

# Richmond-Petersburg-Raleigh higher speed rail

## Connecting the capitals of Virginia, North Carolina, and the nation, and Helping to lengthen – and strengthen – the Northeast Corridor (NEC)

Proposed high speed rail investments in the southern mid-Atlantic will join the twin urban “job crescents” of VA and NC; link to the Northeast Corridor (NEC) at Washington, DC, and progress implementation of the Southeast High Speed Rail corridor (SEHSR) mainline and the SEHSR Extension to the Hampton Roads region.

### Higher average speeds than Acela

The Richmond-Raleigh rail link will have 86 MPH average speeds over its more than 160 mile length — higher average speeds than the Acela today from New York City to either Washington or Boston. Top speeds south of Petersburg will be 110 MPH, with the railway designed for even higher speeds in the future and vertical clearances for possible electrification.

### “Connecting the Capitals” – faster, and closer

The Richmond to Raleigh linkage will be a restored passenger rail corridor between that is more than 30 miles shorter than the existing Amtrak line. The combination of high average speeds, shorter length, and fewer stops means that travel times will be reduced by more than 90 minutes via the shortcut.

### Competitive with driving and flying

The new link will create competitive travel times among many southern mid-Atlantic areas. Average rail trips from Raleigh to Washington will fall from more than six hours to less than five hours when the Richmond-Raleigh shortcut opens. Upon completion of future rail improvements between Washington and Richmond, travel time between downtown Raleigh and downtown Washington will fall to only four hours.

### A bridge to higher speeds, safety, and reliability

The goal is complete grade separation – with more than 100 crossings planned to be relocated, closed, or bridged – for better transportation safety and operations, reduced emissions, improved network reliability and a basis for future service improvements.

### Environmental studies nearly complete

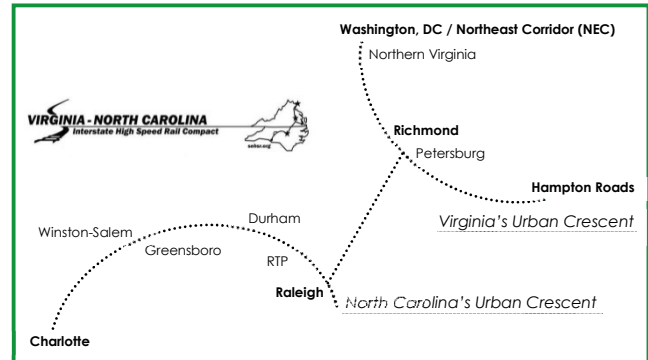
Tiered studies began in the early 1990, and the draft recommendation report of the Tier II Environmental Impact Statement was released in February 2012, with a final Record of Decision expected during 2013.

### Reasonable capital costs

Total costs will average between \$19 and \$25 million per mile for the entire 162-mile Richmond-Raleigh linkage, for a total investment of \$3 to \$4 billion. These costs include final design, right-of-way, rail and road construction, and eliminating all grade crossings.

### Leveraging Raleigh to Charlotte investments

North Carolina has received more than \$500m in federal funding to improve capacity and on-time reliability west of Raleigh. Existing and new services will tie directly into the Richmond-Raleigh shortcut.



### Efficient today from New York City to DC, VA, NC

The “Carolinian” train from New York to Charlotte via Richmond and Raleigh covers 80% of its operating costs today, and is second only to the AutoTrain to Florida in performance rating in the Amtrak system.

### Extending the NEC, with no operating subsidies

The New York-Washington-Richmond-Raleigh high speed corridor was ranked in the top 1% in the US for most ridership factors by America 2050. Southeast corridor passenger fares are projected to cover 100% of operating costs, providing the basis for private operation as a concession without any public subsidy, and increasing revenues for the Northeast Corridor by more than 15%.



### Jumpstarting the Hampton Roads SEHSR Extension

The northernmost 25 mile section between Richmond and Petersburg will also be used for future Richmond-Petersburg-South Hampton Roads high speed service. Conventional train service between the Norfolk and Richmond areas begins in late 2012.

### Washington-Richmond improvements helpful, essential

The Washington, DC-Richmond corridor has received \$119m in federal funding to advance environmental studies. Speed and capacity improvements to rail service north of Richmond will be essential to maximize the potential of the Southeast Corridor, particularly given its linkage with the NEC at Washington, DC.