

## Facts about the Southeast High Speed Rail Corridor

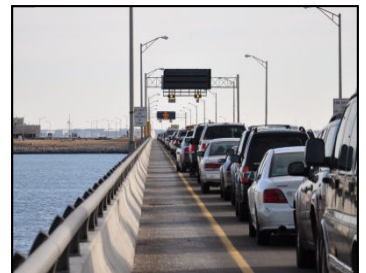
The Southeast High Speed Rail Corridor (SEHSR) is a federally designated high-speed rail corridor that connects most of the major population centers in Virginia, North Carolina, South Carolina, Georgia, and northern Florida. When fully developed to 90 to 110 mph, the SEHSR corridor will potentially create hundreds of thousands of jobs, help alleviate congestion on our roads and in the air, and reduce the region's fuel consumption and air pollution.

### Population (VA, NC, SC, and GA)

- **31,849,524** or **10.32%** of America's population
- Between 2000 and 2010 the Southeast grew **16.55 percent**, well above the national average
- The Southeast is expected to grown another **26 percent** by **2030**

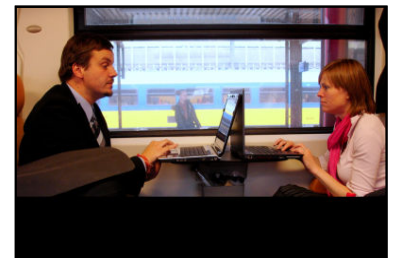
### Congestion

- Roads/ Interstates:
  - The road network along the Southeast High Speed Rail Corridor (SEHSR) ranks as one of the most congested in America
  - The average resident along the SEHSR corridor spends **206 hours** commuting to work or stuck in traffic annually
  - The average driver along the SEHSR corridor wastes over **30 gallons** of gas annually stuck in traffic
- Airways:
  - The average flight delay at airports along the SEHSR Corridor is **55.6 minutes**
  - **9** of the top **22** least reliable airports in America are in the Southeast
- Trains:
  - In FY 2010, **7,729,120 trips** utilized portions of the Southeast High Speed Rail Corridor



### Economic

- Trip Savings
  - Today, a business traveler saves **62%** between Raleigh and Charlotte, and **46%** between Richmond and Washington, traveling by train compared to being reimbursed the national average for mileage reimbursement
- Job Creation/Economic Development
  - Building/upgrading the SEHSR Corridor to 90-110 mph passenger rail service is projected to create or sustain an estimated **228,000** jobs
    - **75,000** construction jobs alone
  - It could also create about **\$30 billion** in **economic development** along the SEHSR corridor



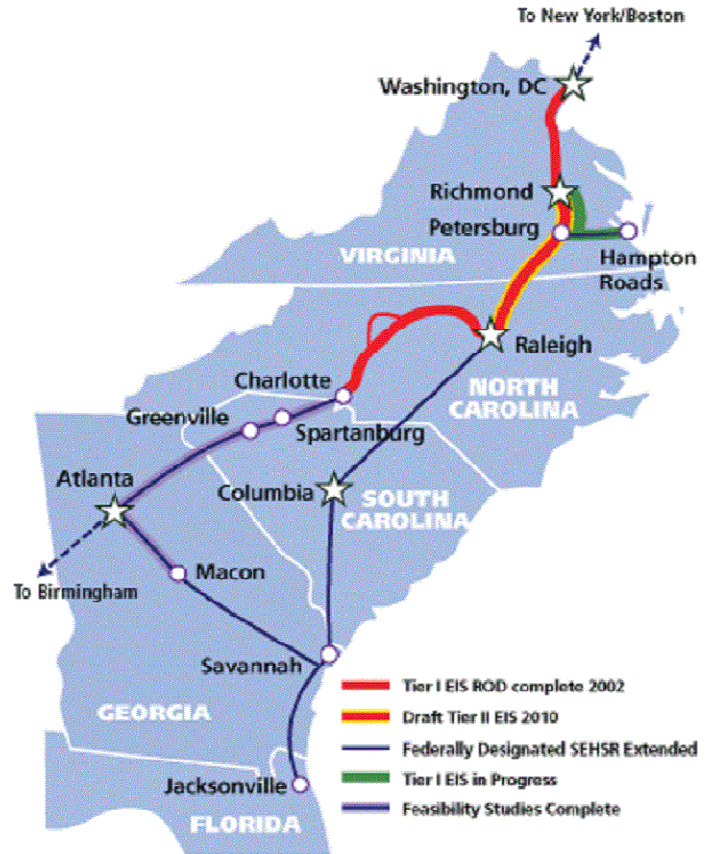
### Environmental

- Automobiles
  - Passenger trains use **27% less** fuel per passenger mile than automobiles
  - The SEHSR corridor is estimated to eliminate over **1.3 million** car trips annually
- Airplanes
  - Passenger trains use **19% less** fuel per passenger mile than regional flights
  - One regional passenger train equals **4** regional planes
  - The SEHSR corridor is projected to remove over **255,000** regional flights annually
- Fuel/ CO2
  - The SEHSR corridor could reduce fuel consumption by over **26 million gallons annually**
  - The SEHSR corridor could reduce greenhouse gases by **1.2 million tons annually**



## Progress

- Washington to Richmond
  - \$75 million in construction funds for 11.4 miles of additional capacity (ARRA)
  - \$55.4 million in planning funds to complete the Tier 2 EIS to bring the corridor to full construction readiness (FY2010)
  - Launched new state sponsored intercity passenger rail service launched in July of 2010
- Richmond to Norfolk
  - \$87 million in construction funds to build capacity improvements to start the first intercity passenger rail service to Norfolk since 1977 (Virginia)
  - Tier 1 EIS complete pending Federal Railroad Administration (FRA) approval
- Richmond to Raleigh
  - \$25 million in construction funds to build safety capacity improvements (ARRA)
  - \$1.5 million in planning funds to begin Preliminary Engineering on a new Appomattox River Bridge (FY 2010)
  - Tier 2 EIS complete pending FRA approval
- Raleigh to Charlotte
  - \$521.5 million in construction funds to begin advancing to 90mph high speed rail (ARRA)
  - \$27.5 million in construction funds to eliminate grade crossings and relocate Charlotte's rail station (FY 2010)
  - Launched new state sponsored intercity passenger rail service in June of 2010.



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