

***Southern Mid-Atlantic
Business Community Resolution on
Higher Speed Rail***

**Virginia-North Carolina
High Speed Rail Compact Meeting**

Friday, January 7, 2011

Southern Mid-Atlantic Business Community Resolution on Rail

Kim Scheeler

President/CEO

Greater Richmond Chamber of Commerce

E. Dana Dickens, III

President/CEO

Hampton Roads Partnership

Joe Novak, Cisco Systems

Intercity High Speed Rail chair

Regional Transportation Alliance

Greater Richmond Chamber

- Representing the private sector in Virginia's capital region since its formation in 1867
- Committed to improving the financial, educational, and civic well-being of the Richmond region
- Leads the Capital Region Collaborative public-private engagement initiative with the Richmond Region Planning District Commission

grcc.org

Hampton Roads Partnership

- Public-private nonprofit formed in 1996
- Serves all of Hampton Roads – 10 cities, 6 counties, and 1 town – in America's First Region
- Committed to pursuing regional competitiveness in a dynamic global economy
- Facilitates regional collaboration and action resulting in a better quality of life for all of the region's citizens

hrp.org

Hampton Roads Chamber

- Representing the private sector in southeastern Virginia for 210 years
- Seeks to create economic prosperity and enhance regional quality of life
- Represents more than 2,000 businesses in the Virginia Peninsula and South Hampton Roads

hamptonroadschamber.com

Regional Transportation Alliance

- Voice of business community on regional transportation issues in the Research Triangle region
- 100 leading businesses and 23 member chambers of commerce in 10 counties
- Focus on freeways, transit, RDU air service, intercity rail
- “Business leaders for regional mobility”
- Economic vitality and quality of life

letsgetmoving.org

Business community focus on rail

- Regions require sustained investments in metropolitan and regional transportation infrastructure – including intercity rail – in order to remain competitive
 - Improving our regional connections will position us for further growth
 - More growth = more jobs = more opportunities
 - And, more tax revenue, in each of our states
-

Business community focus on rail

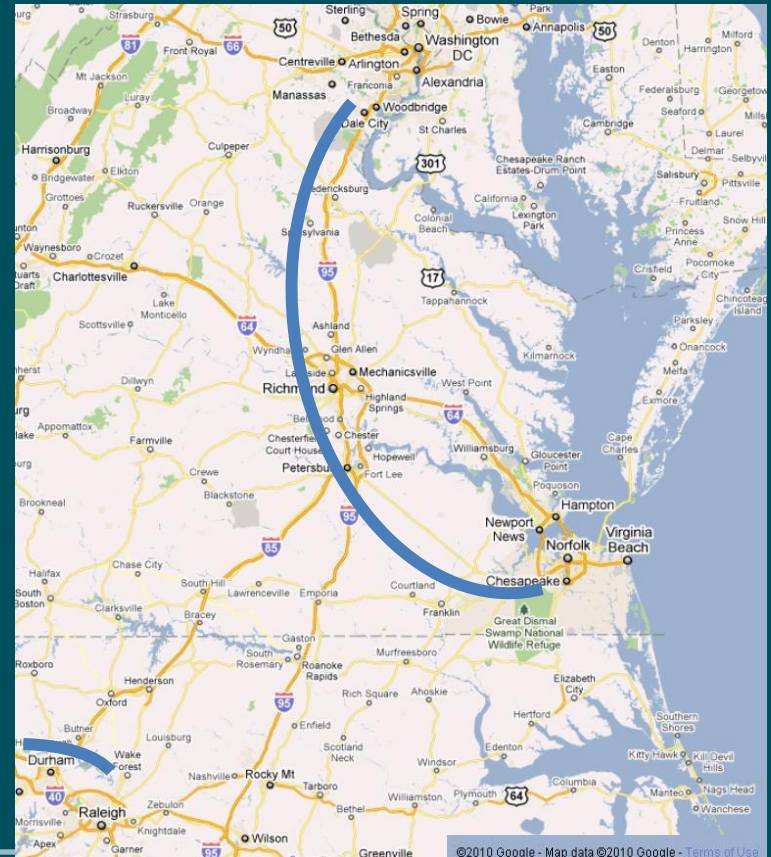
- Virginia, North Carolina always among top states economically
 - Both VA and NC are competing with rest of the nation and world for jobs
 - VA and NC must still compete with each other as well
-

Business community focus on rail

- Virginia, North Carolina always among top states economically
 - Both VA and NC are competing with rest of the nation and world for jobs
 - VA and NC must still compete with each other as well
 - But not when it comes to improving intercity rail
-

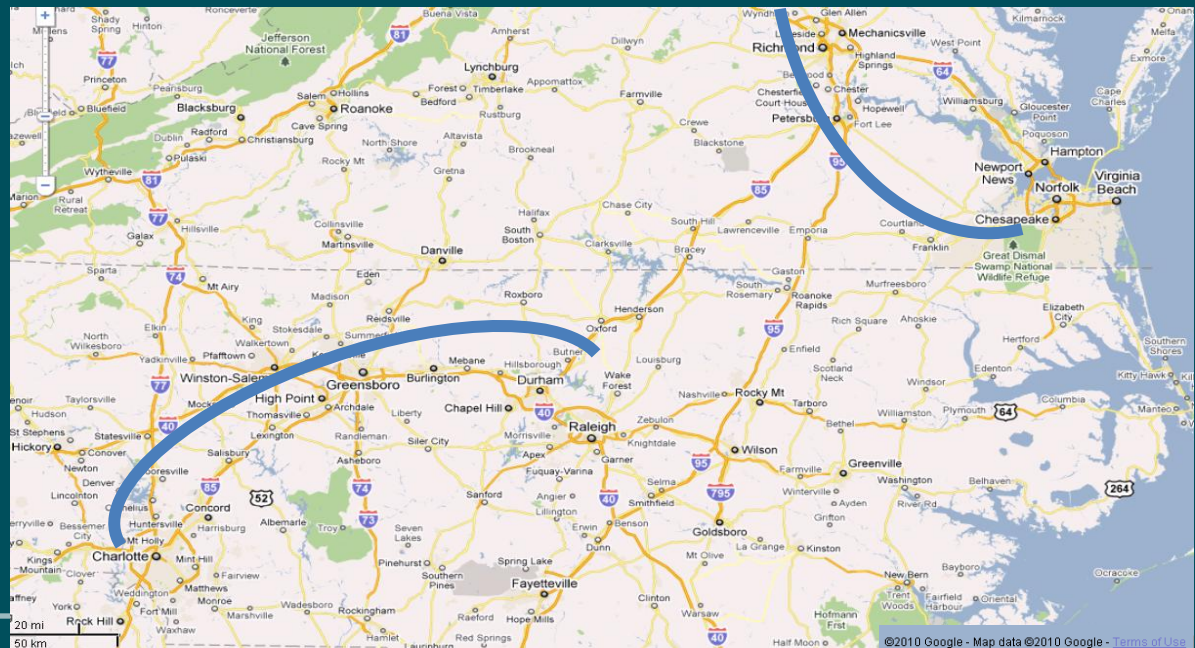
Virginia urban crescent

- VA powered by urban economic crescent
 - 200 mile arc from Hampton Roads to Richmond to Northern Virginia near Washington, DC



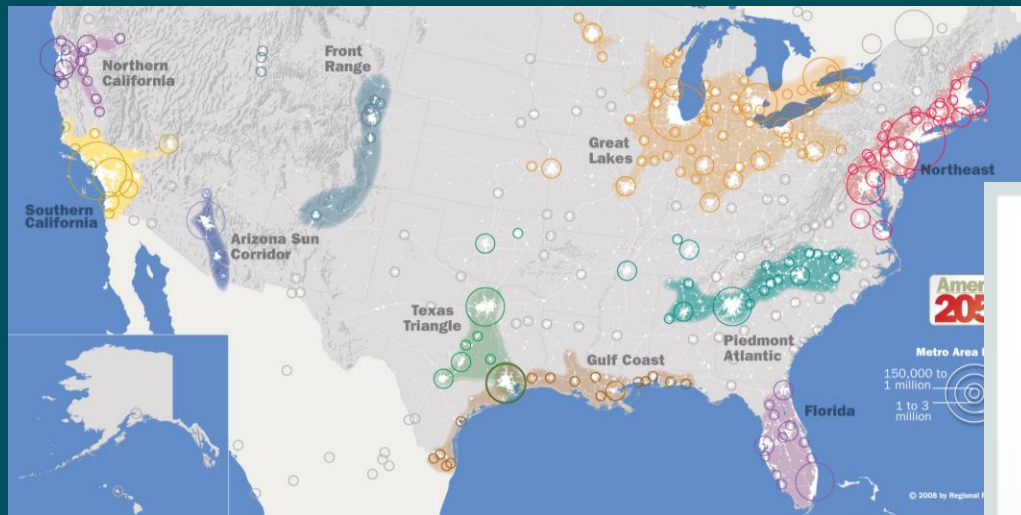
North Carolina urban crescent

- NC powered by urban piedmont economic crescent
 - 200 mile arc from Charlotte, to Winston-Salem and Greensboro, to Durham, Research Triangle Park (RTP), and Raleigh



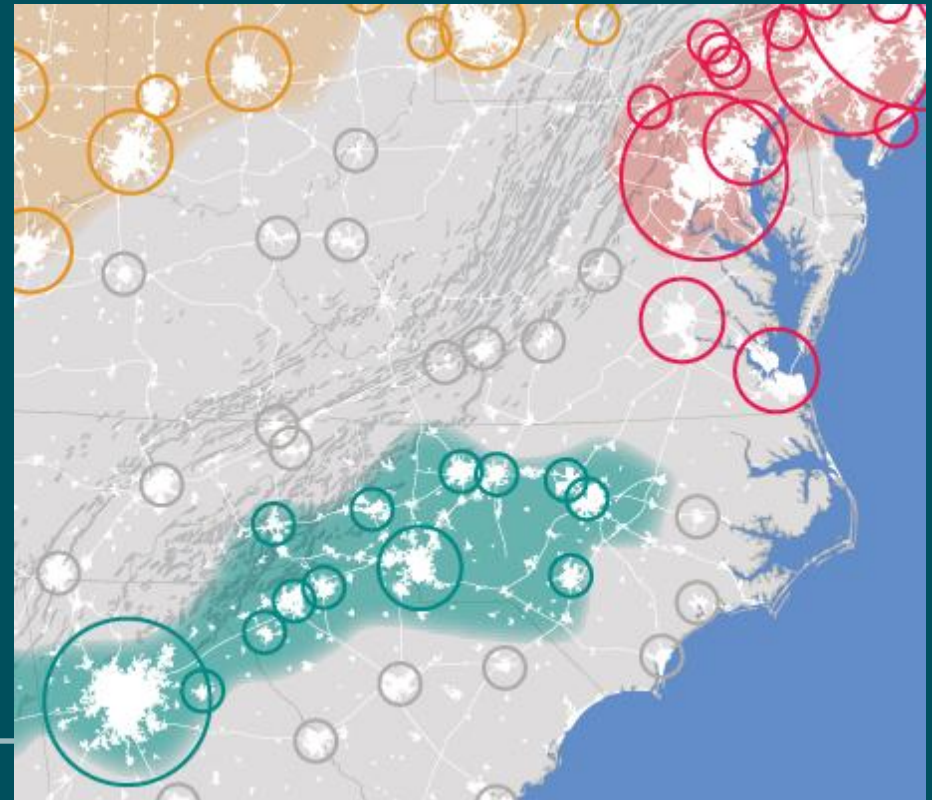
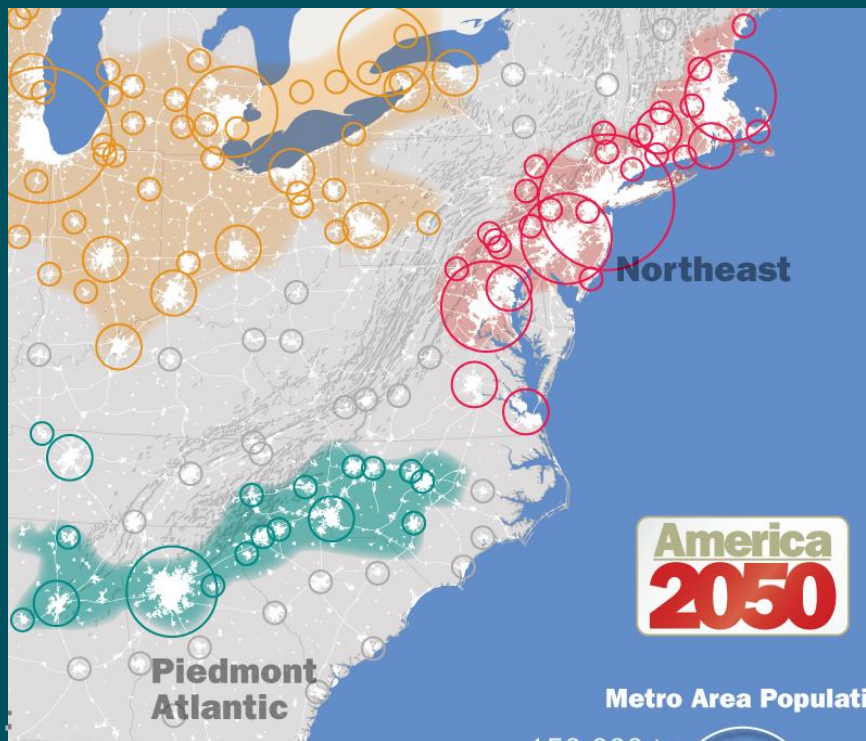
Southern mid-Atlantic region

- High speed rail often part of “megaregions” discussion



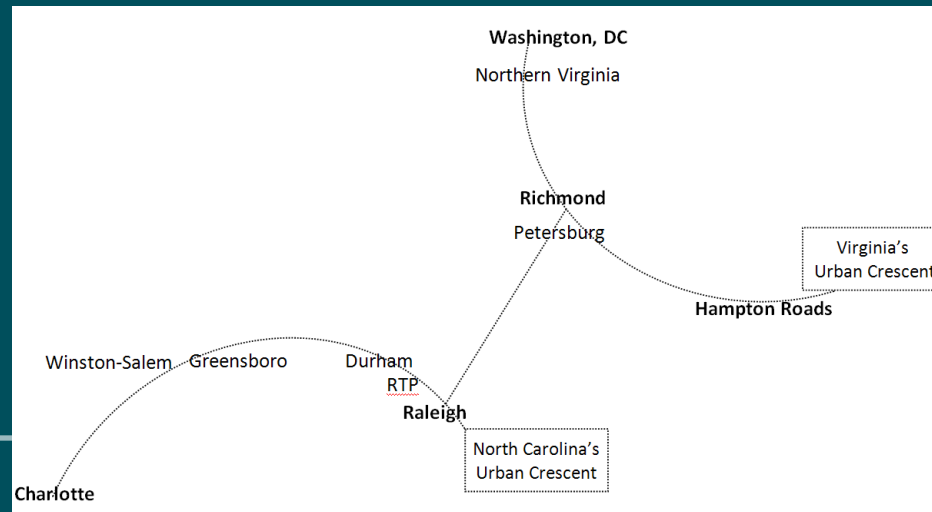
Southern mid-Atlantic region

- Southern Mid-Atlantic area often “lost” between two East Coast “megaregions”



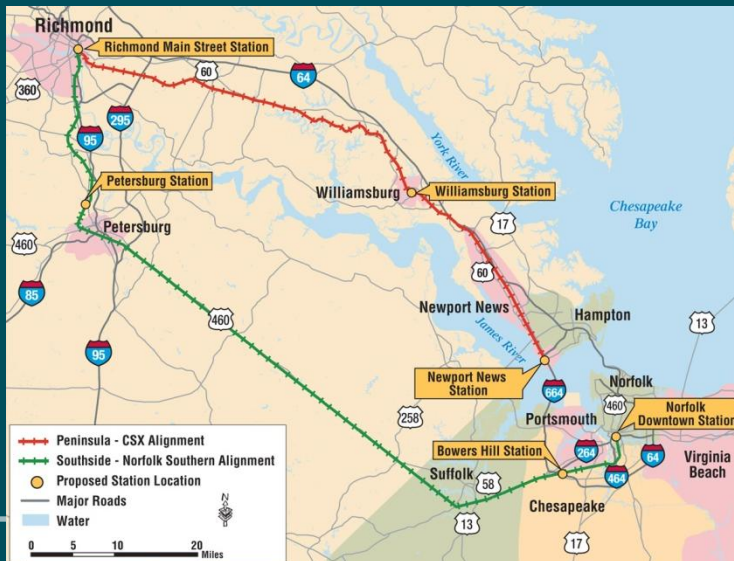
Connecting the Capitals

- Spring 2010 Richmond CofC visit to Research Triangle
- Business community dialogue during visit
- Rail progress within NC (Charlotte-Raleigh) noted
- Recognition that missing link between Raleigh-Petersburg-Richmond needed attention
- Consensus to focus on “Connecting the Capitals”



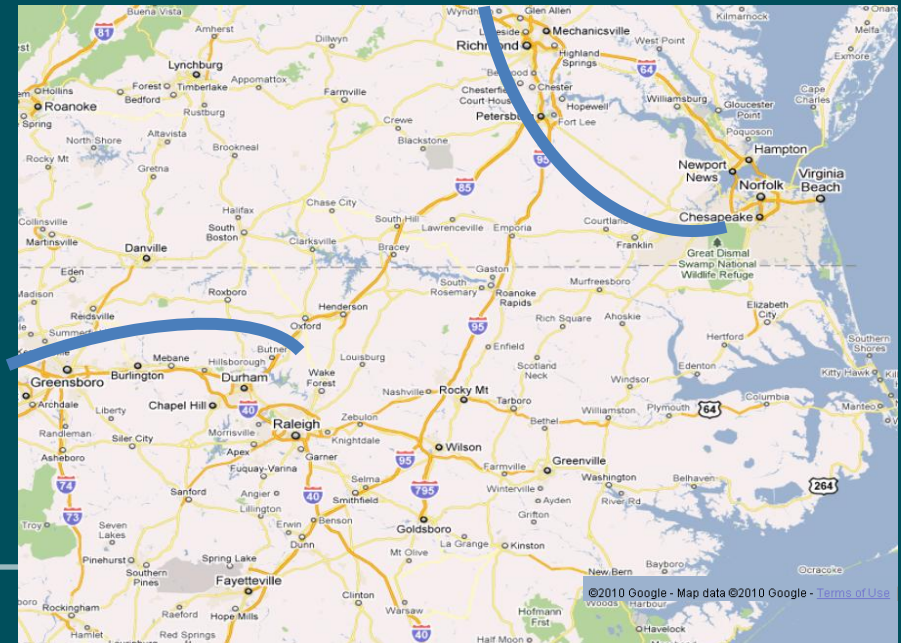
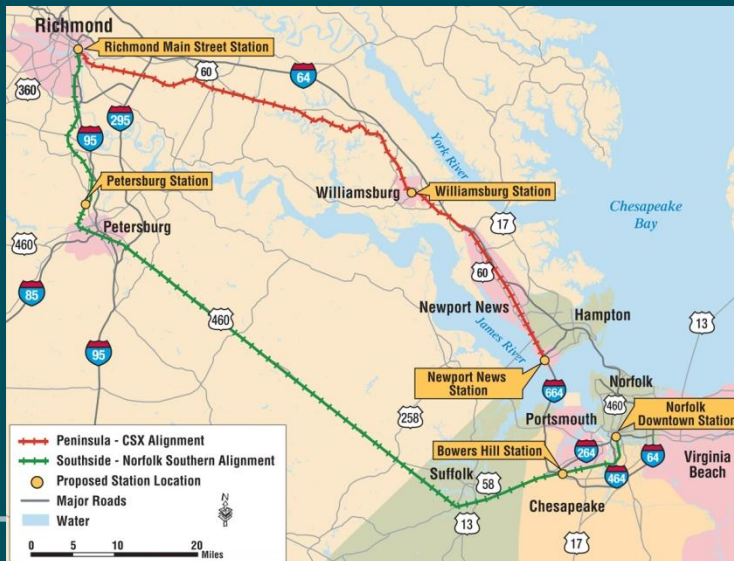
Linkage with Hampton Roads

- Hampton Roads support of Southside HSR route via Petersburg was milestone for regional cooperation...
- ... and not just for Hampton Roads



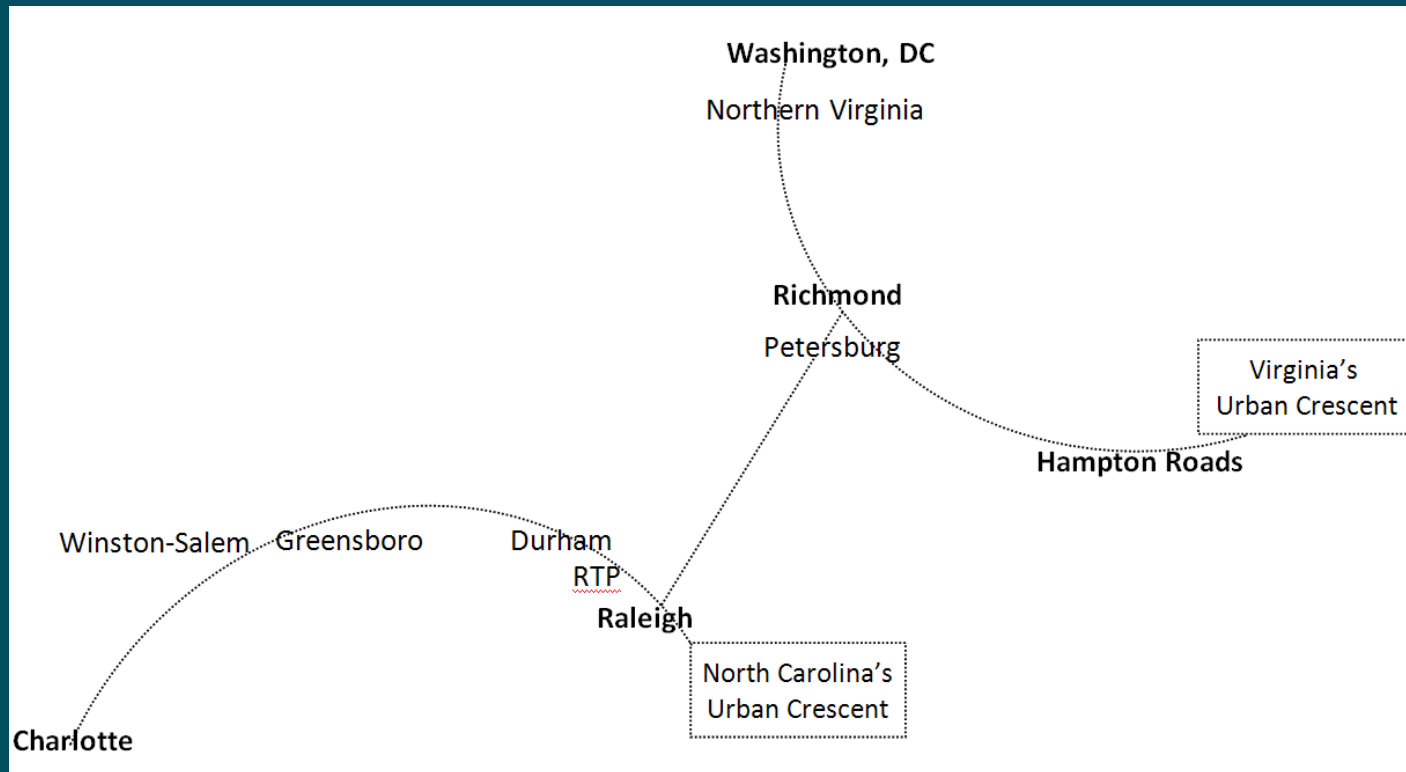
Linkage with Hampton Roads

- Hampton Roads support of Southside HSR route via Petersburg was milestone for regional cooperation...
- ... and not just for Hampton Roads
- Petersburg routing brings Hampton Roads population centers closer to NC destinations on future SE corridor



Joining the Job Crescents

- Higher speed rail will join the twin VA, NC job crescents
- Each link provides ridership that strengthens the others



Business community focus on rail

- Improvements continue to advance within N. Carolina from Raleigh west to Greensboro and Charlotte
 - Seeking to introduce/enhance rail connections in southern mid-Atlantic region
 - Among Richmond, Hampton Roads, and Research Triangle, all via Petersburg
 - Coupled with improvements from Richmond to DC
 - While maintaining integrity of freight operations
-

Southern Mid-Atlantic region

Travel distances suitable for enhanced or high speed rail

- Norfolk-Richmond – around 100 miles
 - Richmond-Washington – around 100 miles
 - Raleigh-Richmond – around 150 miles
 - Norfolk-Raleigh – around 200 miles
 - Norfolk-Washington – around 200 miles
 - Raleigh-Washington – around 250 miles
-

Flying vs. Rail

Between Richmond, Research Triangle, Hampton Roads

- Some articles nationally suggest that rail cannot compete with flying
 - There are no direct flights between any of our regions
 - **Any** reasonable rail speed would be competitive with flying (and having to make a connection)
 - Particularly center city to center city travel time
-

Flying vs. Rail

To DC from Richmond, Research Triangle, Hampton Roads

- Each area does have direct flights to Washington, DC
 - Flying experience to DCA, IAD, or BWI and then ground transportation to Downtown DC not always delightful
 - Total center city-to-center city travel time = 3+ hours
 - Rail from Richmond to DC is already faster than flying
 - Rail from Research Triangle or Hampton Roads to DC would be a viable option at any reasonable rail speed
-

Driving vs. Rail

Among Richmond, Res. Triangle, Hampton Roads, N. Va

- Driving often reasonable, at least south of Fredericksburg
 - 70 MPH in VA, NC on parts of I-64, I-295, I-95, US 64 helpful
 - Driving often not pleasant north of Spotsylvania
 - Hampton Roads Bridge Tunnel and I-64 can be character building
 - Congestion or not, rail travel can be productive time, driving less so
-

Southern Mid-Atlantic region

Further south, distances still within HSR 100-500 miles zone

- Charlotte-Raleigh – around 200 miles
 - Charlotte-Richmond – around 350 miles
 - Charlotte-Norfolk – around 400 miles
 - Charlotte-Washington – around 450 miles
-

Southern Mid-Atlantic region

- Two urban crescents are separated by around 150 miles
 - Three regions – Research Triangle, Richmond, Hampton Roads – each only around 100-200 miles apart
 - All VA-NC cities in twin urban crescents less than 500 miles apart
 - Rail can be competitive with driving and flying from multiple southern mid-Atlantic cities
-

Business focus on higher speed rail

- Applaud leadership of VA, NC
 - Our overall goal is high speed rail throughout the region
 - Understand and support incremental, steady approach
 - Open to staged implementation to get service started
 - As high speed as we can get in reasonable time frame
-

Business focus on higher speed rail

- Partner with Class I railroads to maintain or improve integrity of our freight rail networks
 - Identify policy solutions that will accelerate investment
 - Explore public-private partnerships
 - Seek additional federal investments, and support further reallocations to NC, VA from other states
 - Carolinian service through NC, VA has 75%+ cost-recovery today
 - We have a good track record here
-

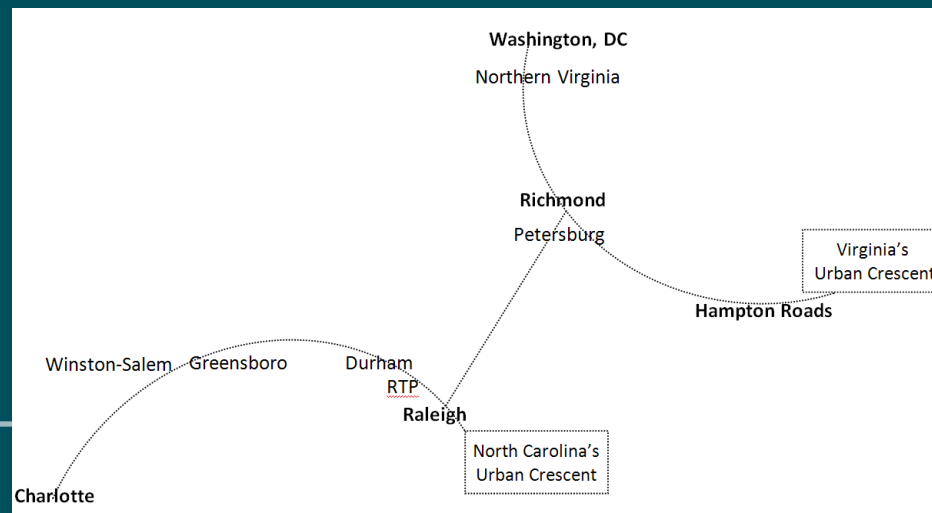
Business focus on higher speed rail

- Improved rail will join and strengthen our twin urban jobs crescents
- Enhance rail connections to Hampton Roads, Richmond, Research Triangle
- Better link all with our nation's capital and south to Greensboro and Charlotte
- Make our regions and states stronger



Business focus on higher speed rail

- Advancing 2030+ implementation timetable will require focused, purposeful, cooperative approach
- The business communities in our respective regions pledge to work together to advance intercity rail
- VA, NC must work together to create and enhance critical links and join and strengthen our job crescents



Southern Mid-Atlantic Business Community Resolution on Higher Speed Rail

**Virginia-North Carolina
High Speed Rail Compact
Friday, January 7, 2011**

letsgetmoving.org / connectingthecapitals

letsgetmoving.org / joiningthejobcrescents
