

I saw that Amtrak had submitted plans to connect Louisville to Nashville, Chicago, and Cincinnati. I think this is great and support this initiative with some additions to the wish list. When I lived in Columbus, Ohio, Indianapolis, Indiana, and Nashville, Tennessee I often wished for an alternative to frequent drive-alone trips between those regional cities and my hometown of Louisville. It is too close to fly, and too close for the travel times offered by intercity bus. And the promises of future automated vehicle-to-vehicle travel were, are, and should be still far in the future. Trains are the optimal solution for these types of trips. Just do it already.

When I look at the map and the unique economic advantage Louisville offers particularly in logistics, I think a strong rail connection immensely boosts our region's competitiveness. There is a reason UPS selected this city. And with their presence, many others have followed. For me, Louisville is the X marks the spot. We are between Chicago and Atlanta, Houston and New York, and from those hubs the rest of the nation. Each of those are busy and congested hubs and connections to the world. Amazing places to go and do business. Why not think of Louisville, not as a spur, but where it all comes together?



<https://nicholasseivers.com/2020/07/15/high-speed-rail-map/>

1. Travel speeds between Indianapolis and Louisville by rail are incredibly slow. A previous effort to bring passenger travel back to Union Station to Chicago required an overnight ride. That just is not a practical option.
 - 1A. Will Amtrak/Fed upgrade the track to improve travel speeds?
 - 1B. It is Louisville's interest to increase connection to markets, most of the problem lies in Indiana, is this an area that Kentucky/Louisville could financially assist?
2. 2A. Does Union Station on 10th and Broadway in Louisville have to be the de facto stop in the Region? I feel it is landlocked, off-route (requiring trains to change direction and negotiate city streets), and now is built out with intercity bus facilities.
 - 2B. Could new Amtrak service also provide some regional connectivity: Station Downtown Louisville, station at the Airport, station in Bullitt County, station in Oldham County, station in Clark County, for example, before moving on to Indianapolis, Cincinnati, or Nashville?



<https://nicholasseivers.com/2021/08/13/midway-our-resilient-city/>

3. Could Amtrak bring back the Auto-Train from Louisville to Central Florida? <https://www.youtube.com/watch?v=TMZpRoC4g5w>
4. Could Amtrak partner with freight carriers to increase service between regional cities? The passenger demand alone might not be there for the frequencies I would like so hybrid-model linking people and small parcels. Imagine linking up with Amazon in Northern Kentucky to UPS in Louisville to FedEx in Memphis!



<https://nicholasseivers.com/2020/07/11/freight-delivery-corridor/>

We can't build our way out of traffic congestion between Louisville, Indianapolis, or Cincinnati with more and more lanes. It is expensive. Let's go in on rail to move people and parcels at high speeds and volume. Having options is the smart way to travel.

I am a Council Representative for the National Association of Rail Passengers and a Louisville resident. I would like to express my support for all three routes that are on the Amtrak map for potential service to/from Louisville, those to Indianapolis and Chicago, to Cincinnati and to Nashville.

The one to Chicago is of particular interest, since Metro Louisville apparently is submitting an application for a grant to study this route and it ties into numerous other routes at the Chicago hub for Amtrak.

With regard to the other two routes, I have contacted and received positive responses from officials in the Bowling Green and Carrollton areas, both of which would likely have stops along the respective routes.

Thank you for your consideration,
Ron Schneider, Council Representative
National Association of Rail Passengers (NARP)