

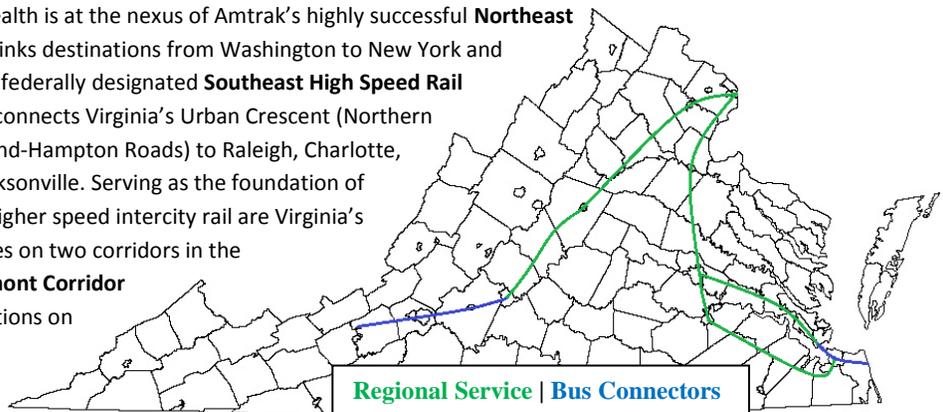
The Case for Virginia's Intercity Regional Trains:

Investing in the Commonwealth's Economic Future



The Commonwealth is at the nexus of Amtrak's highly successful **Northeast Corridor** which links destinations from Washington to New York and Boston, and the federally designated **Southeast High Speed Rail Corridor** which connects Virginia's Urban Crescent (Northern Virginia-Richmond-Hampton Roads) to Raleigh, Charlotte, Atlanta, and Jacksonville. Serving as the foundation of enhanced and higher speed intercity rail are Virginia's

flourishing Regional trains which link 18 communities on two corridors in the Commonwealth, **the Urban Crescent** and **the Piedmont Corridor** (Roanoke-Lynchburg-Charlottesville-DC), to destinations on the Northeast Corridor.



Virginia Today!

- **8,185,867** or **2.6 percent** of America's population, which makes Virginia the **12th** most populated state;
- Population growth exploded by **29.8 percent** between 1990 and 2010;
- **69 percent** of Virginians live along the Urban Crescent, which accounts for **15 percent** of VA's land mass;
- Our senior population (65+) equals **12.2 percent** of our total population;
- Millennial population (1977-1998) equals **34.2 percent** of total population;
- Auto Commuters along Urban Crescent waste **219 hours annually** sitting in traffic or traveling to work. This equals over **\$952** per commuter wasted each year in time, gas, brakes, tires, oil, and filters!
- Price of automobile fuel has risen **296 percent** over the last decade, and corporate vehicle miles traveled reimbursement costs have risen **71 percent**;
- Previous lack of progress on securing new transportation funding resulted in CNBC **lowering** Virginia's rating as the **Best State to Do Business** from **1st to 3rd**;



Virginia 2035!

- Virginia's population will grow another **35 percent**, or over **2.5 million** new Virginians;
- Population density will increase by **38 percent**, meaning more people living along Urban Crescent;
- Our senior population will grow another **77 percent**;
- Nearly **26 percent** of Millennials, our largest population demographic, do not possess a driver's license;
- Over **79 percent** of vehicle miles traveled will be within Virginia's Urban Crescent;



How Virginia's Regional Trains Can Help!

- Virginia's six Regional trains serve **74.6 percent** of Virginians;
- They connect **82.5 percent** of Virginia's jobs and economy (or **\$309 billion** of Virginia's GDP) with a transportation alternative;
- They reach **46** institutions of higher education; **450,000+** college student; over **30** military installations; and **300,000+** active military members;
- Virginia's businesses save about **52 percent** sending an employee to DC or NYC by train compared to paying them to drive;
- Investments in high(er) speed passenger rail are anticipated to generate **\$30 billion** in economic development over a 20 year period, and create over **50,000** new jobs;
- Higher speed rail improvements will the reduce trip times of our Regional trains.
Richmond: 35%; Newport News: 19%; Norfolk: 26%
- Virginia's Regional trains use **32 percent** less fuel per passenger mile than driving and **20 percent** less than flying;
- The Commonwealth's Piedmont and Urban Crescent corridors rank as two of Amtrak's **Top 3 Best Performing Regional Routes**;
- Ridership on Virginia's Regionals has increased **102.2 %** since 2007;

Intercity and High Speed Rail Progress

Washington-Richmond

- \$74.8 million in construction funds for 11.4 miles of additional capacity (ARRA);
- \$55.4 million in federal planning funds to complete the Tier 2 EIS to bring the corridor to full construction readiness (FY2010);

Richmond-Norfolk

- \$116 million in construction funds to build capacity improvements to extend the first intercity passenger rail service to Norfolk since 1977 (Virginia);
- Tier 1 EIS complete pending Federal Railroad Administration (FRA) approval;