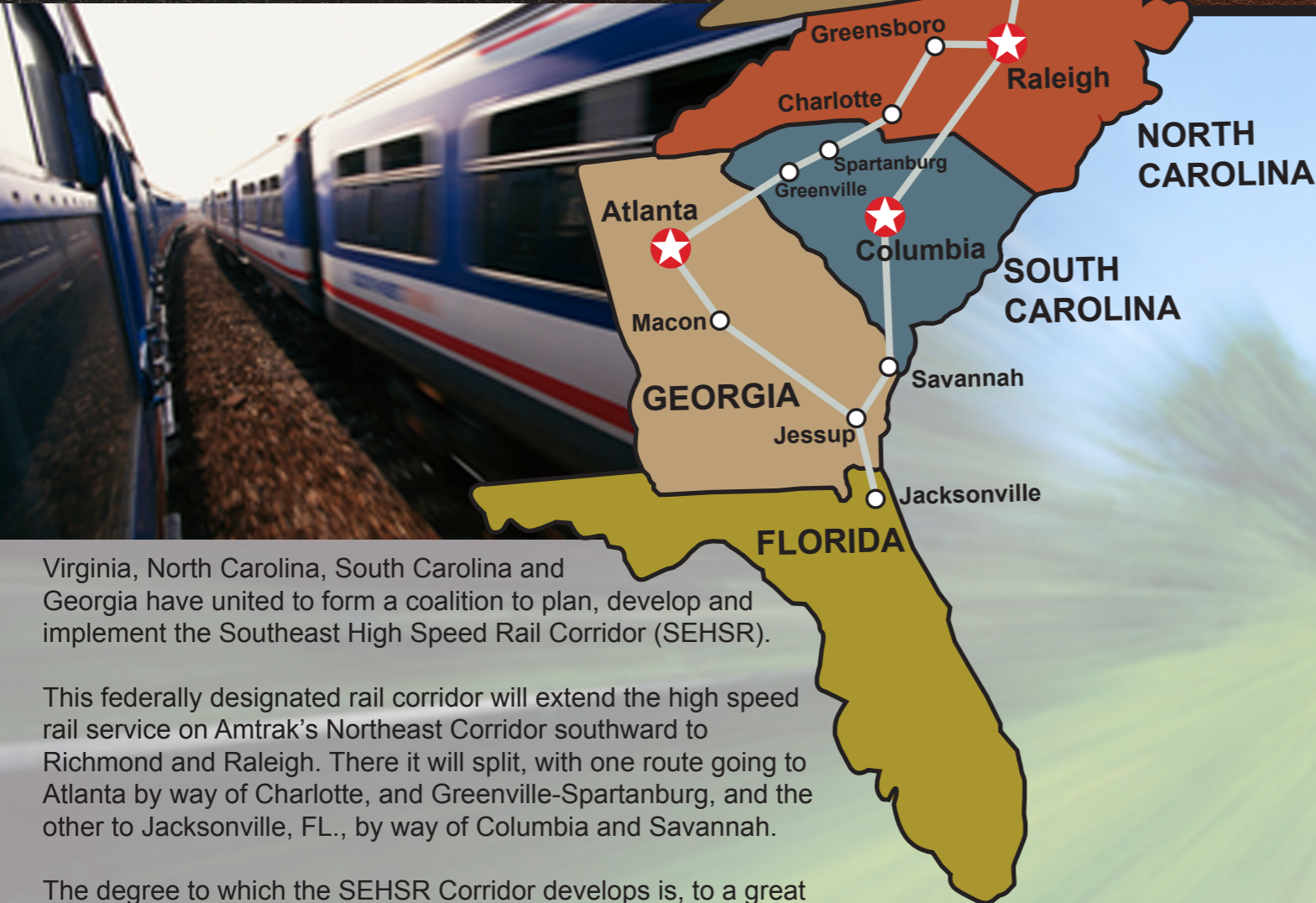


Southeast High Speed Rail Corridor

Could this be South Carolina's Passenger Rail Future ?



Virginia, North Carolina, South Carolina and Georgia have united to form a coalition to plan, develop and implement the Southeast High Speed Rail Corridor (SEHSR).

This federally designated rail corridor will extend the high speed rail service on Amtrak's Northeast Corridor southward to Richmond and Raleigh. There it will split, with one route going to Atlanta by way of Charlotte, and Greenville-Spartanburg, and the other to Jacksonville, FL., by way of Columbia and Savannah.

The degree to which the SEHSR Corridor develops is, to a great extent, dependent upon the commitment of the individual states involved. As with the interstate highway system, each state is responsible for those portions of the corridor which falls within its boundaries.

In an incremental approach to High Speed Rail, North Carolina is presently developing the Charlotte-to-Raleigh segment of the corridor. Virginia is developing the Richmond-to-Washington segment.

In the US, high speed rail is a service that is considered time-competitive with travel by automobile or airplane within the context of door-to-door trips. As a result, train speed will vary from corridor to corridor. In the SEHSR corridor, this will mean a top speed of 110 mph. < www.sehsr.org >

CAPT
www.captrail.org

Potential South Carolina Intercity Rail Services

Existing Service ————
Potential Additions ————



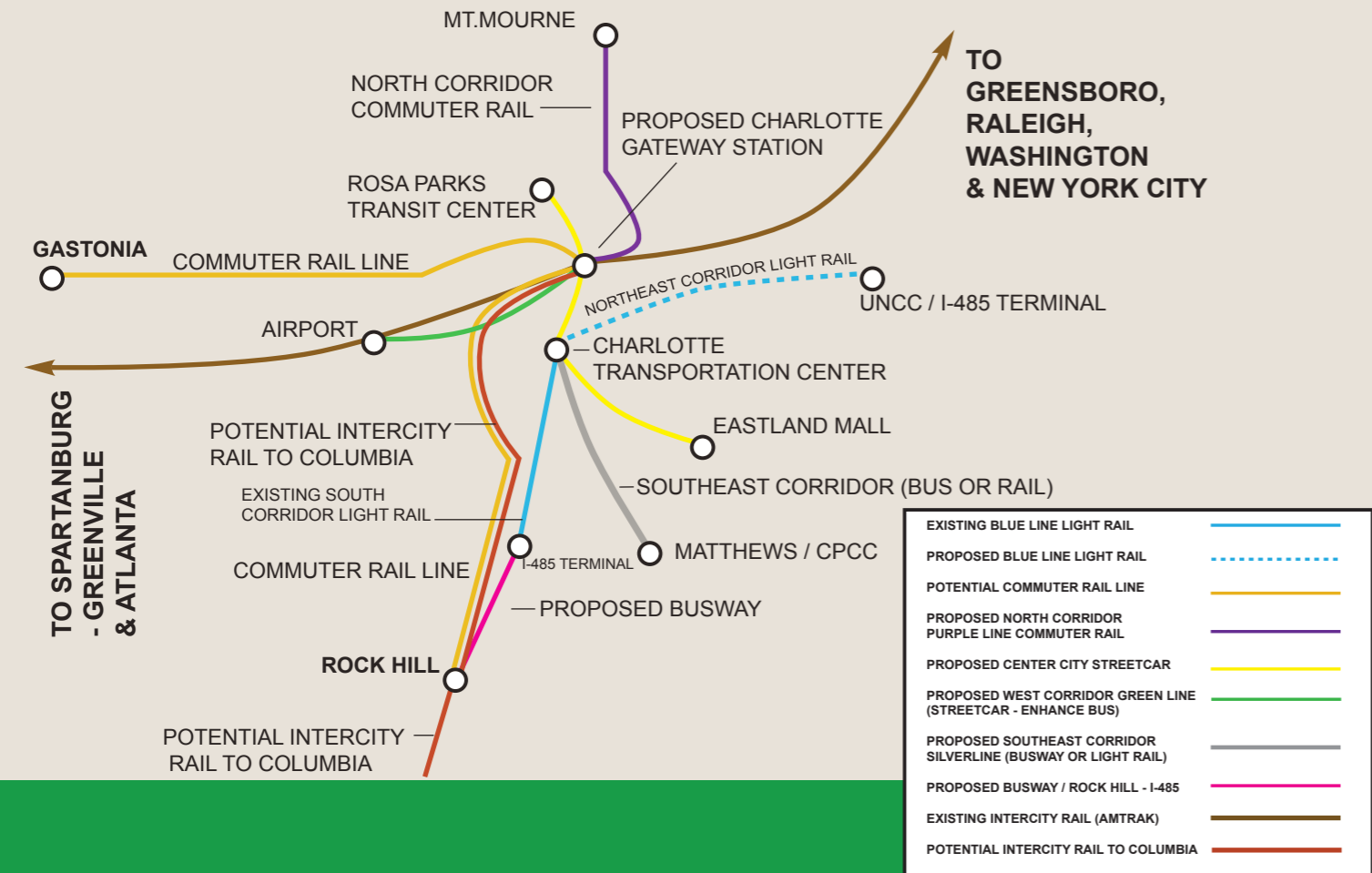
Potential South Carolina Commuter Rail Services

Existing InterCity Rail ————
Potential Commuter Rail ————



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Charlotte Connections to Potential SC Rail Service



CAPT The Carolinas Association for Passenger Trains
 P.O. Box 35571
 Charlotte, NC 28235-5571

CAPT is one of over 30 state or regional rail passenger advocacy organizations in the nation.

CAPT is a non-profit corporation, governed by a board of directors selected by its members, and depends on member dues and contributions to support its efforts on behalf of improved transportation choices.

CAPT is a two state organization, which operates entirely through volunteers, and limits efforts to those issues that affect policy and services within the two Carolinas. We conduct regular bi-monthly meetings across the Carolinas.

CAPT is comprised of private citizens dedicated to the improvement and expansion of passenger rail services as part of a balanced transportation policy.

CAPT is not affiliated with Amtrak, the railroads, organized labor, manufacturers or any political party. It is our policy, however, to work cooperatively with all applicable entities to build better transportation choices in the Carolinas.

Benefits of CAPT Membership

Through your support with membership dues, CAPT continues to influence public opinion and inform elected officials from City Hall to Congress about the need for sensible mobility choices.

The next step is yours. Will you join us at CAPT?

Membership information can be found on the web at www.captrail.org

TO ORDER ADDITIONAL BROCHURES SEND US AN EMAIL AT: info@captrail.org

Picture This.....

- Bypassing the congestion on crowded highways throughout North and South Carolina at speeds of up to 110 miles per hour!
- Completing office work, dining, relaxing with friends, reading or sleeping while en route.
- Arriving relaxed at your destination, not stressed waiting in an outlying airport or searching for parking.
- Easier commuting options for working in other cities or states.

The Transportation Dilemma

The Southeast region of the United States is experiencing an explosion of economic and population growth. As one of the fastest-growing regions in the nation, the Carolinas' population and economy are mushrooming faster than the rest of the nation.

- Vehicle miles driven have increased at three times the rate of population growth.
- Airports linking the Northeast and Southeast are expected to generate increasing hours of flight delays.
- Crowded airways are straining our traffic control resources.

Our Roads and Skies Are Becoming Unfriendly

- We're running out of space to build roads in the areas with the most traffic, as automobiles pack highways and parking facilities.
- Rush hour commutes are slower and more frustrating for drivers, yet adding lanes only exacerbates the problem.
- Many of the corridors along our major highways and interstates no longer meet EPA Clean Air Standards.
- After years of decline, highway accidents, deaths and injuries are again on the rise.

A Solution Rests on the Rails

As transportation planners look to our future mobility needs, it is apparent that we can't pave our way out of our present dilemma. Other alternatives must be developed as components of our national transportation policy.

To address these issues, planners are turning to a mode of transportation until recently considered obsolete. As a result, our nation is on the verge of a rail renaissance, and the Carolinas are among its leaders.

Expanding our region's passenger train services can alleviate highway and airway congestion, traffic hazards and air pollution.

Depending on the type of service, each full passenger coach can free as many as 60 to 125 automobiles from our highways. The load carrying capacity of as many as 16 highway lanes can be duplicated with only two railroad tracks!

Quality passenger rail service helps to attract new economic development and enhance quality of life, creating new jobs and maintaining the regions' economic competitiveness.



photo by Ernest Robl

CAPT Goals and Objectives

- Promotion of increased ridership and frequencies of all trains serving the Carolinas.
- Increased daytime passenger service along the Raleigh-Charlotte-Columbia corridor with connections through the Carolinas with Atlanta, New Orleans and Florida.
- Timely implementation of the Southeast High Speed Rail Corridor to connect the Northeast corridor through the Carolinas with Atlanta, New Orleans and Florida.
- Extensions of services connecting Asheville, Winston-Salem, and Fayetteville; Greenville (NC), Rock Hill and the coastal cities of Charleston, Myrtle Beach, Wilmington and Morehead City with the Southeast High Speed Corridor.
- Better protection for trains and motorists at rail-highway grade crossings.
- Improved station facilities and highway directional signage.
- Increased coordination of passenger rail services with other modes of public transportation to include aviation, intercity bus and transit.
- Promotion of rail-based transit as an alternative to increasing highway capacity where urban growth patterns and transport demands indicate that rail modes offer a viable solution for a region's congestion management or air quality program.

"High-Speed rail - which is efficient, environmentally sound and a staple of mass transit in many other developed countries - is a bold solution, and an idea whose time has come for our region."

Hugh L. McColl, Jr.
 Former Chairman and Chief Executive Officer
 Bank of America, Charlotte, NC, March 19, 2001