Amtrak, CSX Transportation, Norfolk Southern Railroad, Virginia Railway Express, Buckingham Branch Railroad Company | 28.5 | Transforming Rail in Virginia is a statewide plan listing various projects to improve already existing service. The New River Valley Passenger Rail Project is, one of many, a plan to extend service from Roanoke to the New River Valley (Salem Crossover-Christiansburg). |

Sources: Amtrak "New Orleans - Mobile"; Federal Railroad Administration 2015; High Speed Rail Alliance "Brightline West"; North Carolina Department of Transportation "S-Line Raleigh to Richmond Project"; Railway Technology 2016; Riegel 2023; Sharp 2021; Sharp 2022; Southern Rail Commission "Project Overview: Birmingham to Mobile"; Texas Central "Infrastructure"; Texas Central "The Project"; United States House of Representatives "Texas Central's High Speed Rail Project at a Glance"; Virginia Passenger Rail Authority 2022a; Virginia Passenger Rail Authority 2022b; Virginia Passenger Rail Authority "New River Valley Passenger Rail Project"; Virginia Passenger Rail Authority "Transforming Rail in Virginia"; and Wisconsin Department of Transportation "Twin Cities-Milwaukee-Chicago Intercity Passenger Rail Service."

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Appendix J: Existing Intercity Passenger Rail Routes, by State Fiscal Year 2018-2019 through Fiscal Year 2020-21

| State | Route Name: Origin - Destination | In State Locations Serviced | Federal Fiscal Year 2018-19 Ridership | Federal Fiscal Year 2019-20 Ridership | Federal Fiscal Year 2020-21 Ridership |
|---------|---|-----------------------------|---------------------------------------|---------------------------------------|---------------------------------------|
| Alabama | Long Distance Crescent: New York - Washington, DC - Charlottesville - Charlotte - Atlanta - Birmingham - New Orleans | 3 | 51,172 | 24,714 | 20,603 |
| Alaska | State Supported-Alaska Railroad Coastal Classic: Anchorage - Girdwood - Seward Denali Star Train: Anchorage - Wasilla - Talkeetna - Denali - Fairbanks Glacier Discovery Train: Anchorage - Girdwood - Portage - Whittier - Portage - Spencer Glacier - Grandview Hurricane Turn Train: (summer) Talkeetna - Chase - Curry - Sherman - Gold Creek - Twin Bridges - Chulitna - Hurricane; (winter) Anchorage - Wasilla - Talkeetna - Chase - Curry - Sherman - Gold Creek - Twin Bridges - Chulitna - Hurricane Aurora Winter Train: Anchorage - Wasilla - Talkeetna - Hurricane - Healy - Nenana - Fairbanks | 13 | 522,101 | 32,059 | 200,381 |

**Appendix J: Existing Intercity Passenger Rail Routes, by State
Fiscal Year 2018-2019 through Fiscal Year 2020-21 (cont.)**

| State | Route Name: Origin - Destination | In State Locations Served | Federal Fiscal Year 2018-19 Ridership | Federal Fiscal Year 2019-20 Ridership | Federal Fiscal Year 2020-21 Ridership |
|----------|---|---------------------------|---------------------------------------|---------------------------------------|---------------------------------------|
| Arizona | <p>Long Distance Southwest Chief: Los Angeles-Flagstaff - Albuquerque - Topeka - Chicago</p> <p>Sunset Limited: Los Angeles - Maricopa - El Paso - San Antonio - Houston - New Orleans - Orlando (currently suspended east of New Orleans)</p> <p>Texas Eagle: Chicago - St. Louis - Little Rock - Dallas - San Antonio with thrice weekly through car service on the Sunset Limited to Los Angeles</p> | 6 | 99,636 | 57,096 | 50,603 |
| Arkansas | <p>Long Distance Texas Eagle: Chicago - St. Louis - Little Rock - Dallas - San Antonio with thrice weekly through car service on the Sunset Limited to Los Angeles</p> | 6 | 30,413 | 18,795 | 15,383 |

**Appendix J: Existing Intercity Passenger Rail Routes, by State
Fiscal Year 2018-2019 through Fiscal Year 2020-21 (cont.)**

| State | Route Name: Origin - Destination | In State Locations Serviced | Federal Fiscal Year 2018-19 Ridership | Federal Fiscal Year 2019-20 Ridership | Federal Fiscal Year 2020-21 Ridership |
|------------|--|-----------------------------|---------------------------------------|---------------------------------------|---------------------------------------|
| California | <p>Long Distance California Zephyr: San Francisco Bay Area - Reno - Salt lake City - Denver - Omaha - Chicago</p> <p>Coast Starlight: Los Angeles - Oakland - San Francisco Bay Area - Sacramento - Eugene - Portland - Seattle</p> <p>Southwest Chief: Los Angeles - Flagstaff - Albuquerque - Topeka - Chicago</p> <p>Sunset Limited: Los Angeles - Maricopa - El Paso - San Antonio - Houston - New Orleans - Orlando (currently suspended east of New Orleans)</p> <p>Texas Eagle: Chicago - St. Louis - Little Rock - Dallas - San Antonio with thrice weekly through car service on the Sunset Limited to Los Angeles</p> <p>State Supported Capitol Corridor: San Jose - Oakland - Sacramento - Auburn</p> <p>Pacific Surfliner: San Diego - Los Angeles - Santa Barbara - San Luis Obispo</p> <p>San Joaquins: Oakland/Sacramento - Fresno - Bakersfield, motor coach connections to Los Angeles</p> | 80 | 11,456,543 | 5,962,044 | 3,527,368 |

**Appendix J: Existing Intercity Passenger Rail Routes, by State
Fiscal Year 2018-2019 through Fiscal Year 2020-21 (cont.)**

| State | Route Name: Origin - Destination | In State Locations Served | Federal Fiscal Year 2018-19 Ridership | Federal Fiscal Year 2019-20 Ridership | Federal Fiscal Year 2020-21 Ridership |
|-------------|---|---------------------------|---------------------------------------|---------------------------------------|---------------------------------------|
| Colorado | <p>Long Distance California Zephyr: San Francisco Bay Area - Reno - Salt Lake City - Denver - Omaha - Chicago</p> <p>Southwest Chief: Los Angeles - Flagstaff - Albuquerque - Topeka - Chicago</p> | 9 | 270,232 | 174,346 | 114,529 |
| Connecticut | <p>State Supported *Hartford Line: New Haven - Wallingford - Meriden - Hartford - Windsor Locks - Springfield</p> <p>*Springfield Shuttle: Washington, DC - New York - New Haven - Wallingford - Meriden - Berlin - Hartford - Windsor Locks - Springfield</p> <p>Valley Flyer: New Haven - Wallingford - Meriden - Hartford - Windsor Locks - Springfield - Holyoke - Northampton - Greenfield</p> <p>Vermonter: Washington, DC - Philadelphia - New York - New Haven - Berlin - Springfield - Essex Junction - St. Albans</p> <p>Northeast Corridor Acela: Washington, DC - Baltimore - Wilmington - Philadelphia - Newark - New York - New Haven - Providence - Boston</p> <p>Northeast Regional: Richmond - Washington, DC - BWI - Baltimore - Wilmington - Philadelphia - Trenton - Newark - New York - New Haven - New London - Providence - Boston</p> | 13 | 1,829,770 | 966,530 | 788,621 |

**Appendix J: Existing Intercity Passenger Rail Routes, by State
Fiscal Year 2018-2019 through Fiscal Year 2020-21 (cont.)**

| State | Route Name: Origin - Destination | In State Locations Served | Federal Fiscal Year 2018-19 Ridership | Federal Fiscal Year 2019-20 Ridership | Federal Fiscal Year 2020-21 Ridership |
|----------|---|---------------------------|---------------------------------------|---------------------------------------|---------------------------------------|
| Delaware | <p>Long Distance Cardinal: New York - Washington - Charlottesville - Charleston - Cincinnati - Indianapolis - Chicago</p> <p>Crescent: New York - Washington - Charlottesville - Charlotte - Atlanta - Birmingham - New Orleans</p> <p>Palmetto: New York - Washington - Richmond - Charleston - Savannah</p> <p>Silver Meteor: New York - Washington - Richmond - Charleston - Savannah - Jacksonville - Miami</p> <p>Silver Star: New York - Washington - Richmond - Columbia - Savannah - Jacksonville - Tampa - Miami</p> | 2 | 717,359 | 355,558 | 236,807 |

**Appendix J: Existing Intercity Passenger Rail Routes, by State
Fiscal Year 2018-2019 through Fiscal Year 2020-21 (cont.)**

| State | Route Name: Origin - Destination | In State Locations Served | Federal Fiscal Year 2018-19 Ridership | Federal Fiscal Year 2019-20 Ridership | Federal Fiscal Year 2020-21 Ridership |
|------------------|---|---------------------------|---------------------------------------|---------------------------------------|---------------------------------------|
| Delaware (cont.) | <p>State Supported Carolinian: New York - Washington, DC - Richmond - Selma - Raleigh - Charlotte</p> <p>Vermont: Washington, DC - Philadelphia - New York - New Haven - Berlin - Springfield - Essex Junction - St. Albans</p> <p>Northeast Corridor Acela: Washington, DC - Baltimore - Wilmington - Philadelphia - Newark - New York - New Haven - Providence - Boston</p> <p>Northeast Regional: Richmond - Washington, DC - BWI - Baltimore - Wilmington - Philadelphia - Trenton - Newark - New York - New Haven - New London - Providence - Boston</p> | | | | |
| Florida | <p>Long Distance Auto Train: Lorton - Sanford</p> <p>Silver Meteor: New York - Washington, DC - Richmond - Charleston - Savannah - Jacksonville - Miami</p> <p>Silver Star: New York - Washington, DC - Richmond - Columbia - Savannah - Jacksonville - Tampa - Miami</p> | 19 | 905,074 | 565,457 | 569,165 |

**Appendix J: Existing Intercity Passenger Rail Routes, by State
Fiscal Year 2018-2019 through Fiscal Year 2020-21 (cont.)**

| State | Route Name: Origin - Destination | In State Locations Served | Federal Fiscal Year 2018-19 Ridership | Federal Fiscal Year 2019-20 Ridership | Federal Fiscal Year 2020-21 Ridership |
|---------|---|---------------------------|---------------------------------------|---------------------------------------|---------------------------------------|
| Georgia | <p>Long Distance *Auto Train: Lorton - Sanford (does not stop in Georgia)</p> <p>Crescent: New York - Washington - Charlottesville - Charlotte - Atlanta - Birmingham - New Orleans</p> <p>Palmetto: New York - Washington - Richmond - Charleston - Savannah</p> <p>Silver Meteor: New York - Washington - Richmond - Charleston - Savannah - Jacksonville - Miami</p> <p>Silver Star: New York - Washington - Richmond - Columbia - Savannah - Jacksonville - Tampa - Miami</p> | 5 | 141,707 | 84,460 | 75,988 |

**Appendix J: Existing Intercity Passenger Rail Routes, by State
Fiscal Year 2018-2019 through Fiscal Year 2020-21 (cont.)**

| State | Route Name: Origin - Destination | In State Locations Served | Federal Fiscal Year 2018-19 Ridership | Federal Fiscal Year 2019-20 Ridership | Federal Fiscal Year 2020-21 Ridership |
|----------|--|---------------------------|---------------------------------------|---------------------------------------|---------------------------------------|
| Idaho | Long Distance Empire Builder: Chicago - St. Paul - Seattle/ Portland | 1 | 6,726 | 4,186 | 3,594 |
| Illinois | Long Distance California Zephyr: San Francisco Bay Area - Reno - Salt lake City - Denver - Omaha - Chicago Capitol Limited: Chicago - Toledo - Cleveland - Pittsburgh - Washington Cardinal: New York - Washington - Charlottesville - Charleston - Cincinnati - Indianapolis - Chicago City of New Orleans: Chicago - Carbondale - Memphis - New Orleans Empire Builder: Chicago - St Paul - Seattle/Portland Lake Shore Limited: Chicago - Cleveland - Buffalo - Boston/ New York Southwest Chief: Los Angeles - Flagstaff - Albuquerque - Topeka - Chicago | 30 | 4,722,853 | 2,452,684 | 1,942,998 |

**Appendix J: Existing Intercity Passenger Rail Routes, by State
Fiscal Year 2018-2019 through Fiscal Year 2020-21 (cont.)**

| State | Route Name: Origin - Destination | In State Locations Served | Federal Fiscal Year 2018-19 Ridership | Federal Fiscal Year 2019-20 Ridership | Federal Fiscal Year 2020-21 Ridership |
|------------------|---|---------------------------|---------------------------------------|---------------------------------------|---------------------------------------|
| Illinois (cont.) | <p>Texas Eagle: Chicago - St Louis - Little Rock - Dallas - San Antonio with thrice weekly through car service on the Sunset Limited to Los Angeles</p> <p>State Supported Blue Water: Chicago - East Lansing - Port Huron</p> <p>Carl Sandburg / Illinois Zephyr: Chicago - Galesburg - Quincy</p> <p>Hiawatha: Chicago - Milwaukee</p> <p>Illini/Saluka: Chicago - Champaign - Carbondale</p> <p>Lincoln: Chicago - Springfield - St. Louis</p> <p>Pere Marquette: Chicago - Grand Rapids</p> <p>Wolverine: Chicago - Detroit - Pontiac</p> <p>*Hoosier State: Chicago - Indianapolis (discontinued 2019)</p> | | | | |

**Appendix J: Existing Intercity Passenger Rail Routes, by State
Fiscal Year 2018-2019 through Fiscal Year 2020-21 (cont.)**

| State | Route Name: Origin - Destination | In State Locations Served | Federal Fiscal Year 2018-19 Ridership | Federal Fiscal Year 2019-20 Ridership | Federal Fiscal Year 2020-21 Ridership |
|----------|---|---------------------------|---------------------------------------|---------------------------------------|---------------------------------------|
| Indiana | <p>Long Distance Capitol Limited: Chicago - Toledo - Cleveland - Pittsburgh - Washington, DC</p> <p>Cardinal: New York - Washington, DC - Charlottesville - Charleston - Cincinnati - Indianapolis - Chicago</p> <p>*Lake Shore Limited: Chicago - South Bend - Cleveland - Buffalo - Boston/New York</p> <p>State Supported Wolverine: Chicago - Detroit - Pontiac</p> | 11 | 117,811 | 56,064 | 46,221 |
| Iowa | <p>Long Distance California Zephyr: San Francisco Bay Area - Reno - Salt Lake City - Denver - Omaha - Chicago</p> <p>Southwest Chief: Los Angeles - Flagstaff - Albuquerque - Topeka - Chicago</p> | 6 | 51,499 | 31,601 | 24,543 |
| Kansas | <p>Long Distance Southwest Chief: Los Angeles - Flagstaff - Albuquerque - Topeka - Chicago</p> | 6 | 46,482 | 28,863 | 19,027 |
| Kentucky | <p>Long Distance Cardinal: New York - Washington, DC - Charlottesville - Charleston - Cincinnati - Indianapolis - Chicago</p> <p>City of New Orleans: Chicago - Carbondale - Memphis - New Orleans</p> | 4 | 8,367 | 5,542 | 4,846 |

**Appendix J: Existing Intercity Passenger Rail Routes, by State
Fiscal Year 2018-2019 through Fiscal Year 2020-21 (cont.)**

| State | Route Name: Origin - Destination | In State Locations Served | Federal Fiscal Year 2018-19 Ridership | Federal Fiscal Year 2019-20 Ridership | Federal Fiscal Year 2020-21 Ridership |
|-----------|---|---------------------------|---------------------------------------|---------------------------------------|---------------------------------------|
| Louisiana | <p>Long Distance City of New Orleans: Chicago - Carbondale - Memphis - New Orleans</p> <p>Crescent: New York - Washington - Charlottesville - Charlotte - Atlanta - Birmingham - New Orleans</p> <p>Sunset Limited: Los Angeles - Maricopa - El Paso - San Antonio - Houston - New Orleans - Orlando (currently suspended east of New Orleans)</p> | 7 | 176,159 | 100,129 | 83,842 |
| Maine | <p>State Supported Downeaster: Boston - Portland - Brunswick</p> | 6 | 335,682 | 155,389 | 161,254 |
| Maryland | <p>Long Distance Capitol Limited: Chicago - Toledo - Cleveland - Pittsnurgh - Washington</p> <p>Cardinal: New York - Washington - Charlottesville - Charelston - Cincinnati - Indianapolis- Chicago</p> <p>*Crescent: New York - Baltimore - Charlottesville - Charlotte - Atlanta - Birmingham - New Orleans</p> <p>Palmetto: New York - Washington - Richmond - Charleston - Savannah</p> <p>Silver Meteor: New York - Washington - Richmond - Charleston - Savannah - Jacksonville - Miami</p> <p>Silver Star: New York - Washington - Richmond - Columbia - Savannah - Jacksonville - Tampa - Miami</p> | 6 | 2,031,975 | 1,051,302 | 831,149 |

**Appendix J: Existing Intercity Passenger Rail Routes, by State
Fiscal Year 2018-2019 through Fiscal Year 2020-21 (cont.)**

| State | Route Name: Origin - Destination | In State Locations Served | Federal Fiscal Year 2018-19 Ridership | Federal Fiscal Year 2019-20 Ridership | Federal Fiscal Year 2020-21 Ridership |
|------------------|---|---------------------------|---------------------------------------|---------------------------------------|---------------------------------------|
| Maryland (cont.) | <p>State Supported Carolinian: New York - Washington, DC - Richmond - Selma - Raleigh - Charlotte</p> <p>Vermont: Washington, DC - Philadelphia - New York - New Haven - Berlin - Springfield - Essex Junction - St. Albans</p> <p>Northeast Corridor Acela: Washington, DC - Baltimore - Wilmington - Philadelphia - Newark - New York - New Haven - Providence - Boston</p> <p>Northeast Regional: Richmond - Washington, DC - BWI - Baltimore - Wilmington - Philadelphia - Trenton - Newark - New York - New Haven - New London - Providence - Boston</p> | | | | |

**Appendix J: Existing Intercity Passenger Rail Routes, by State
Fiscal Year 2018-2019 through Fiscal Year 2020-21 (cont.)**

| State | Route Name: Origin - Destination | In State Locations Served | Federal Fiscal Year 2018-19 Ridership | Federal Fiscal Year 2019-20 Ridership | Federal Fiscal Year 2020-21 Ridership |
|---------------|---|---------------------------|---------------------------------------|---------------------------------------|---------------------------------------|
| Massachusetts | <p>Long Distance Lake Shore Limited: Chicago - Cleveland - Buffalo - Boston/New York</p> <p>State Supported Downeaster: Boston - Portland - Brunswick</p> <p>Hartford Line: New Haven - Wallingford - Meriden - Hartford - Windsor Locks - Springfield</p> <p>Valley Flyer: New Haven - Wallingford - Meriden - Hartford - Windsor Locks - Springfield - Holyoke - Northampton - Greenfield</p> <p>Vermont: Washington, DC - Philadelphia - New York - New Haven - Berlin - Springfield - Essex Junction - St. Albans</p> <p>Northeast Corridor Acela: Washington, DC - Baltimore - Wilmington - Philadelphia - Newark - New York - New Haven - Providence - Boston</p> <p>Northeast Regional: Richmond - Washington, DC - BWI - Baltimore - Wilmington - Philadelphia - Trenton - Newark - New York - New Haven - New London - Providence - Boston</p> | 13 | 3,460,079 | 1,726,622 | 1,395,203 |

**Appendix J: Existing Intercity Passenger Rail Routes, by State
Fiscal Year 2018-2019 through Fiscal Year 2020-21 (cont.)**

| State | Route Name: Origin - Destination | In State Locations Served | Federal Fiscal Year 2018-19 Ridership | Federal Fiscal Year 2019-20 Ridership | Federal Fiscal Year 2020-21 Ridership |
|-------------|--|---------------------------|---------------------------------------|---------------------------------------|---------------------------------------|
| Michigan | State Supported Blue Water: Chicago - East Lansing - Port Huron Pere Marquette: Chicago - Grand Rapids Wolverine: Chicago - Detroit - Pontiac | 22 | 843,529 | 429,306 | 330,104 |
| Minnesota | Long Distance Empire Builder: Chicago - St. Paul - Seattle/Portland | 6 | 131,973 | 74,585 | 65,827 |
| Mississippi | Long Distance City of New Orleans: Chicago - Carbondale - Memphis - New Orleans Crescent: New York - Washington - Charlottesville - Charlotte - Atlanta - Birmingham - New Orleans | 11 | 122,662 | 56,586 | 45,225 |
| Missouri | Long Distance *Southwest Chief: Chicago - Kansas City - Los Angeles Texas Eagle: Chicago - St Louis - Little Rock - Dallas - San Antonio with thrice weekly through car service on the Sunset Limited to Los Angeles State Supported Lincoln: Chicago - Springfield - St. Louis Missouri River Runner: St. Louis - Jefferson City - Kansas City | 13 | 692,347 | 360,088 | 297,449 |
| Montana | Long Distance Empire Builder: Chicago - St. Paul - Seattle/Portland | 12 | 121,350 | 65,746 | 67,066 |

**Appendix J: Existing Intercity Passenger Rail Routes, by State
Fiscal Year 2018-2019 through Fiscal Year 2020-21 (cont.)**

| State | Route Name: Origin - Destination | In State Locations Served | Federal Fiscal Year 2018-19 Ridership | Federal Fiscal Year 2019-20 Ridership | Federal Fiscal Year 2020-21 Ridership |
|---------------|---|---------------------------|---------------------------------------|---------------------------------------|---------------------------------------|
| Nebraska | Long Distance California Zephyr: San Francisco Bay Area - Reno - Salt Lake City - Denver - Omaha - Chicago | 5 | 49,674 | 29,837 | 22,208 |
| Nevada | Long Distance California Zephyr: San Francisco Bay Area - Reno - Salt Lake City - Denver - Omaha - Chicago | 3 | 88,960 | 57,588 | 36,295 |
| New Hampshire | State Supported Downeaster: Boston - Portland - Brunswick *Vermonter: Washington, DC - New York - New Haven - Springfield - Lebanon - Essex Junction - St. Albans | 4 | 216,085 | 107,057 | 60,937 |
| New Jersey | Long Distance Cardinal: New York - Washington - Charlottesville - Charleston - Cincinnati - Indianapolis - Chicago Crescent: New York - Washington - Charlottesville - Charlotte - Atlanta - Birmingham - New Orleans Palmetto: New York - Washington - Richmond - Charleston - Savannah Silver Meteor: New York - Washington - Richmond - Charleston - Savannah - Jacksonville - Miami Silver Star: New York - Washington - Richmond - Columbia - Savannah - Jacksonville - Tampa - Miami | 6 | 1,752,369 | 853,785 | 596,796 |

**Appendix J: Existing Intercity Passenger Rail Routes, by State
Fiscal Year 2018-2019 through Fiscal Year 2020-21 (cont.)**

| State | Route Name: Origin - Destination | In State Locations Served | Federal Fiscal Year 2018-19 Ridership | Federal Fiscal Year 2019-20 Ridership | Federal Fiscal Year 2020-21 Ridership |
|------------|---|---------------------------|---------------------------------------|---------------------------------------|---------------------------------------|
| New Jersey | <p>State Supported</p> <p>Carolinian: New York - Washington, DC - Richmond - Selma - Smithfield - Raleigh - Charlotte</p> <p>Pennsylvanian: New York - Trenton - Philadelphia - Harrisburg - Pittsburg</p> <p>Vermont: Washington, DC - Philadelphia - New York - New Haven - Berlin - Springfield - Essex Junction - St. Albans</p> <p>Northeast Corridor</p> <p>Acela: Washington, DC - Baltimore - Wilmington - Philadelphia - Newark - New York - New Haven - Providence - Boston</p> <p>Northeast Regional: Richmond - Washington, DC - BWI - Baltimore - Wilmington - Philadelphia - Trenton - Newark - New York - New Haven - New London - Providence - Boston</p> <p>*Keystone Corridor: New York - Trenton - Philadelphia - Paoli - Lancaster - Elizabethtown - Harrisburg</p> | | | | |

**Appendix J: Existing Intercity Passenger Rail Routes, by State
Fiscal Year 2018-2019 through Fiscal Year 2020-21 (cont.)**

| State | Route Name: Origin - Destination | In State Locations Served | Federal Fiscal Year 2018-19 Ridership | Federal Fiscal Year 2019-20 Ridership | Federal Fiscal Year 2020-21 Ridership |
|------------|--|---------------------------|---------------------------------------|---------------------------------------|---------------------------------------|
| New Mexico | <p>Long Distance Southwest Chief: Los Angeles - Flagstaff - Albuquerque - Topeka - Chicago</p> <p>Sunset Limited: Los Angeles - Maricopa - El Paso - San Antonio - Houston - New Orleans - Orlando (currently suspended east of New Orleans)</p> <p>Texas Eagle: Chicago - St. Louis - Little Rock - Dallas - San Antonio with thrice weekly through car service on the Sunset Limited to Los Angeles</p> | 7 | 116,786 | 62,172 | 46,486 |
| New York | <p>Long Distance Cardinal: New York - Washington - Charlottesville - Charleston - Cincinnati - Indianapolis - Chicago</p> <p>Crescent: New York - Washington - Charlottesville - Charlotte - Atlanta - Birmingham - New Orleans</p> <p>Lake Shore Limited: Chicago - Cleveland - Buffalo - Boston/New York</p> <p>Palmetto: New York - Washington - Richmond - Charleston - Savannah</p> <p>Silver Meteor: New York - Washington - Richmond - Charleston - Savannah - Jacksonville - Miami</p> <p>Silver Star: New York - Washington - Richmond - Columbia - Savannah - Jacksonville - Tampa - Miami</p> | 20 | 13,023,212 | 6,688,527 | 5,220,521 |

**Appendix J: Existing Intercity Passenger Rail Routes, by State
Fiscal Year 2018-2019 through Fiscal Year 2020-21 (cont.)**

| State | Route Name: Origin - Destination | In State Locations Served | Federal Fiscal Year 2018-19 Ridership | Federal Fiscal Year 2019-20 Ridership | Federal Fiscal Year 2020-21 Ridership |
|------------------|--|---------------------------|---------------------------------------|---------------------------------------|---------------------------------------|
| New York (cont.) | <p>State Supported Carolinian: New York - Washington, DC-Richmond - Selma - Raleigh - Charlotte</p> <p>*Adirondack: New York - Albany - Saratoga Springs - Westport/ Lake Placid - Montreal</p> <p>Empire: New York - Albany - Syracuse - Buffalo - Niagara Falls</p> <p>*Ethan Allen Express: New York - Albany - Rutland</p> <p>Keystone: New York - Trenton - Philadelphia - Paoli - Lancaster - Elizabethtown - Harrisburg (formerly NEC operated)</p> <p>Maple Leaf: New York - Albany - Syracuse - Buffalo - Niagara Falls - Toronto</p> <p>Pennsylvanian: New York - Trenton - Philadelphia - Harrisburg - Pittsburgh</p> <p>Vermont: Washington, DC - Philadelphia - New York - New Haven - Berlin - Springfield - Essex Junction - St. Albans</p> <p>Northeast Corridor Acela: Washington, DC - Baltimore - Wilmington - Philadelphia - Newark - New York - New Haven - Providence - Boston</p> <p>Northeast Regional: Richmond - Washington, DC - BWI - Baltimore - Wilmington - Philadelphia - Trenton - Newark - New York - New haven - New London - Providence - Boston</p> | | | | |

**Appendix J: Existing Intercity Passenger Rail Routes, by State
Fiscal Year 2018-2019 through Fiscal Year 2020-21 (cont.)**

| State | Route Name: Origin - Destination | In State Locations Served | Federal Fiscal Year 2018-19 Ridership | Federal Fiscal Year 2019-20 Ridership | Federal Fiscal Year 2020-21 Ridership |
|----------------|---|---------------------------|---------------------------------------|---------------------------------------|---------------------------------------|
| North Carolina | <p>Long Distance *Auto Train: Lorton - Sanford (does not stop in North Carolina)</p> <p>Crescent: New York - Washington - Charlottesville - Charlotte - Atlanta - Birmingham - New Orleans</p> <p>Palmetto: New York - Washington - Richmond - Charleston - Savannah</p> <p>Silver Meteor: New York - Washington - Richmond - Charleston - Savannah - Jacksonville - Miami</p> <p>Silver Star: New York - Washington - Richmond - Columbia - Savannah - Jacksonville - Tampa - Miami</p> <p>State Supported Carolinian: New York - Washington, DC - Richmond - Selma - Raleigh - Charlotte</p> <p>Piedmont: Raleigh - Durham - Greensboro - Charlotte</p> | 16 | 934,434 | 536,495 | 499,159 |
| North Dakota | <p>Long Distance Empire Builder: Chicago - St. Paul - Seattle/Portland</p> | 7 | 101,119 | 62,253 | 44,950 |

**Appendix J: Existing Intercity Passenger Rail Routes, by State
Fiscal Year 2018-2019 through Fiscal Year 2020-21 (cont.)**

| State | Route Name: Origin - Destination | In State Locations Serviced | Federal Fiscal Year 2018-19 Ridership | Federal Fiscal Year 2019-20 Ridership | Federal Fiscal Year 2020-21 Ridership |
|----------|---|-----------------------------|---------------------------------------|---------------------------------------|---------------------------------------|
| Ohio | <p>Long Distance Capitol Limited: Chicago - Toledo - Cleveland - Pittsburgh - Washington, DC</p> <p>Cardinal: New York - Washington, DC - Charlottesville - Charleston - Cincinnati - Indianapolis - Chicago</p> <p>Lake Shore Limited: Chicago - Cleveland - Buffalo - Boston/New York</p> | 7 | 132,095 | 86,129 | 82,062 |
| Oklahoma | <p>State Supported Heartland Flyer: Oklahoma City - Fort Worth</p> | 5 | 70,422 | 43,508 | 46,633 |
| Oregon | <p>Long Distance Coast Starlight: Los Angeles - Oakland - San Francisco Bay Area - Sacramento - Eugene - Portland - Seattle</p> <p>Empire Builder: Chicago - St. Paul - Seattle/Portland</p> <p>State Supported Cascades: Eugene - Portland - Seattle - Vancouver, BC; Eugene - Portland; Portland - Seattle; Seattle - Vancouver, BC</p> | 7 | 812,067 | 414,485 | 288,356 |

**Appendix J: Existing Intercity Passenger Rail Routes, by State
Fiscal Year 2018-2019 through Fiscal Year 2020-21 (cont.)**

| State | Route Name: Origin - Destination | In State Locations Served | Federal Fiscal Year 2018-19 Ridership | Federal Fiscal Year 2019-20 Ridership | Federal Fiscal Year 2020-21 Ridership |
|--------------|--|---------------------------|---------------------------------------|---------------------------------------|---------------------------------------|
| Pennsylvania | <p>Long Distance Capitol Limited: Chicago - Toledo - Cleveland - Pittsburgh - Washington</p> <p>Cardinal: New York - Washington - Charlottesville - Charleston - Cincinnati - Indianapolis - Chicago</p> <p>Crescent: New York - Washington - Charlottesville - Charlotte - Atlanta - Birmingham - New Orleans</p> <p>Lake Shore Limited: Chicago - Cleveland - Buffalo - Boston/ New York</p> <p>Palmetto: New York - Washington - Richmond - Charleston - Savannah</p> <p>Silver Meteor: New York - Washington - Richmond - Charleston - Savannah - Jacksonville - Miami</p> | 24 | 6,659,821 | 3,365,285 | 2,130,037 |

**Appendix J: Existing Intercity Passenger Rail Routes, by State
Fiscal Year 2018-2019 through Fiscal Year 2020-21 (cont.)**

| State | Route Name: Origin - Destination | In State Locations Served | Federal Fiscal Year 2018-19 Ridership | Federal Fiscal Year 2019-20 Ridership | Federal Fiscal Year 2020-21 Ridership |
|---------------------------------|---|---------------------------|---------------------------------------|---------------------------------------|---------------------------------------|
| <p>Pennsylvania (cont.)</p> | <p>Silver Star: New York - Washington - Richmond - Columbia - Savannah - Jacksonville - Tampa - Miami</p> <p>State Supported</p> <p>Carolinian: New York - Washington, DC - Richmond - Selma - Raleigh - Charlotte</p> <p>Keystone: New York - Trenton - Philadelphia - Paoli - Lancaster - Elizabethtown - Harrisburg</p> <p>Pennsylvanian: New York - Trenton - Philadelphia - Harrisburg - Pittsburgh</p> <p>Vermont: Washington, DC - Philadelphia - New York - New Haven - Berlin - Springfield - Essex Junction - St. Albans</p> <p>Northeast Corridor</p> <p>Acela: Washington, DC - Baltimore - Wilmington - Philadelphia - Newark - New York - New Haven - Providence - Boston</p> <p>Northeast Regional: Richmond - Washington, DC - BWI - Baltimore - Wilmington - Philadelphia - Trenton - Newark - New York - New Haven - New London - Providence - Boston</p> | | | | |

**Appendix J: Existing Intercity Passenger Rail Routes, by State
Fiscal Year 2018-2019 through Fiscal Year 2020-21 (cont.)**

| State | Route Name: Origin - Destination | In State Locations Served | Federal Fiscal Year 2018-19 Ridership | Federal Fiscal Year 2019-20 Ridership | Federal Fiscal Year 2020-21 Ridership |
|----------------|--|---------------------------|---------------------------------------|---------------------------------------|---------------------------------------|
| Rhode Island | <p>Northeast Corridor Acela: Washington, DC - Baltimore - Wilmington - Philadelphia - Newark - New York - New Haven - Providence - Boston</p> <p>Northeast Regional: Richmond - Washington, DC - BWI - Baltimore - Wilmington - Philadelphia - Trenton - Newark - New York - New Haven - New London - Providence - Boston</p> | 3 | 987,321 | 490,109 | 409,756 |
| South Carolina | <p>Long Distance *Auto Train: Lorton - Sanford (no passenger service, stops in Florence for crew change)</p> <p>Crescent: New York - Washington - Charlottesville - Charlotte - Atlanta - Birmingham - New Orleans</p> <p>Palmetto: New York - Washington - Richmond - Charleston - Savannah</p> <p>Silver Meteor: New York - Washington - Richmond - Charleston - Savannah - Jacksonville - Miami</p> <p>Silver Star: New York - Washington - Richmond - Columbia - Savannah - Jacksonville - Tampa - Miami</p> | 11 | 179,063 | 107,962 | 90,468 |
| Tennessee | <p>Long Distance City of New Orleans: Chicago - Carbondale - Memphis - New Orleans</p> | 2 | 64,401 | 34,885 | 27,124 |

**Appendix J: Existing Intercity Passenger Rail Routes, by State
Fiscal Year 2018-2019 through Fiscal Year 2020-21 (cont.)**

| State | Route Name: Origin - Destination | In State Locations Served | Federal Fiscal Year 2018-19 Ridership | Federal Fiscal Year 2019-20 Ridership | Federal Fiscal Year 2020-21 Ridership |
|---------|---|---------------------------|---------------------------------------|---------------------------------------|---------------------------------------|
| Texas | <p>Long Distance Sunset Limited: Los Angeles - Maricopa - El Paso - San Antonio - Houston - New Orleans - Orlando (currently suspended east of New Orleans)</p> <p>Texas Eagle: Chicago - St. Louis - Little Rock - Dallas - San Antonio with thrice weekly through car service on the Sunset Limited to Los Angeles</p> <p>State Supported Heartland Flyer: Oklahoma City - Fort Worth</p> | 19 | 363,873 | 218,203 | 195,580 |
| Utah | <p>Long Distance California Zephyr: San Francisco Bay Area - Reno - Salt Lake City - Denver - Omaha - Chicago</p> | 4 | 57,177 | 30,774 | 28,046 |
| Vermont | <p>State Supported Ethan Allen: New York - Albany - Rutland</p> <p>Vermonter: Washington, DC - Philadelphia - New York - New Haven - Berlin - Springfield - Essex Junction - St. Albans</p> | 11 | 92,914 | 45,433 | 19,098 |

**Appendix J: Existing Intercity Passenger Rail Routes, by State
Fiscal Year 2018-2019 through Fiscal Year 2020-21 (cont.)**

| State | Route Name: Origin - Destination | In State Locations Served | Federal Fiscal Year 2018-19 Ridership | Federal Fiscal Year 2019-20 Ridership | Federal Fiscal Year 2020-21 Ridership |
|----------|--|---------------------------|---------------------------------------|---------------------------------------|---------------------------------------|
| Virginia | <p>Long Distance Auto Train: Lorton - Sanford</p> <p>Cardinal: New York - Washington - Charlottesville - Charleston - Cincinnati - Indianapolis - Chicago</p> <p>Crescent: New York - Washington - Charlottesville - Charlotte - Atlanta - Birmingham - New Orleans</p> <p>Palmetto: New York - Washington - Richmond - Charleston - Savannah</p> <p>Silver Meteor: New York - Washington - Richmond - Charleston - Savannah - Jacksonville - Miami</p> <p>Silver Star: New York - Washington - Richmond - Columbia - Savannah - Jacksonville - Tampa - Miami</p> <p>State Supported Carolinian: New York - Washington, DC - Richmond - Selma - Raleigh - Charlotte</p> <p>Northeast Regional: Richmond - Washington, DC - BWI - Baltimore - Wilmington - Philadelphia - Trenton - Newark - New Haven - New London - Providence - Boston</p> | 21 | 1,542,813 | 920,903 | 908,075 |

**Appendix J: Existing Intercity Passenger Rail Routes, by State
Fiscal Year 2018-2019 through Fiscal Year 2020-21 (cont.)**

| State | Route Name: Origin - Destination | In State Locations Serviced | Federal Fiscal Year 2018-19 Ridership | Federal Fiscal Year 2019-20 Ridership | Federal Fiscal Year 2020-21 Ridership |
|----------------|--|-----------------------------|---------------------------------------|---------------------------------------|---------------------------------------|
| Washington | <p>Long Distance Coast Starlight: Los Angeles - Oakland - San Francisco Bay Area - Sacramento - Eugene - Portland - Seattle</p> <p>Empire Builder: Chicago - St. Paul - Seattle / Portland</p> <p>State Supported Cascades: Eugene - Portland - Seattle - Vancouver, B.C.; Eugene - Portland; Portland - Seattle; Seattle - Vancouver, B.C.</p> | 16 | 1,301,585 | 614,893 | 387,067 |
| Washington, DC | <p>Long Distance Capitol Limited: Chicago - Toledo - Cleveland - Pittsburgh - Washington</p> <p>Cardinal: New York - Washington - Charlottesville - Charleston - Cincinnati - Indianapolis - Chicago</p> <p>Crescent: New York - Washington - Charlottesville - Charlotte - Atlanta - Birmingham - New Orleans</p> <p>Palmetto: New York - Washington - Richmond - Charleston - Savannah</p> <p>Silver Meteor: New York - Washington - Richmond - Charleston - Savannah - Jacksonville - Miami</p> <p>Silver Star: New York - Washington - Richmond - Columbia - Savannah - Jacksonville - Tampa - Miami</p> | 1 | 5,207,223 | 2,606,059 | 1,758,409 |

**Appendix J: Existing Intercity Passenger Rail Routes, by State
Fiscal Year 2018-2019 through Fiscal Year 2020-21 (cont.)**

| State | Route Name: Origin - Destination | In State Locations Served | Federal Fiscal Year 2018-19 Ridership | Federal Fiscal Year 2019-20 Ridership | Federal Fiscal Year 2020-21 Ridership |
|------------------------|---|---------------------------|---------------------------------------|---------------------------------------|---------------------------------------|
| Washington, DC (cont.) | <p>State Supported Carolinian: New York - Washington, DC - Richmond - Selma - Raleigh - Charlotte</p> <p>Vermont: Washington, DC - Philadelphia - New York - New Haven - Berlin - Springfield - Essex Junction - St. Albans</p> <p>Northeast Corridor Acela: Washington, DC - Baltimore - Wilmington - Philadelphia - Newark - New York - New Haven - Providence - Boston</p> <p>Northeast Regional: Richmond - Washington, DC - BWI - Baltimore - Wilmington - Philadelphia - Trenton - Newark - New York - New Haven - New London - Providence - Boston</p> | | | | |
| West Virginia | <p>Long Distance Capitol Limited: Chicago - Toledo - Cleveland - Pittsburgh - Washington, DC</p> <p>Cardinal: New York - Washington, DC - Charlottesville - Charleston - Cincinnati - Indianapolis - Chicago</p> | 10 | 51,568 | 29,229 | 23,733 |
| Wisconsin | <p>Long Distance Empire Builder: Chicago - St. Paul - Seattle/Portland</p> <p>State Supported Hiawatha: Chicago - Milwaukee</p> | 8 | 971,822 | 465,221 | 288,969 |

* indicates train routes that were restored, established, suspended, or discontinued at some point between fiscal year 2018-19 and fiscal year 2020-21

Source: See individual state fact sheets at Amtrak "State Fact Sheets"; and for Alaska routes, see Alaska Railroad "Reports."