

GENERAL ASSEMBLY OF NORTH CAROLINA
SESSION 2009

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HOUSE JOINT RESOLUTION 1654*

Sponsors: Representatives Cole, Dickson, Rapp (Primary Sponsors); and Fisher.

Referred to: Rules, Calendar, and Operations of the House.

June 22, 2009

1 A JOINT RESOLUTION SUPPORTING IMPLEMENTATION OF THE PASSENGER RAIL
2 INVESTMENT AND IMPROVEMENT ACT OF 2008 AND THE AMERICAN
3 RECOVERY AND REINVESTMENT ACT OF 2009.

4 Whereas, the Passenger Rail Investment and Improvement Act of 2008 (Division B
5 of P.L. 110-432) and the American Recovery and Reinvestment Act of 2009 (P.L. 111-5) (the
6 Acts) are now the law of the land; and

7 Whereas, the Acts establish a program of federal capital grants to states and
8 interstate high-speed rail compacts for infrastructure investments which will improve
9 passenger, intermodal and freight services, create a new capital program for states to expand
10 and improve conventional and high-speed intercity passenger rail services, facilitate
11 competitive service provisions, provide grants to address critical rail network capacity needs,
12 and encourage public-private partnerships that provide for the financing, design, construction,
13 operation, and maintenance of high-speed rail services; and

14 Whereas, the Congress has appropriated \$8 billion and the President has
15 recommended a program of additional investments at the rate of \$1 billion annually over the
16 next five federal fiscal years for a total national availability of \$13 billion to develop
17 high-speed rail and other investments in rail infrastructure that improve network capacity,
18 safety, and reliability; and

19 Whereas, primary objectives of the Acts are to contribute to economic recovery
20 efforts by creating and/or saving jobs, advance strategic transportation goals that ensure safe
21 and efficient transportation, build a foundation for future economic competitiveness, promote
22 energy efficiency and environmental quality, support interconnected livable communities, and
23 further development of high-speed and intercity passenger goals; and

24 Whereas, the North Carolina House Interim Committee on Expanding Rail Service
25 has reported to the North Carolina General Assembly that expansion of rail freight and
26 passenger services can help promote economic development and mobility for our citizens; that
27 improved freight and intermodal services can help integrate North Carolina into the global
28 economy; that the General Assembly should consider mechanisms to join with local
29 governments, the federal government, and the private sector to provide funding for improved
30 freight, Intermodal, and passenger services; and

31 Whereas, the National Railroad Passenger Corporation's (Amtrak) national
32 passenger rail system currently serves 16 cities and towns in North Carolina with eight daily
33 passenger trains, two in partnership with the State of North Carolina, providing safe, efficient,
34 and affordable intercity mobility for hundreds of thousands of citizens annually; and

35 Whereas, North Carolina and its cities and towns have partnered for nearly 40 years
36 with the National Railroad Passenger Corporation (Amtrak) to provide its citizens with higher
37 levels of mobility and passenger services and continues to do so; and



1 Whereas, the 21st Century Transportation Committee completed an examination of
2 the role of ports, airports, mass transit, rail, and pedestrian and cycling access in providing the
3 transportation needs of the State; and

4 Whereas, the 21st Century Transportation Committee recommended that North
5 Carolina maximize capacity and utilization of rail freight and passenger movements; and

6 Whereas, in response to Session Law 2007-551, the North Carolina Office of State
7 Budget and Management coordinated development of a statewide logistics plan that addresses
8 the State's long-term economic, mobility, and infrastructure needs; and

9 Whereas, the United States Department of Transportation, working through the
10 Federal Railroad Administration and the Federal Highway Administration and pursuant to the
11 National Environmental and Policy Act has issued a Record of Decision concerning
12 development of the Southeast High Speed Rail Corridor connecting Charlotte through Raleigh
13 to Richmond, Virginia, and on to Washington, D.C.; and

14 Whereas, 16 chambers of commerce in six states, including those serving Raleigh,
15 Greensboro, Winston-Salem, and Charlotte, have created the Southeastern Economic Alliance
16 to promote development of improved intercity and high-speed rail services across the
17 southeastern United States; and

18 Whereas, the North Carolina Department of Transportation has analyzed and
19 recommended extension of passenger service to connect Western North Carolina via Salisbury
20 to Asheville and southeastern North Carolina via Raleigh, Fayetteville, and Goldsboro to
21 Wilmington; and

22 Whereas, 57 municipalities, 17 counties, 18 transportation planning organizations
23 and councils of government, 17 chambers of commerce, and 10 other State and local
24 organizations have endorsed a resolution supporting creation of a comprehensive passenger rail
25 system to serve the State of North Carolina; and

26 Whereas, the North Carolina Secretary's Rail Advisory Committee, acting through
27 the Secretary of the North Carolina Department of Transportation, has asked the United States
28 Secretary of Transportation to provide for stability in our nation's intercity passenger rail
29 program and provide for a program of federal, State, and private investment in our freight and
30 passenger railroad system; and

31 Whereas, Article 18 of Chapter 136 of the North Carolina General Statutes provides
32 for establishment of the Virginia-North Carolina Interstate High-Speed Rail Compact; and

33 Whereas, North Carolina has over 3,200 miles of railroad and is served by two Class
34 I and 24 short-line railroads; and

35 Whereas, in 1849 the North Carolina General Assembly chartered the North
36 Carolina Railroad Company with a mission to connect the piedmont and eastern portions of our
37 State, and the right to transport persons, goods and merchandise; and

38 Whereas, the State of North Carolina holds in perpetuity 100% of the common
39 shares of stock in the North Carolina Railroad Company; and

40 Whereas, the North Carolina Railroad Company serves the State as a vital economic
41 force; and

42 Whereas, the capacity of the rail network serving North Carolina is strained, which
43 impacts our consumers, producers, shippers, communities, and citizens; and

44 Whereas, CSX Transportation has asked the State to enter into a partnership with it
45 to develop the National Gateway initiative; and

46 Whereas, the Norfolk Southern Railway has asked the State of North Carolina to
47 enter into a partnership with it to develop the Crescent Corridor initiative; and

48 Whereas, North Carolina has heretofore invested State funds to develop a rail
49 program in support of these State, national, and regional goals; Now, therefore,
50 Be it resolved by the House of Representatives, the Senate concurring:

1 **SECTION 1.** The North Carolina General Assembly encourages the North
2 Carolina Department of Transportation to work in partnership with the North Carolina Railroad
3 Company, Norfolk Southern Railway, CSX Transportation, and Amtrak to develop eligible
4 projects and corridor plans, enter into stakeholder agreements, develop comprehensive project
5 management plans, and make application and aggressively compete for available federal funds.

6 **SECTION 2.** The North Carolina General Assembly encourages the railroad
7 industry to work cooperatively with State and local officials to achieve these public policy
8 objectives.

9 **SECTION 3.** The North Carolina General Assembly encourages the Governor and
10 the North Carolina Department of Transportation, in concert with the North Carolina
11 Congressional Delegation, to work with the United States Department of Transportation to
12 develop cooperative agreements and letters of intent to develop and implement a program of
13 projects and corridor plans.

14 **SECTION 4.** The North Carolina General Assembly acknowledges that this
15 program of rail infrastructure investment will provide an enhanced basis for the operation of
16 freight, Intermodal, and passenger trains, and that operation of passenger trains will require
17 on-going nonfederal financial support.

18 **SECTION 5.** The Secretary of State shall send certified copies of this resolution to
19 the North Carolina Congressional Delegation, the Secretary of the United States Department of
20 Transportation, and to the Presidents of the North Carolina Railroad, CSX Transportation,
21 Norfolk Southern Railway, and Amtrak.

22 **SECTION 6.** This resolution is effective upon ratification.