

Several of the metropolitan areas in the Southeast are among the fastest growing in the nation, and the states have recognized the need to invest in a diverse network of transportation options that will accommodate this population growth.

**Connecting the District of Columbia, Virginia and North Carolina:** FRA has awarded approximately \$75 million in High-Speed Intercity Passenger Rail (HSIPR) program funds to improve service quality and reliability for the six corridor and four long-distance trains that operate daily between Washington, DC and Richmond, VA, and to points south. Also, FRA has awarded approximately \$48 million in HSIPR program funds to complete preliminary engineering and environmental review for the development of the Southeast High Speed Rail (SEHSR) corridor between Washington, DC and Raleigh, NC via Richmond, VA.

**Enhancing the Piedmont Corridor:** FRA has awarded approximately \$570 million in HSIPR program funds to increase capacity and improve service quality and reliability for the three corridor trains that operate daily between Raleigh and Charlotte, and support the addition of a fourth corridor train. This program includes the rehabilitation of 12 rail cars and five locomotives for use in the third and fourth corridor train frequencies, and the enhancement of stations and maintenance facilities. Construction is currently underway on new roadway grade separations between Raleigh and Charlotte.

**Reducing congestion between Virginia and North Carolina:** A HSIPR grant of \$26.6 million will improve reliability and service quality between Petersburg, VA and Raleigh, NC (via Selma), strengthening connections between the Northeast Corridor and long-distance passenger routes serving the southeast.

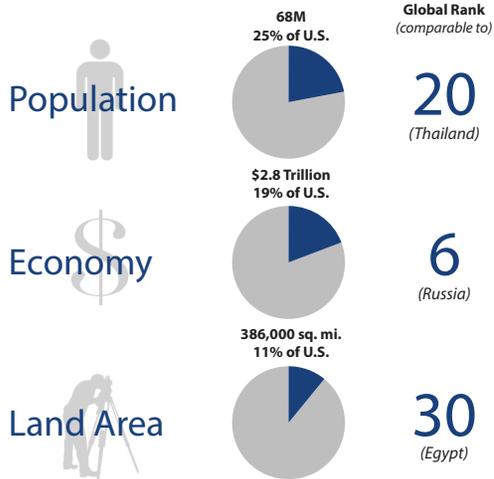
**Connecting Atlanta to Charlotte:** In 2011, the Georgia Department of Transportation (GDOT) received a \$4.1 million grant to complete a service development plan and environmental study for the 250 mile passenger rail corridor between Atlanta and Charlotte. GDOT is contributing \$1.125 million for this phase of the project. This study will build upon a 2008 feasibility study of high-speed rail on this corridor.



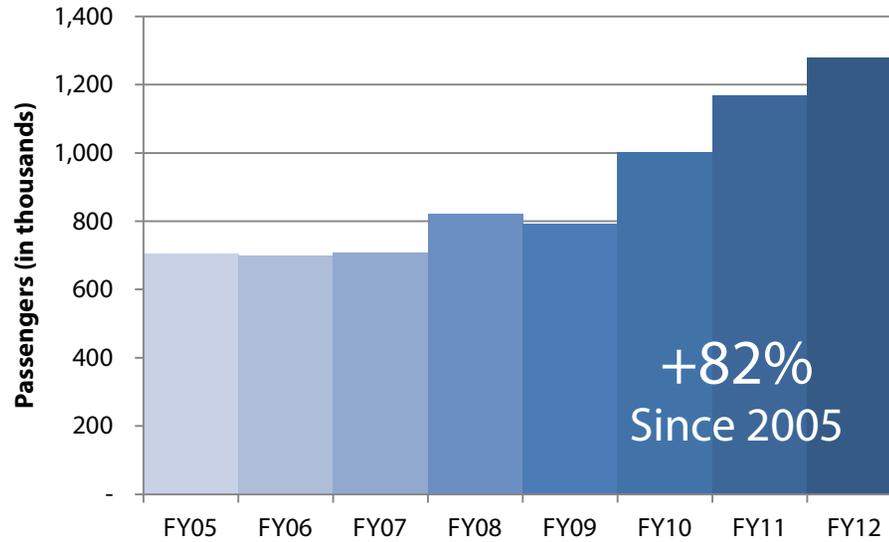
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# Southeast Region

## Region Characteristics

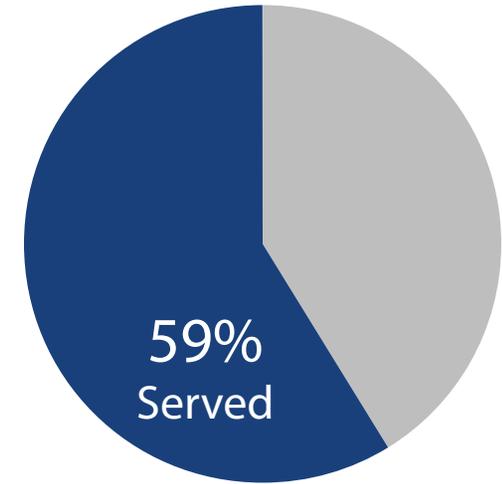


## Ridership Growth



## Population Served

Population within 30 miles of a passenger station that receives at least one daily intercity train.



## Corridor Details

Corridor	Distance (miles)	Federal Investments (\$M, 2008-2012)					Investment Description	Service Improvements			
		HSIPR	TIGER	RRIF	Other	Total		More Trains/ New Service	Faster Travel	Better Reliability	Improved Stations/ Equipment
Charlotte - Raleigh - Richmond - Washington DC	479	\$695	\$22	-	\$2	<b>\$718</b>	Track and signal improvements to allow for additional daily round-trips; enhanced safety and reliability; study of alternative alignments between Richmond and Raleigh.	✓	✓	✓	✓
Atlanta - Charlotte	258	\$4	-	-	-	<b>\$4</b>	Planning to lay groundwork for future rail service.	planning			
Other Atlanta Hub Corridors	Varies	\$1	-	-	-	<b>\$1</b>	Planning to lay groundwork for future rail service from Atlanta to Nashville, Jacksonville, Birmingham, and other destinations.	planning			
Tampa - Orlando - Miami	364	\$32	-	-	-	<b>\$32</b>	Planning to lay groundwork for future rail service.	planning			
Other Corridors / Freight Investments	n/a	-	-	\$153	\$13	<b>\$166</b>	Improvements to freight corridors throughout the region.	varies			
State Rail Plans	n/a	\$1	-	-	-	<b>\$1</b>	Planning to lay groundwork for future rail service.	planning			
<b>TOTAL</b>		<b>\$733</b>	<b>\$22</b>	<b>\$153</b>	<b>\$15</b>	<b>\$922</b>					