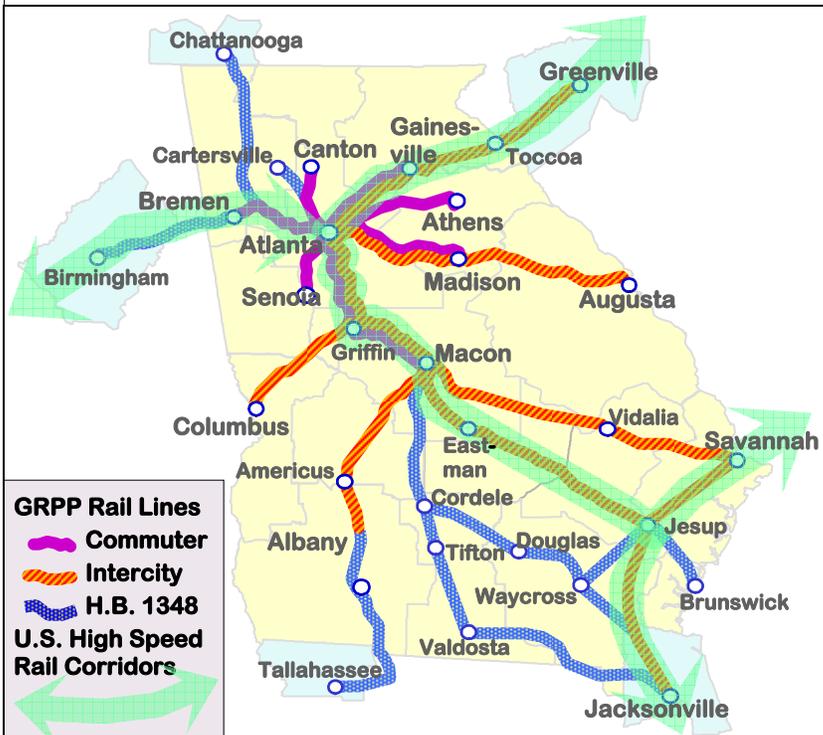


Program Overview

- 7 commuter rail lines serving 45 stations in the metro Atlanta area to provide peak period capacity.
- 7 intercity lines linking 9 of Georgia's largest cities and towns with the metro Atlanta / Macon area; as well as linking two of the largest travel markets in adjoining states
- H.B. 1348 (2000) added 8 lines in a legislative program, but not yet included in GRPP statistics



- Two Federally-designated high-speed corridors eligible for priority funding

Rail Riders and Benefits

- 10.7 million commuters and 2.1 million intercity riders in 2030
- 21,300 fewer cars in each peak period
- Equivalent to 12 SOV lanes on major radial freeways, removing 1,250,000 vehicle miles daily from Atlanta roads
- Saves \$1 billion/year in time for auto commuters who continue to drive
- Reduces pollution and accident costs by \$160 million/year
- Equivalent to \$205 million of road construction cost annually
- \$1.36 billion in yearly quantifiable benefits from \$334 million in annualized costs
- Sustains 1,200 engineering and construction jobs
- Generates twice the jobs and economic activity in downstream activity
- Use of existing rights of way less disruptive than new construction
- Rail more reliable and less susceptible to delay and disruption; time can be used for productive purposes or recreation/sleep
- Helps attract economic activity throughout Georgia by raising community accessibility and profile
- Provides focus of livable communities initiatives and town center renaissance

Capital Investments and Operations

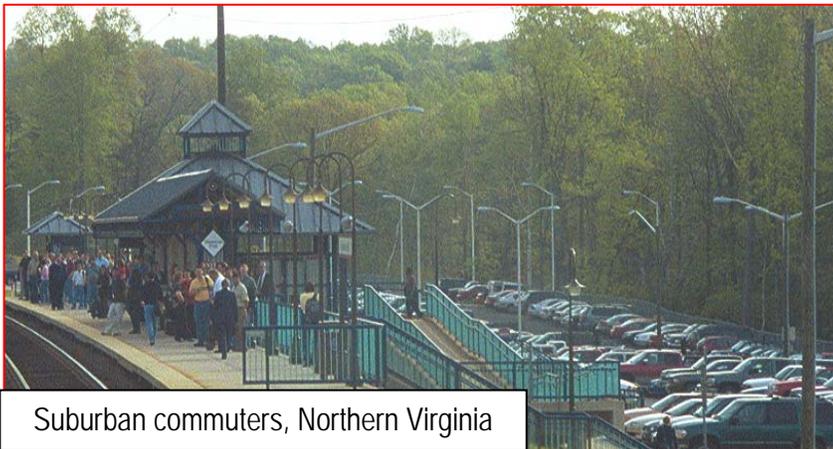
- Investment of \$343 million annualized produces \$1.36 billion in annual benefits
- 2015 commuter capital cost of \$2.1 billion – primarily construction work on track, bridges, at-grade crossings, and signals – includes portion of Atlanta MMPT. Commuter rail eligible for Federal transit funding
- 2015 intercity capital cost of \$1.5 billion, 90% is for construction. Limited Federal funding program.
- Revenues cover 57% of operating cost for commuters, and 79% for intercity at the mid-range of fare levels. Operating assistance of \$30.4 million/year for commuter rail and \$10.5 million/year for intercity rail
- Mostly non-Federal funds needed for operating assistance

- Sustains 1,200 engineering and construction jobs
- Generates twice the jobs and economic activity in downstream activity
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Components of the Georgia Rail Passenger Program (GRPP)

The GRPP contains seven commuter rail lines, seven lines of intercity rail service as well as the Multi-Modal Passenger Terminal. The Macon, Athens, and MMPT projects are the most advanced and include detailed estimates of cost, ridership, benefits, and schedule. Estimates for the other projects are drawn from a recent update of the 1999 GRPP and show full service in year 2015 unless otherwise stated. Dollars are at 2005 levels.

Macon - Griffin – Atlanta Commuter Rail: GDOT will use \$106 million in currently available earmarked funding and other Federal transportation funds to make improvements and acquisitions in order to open commuter train service on the 26 miles from Lovejoy to Atlanta within 20 months of Norfolk Southern Railroad agreement, and \$14.5 million in Federal funds to operate for three years. The Federal Transit Administration has issued an environmental Finding of No Significant Impact, clearing the project to proceed to engineering. Agreements need to be reached with the owner of the rail line (Norfolk Southern) on track improvements and operations, as well as with local governments on final station locations, station area development, and partnerships for stable and reliable operating funding after 3 years. In this first phase, four trains daily will serve Lovejoy, Jonesboro, Morrow, Forest Park, East Point, and downtown Atlanta at Five Points. Passenger cars and locomotives



Suburban commuters, Northern Virginia

will be acquired and refurbished to allow quick start-up. Track, signals, and grade crossings will be improved to allow top speeds of 60 – 79 mph. The outer stations will have platforms, canopies, and park and ride lots; the East Point and downtown Atlanta station will be provided with platforms, canopies, and direct connections to the adjacent MARTA stations. By 2009, 3,080 daily trips are forecast (770,000 trips a year), removing 21 million vehicle miles annually from parallel I-75 and US 19/41, and reducing rush hour congestion by 800,000 hours a year.

In later phases, track, signal, crossing and station/parking improvements will be made to extend service to Hampton, Griffin, Barnesville, Forsyth, Bolingbroke, and Macon. Service could begin within two years of funding. Two additional trains will be needed to handle the increased passenger loads, as well as additional parking at stations and long-term train maintenance facilities. The capital cost to provide capacity for forecast year 2015 traffic is estimated at \$198 million with almost half for trackwork and signals, one third for rail vehicles, and the remainder for stations, park and ride lots, and maintenance facilities. A further \$101 million will be needed to provide enough capacity to handle year 2030 traffic. At the mid-range of fares, 1.9 million passengers will be carried in 2030, with operating assistance of \$8.7 million per year. The number of train riders into the Atlanta urban area will equal 10% of the rush hour travel on parallel I-75 and US 19/41, providing the capacity of 2 general-purpose highway lanes at half the cost.

Commuter rail train West Palm Beach - Miami



Commuter rail train West Palm Beach - Miami

Atlanta Multi-Modal Passenger Terminal - Phase 1: The MMPT ultimately will serve commuter and intercity trains as well as intercity, regional, and local buses, and will provide direct access to Atlanta's largest employment and governmental center and to MARTA's Five Points rail station for easy transfer to other major activity centers. Phase 1 will accommodate rail service from Lovejoy, and provide the direct connection to the Five Points Station usable by Macon and Athens service, as well as other future lines. Its capital cost is estimated at \$20.2 million; its operating costs are covered by the rail services using it. The Federal Transit Administration has issued an environmental Finding of No Significant Impact, clearing the project to proceed to engineering.

Athens - Lawrenceville – Atlanta Commuter Rail: Opening to Cedars Road in Gwinnett County within two years of funding, and extending to Athens a year later, this 72-mile service will use a CSX freight line, with stations in Clarke, Oconee, Barrow, Gwinnett, DeKalb, and Fulton counties. The initial 2015 capital cost is estimated at \$383 million, with half for trackwork and signals, about one third for rail vehicles, and the remainder for stations, park and ride lots, and maintenance facilities. A further \$36 million will be needed to provide enough capacity to handle year 2030 traffic. At the mid-range of fares, 2.7 million passengers will be carried in 2030, with total operating assistance of \$5.4 million per year. The number of train riders into the Atlanta urban area will equal about 10% of the rush hour travel on parallel highways (I-85 and US 78), providing the capacity of over two general-purpose highway lanes at half the cost.

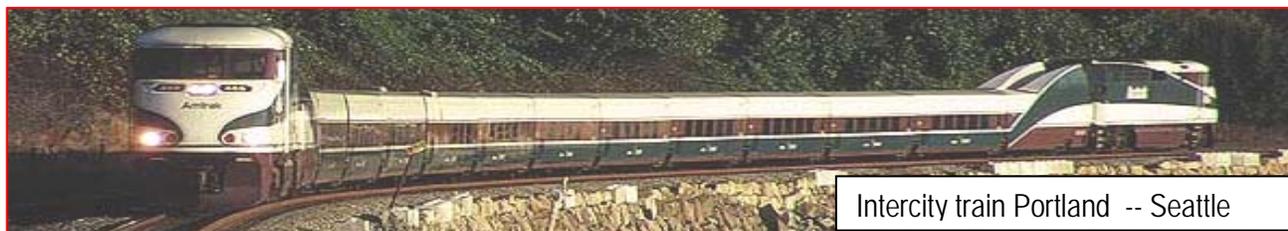
The Federal Transit Administration has issued an environmental Finding of No Significant Impact, clearing the Athens line to proceed to engineering. The line has been included in the regional and state long-range transportation plans and the current Atlanta Regional Commission (ARC) Transportation Improvement Plan includes \$7.5 million in funds for the line.

Agreements need to be reached with the owner of the rail line (CSXT) on track improvements and operations, as well as with local governments on final station locations, station area development, and partnerships for stable and reliable operating funding. As a first step in the negotiations, CSXT is conducting an operations assessment study to determine what specific investments will be needed to ensure on-time commuter rail service and accommodate future freight traffic growth in the greater Atlanta area. The study is expected to be complete by the end of 2006.

Atlanta Multi-Modal Passenger Terminal – Subsequent Phases: Opening as funding becomes available, subsequent phases will add capacity for all the rail services including commuter, intercity, and Amtrak, and for regional and intercity buses. Provision will be made for future private-public development of offices and other uses to aid in the redevelopment of the area. The capital cost of subsequent phases is estimated at \$330.8 million; office and related development over the station could also be staged with this work. Subsequent operating costs will be borne by each rail or bus service.

Macon – Griffin – Atlanta Intercity Rail: Three daily express intercity trains will operate each way with tilting trainsets, stopping at Griffin and a Hartsfield Airport-related station. Feeder bus service will add passengers from Twiggs, Houston and Peach Counties to the trains at Macon. Initial 2015 equipment acquisition and facility capital improvement will require \$58 million in capital. A further \$5 million will be needed to provide enough capacity to handle year 2030 traffic. At the mid-range of fares, 275,000 passengers will use the service in 2030, with operating assistance of \$3.7 million per year.

Albany - Macon – Atlanta Intercity Rail: This 106-mile extension of the Macon - Atlanta intercity rail will use an NS freight line, with stops in Dougherty and Sumter counties. The initial capital cost to provide capacity for 2015 is estimated at \$144 million, with a further \$12 million needed to provide capacity for



2030. At the mid-range of fares, 271,000 passengers are forecast in 2030, with an operating surplus of \$3.7 million per year. Opening will occur within two years of funding, once service to Macon is in place.

Savannah - Macon – Atlanta Intercity Rail: This service will link the Coastal Empire with Macon and Atlanta and intercity trains at both ends. The three trains daily each way will double the service between Macon and Atlanta. From Macon to Savannah, the service will use either: (a) the NS freight line to Jesup and the CSX line from Jesup to Savannah with stations in Dodge, Wayne, and Chatham counties (204 miles), or (b) the Georgia Central line, with stops in Toombs and Chatham counties (171 miles). Initial capital cost based on the NS/CSX route is estimated at \$302 million to provide capacity for 2015, with a further \$24 million needed to provide capacity for the year 2030. At the mid-range of fares, an additional 551,000 passengers would use the service, with an operating surplus of \$2.5 million per year in 2030. Opening could be within two years of start of service between Atlanta and Macon.

Jacksonville Intercity Rail Extension: Opening within a year of service to Savannah, this 91-mile extension from the Savannah service will use the CSX line between Jesup and Jacksonville. Initial capital cost is estimated at \$138 million, with \$11 million needed in order to provide capacity for 2030. At the mid-range level of fares, an additional 161,000 passengers will ride, generating an operating surplus of \$0.6 million per year in 2030.

Canton – Atlanta Commuter Rail: This 38-mile service will use the Georgia Northeastern line from Canton and the State-owned, CSX-leased freight line from Elizabeth, with stops in Cherokee, Cobb, and Fulton counties. Initial capital cost is estimated at \$257 million for the year 2015, along with \$44 million to handle 2030 traffic. At the mid-range level of fares, 1,031,000 passengers a year will use the service, with operating assistance of \$3.3 million per year in 2030.

Bremen – Atlanta Commuter Rail: This 53-mile service will use an NS freight line, with stops in Haralson, Carroll, Douglas, Cobb, and Fulton counties. Initial capital cost is estimated at \$310 million, with a further \$53 million needed to handle the 2030 level of forecast passengers. At the mid-range level of fares, 1.1 million passengers will ride the trains each year, with operating assistance of \$3.9 million per year in the year 2030.

Augusta - Madison – Atlanta Intercity and Commuter Rail line: This 171-mile service will use a CSX freight line, with three daily intercity trains each way between Augusta, Madison, and Atlanta, and commuter trains from Madison stopping in Newton, Rockdale, DeKalb, and Fulton counties. Initial capital cost for the commuter service is estimated at \$183 million, with another \$161 million for extension to Augusta. To carry the forecast 2030 traffic, an added \$31 million would be needed for the commuter service, and an added \$13 million for the intercity service. At the mid-range level of fares, 145,000 intercity trips will be taken, with operating assistance of \$5.9 million per year in 2030; similarly, 943,000 commuter rides will be made per year, with operating assistance of \$4.5 million annually.

Senoia – Atlanta Commuter Rail: This 38-mile service will use a CSX freight line, with stops in Coweta, Fayette, and Fulton counties. Capital cost is estimated at \$198 million for ridership levels through 2015. An additional \$34 million will be needed to handle passenger levels in 2030. At the mid-range of fares, 1.6 million rides will be made yearly, with operating assistance of \$0.8 million per year in 2030.



Greenville SC - Gainesville – Atlanta Intercity and Commuter Rail: This line is part of the SE High Speed Rail Corridor along the active NS freight line to Charlotte NC. Commuter trains on the 53 miles from Gainesville to Atlanta would serve stations in Hall, Gwinnett, and Fulton counties. Initial capital cost is estimated at \$326 million, with an added \$56 million to carry 2030 levels of passengers. At the mid-range of fares, 1.67 million commuter trips would be made in 2030, with operating assistance of \$4.0 million per year. The current GRPP contains three daily intercity trains each way between Greenville and Clemson, South Carolina, Toccoa, Gainesville and Atlanta carrying 179,000 intercity trips in 2030 with operating assistance of \$5.2 million. Capital costs would initially be \$155 million in addition to the commuter improvements and another \$12 million for capacity to 2030. Georgia DOT, South Carolina DOT, and North Carolina DOT, recently completed a study of the costs and benefits of 90 mph trains between Atlanta and Charlotte with preliminary studies showing the potential of carrying 2-3 times more intercity passengers for similar operating assistance and similar costs per mile of rail corridor improvement. Operational engineering studies are upcoming as part of the next steps



for the line between Atlanta and Charlotte.

Columbus - Griffin – Atlanta Intercity Rail: This 78-mile extension of service will branch off of the Atlanta-Griffin NS line, and then use a combination of NS line, abandoned freight line segments, and new alignment with direct service from Spalding to Muscogee counties. It will add another three trains daily on the segment between Griffin and Atlanta. Initial capital cost is estimated at \$415 million, with an additional \$33 million needed for handling 2030 traffic levels. At the mid-range level of fares, an additional 234,000 passengers will use the train yearly in 2030, with \$2.3 million in operating assistance needed per year.

GRPP Implementation Schedule by Line

