APPENDIX A

Profile of Georgia's Rail Network

Table of Contents

A.1. Introduction 1
A.2. Class I Railroads 1
CSX Transportation (CSXT) 3
Norfolk Southern Railway (NS) 20
Major Class I Railroad Yards in Georgia 38
A.3. Class III Railroads 41
Genesee and Wyoming, Inc. 44
OmniTRAX, Inc. 46
Atlantic Western Transportation 47
B. R. Anderson 47
Pioneer Railcorp 48
Independent Short Line Railroads 48
A.4. Rail-Port Connections 79
Port of Savannah 79
Port of Brunswick 79
Port of Columbus 79
Port of Bainbridge 80
Cordele Inland Container Port 80
A.5. Amtrak Stations 80

Figures and Tables

Figure 1: Class I Rail Lines in Georgia 2
Figure 2: CSXT Subdivisions in Georgia 5
Figure 3: Norfolk Southern Districts 22
Figure 4: Major Class I Railroad Yards in Georgia 38
Figure 5: Short Line Railroads in Georgia 43
Figure 6: Port of Savannah Rail Connections 81
Figure 7: Port of Brunswick Rail Connections 81
Figure 8: Port of Columbus Rail Connections 82
Figure 9: Port of Bainbridge Rail Connections 84

Table 1: Short Line Railroads Operating in Georgia, 2014 42
Table 2: Characteristics of Georgia Amtrak Stations 85

Appendix A: Profile of Georgia's Rail Network

A.1. Introduction

Freight railroads operating in Georgia are described below. These descriptions provide the individual rail lines' name and endpoints as designated by the railroad, its total length, connections with other carriers, operating speeds, signal systems, and other information pertinent to the rail lines.

Most Class I railroad operations are controlled by automatic signal systems. The two most common systems are Centralized Traffic Control (designated as "CTC" for CSXT and "TC" for NS) and Automatic Block Signaling (ABS).

Centralized Traffic Control is commonly found on high- or medium-density lines. Centralized Traffic Control is a series of electronic switches, or interlockings, that are designed so that conflicting train movements cannot be authorized. A train dispatcher remotely controls signals and powered switches, generally over a long section of railroad. Train operators observe the controlled signals to authorize train movements.

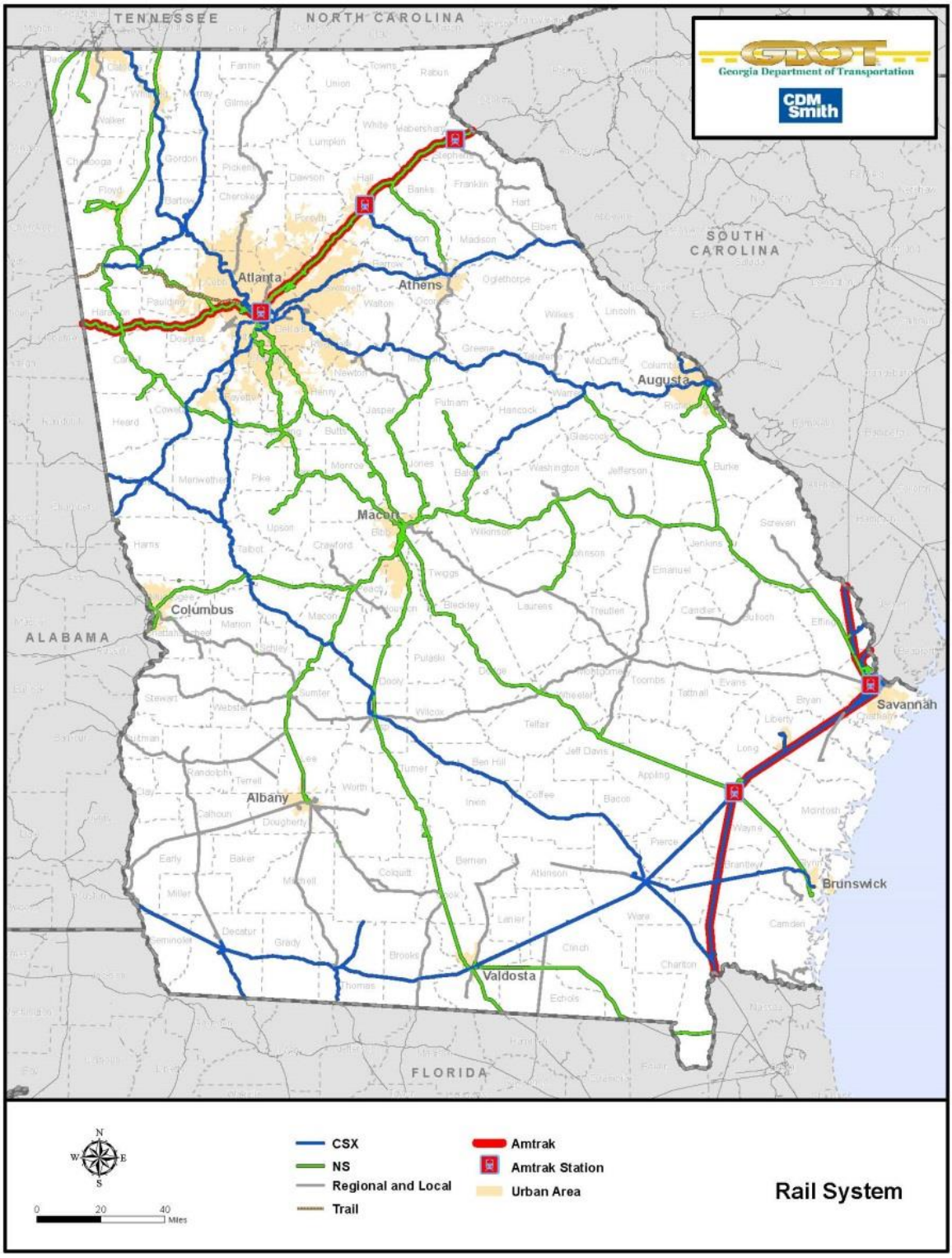
Automatic Block Signaling (ABS) consists of a series of signals that govern blocks of track between signals. Under ABS, signals are automatically activated by the condition of the block beyond the signal, providing restrictive signal aspects to move between blocks so that safe braking distances are ensured if two trains attempt to enter the same block.

Rail lines without automatic signal systems are operated by DTC Track Warrants for CSXT or Track Authorities for NS. Track Warrants or Track Authorities are used primarily on medium- and low-density lines. They provide for a train dispatcher to verbally instruct the train to proceed, usually via radio. The dispatcher designates the stations or mileposts between which the train may move.

A.2. Class I Railroads

Class I railroads operating in Georgia are shown in **Figure 1**.

Figure 1: Class I Rail Lines in Georgia



The following are profiles of each Class I railroad.

CSX Transportation (CSXT)

A summary of statistical information for CSXT operations within Georgia is as follows:

- Line owned: 1,420 miles
- Line operated under lease: 118 miles (i.e., W&A Subdivision)
- Line operated under contract: 1 mile
- Line operated under trackage rights: 75 miles
- Total mileage operated: 1,614 miles
- Line owned, not operated, by respondent: 147 miles

CSXT Interchanges

Interchanges are locations where railroads meet and exchange railcars. CSXT has the ability to interchange freight rail traffic with two Class I carriers (NS and BNSF) and several Class III railroads (short lines) in Georgia. Designated interchange point locations and connecting carriers are listed below:

- Albany – Georgia & Florida (GFRR)
- Anguilla Junction – Golden Island Terminal (GITM)
- Atlanta – BNSF Railway (BNSF) accesses Atlanta by a haulage rights agreement over CSXT from Birmingham, Alabama
- Atlanta – NS
- Augusta – NS
- Bainbridge – Georgia Southwestern (GSWR)
- Barnett – Georgia Woodlands (GWRC)
- Brunswick – NS
- Columbus – Columbus & Chattahoochee (CH)
- Columbus – GSWR
- Cordele – Heart of Georgia (HOG)
- Cordele – NS
- Covington – Great Walton (GRWR)
- Dothan, Alabama – Chattahoochee Bay (CHAT)
- East Cordele – Heart of Georgia (HOG)
- Elizabeth – Georgia Northeastern (GNRR)
- Fulco Junction – Fulton County (FCR)
- Gainesville – NS
- Jesup – NS
- Kingsland – St. Marys (SM)
- Madison – NS
- Saffold – Chattahoochee Industrial (CIRR)
- Savannah – Georgia Central (GC)
- Savannah – Golden Isle Terminal Wharf (GITW)
- Savannah – NS
- Savannah – Riceboro Southern (RSOR)
- Savannah – Savannah Port Terminal (SAPT)
- Social Circle – GRWR
- Thomasville – GFRR
- Valdosta – NS
- Valdosta – Valdosta (VR)
- Vidalia – GC
- Waycross – St. Marys West (SMWR)
- Yulee, Florida – First Coast (FCRD)

- Foley, FL – Georgia and Florida (GFRR)

CSXT Trackage Rights and Joint Trackage

CSXT's has trackage rights over the following line segments and connecting railroads:

- Quitman – Foley / Springdale, Florida – GFRR; approximately 10 miles in Georgia.
- North Oglethorpe – Albany – NS Albany District; 55.4 miles.
- Milledgeville – Harlee Junction – NS Eatonton District; approximately 8 miles.
- Savannah – NS; approximately 2 miles.

CSXT Divisions and Subdivisions in Georgia

CSXT's Georgia network is comprised of parts of three operating divisions: Atlanta, Jacksonville, and Florence. CSXT subdivisions in Georgia are shown in **Figure 2** below. Each subdivision is described in the charts below.

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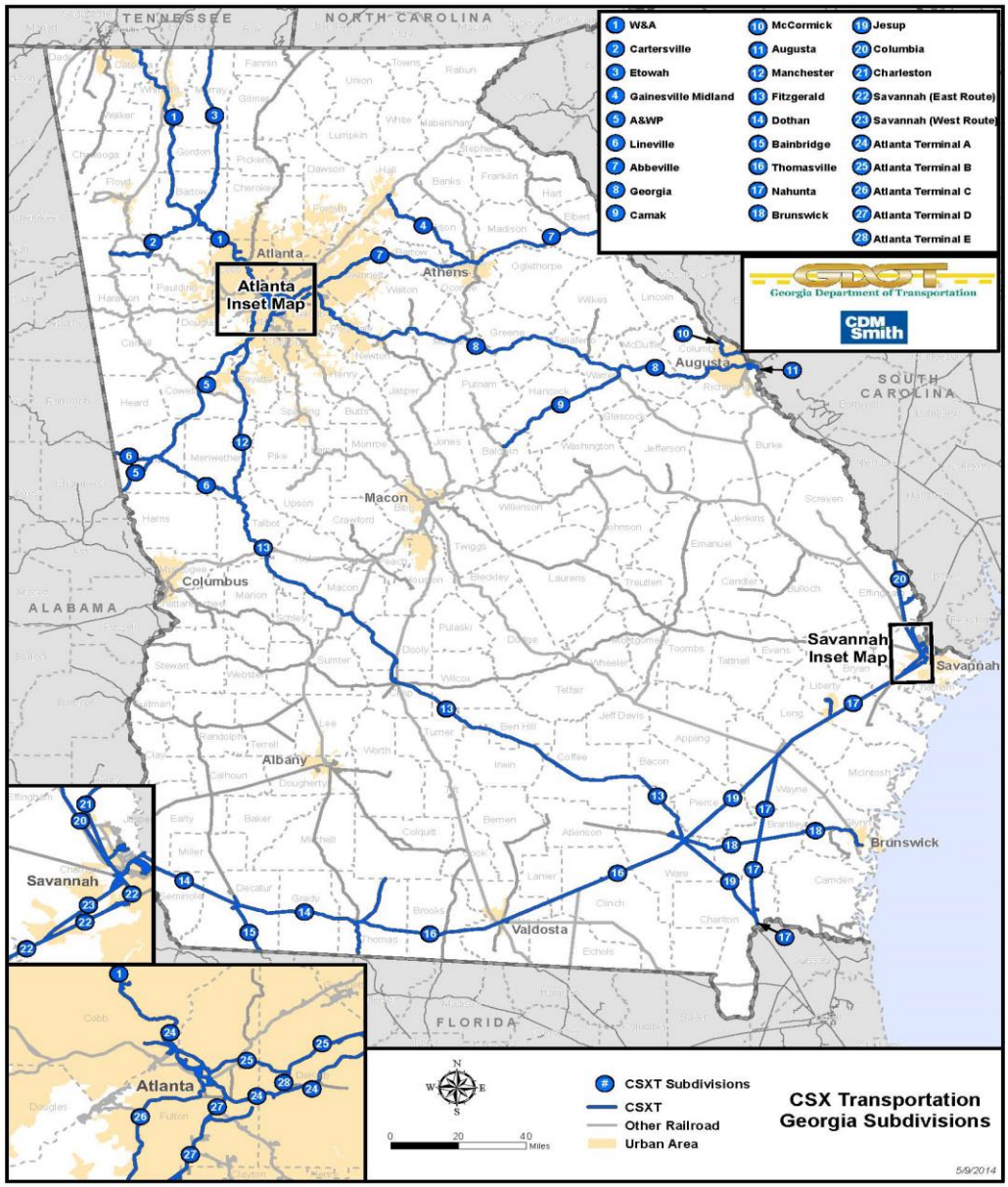
Figure 2: CSXT Subdivisions in Georgia



The following subdivisions are components of the **CSXT Atlanta Division**:

SUBDIVISION:	**Abbeville Subdivision**
Division	Atlanta Division
Owner	CSXT
Operator	CSXT
Line Heritage	Seaboard Air Line (SAL)
Subdivision Route / Mileage	NE Tucker, Georgia – Abbeville, South Carolina; 119 miles
FRA Track Class	Class 4
Number of Main Tracks	One main track with sidings
Maximum Authorized Speed Freight	50 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	Yes
Operational Authority	Automatic Block Signals (ABS) with Control Point Signals (CPS) at some siding switches (per 2010 ETT)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Double stack compliant (20'2" ATR)
Current Traffic Density (2011 data range)	28-33 MGT
Average Number of Trains per Day (2013)	14.1 (Atlanta-Salak)
Commodities Transported	Intermodal, automotive, and general merchandise freight

SUBDIVISION:	**Atlanta Terminal Subdivision A**
Division	Atlanta Division
Owner	CSXT
Operator	CSXT
Line Heritage	Nashville, Chattanooga & St. Louis (NC&StL) / Louisville & Nashville (L&N), Georgia
Subdivision Route / Mileage	North Elizabeth, Georgia-Lithonia, Georgia; 44.5 miles
FRA Track Class	Class 4
Number of Main Tracks	One and two main tracks with passing sidings
Maximum Authorized Speed Freight	50 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	Automatic Block Signals (ABS) with Control Point Signals (CPS) at some siding switches; CSXT Rule 193 (Circle Connection-Kirkwood, Atlanta)
Operational Authority	Track Warrant Control (TWC) / Direct Traffic Control (DTC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Double stack compliant (20'2" ATR)
Current Traffic Density (2011 data range)	Unknown
Average Number of Trains per Day (2013)	Unknown
Commodities Transported	Intermodal, automotive, and general merchandise freight traffic (part of CSXT's Southeastern Corridor)

SUBDIVISION:	Atlanta Terminal Subdivision B
Division	Atlanta Division
Owner	CSXT
Operator	CSXT
Line Heritage	Seaboard Air Line (SAL)
Subdivision Route / Mileage	Tucker, Georgia-Huff Road (Atlanta, Georgia); 14.3 miles
FRA Track Class	Class 4
Number of Main Tracks	One main track with passing sidings
Maximum Authorized Speed Freight	45 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	Automatic Block Signals (ABS) with Control Point Signals (CPS) at some siding switches
Operational Authority	Track Warrant Control (TWC) / Direct Traffic Control (DTC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Double stack compliant (20'2" ATR)
Current Traffic Density (2011 data range)	Unknown
Average Number of Trains per Day (2013)	Unknown
Commodities Transported	Intermodal, automotive, and general merchandise freight traffic

SUBDIVISION:	Atlanta Terminal Subdivision C
Division	Atlanta Division
Owner	CSXT
Operator	CSXT
Line Heritage	Atlanta, Birmingham & Coast (ABC)
Subdivision Route / Mileage	Tilford (Atlanta, Georgia)-Peachtree City, Georgia; 38.0 miles
FRA Track Class	Class 4
Number of Main Tracks	One main track with passing sidings
Maximum Authorized Speed Freight	55 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	Automatic Block Signals (ABS) with Control Point Signals (CPS) at some siding switches
Operational Authority	Track Warrant Control (TWC) / Direct Traffic Control (DTC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Double stack compliant (20'2" ATR)
Current Traffic Density (2011 data range)	Unknown
Average Number of Trains per Day (2013)	Unknown
Commodities Transported	Intermodal, automotive, and general merchandise freight traffic

SUBDIVISION:	Atlanta Terminal Subdivision D
Division	Atlanta Division
Owner	CSXT
Operator	CSXT
Line Heritage	Atlanta & West Point (A&WP)
Subdivision Route / Mileage	Jones Avenue (Atlanta, Georgia)-Stonewall, Georgia; 16.6 miles. Joint with NS from East Point to Atlanta (6.4 miles)
FRA Track Class	Class 4
Number of Main Tracks	One main track with passing sidings
Maximum Authorized Speed Freight	50 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	Automatic Block Signals (ABS) with Control Point Signals (CPS) at siding switches
Operational Authority	Track Warrant Control (TWC) / Direct Traffic Control (DTC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Double stack compliant (20'2" ATR)
Current Traffic Density (2011 data range)	Unknown
Average Number of Trains per Day (2013)	Unknown
Commodities Transported	General merchandise freight traffic

SUBDIVISION:	Atlanta Terminal Subdivision E (Inman Park Belt Line)
Division	Atlanta Division
Owner	CSXT
Operator	CSXT
Line Heritage	Seaboard Air Line (SAL)
Subdivision Route / Mileage	Belt Junction, Georgia-Kirkwood, Georgia; 2.8 miles
FRA Track Class	Class 2
Number of Main Tracks	One main track
Maximum Authorized Speed Freight	20 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	Automatic Block Signals (ABS) with Control Point Signals (CPS) at siding switches
Operational Authority	Track Warrant Control (TWC) / Direct Traffic Control (DTC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Double stack compliant (20'2" ATR)
Current Traffic Density (2011 data range)	Unknown
Average Number of Trains per Day (2013)	Unknown
Commodities Transported	General merchandise freight traffic

SUBDIVISION:	A&WP Subdivision
Division	Atlanta Division
Owner	CSXT
Operator	CSXT
Heritage Line	Atlanta & West Point (AWP) in Georgia
Subdivision Route / Mileage	Stonewall (Atlanta, Georgia) – M&M Subdivision (Montgomery, Alabama); 157.6 miles
FRA Track Class	Class 4
Number of Main Tracks	One main track with passing sidings
Maximum Authorized Speed Freight	50 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	Automatic Block Signals (ABS) with Control Point Signals (CPS) at some siding switches
Operational Authority	Track Warrant Control (TWC) / Direct Traffic Control (DTC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Double stack compliant (20'2" ATR)
Current Traffic Density (2011 data range)	25-43 MGT
Average Number of Trains per Day (2013)	16.9 (Atlanta-Lagrange), 9.2 (Lagrange-Montgomery)
Commodities Transported	Intermodal, automotive, and general merchandise freight

SUBDIVISION:	Camak Subdivision
Division	Atlanta Division
Owner	CSXT
Operator	CSXT
Line Heritage	Georgia (GA)
Subdivision Route / Mileage	Camak, Georgia, to End of Track (Milledgeville, Georgia); 47 miles
FRA Track Class	Class 2
Number of Main Tracks	One main track with sidings
Maximum Authorized Speed Freight	25 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	None
Operational Authority	Track Warrant Control (TWC) / Direct Traffic Control (DTC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Double stack compliant (19'2" ATR)
Current Traffic Density (2011 data range)	5.45 MGT
Average Number of Trains per Day (2013)	Unknown
Commodities Transported	Coal and merchandise freight traffic

SUBDIVISION:	Cartersville Subdivision
Division	Atlanta Division
Owner	CSXT
Operator	CSXT
Line Heritage	Seaboard Air Line (SAL)
Subdivision Route / Mileage	Cartersville - Cedartown, Georgia; 36.1 miles
FRA Track Class	Class 2
Number of Main Tracks	One main track
Maximum Authorized Speed Freight	25 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	None
Operational Authority	Track Warrant Control (TWC) / Direct Traffic Control (DTC)
Maximum Allowable Gross Weight	286,000 lbs. (Cartersville-Stilesboro, Georgia, segment only)
Clearances	Not double stack compliant
Current Traffic Density (2011 data range)	0.16-0.27 MGT
Average Number of Trains per Day (2013)	Unknown
Commodities Transported	Coal, hauled in unit trains for Georgia Power's Plant Bowen west of Cartersville. Common sources for this coal include mines in Kentucky and Indiana.

SUBDIVISION:	Etowah Subdivision
Division	Atlanta Division
Owner	CSXT
Operator	CSXT
Line Heritage	Louisville & Nashville (L&N)
Subdivision Route / Mileage	Etowah, Tennessee – Junta, Georgia; 89.3 miles
FRA Track Class	Class 4
Number of Main Tracks	One and two main tracks with sidings
Maximum Authorized Speed Freight	60 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	Yes
Operational Authority	Centralized Traffic Control (CTC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Double stack COFC restricted (18'2" ATR)
Current Traffic Density (2011 data range)	31-39 MGT
Average Number of Trains per Day (2013)	11.9
Commodities Transported	General merchandise freight traffic

SUBDIVISION:	Gainesville Midland Subdivision
Division	Atlanta Division
Owner	CSXT
Operator	CSXT
Line Heritage	Gainesville Midland (GM)
Subdivision Route / Mileage	Midland (Athens, Georgia) - Gainesville, Georgia; 38.3 miles
FRA Track Class	Class 2
Number of Main Tracks	One main track
Maximum Authorized Speed Freight	25 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	None
Operational Authority	Track Warrant Control (TWC) / Direct Traffic Control (DTC)
Maximum Allowable Gross Weight	286,000 lbs. (Cartersville - Stilesboro segment only)
Clearances	Double stack compliant (18'2" ATR)
Current Traffic Density (2011 data range)	2.0-2.15 MGT
Average Number of Trains per Day (2013)	Unknown
Commodities Transported	Unknown

SUBDIVISION:	Georgia Subdivision
Division	Atlanta Division
Owner	CSXT
Operator	CSXT
Line Heritage	Georgia (GA)
Subdivision Route / Mileage	Lithonia (Atlanta, Georgia) – Harrisonville (Augusta, Georgia); 145.6 miles
FRA Track Class	Class 4
Number of Main Tracks	One main track with sidings
Maximum Authorized Speed Freight	50 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	Automatic Block Signals (ABS)
Operational Authority	Track Warrant Control (TWC) / Direct Traffic Control (DTC)
Maximum Allowable Gross Weight	286,000 lbs. (Cartersville - Stilesboro segment only)
Clearances	Double stack compliant (20'2" ATR)
Current Traffic Density (2011 data range)	11-18 MGT
Average Number of Trains per Day (2013)	4.5
Commodities Transported	General merchandise freight traffic

SUBDIVISION:	Lineville Subdivision
Division	Atlanta Division
Owner	CSXT
Operator	CSXT
Line Heritage	Atlanta, Birmingham & Coast (AB&C)
Subdivision Route / Mileage	Parkwood, Alabama – Manchester, Georgia; 179.4 miles
FRA Track Class	Class 4
Number of Main Tracks	One main track with sidings
Maximum Authorized Speed Freight	50 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	Automatic Block Signals (ABS) with Control Point Signals (CPS) at some siding switches
Operational Authority	Track Warrant Control (TWC) / Direct Traffic Control (DTC)
Maximum Allowable Gross Weight	286,000 lbs. (Cartersville - Stilesboro segment only)
Clearances	Double stack compliant (20'2" ATR)
Current Traffic Density (2011 data range)	39.75-47.25 MGT
Average Number of Trains per Day (2013)	22.8 (Parkwood-Lagrange); 19.1 (Lagrange-Manchester)
Commodities Transported	Intermodal, automotive, and general merchandise freight traffic (part of CSXT's Southeastern Corridor)

SUBDIVISION:	Manchester Subdivision
Division	Atlanta Division
Owner	CSXT
Operator	CSXT
Line Heritage	Atlanta, Birmingham & Coast (AB&C)
Subdivision Route / Mileage	Peachtree City, Georgia – Manchester, Georgia; 40.9 miles
FRA Track Class	Class 4
Number of Main Tracks	One main track with sidings
Maximum Authorized Speed Freight	55 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	Automatic Block Signals (ABS) with Control Point Signals (CPS) at some siding switches
Operational Authority	Track Warrant Control (TWC) / Direct Traffic Control (DTC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Double stack compliant (20'2" ATR)
Current Traffic Density (2011 data range)	23-26 MGT
Average Number of Trains per Day (2013)	11.4
Commodities Transported	General merchandise freight traffic

SUBDIVISION:	W&A Subdivision
Division	Atlanta Division
Owner	CSXT
Operator	CSXT
Line Heritage	Nashville, Chattanooga & St. Louis (NC&StL)
Subdivision Route / Mileage	Lookout (Wauhatchie), Tennessee – North Elizabeth, Georgia; 117.3 miles
FRA Track Class	Class 4
Number of Main Tracks	One and two main tracks with sidings
Maximum Authorized Speed Freight	60 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	Yes
Operational Authority	Centralized Traffic Control (CTC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Double stack compliant (20'2" ATR)
Current Traffic Density (2011 data range)	29-62 MGT
Average Number of Trains per Day (2013)	16.4 (Wauhatchie-Junta), 25.5 (Junta-Atlanta)
Commodities Transported	Intermodal, automotive, and general merchandise freight traffic (part of CSXT's Southeastern Corridor)

The following subdivisions are components of the **CSXT Florence Division**:

SUBDIVISION:	Augusta Subdivision
Division	Florence Division
Owner	CSXT
Operator	CSXT
Line Heritage	Charleston & Western Carolina Railway (C&WC)
Subdivision Route / Mileage	Augusta, Georgia – Yemasee, South Carolina; 85 miles
FRA Track Class	Class 4
Number of Main Tracks	One main track with sidings
Maximum Authorized Speed Freight	49 mph
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Yes
Operational Authority	Track Warrant Control (TWC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Double stack compliant (20'2" ATR)
Current Traffic Density (2011 data range)	Unknown
Average Number of Trains per Day (2013)	Unknown
Commodities Transported	Unknown

SUBDIVISION:	Charleston Subdivision
Division	Florence Division
Owner	CSXT
Operator	CSXT
Line Heritage	Atlantic Coast Line (ACL)
Subdivision Route / Mileage	Florence, South Carolina-Central Junction (Savannah, Georgia); 198.1 miles
FRA Track Class	Class 4
Number of Main Tracks	One and two main tracks with sidings
Maximum Authorized Speed Freight	60 mph
Maximum Authorized Speed Passenger	79 mph
Wayside Signals	Yes
Operational Authority	Centralized Traffic Control (CTC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Double stack compliant (20'2" ATR)
Current Traffic Density (2011 data range)	30 MGT
Average Number of Trains per Day (2013)	Unknown
Commodities Transported	Hosts Amtrak long-distance trains (*Silver Meteor* and *Palmetto* services); carries intermodal and general merchandise freight traffic (part of CSXT's I-95 Corridor)

SUBDIVISION:	Columbia Subdivision
Division	Florence Division
Owner	CSXT
Operator	CSXT
Line Heritage	Seaboard Air Line (SAL)
Subdivision Route / Mileage	Elmwood Junction (Columbia), South Carolina-Central Junction (Savannah, Georgia); 138.0 miles
FRA Track Class	Class 4
Number of Main Tracks	One main track with sidings
Maximum Authorized Speed Freight	60 mph
Maximum Authorized Speed Passenger	79 mph
Wayside Signals	Yes
Operational Authority	Centralized Traffic Control (CTC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Double stack compliant (20'2" ATR)
Current Traffic Density (2011 data range)	18-19 MGT
Average Number of Trains per Day (2013)	Unknown
Commodities Transported	Hosts Amtrak long-distance trains (*Silver Star* service); carries intermodal and general merchandise freight traffic

SUBDIVISION:	McCormick Subdivision
Division	Florence Division
Owner	CSXT
Operator	CSXT
Line Heritage	Charleston & West Carolina (C&WC)
Subdivision Route / Mileage	Salak (Greenwood), South Carolina-Augusta, Georgia; 63.0 miles
FRA Track Class	Class 3
Number of Main Tracks	One main track with sidings
Maximum Authorized Speed Freight	40 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	Automatic Block Signals (ABS) with Control Point Signals (CPS) at Martinez, Georgia, siding switches. Rest of line in Georgia is void of signals.
Operational Authority	Track Warrant Control (TWC) / Direct Traffic Control (DTC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Double stack compliant (19'2" ATR)
Current Traffic Density (2011 data range)	28-29 MGT
Average Number of Trains per Day (2013)	Unknown
Commodities Transported	Coal and general merchandise freight traffic

The following subdivisions are components of the **CSXT Jacksonville Division**:

SUBDIVISION:	Bainbridge Subdivision
Division	Jacksonville Division
Owner	CSXT
Operator	CSXT
Line Heritage	Seaboard Air Line (SAL)
Subdivision Route / Mileage	Tallahassee, Florida-Bainbridge, Georgia; 39.6 miles
FRA Track Class	Class 2
Number of Main Tracks	One main track with sidings
Maximum Authorized Speed Freight	25 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	None
Operational Authority	Track Warrant Control (TWC) / Direct Traffic Control (DTC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Double stack compliant (19'2" ATR)
Current Traffic Density (2011 data range)	3.39 MGT
Average Number of Trains per Day (2013)	Unknown
Commodities Transported	General merchandise freight traffic

SUBDIVISION:	Brunswick Subdivision
Division	Jacksonville Division
Owner	CSXT
Operator	CSXT
Line Heritage	Atlantic Coast Line (ACL)
Subdivision Route / Mileage	Waycross (Brunswick Junction), Georgia-Brunswick, Georgia; 51.7 miles
FRA Track Class	Class 3
Number of Main Tracks	One main track
Maximum Authorized Speed Freight	40 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	None
Operational Authority	Track Warrant Control (TWC) / Direct Traffic Control (DTC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Double stack compliant (20'2" ATR)
Current Traffic Density (2011 data range)	1.97-2.06 MGT
Average Number of Trains per Day (2013)	Unknown
Commodities Transported	Automotive, wood pellets, and general merchandise freight traffic

SUBDIVISION:	Dothan Subdivision
Division	Jacksonville Division
Owner	CSXT
Operator	CSXT
Line Heritage	Atlantic Coast Line (ACL)
Subdivision Route / Mileage	Montgomery, Alabama-Thomasville Yard, Georgia; 208.0 miles
FRA Track Class	Class 3
Number of Main Tracks	One main track with sidings
Maximum Authorized Speed Freight	40 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	None
Operational Authority	Track Warrant Control (TWC) / Direct Traffic Control (DTC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Double stack compliant (20'2" ATR)
Current Traffic Density (2011 data range)	8.35-11.66 MGT
Average Number of Trains per Day (2013)	3.6
Commodities Transported	General merchandise freight traffic

SUBDIVISION:	Fitzgerald Subdivision
Division	Jacksonville Division
Owner	CSXT
Operator	CSXT
Line Heritage	Atlanta, Birmingham & Coast (AB&C)
Subdivision Route / Mileage	Manchester, Georgia-Waycross, Georgia; 199.2 miles
FRA Track Class	Class 4
Number of Main Tracks	One and two main tracks with sidings
Maximum Authorized Speed Freight	60 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	Yes
Operational Authority	Centralized Traffic Control (CTC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Double stack compliant (20'2" ATR)
Current Traffic Density (2011 data range)	54-70 MGT
Average Number of Trains per Day (2013)	31.6
Commodities Transported	Intermodal, automotive, and general merchandise freight traffic (part of CSXT's Southeastern Corridor)

SUBDIVISION:	Jesup Subdivision
Division	Jacksonville Division
Owner	CSXT
Operator	CSXT
Line Heritage	Atlantic Coast Line (ACL)
Subdivision Route / Mileage	Jesup, Georgia-Folkston, Georgia; 72.7 miles
FRA Track Class	Class 5
Number of Main Tracks	One and two main tracks with sidings
Maximum Authorized Speed Freight	60 mph
Maximum Authorized Speed Passenger	70 mph
Wayside Signals	Yes
Operational Authority	Centralized Traffic Control (CTC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Double stack compliant (20'2" ATR)
Current Traffic Density (2011 data range)	25-70 MGT
Average Number of Trains per Day (2013)	38.9 (Waycross-Folkston), 12.7 (Jesup-Waycross)
Commodities Transported	Intermodal, automotive, and general merchandise freight traffic (part of CSXT's I-95 Corridor and Southeastern Corridor)

SUBDIVISION:	Nahunta Subdivision
Division	Jacksonville Division
Owner	CSXT
Operator	CSXT
Line Heritage	Atlantic Coast Line (ACL)
Subdivision Route / Mileage	South Ogeechee (west of Savannah, Georgia)-Dinsmore, Florida; 125.2 miles
FRA Track Class	Class 5
Number of Main Tracks	One and two main tracks with sidings
Maximum Authorized Speed Freight	60 mph for general freight; 70 mph for intermodal
Maximum Authorized Speed Passenger	79 mph
Wayside Signals	Yes
Operational Authority	Centralized Traffic Control (CTC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Double stack compliant (20'2" ATR)
Current Traffic Density (2011 data range)	18-49 MGT
Average Number of Trains per Day (2013)	28.1 (Burroughs-Jesup), 15.1 (Jesup-Folkston)
Commodities Transported	Hosts Amtrak long-distance trains (*Silver Star* and *Silver Meteor* services); carries intermodal, automotive, and general merchandise freight traffic (part of CSXT's I-95 Corridor and Southeastern Corridor)

SUBDIVISION:	Savannah Subdivision (East Route)
Division	Jacksonville Division
Owner	CSXT
Operator	CSXT
Line Heritage	Atlantic Coast Line (ACL)
Subdivision Route / Mileage	Savannah (Central Junction), Georgia-South Ogeechee, Georgia; 19.6 miles
FRA Track Class	Class 5
Number of Main Tracks	One and two main tracks with sidings
Maximum Authorized Speed Freight	60 mph for general freight; 70 mph for intermodal
Maximum Authorized Speed Passenger	79 mph
Wayside Signals	Automatic Block Signals (ABS) with Control Point Signals (CPS) at some siding switches
Operational Authority	Track Warrant Control (TWC) / Direct Traffic Control (DTC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Double stack compliant (20'2" ATR)
Current Traffic Density (2011 data range)	Unknown
Average Number of Trains per Day (2013)	Unknown
Commodities Transported	Intermodal and general merchandise freight traffic (part of CSXT's I-95 Corridor)

SUBDIVISION:	Savannah Subdivision (West Route)
Division	Jacksonville Division
Owner	CSXT
Operator	CSXT
Line Heritage	Seaboard Air Line (SAL)
Subdivision Route / Mileage	Savannah (passenger station), Georgia-Burroughs, Georgia; 9.7 miles
FRA Track Class	Class 5
Number of Main Tracks	One main track with sidings
Maximum Authorized Speed Freight	60 mph for general freight; 70 mph for intermodal
Maximum Authorized Speed Passenger	79 mph
Wayside Signals	Automatic Block Signals (ABS) with Control Point Signals (CPS) at some siding switches
Operational Authority	Track Warrant Control (TWC) / Direct Traffic Control (DTC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Double stack compliant (20'2" ATR)
Current Traffic Density (2011 data range)	Unknown
Average Number of Trains per Day (2013)	Unknown
Commodities Transported	Hosts Amtrak long-distance trains (Silver Star and Silver Meteor services); carries intermodal and general merchandise freight traffic (part of CSXT's I-95 Corridor)

SUBDIVISION:	Thomasville Subdivision
Division	Jacksonville Division
Owner	CSXT
Operator	CSXT
Line Heritage	Atlantic Coast Line (ACL)
Subdivision Route / Mileage	Thomasville, Georgia-East Waycross, Georgia; 106.3 miles
FRA Track Class	Class 3
Number of Main Tracks	One main track with sidings
Maximum Authorized Speed Freight	40 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	Automatic Block Signals (ABS) and Control Point Signals (CPS) at siding switches between Ruskin and West Waycross
Operational Authority	Track Warrant Control (TWC) / Direct Traffic Control (DTC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Double stack compliant (20'2" ATR)
Current Traffic Density (2011 data range)	5-16 MGT
Average Number of Trains per Day (2013)	5.9
Commodities Transported	General merchandise freight traffic

Norfolk Southern Railway (NS)

A summary of statistical information for NS operations within Georgia is shown below:

- Line owned: 1,712 miles
- Line operated under lease: 0 miles
- Line operated under contract: 0 miles
- Line operated under trackage rights: 9 miles
- Total mileage operated: 1,721 miles
- Line owned, not operated, by respondent: 352 miles

NS Interchanges

NS has the ability to interchange freight rail traffic with one Class I (CSXT) and several Class III railroads (short lines) in Georgia and with other Georgia short lines outside of the state. Designated interchange points and connecting carriers are as follows:

- Adel – GFRR
- Albany – GFRR
- Albany – GSWR
- Albany – Hilton & Albany (HAL)
- Americus – GSWR
- Americus – HOG
- Anguilla Junction – GITM
- Ardmore – Ogeechee (OGEE)
- Atlanta – CSXT
- Augusta – CSXT
- Brunswick – CSXT
- Columbus – Columbus and Chattahoochee (CCH)
- Chattanooga, Tennessee – Chattanooga and Chickamauga (CCKY)
- Cordele – CSXT
- Dover – Georgia Midland (GMR)
- Dover – Georgia Southern (GS)
- Dublin – GC
- Fort Valley – GMR
- Fort Valley – GS
- Gainesville – CSXT
- Helena – HOG
- Hilton – Chattahoochee Industrial (CIRR)
- Hilton – Chattahoochee Bay (CHAT)
- Jesup – CSXT
- Junior State – Athens Branch (ABR)
- Machen – Cater Parrott Railnet (CPR)
- Machen – Squaw Creek Southern (SCS)
- Macon – GC
- Madison – CSXT
- Midville – GS
- Midville – HOG

- Savannah – CSXT
- Savannah – SAPT
- Tennille – Sandersville (SAN)
- Toccoa – Hartwell (HRT)
- Valdosta – CPR
- Valdosta – CSXT
- Valdosta – Valdosta (VR)
- Wadley – Louisville & Wadley (LW)

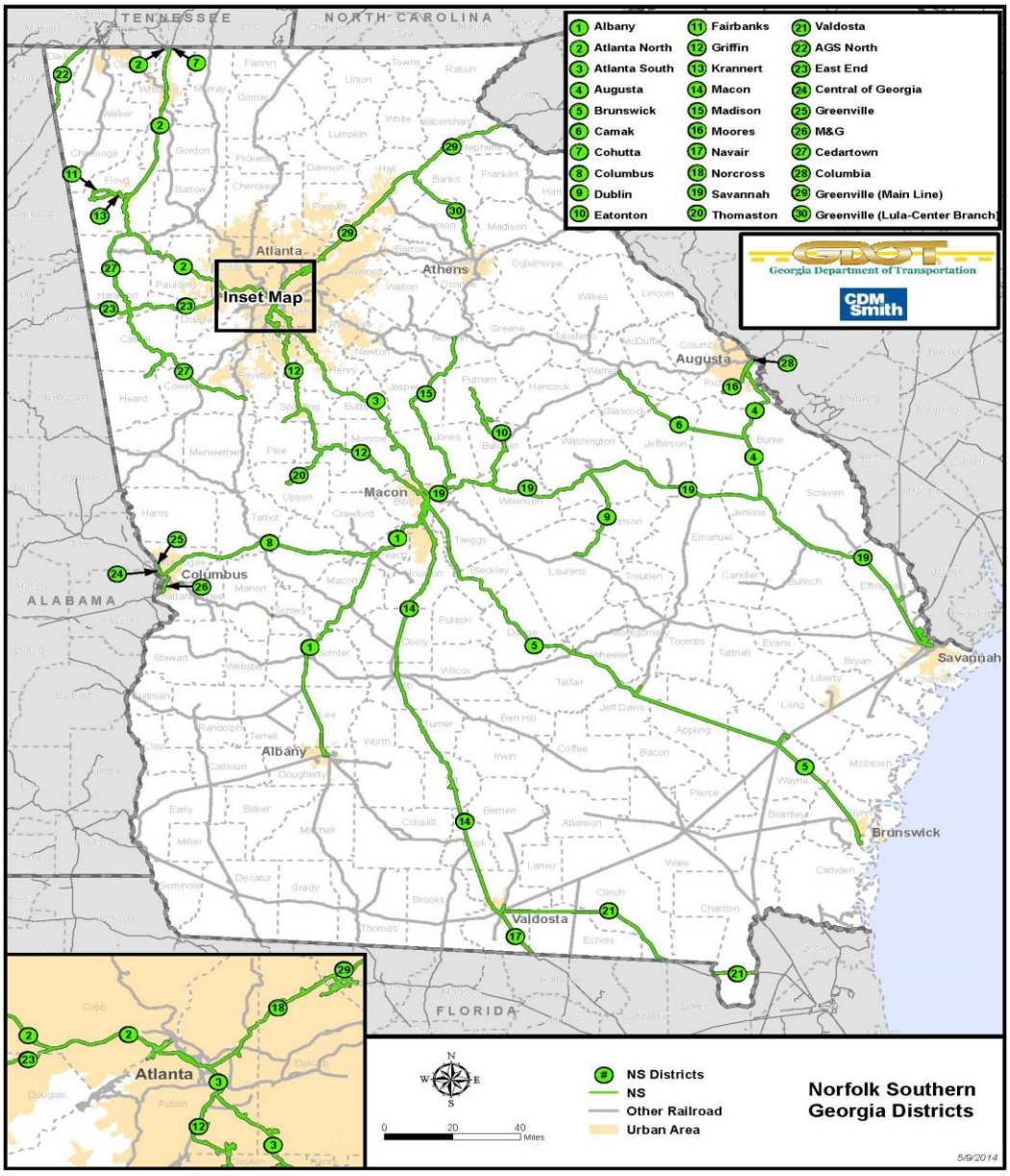
NS Trackage Rights

NS has the following trackage rights: Southern Junction (Brunswick) – Anguilla Junction – CSXT (Brunswick Subdivision); approximately 9 miles.

NS Divisions and Districts in Georgia

The NS network in Georgia is comprised of parts of three operating divisions: Georgia, Alabama, and Piedmont. NS districts (NS parlance for subdivision) in Georgia are shown in **Figure 3**. The districts are identified in the charts below by their division.

Figure 3: Norfolk Southern Districts



The following districts are components of the **NS Alabama Division**:

SUBDIVISION:	**AGS North District**
Division	Alabama Division
Owner	NS
Operator	NS
Line Heritage	Alabama Great Southern (AGS)
Subdivision Route / Mileage	DeButts Yard (Chattanooga, Tennessee)-Irondale Junction (Birmingham, Alabama) via Northwest Georgia; 135.7 miles
FRA Track Class	Class 4
Number of Main Tracks	One / two main tracks with passing sidings
Maximum Authorized Speed Freight	50 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	Automatic Block Signals (ABS)
Operational Authority	Track Warrant Control (TWC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Double stack compliant (20'3" ATR)
Current Traffic Density	20 – 40 MGT
Average Number of Trains per Day	Unknown
Commodities Transported	Intermodal and general merchandise freight traffic

SUBDIVISION:	**Cedartown District**
Division	Alabama Division
Owner	NS
Operator	NS
Line Heritage	Central of Georgia (CG)
Subdivision Route / Mileage	Green, Georgia-Senoia, Georgia; 91.4 miles
FRA Track Class	Class 3
Number of Main Tracks	One main track with passing sidings
Maximum Authorized Speed Freight	40 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	None
Operational Authority	Track Warrant Control (TWC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Double stack compliant (20'3" ATR)
Current Traffic Density (2009 data range)	1 – 5 MGT (Green-Carrollton); Unknown (Carrollton – Senoia)
Average Number of Trains per Day	Unknown
Commodities Transported	Coal trains serve two power plants south of Carrollton, Georgia, at Wansley and Yates

SUBDIVISION:	Central of Georgia District
Division	Alabama Division
Owner	NS
Operator	NS
Line Heritage	Central of Georgia (CG)
Subdivision Route / Mileage	Newby (Columbus, Georgia)-Leeds, Alabama; 138.7 miles
FRA Track Class	Class 4
Number of Main Tracks	One main track with passing sidings
Maximum Authorized Speed Freight	50 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	Automatic Block System (ABS)
Operational Authority	Track Warrant Control (TWC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Double stack compliant (20'3" ATR)
Current Traffic Density	Unknown
Average Number of Trains per Day	Unknown
Commodities Transported	General merchandise freight traffic

SUBDIVISION:	East End District
Division	Alabama Division
Owner	NS
Operator	NS
Line Heritage	Southern (SOU)
Subdivision Route / Mileage	Austell, Georgia-Birmingham, Alabama; 148.2 miles
FRA Track Class	Class 4
Number of Main Tracks	One main track with passing sidings
Maximum Authorized Speed Freight	50 mph for freight and 60 mph for intermodal
Maximum Authorized Speed Passenger	79 mph
Wayside Signals	Yes
Operational Authority	Centralized Traffic Control (CTC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Double stack compliant (20'3" ATR)
Current Traffic Density	20 – 40 MGT
Average Number of Trains per Day	Unknown
Commodities Transported	Freight unknown; hosts Amtrak long-distance trains (*Crescent* service); carries intermodal and general merchandise freight (part of NS's Crescent Corridor)

SUBDIVISION:	Greenville District
Division	Alabama Division
Owner	NS
Operator	NS
Line Heritage	Central of Georgia (CG)
Subdivision Route / Mileage	Hall, Georgia-North Columbus, Georgia; 12 miles
FRA Track Class	Class 1
Number of Main Tracks	One main track with passing sidings
Maximum Authorized Speed Freight	15 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	None
Operational Authority	Yard Limits
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Double stack compliant (20'3" ATR)
Current Traffic Density	1 – 5 MGT (Columbus-Barin); Unknown (Barin-North Columbus)
Average Number of Trains per Day	Unknown
Commodities Transported	General merchandise freight traffic

SUBDIVISION:	M&G District
Division	Alabama Division
Owner	NS
Operator	NS
Line Heritage	Central of Georgia (CG)
Subdivision Route / Mileage	Columbus, Georgia-Nuckols, Alabama; 13 miles
FRA Track Class	Class 3
Number of Main Tracks	One main track with passing sidings
Maximum Authorized Speed Freight	30 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	None
Operational Authority	Yard Limits and Track Warrant Control (TWC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Double stack compliant (20'3" ATR)
Current Traffic Density	Unknown
Average Number of Trains per Day	Unknown
Commodities Transported	General merchandise freight traffic

The following districts are components of the **NS Georgia Division**:

SUBDIVISION:	**Albany District**
Division	Georgia Division
Owner	NS
Operator	NS
Line Heritage	Central of Georgia (CG)
Subdivision Route / Mileage	Central of Georgia Junction (Macon, Georgia)-West Albany, Georgia; 105.9 miles
FRA Track Class	Class 4
Number of Main Tracks	One main track with passing sidings
Maximum Authorized Speed Freight	50 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	Automatic Block Signals (ABS)
Operational Authority	Track Warrant Control (TWC) / Direct Traffic Control (DTC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Double stack compliant (20'2" ATR)
Current Traffic Density	5 – 10 MGT (Albany-Fort Valley); 10 – 20 MGT (Fort Valley – Macon)
Average Number of Trains per Day	Unknown
Commodities Transported	General merchandise freight traffic

SUBDIVISION:	**Atlanta North District**
Division	Georgia Division
Owner	NS
Operator	NS
Line Heritage	Southern (SOU)
Subdivision Route / Mileage	DeButts Yard (Chattanooga, Tennessee)-Rockdale (Atlanta, Georgia); 147.2 miles.
FRA Track Class	Class 4
Number of Main Tracks	Two main tracks and one main track with passing sidings
Maximum Authorized Speed Freight	50 mph for general freight; 60 mph for intermodal
Maximum Authorized Speed Passenger	79 mph
Wayside Signals	Yes
Operational Authority	Centralized Traffic Control (CTC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Double stack compliant (20'3" ATR)
Current Traffic Density	40+ MGT
Average Number of Trains per Day	Unknown
Commodities Transported	Freight unknown; Hosts Amtrak long-distance trains (Crescent service); carries intermodal and general merchandise freight (part of NS' Crescent Corridor)

SUBDIVISION:	Atlanta South District
Division	Georgia Division
Owner	NS
Operator	NS
Line Heritage	Southern (SOU)
Subdivision Route / Mileage	Inman Yard (Atlanta, Georgia)-Brosnan Yard (Macon, Georgia); 93.8 miles
FRA Track Class	Class 4
Number of Main Tracks	One / two/ three main tracks and one main track with passing sidings
Maximum Authorized Speed Freight	50 mph for general freight; 60 mph for intermodal
Maximum Authorized Speed Passenger	60 mph
Wayside Signals	Yes
Operational Authority	Centralized Traffic Control (CTC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Double stack compliant (20'3" ATR)
Current Traffic Density	40+ MGT
Average Number of Trains per Day	Unknown
Commodities Transported	Intermodal and general merchandise freight. Plant Scherer in Juliette, Georgia, located north of Macon along the Atlanta South District, is one of the largest coal-burning electric utility plants in the United States and the destination for unit coal trains from Wyoming's Powder River Basin.

SUBDIVISION:	Augusta District
Division	Georgia Division
Owner	NS
Operator	NS
Line Heritage	Central of Georgia (CG)
Subdivision Route / Mileage	Augusta Junction (Millen, Georgia)-Piedmont Division (Augusta, Georgia), Georgia; 53.8 miles. Track joint with CSXT in Augusta, Georgia.
FRA Track Class	Class 4
Number of Main Tracks	One main track with passing sidings
Maximum Authorized Speed Freight	49 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	None
Operational Authority	Track Warrant Control (TWC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Double stack compliant (20'2" ATR)
Current Traffic Density	5 – 10 MGT
Average Number of Trains per Day	Unknown
Commodities Transported	General merchandise freight traffic

SUBDIVISION:	Brunswick District
Division	Georgia Division
Owner	NS
Operator	NS
Line Heritage	Southern (SOU)
Subdivision Route / Mileage	Brosnan Yard (Macon, Georgia)-Dock Junction (Brunswick, Georgia), Georgia; 182 miles
FRA Track Class	Class 4
Number of Main Tracks	One main track with passing sidings
Maximum Authorized Speed Freight	49 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	None
Operational Authority	Track Warrant Control (TWC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Double stack compliant (20'2" ATR)
Current Traffic Density	5 – 10 MGT
Average Number of Trains per Day	Unknown
Commodities Transported	Automotive and general merchandise freight traffic

SUBDIVISION:	Camak District
Division	Georgia Division
Owner	NS
Operator	NS
Line Heritage	Savannah & Atlanta (S&A)
Subdivision Route / Mileage	S&A Junction (Waynesboro, Georgia)-Warrenton, Georgia; 47.5 miles
FRA Track Class	Class 3
Number of Main Tracks	One main track with passing sidings
Maximum Authorized Speed Freight	40 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	None
Operational Authority	Track Warrant Control (TWC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Double stack compliant (20'2" ATR)
Current Traffic Density	1-5 MGT (Waynesboro-Stapleton); Unknown (Stapleton-Warrenton)
Average Number of Trains per Day	Unknown
Commodities Transported	General merchandise freight traffic

SUBDIVISION:	Cohutta District
Division	Georgia Division
Owner	NS
Operator	NS
Line Heritage	Southern (SOU)
Subdivision Route / Mileage	Cleveland, Tennessee-Cohutta Junction, Georgia; 14.5 miles
FRA Track Class	Class 3
Number of Main Tracks	One main track
Maximum Authorized Speed Freight	35 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	Automatic Block Signals (ABS)
Operational Authority	Track Warrant Control (TWC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Double stack compliant (20'2" ATR)
Current Traffic Density	1 – 5 MGT
Average Number of Trains per Day	Unknown
Commodities Transported	General merchandise freight traffic

SUBDIVISION:	Columbus District
Division	Georgia Division
Owner	NS
Operator	NS
Line Heritage	Central of Georgia (CG)
Subdivision Route / Mileage	Columbus Junction (Fort Valley, Georgia)-Columbus, Georgia; 71 miles
FRA Track Class	Class 4
Number of Main Tracks	One main track with passing sidings
Maximum Authorized Speed Freight	49 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	None
Operational Authority	Track Warrant Control (TWC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Double stack compliant (20'2" ATR)
Current Traffic Density	10 – 20 MGT
Average Number of Trains per Day	Unknown
Commodities Transported	General merchandise freight traffic

SUBDIVISION:	Dublin District
Division	Georgia Division
Owner	NS
Operator	NS
Line Heritage	Wrightsville & Tennille (W&T)
Subdivision Route / Mileage	Tennille, Georgia-Dublin, Georgia; 36.3 miles
FRA Track Class	Class 2
Number of Main Tracks	One main track
Maximum Authorized Speed Freight	15 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	None
Operational Authority	Track Warrant Control (TWC)
Maximum Allowable Gross Weight	263,000 lbs.
Clearances	Double stack compliant (20'2" ATR)
Current Traffic Density	Unknown
Average Number of Trains per Day	Unknown
Commodities Transported	General merchandise freight traffic

SUBDIVISION:	Eatonton District
Division	Georgia Division
Owner	NS
Operator	NS
Line Heritage	Central of Georgia (CG)
Subdivision Route / Mileage	M&E Junction (Gordon, Georgia)-Eatonton, Georgia; 37.7 miles
FRA Track Class	Class 2
Number of Main Tracks	One main track
Maximum Authorized Speed Freight	25 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	None
Operational Authority	Track Warrant Control (TWC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Double stack compliant (20'2" ATR)
Current Traffic Density	1 – 5 MGT (Milledgeville-Harlee); Unknown (M&E Junction-Milledgeville and Harlee-Eatonton)
Average Number of Trains per Day	Unknown
Commodities Transported	Coal and general merchandise freight traffic

SUBDIVISION:	Fairbanks District
Division	Georgia Division
Owner	NS
Operator	NS
Line Heritage	Central of Georgia (CG)
Subdivision Route / Mileage	Fairbanks Junction (Rome, Georgia)-Krannert Junction, Georgia; 8.4 miles.
FRA Track Class	Class 1
Number of Main Tracks	One main track
Maximum Authorized Speed Freight	10 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	None
Operational Authority	Track Warrant Control (TWC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Double stack compliant (20'2" ATR)
Current Traffic Density	1 – 5 MGT
Average Number of Trains per Day	Unknown
Commodities Transported	General merchandise freight traffic

SUBDIVISION:	Griffin District
Division	Georgia Division
Owner	NS
Operator	NS
Line Heritage	Central of Georgia (CG)
Subdivision Route / Mileage	Spring (Atlanta, Georgia)-Rutland Junction (Macon, Georgia); 97.3 miles. Joint with CSXT from East Point to Atlanta (6.4 miles)
FRA Track Class	Class 3
Number of Main Tracks	One / two / three main tracks and one main track with sidings
Maximum Authorized Speed Freight	30 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	Automatic Block Signals (ABS) and unsignaled segments
Operational Authority	Track Warrant Control (TWC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Double stack compliant (20'2" ATR)
Current Traffic Density	20 – 40 MGT (Atlanta – East Point); 1 – 5 MGT (East Point – Macon)
Average Number of Trains per Day	Unknown
Commodities Transported	General merchandise freight traffic

SUBDIVISION:	Krannert District
Division	Georgia Division
Owner	NS
Operator	NS
Line Heritage	Southern (SOU)
Subdivision Route / Mileage	Fox (Rome, Georgia)-Krannert, Georgia; 11.7 miles
FRA Track Class	Class 2
Number of Main Tracks	One main track
Maximum Authorized Speed Freight	20 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	Automatic Block Signals (ABS) and unsignaled segments
Operational Authority	Track Warrant Control (TWC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Double stack compliant (20'2" ATR)
Current Traffic Density	1 – 5 MGT
Average Number of Trains per Day	Unknown
Commodities Transported	Coal, steel, and general merchandise freight traffic

SUBDIVISION:	Macon District
Division	Georgia Division
Owner	NS
Operator	NS
Line Heritage	Southern (SOU)
Subdivision Route / Mileage	Macon Junction (Macon, Georgia)-Valdosta, Georgia; 152.5 miles
FRA Track Class	Class 4
Number of Main Tracks	One main track with passing sidings
Maximum Authorized Speed Freight	50 mph freight and 60 mph intermodal
Maximum Authorized Speed Passenger	NA
Wayside Signals	Automatic Block Signals (ABS)
Operational Authority	Track Warrant Control (TWC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Double stack compliant (20'2" ATR)
Current Traffic Density	20 – 40 MGT
Average Number of Trains per Day	Unknown
Commodities Transported	Intermodal and general merchandise freight traffic

SUBDIVISION:	Madison District
Division	Georgia Division
Owner	NS
Operator	NS
Line Heritage	Central of Georgia (CG)
Subdivision Route / Mileage	Mogul, Georgia-Madison, Georgia; 68.4 miles
FRA Track Class	Class 2
Number of Main Tracks	One main track with passing sidings
Maximum Authorized Speed Freight	25 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	None
Operational Authority	Track Warrant Control (TWC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Double stack compliant (20'2" ATR)
Current Traffic Density	1 – 5 MGT (Mogul-Postell); Unknown (Postell-Madison)
Average Number of Trains per Day	Unknown
Commodities Transported	Stone, general merchandise freight traffic

SUBDIVISION:	Moores District
Division	Georgia Division
Owner	NS
Operator	NS
Line Heritage	Georgia & Florida (G&F)
Subdivision Route / Mileage	Augusta, Georgia-Moores, Georgia; 14.1 miles
FRA Track Class	Class 2
Number of Main Tracks	One main track
Maximum Authorized Speed Freight	20 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	None
Operational Authority	Track Warrant Control (TWC)
Maximum Allowable Gross Weight	263,000 lbs.
Clearances	Double stack compliant (20'2" ATR)
Current Traffic Density	Unknown
Average Number of Trains per Day	Unknown
Commodities Transported	Unknown

SUBDIVISION:	Navair District
Division	Georgia Division
Owner	NS
Operator	NS
Line Heritage	Southern (SOU)
Subdivision Route / Mileage	Valdosta, Georgia-Navair, Florida; 65 miles
FRA Track Class	Class 4
Number of Main Tracks	One main track
Maximum Authorized Speed Freight	49 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	None
Operational Authority	Track Warrant Control (TWC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Double stack compliant (20'2" ATR)
Current Traffic Density	1 – 5 MGT
Average Number of Trains per Day	Unknown
Commodities Transported	Chemical, general merchandise freight traffic

SUBDIVISION:	Norcross District
Division	Georgia Division
Owner	NS
Operator	NS
Line Heritage	Southern (SOU)
Subdivision Route / Mileage	Norcross, Georgia-Howell (Atlanta, Georgia); 16 miles
FRA Track Class	Class 4
Number of Main Tracks	Two main tracks
Maximum Authorized Speed Freight	50 mph for freight and 60 mph for intermodal
Maximum Authorized Speed Passenger	79 mph
Wayside Signals	None
Operational Authority	Track Warrant Control (TWC)
Maximum Allowable Gross Weight	315,000 lbs.
Clearances	Double stack compliant (20'3" ATR)
Current Traffic Density	40 MGT
Average Number of Trains per Day	Unknown
Commodities Transported	Freight unknown; hosts Amtrak long-distance trains (*Crescent* service); carries intermodal and general merchandise freight (part of NS' Crescent Corridor)

SUBDIVISION:	Savannah District
Division	Georgia Division
Owner	NS
Operator	NS
Line Heritage	Central of Georgia (CG) and Savannah & Atlanta (S&A)
Subdivision Route / Mileage	Macon Junction (Macon, Georgia)-Dillard Yard (Savannah, Georgia); 186.4 miles
FRA Track Class	Class 4
Number of Main Tracks	One / two main tracks with passing sidings
Maximum Authorized Speed Freight	49 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	Automatic Block Signals (ABS)
Operational Authority	Track Warrant Control (TWC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Double stack compliant (20'2" ATR)
Current Traffic Density	20 – 40 MGT (Macon-Millen); 10 – 20 MGT (Millen-Savannah)
Average Number of Trains per Day	Unknown
Commodities Transported	Intermodal and general merchandise freight traffic

SUBDIVISION:	Thomaston District
Division	Georgia Division
Owner	NS
Operator	NS
Line Heritage	Central of Georgia (CG)
Subdivision Route / Mileage	Barnesville, Georgia-Thomaston, Georgia; 15.8 miles
FRA Track Class	Class 2
Number of Main Tracks	One main track
Maximum Authorized Speed Freight	25 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	None
Operational Authority	Track Warrant Control (TWC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Double stack compliant (20'2" ATR)
Current Traffic Density	Unknown
Average Number of Trains per Day	Unknown
Commodities Transported	General merchandise freight traffic

SUBDIVISION:	Valdosta District
Division	Georgia Division
Owner	NS
Operator	NS
Line Heritage	Southern (SOU)
Subdivision Route / Mileage	Langdale Yard (Valdosta, Georgia)-Jacksonville, Florida; 108.2 miles
FRA Track Class	Class 4
Number of Main Tracks	One / two main tracks with passing sidings
Maximum Authorized Speed Freight	60 mph for intermodal; 50 mph freight
Maximum Authorized Speed Passenger	NA
Wayside Signals	Automatic Block Signals (ABS)
Operational Authority	Track Warrant Control (TWC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Double stack compliant (20'2" ATR)
Current Traffic Density	19 MGT
Average Number of Trains per Day	Unknown
Commodities Transported	Intermodal and general merchandise freight traffic

The following districts are components of the **NS Piedmont Division**:

SUBDIVISION:	Columbia District
Division	Piedmont Division
Owner	NS
Operator	NS
Line Heritage	Southern (SOU)
Subdivision Route / Mileage	Andrews Yard (Columbia, South Carolina)-Augusta, Georgia; 82 miles
FRA Track Class	Class 4
Number of Main Tracks	One main track with passing sidings
Maximum Authorized Speed Freight	49 mph
Maximum Authorized Speed Passenger	NA
Wayside Signals	None
Operational Authority	Track Warrant Control (TWC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Double stack compliant (20'2" ATR)
Current Traffic Density	Unknown
Average Number of Trains per Day	Unknown
Commodities Transported	General merchandise freight traffic

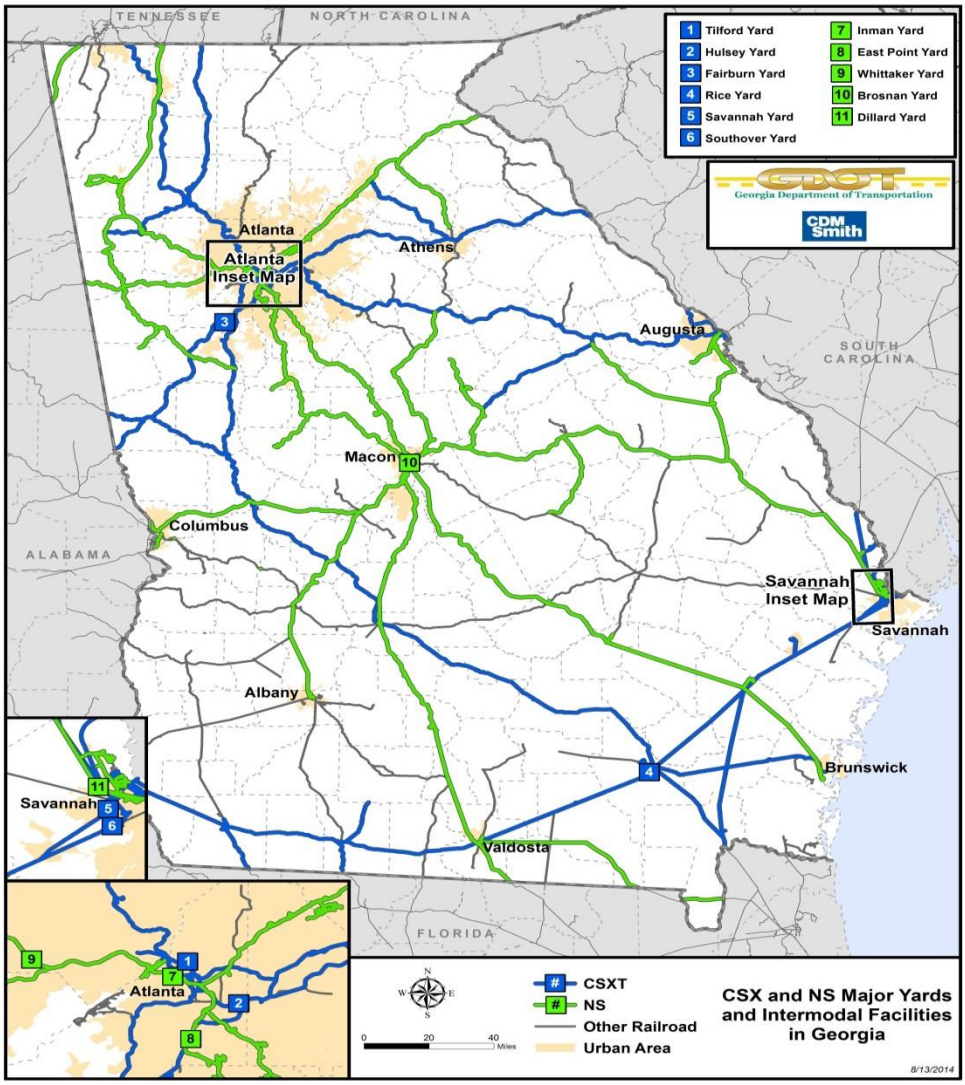
SUBDIVISION:	Greenville District (Lula-Center Branch)
Division	Piedmont Division
Owner	NS
Operator	NS
Line Heritage	Southern (SOU)
Subdivision Route / Mileage	Lula, Georgia-Center, Georgia; 32 miles
FRA Track Class	Class 4
Number of Main Tracks	One main track
Maximum Authorized Speed Freight	35 mph
Maximum Authorized Speed Passenger	79 mph
Wayside Signals	None
Operational Authority	Track Warrant Control (TWC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Double stack compliant (20'2" ATR)
Current Traffic Density	1 – 5 MGT (Lula-Commerce); Unknown (Commerce-Center)
Average Number of Trains per Day	Unknown
Commodities Transported	General merchandise freight traffic

SUBDIVISION:	Greenville District (Main Line)
Division	Piedmont Division
Owner	NS
Operator	NS
Line Heritage	Southern (SOU)
Subdivision Route / Mileage	Greenville, South Carolina-Inman Yard (Atlanta, Georgia); 150.9 miles. (Becomes Norcross District for southernmost 16.0 miles, Norcross to Howell wye.)
FRA Track Class	Class 4
Number of Main Tracks	One and two main tracks with passing sidings
Maximum Authorized Speed Freight	50 mph for freight and 60 mph for intermodal
Maximum Authorized Speed Passenger	79 mph
Wayside Signals	Yes
Operational Authority	Centralized Traffic Control (CTC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Double stack compliant (20'2" ATR)
Current Traffic Density	20 – 40 MGT
Average Number of Trains per Day	Unknown
Commodities Transported	Freight unknown; hosts Amtrak long-distance trains (*Crescent* service); carries intermodal and general merchandise freight (part of NS's Crescent Corridor)

Major Class I Railroad Yards in Georgia

Figure 4 below shows the location of CSXT and NS rail yards and intermodal facilities located in the state. A brief description of each facility is also provided below.

Figure 4: Major Class I Railroad Yards in Georgia



CSX Transportation

Major Yards

CSXT identifies three locations in Georgia as major yards, defined as yards key to the CSXT system. They are described as follows:

- **Rice Yard** in Waycross is CSXT's largest yard in Georgia, occupying more than 700 acres. Waycross is a strategic location on the CSXT system, located at the convergence of two major corridors: the I-95 Corridor linking the Northeast and Southeast (stretching from New York to Miami) and the

Southeastern Corridor linking CSXT's western gateways of Chicago, St. Louis, and Memphis to Atlanta and markets in the Southeast. The hump classification yard has 64 tracks used to sort and classify merchandise carload traffic. In 2013, the yard processed 667,807 cars, making it the second busiest freight classification yard on the CSXT system.

- **Tilford Yard** in Atlanta is a hump classification yard with 40 classification tracks. The yard occupies more than 300 acres and classifies merchandise carload freight by destination for the Atlanta region, plus the Carolinas-New Orleans and Chicago-Southeast corridors.
- **Southover Yard** in East Savannah is a merchandise carload freight yard with 36 tracks that occupies more than 200 acres. It sits along CSXT's I-95 Corridor linking the Northeast and Southeast, and is used to switch I-95 Corridor traffic and local freight for the Savannah region.

Intermodal Facilities

CSXT operates three intermodal facilities that handle the transfer of trailers and containers between road and rail modes. They are described as follows:

- **Fairburn Yard**, located 25 miles southwest of Atlanta, is CSXT's largest Atlanta-area intermodal yard, with six loading tracks totaling 25,500 feet, and an annual volume of more than 240,000 lifts. Opened in 1999, the facility occupies 200 acres.
- **Hulsey Yard** in Atlanta performs in excess of 125,000 lifts a year. Its four loading tracks total 16,000 feet. Opened in 1988, it handles Atlanta region intermodal traffic and also sorts CSXT intermodal traffic carried to and from western railroads at Chicago via CSXT's Southeastern Corridor.
- **Savannah Yard** performs between 50,000 and 100,000 lifts per year. Its two loading tracks total 4,800 feet. The railroad holding company Genesee and Wyoming operates the facility.

Other Facilities

CSXT operates four TransFLO bulk transfer facilities, as outlined below:

- **Atlanta** – 284 unloading spots; handles chemicals (liquid or dry), asphalt, foods (liquid or dry), plastics (dry), and petroleum products.
- **Augusta** – 46 unloading spots; handles acids, chemicals (dry), plastics (dry), petroleum products, and minerals.
- **Dalton** – 65 unloading spots; handles plastics (dry).
- **Savannah** – 45 unloading spots; handles asphalt and chemicals (liquid).

CSXT has an auto distribution center in Lawrenceville, with a capacity to unload 450,000 vehicles per year.

Norfolk Southern Railway

Major Yards

Norfolk Southern identifies two yards in Georgia as "major yards," out of 29 system-wide. These are:

- **Inman Yard** in Atlanta is a flat-switched yard containing 65 classification tracks. The yard was once used to classify merchandise traffic, but today handles primarily intermodal and automotive traffic, along with local merchandise carload traffic.

- **Brosnan Yard** in Macon is a hump classification yard containing 50 classification tracks. The yard is a hub for merchandise carload traffic moving across the NS system destined to and from shippers in Georgia and surrounding states. Brosnan Yard builds trains for local yards in Albany, Augusta, Brunswick, Savannah, and Valdosta.

Intermodal Facilities

NS operates three intermodal facilities in Georgia, as described below:

- **Inman Yard** in Atlanta serves intermodal shippers on NS's Crescent Corridor connecting Northeast cities with gateways in Memphis, Jacksonville, and New Orleans. The yard also serves shippers on NS' Meridian Speedway linking Atlanta with western railroad connections at Dallas-Fort Worth, Texas. Inman Yard handles about 250,000 lifts per year.

- **Whittaker Yard** in Austell is the southeast hub of NS's intermodal service. Austell is located on NS's Crescent Corridor 14 miles west of Atlanta, where the main lines to Birmingham and Chattanooga diverge. The yard also handles California-bound traffic traveling on NS's Meridian Speedway linking Atlanta with western railroad connections at Dallas-Fort Worth; and it builds trains for NS terminals in Chicago, Kansas City, and Cincinnati, plus container terminals in Savannah and Charleston, South Carolina. Opened in 2001, the terminal occupies 450 acres and contains 20,600 feet of loading tracks.

- **Dillard Yard** in Savannah has 1,246 feet of loading track and handles domestic intermodal traffic for the Savannah region, with a volume of about 15,000 lifts per year. One train-pair serves Savannah from Whittaker Yard in Austell.

In addition, NS subsidiary Triple Crown Services operates a RoadRailer intermodal terminal at ***East Point Yard*** in Atlanta. RoadRailers are specialized truck trailers capable of riding on rail bogies as well as rubber tires.

Other Facilities

NS operates one auto distribution facility in Georgia. ***Poole Creek*** (Atlanta) occupies 40 acres and has spots for 56 railcars. Poole Creek handles vehicles manufactured by Chrysler, Ford, Hyundai, Mazda, and Suzuki, along with used cars.

NS also serves two private auto distribution facilities.

- **Brunswick** occupies 144 acres and has spots for 65 railcars. The ramp serves the Port of Brunswick, currently the third-busiest auto-processing port in the U.S.

- **Commerce** is where NS serves the Southeast Transportation System's Inland Processing facility, which receives North America-made Toyota and Lexus vehicles for distribution to dealers in Georgia, northern Florida, and the Carolinas.

Norfolk Southern has three bulk transfer facilities in Georgia.

- **Augusta**: 44 railcar spots; handles aggregates, liquid bulk, and dry bulk. Serves eastern Georgia and South Carolina.
- **Doraville**: 77 railcar spots; handles aggregates, liquid bulk, and dry bulk. Serves the Atlanta region.
- **East Point** (South Atlanta): 80 railcar spots; handles aggregates, liquid bulk, and dry bulk. Serves the Atlanta region.

Additionally, NS's ***Dalton***, Tennessee bulk transfer facility serves shippers in northwestern Georgia. The facility has 135 railcar posts and specializes in transferring plastics for the nearby carpet industry, but also handles aggregates, liquid bulk, and dry bulk.

NS's Jacksonville bulk transfer facility serves southern Georgia, as well as northern Florida. The facility has 57 car spots; handles aggregates, liquid bulk, dry bulk, lumber, and steel.

Other NS Georgia facilities include:

- System welded rail plant in Atlanta
- Operations and Service Support center in Atlanta
- Crew management center in Atlanta
- Eastern, Northern, and Western region operations offices in Atlanta
- National Customer Service Center in Atlanta
- Police Communications Center in Atlanta
- Training center in McDonough

A.3. Class III Railroads

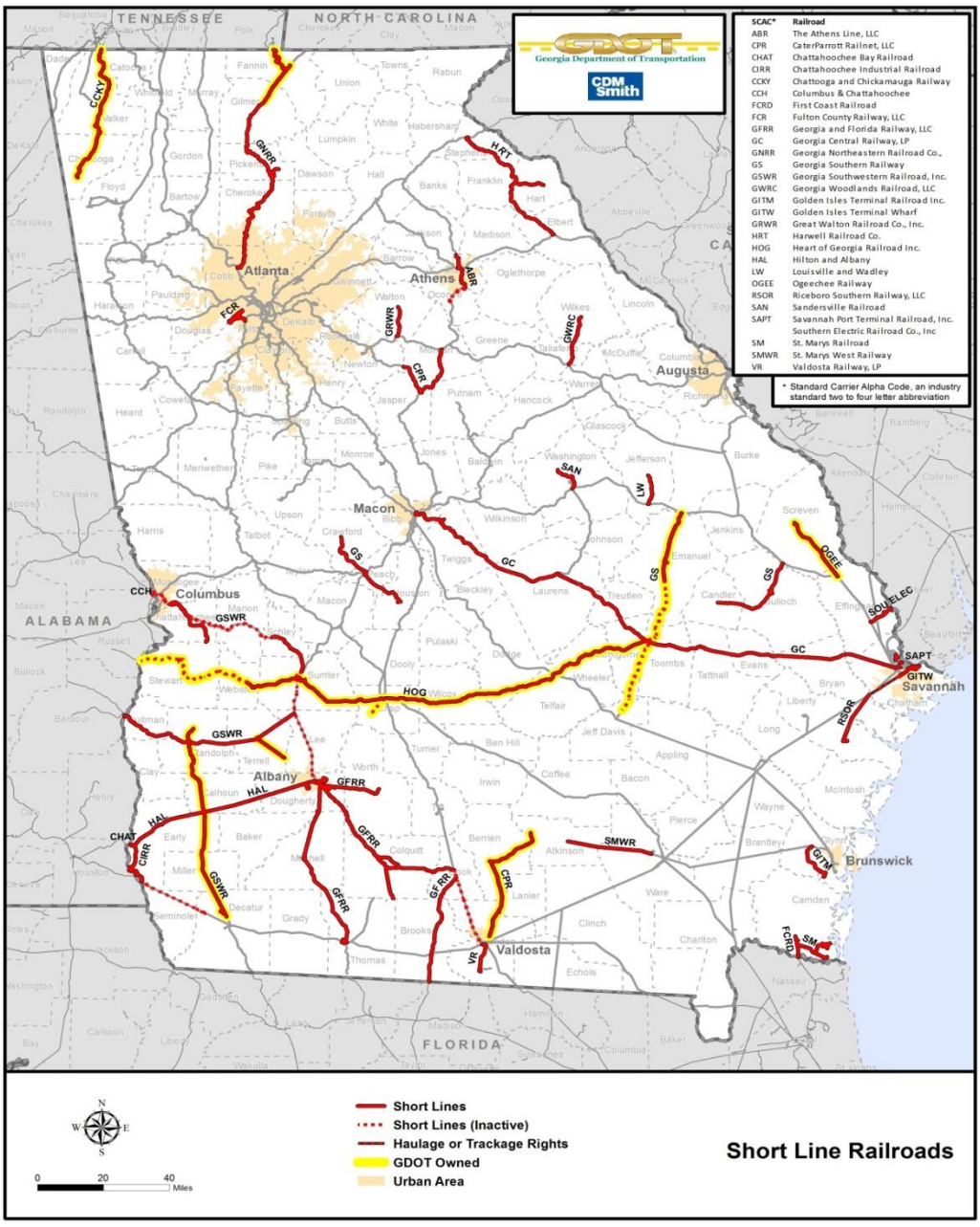
Each Class III railroad is listed in **Table 1** and depicted in **Figure 5** on the following pages.

A brief description of each of the short line railroads operating in Georgia is provided. In instances where the railroads are part of a holding company, they are grouped together by corporate parent.

Table 1: Short Line Railroads Operating in Georgia, 2014					
	Railroad	SCAC[a]	Parent Company	Route Miles Owned	Route Miles Operated[b]
1	The Athens Line, LLC	ABR	B.R. Anderson	0	22
2	CaterParrott Railnet, LLC	CPR	CaterParrott Railnet, LC	0	64
3	Chattahoochee Bay Railroad	CHAT	Genesee and Wyoming Inc.	2	2
4	Chattahoochee Industrial Railroad	CIRR	Genesee and Wyoming Inc.	15	15
5	Chattooga and Chickamauga Railway Co.	CCKY	Genesee and Wyoming Inc.	0	47
6	Columbus & Chattahoochee	CCH	Genesee and Wyoming Inc.	0	0
7	First Coast Railroad	FCRD	Genesee and Wyoming Inc.	0	8
8	Fulton County Railway, LLC	FCR	OmniTRAX	ST[c]	0
9	Georgia and Florida Railway, LLC	GFRR	OmniTRAX	94	222
10	Georgia Central Railway, LP	GC	Genesee and Wyoming Inc.	171	171
11	Georgia Northeastern Railroad Co., Inc.	GNRR	Independent	75	98
12	Georgia Southern Railway	GS	Pioneer Railcorp	0	74
13	Georgia Southwestern Railroad, Inc.	GSWR	Genesee and Wyoming Inc.	59	225
14	Georgia Woodlands Railroad, LLC	GWRC	OmniTRAX	17	17
15	Golden Isles Terminal Railroad Inc.	GITM	Genesee and Wyoming Inc.	0	12
16	Golden Isles Terminal Wharf	GITW	Genesee and Wyoming Inc.	ST	0
17	Great Walton Railroad Co., Inc.	GRWR	B.R. Anderson	10	10
18	Hartwell Railroad Co.	HRT	B.R. Anderson	10	58
19	Heart of Georgia Railroad Inc.	HOG	Atlantic Western Transportation	0	140
20	Hilton and Albany	HAL	Genesee and Wyoming Inc.	0	56
21	Louisville and Wadley	LW	Independent	10	10
22	Ogeechee Railway	OGEE	Independent	0	22
23	Riceboro Southern Railway, LLC	RSOR	Genesee and Wyoming Inc.	0	33
24	Sandersville Railroad	SAN	Independent	9	9
25	Savannah Port Terminal Railroad, Inc.	SAPT	Genesee and Wyoming Inc.	ST	0
26	Southern Electric Railroad Co., Inc.		Southern Company	9	9[d]
27	St. Marys Railroad	SM	Independent	14	14
28	St. Marys West Railway	SMWR	Independent	23	23
29	Valdosta Railway, LP	VR	Genesee and Wyoming Inc.	10	10
			Totals	**528**	**1,371**

Notes:
a Standard Carrier Alpha Code, an industry standard two- to four-letter abbreviation
b Rail miles shown for each carrier includes owned, leased and trackage / haulage rights route mileage.
c ST - Switching &Terminal Company, no route miles. Terminal miles- FCR 22, GITW 7, SATP 19. In addition to its route miles, GITM has 24 Terminal miles
d Mileage operated by CSXT and NS.

Figure 5: Short Line Railroads in Georgia



Genesee and Wyoming, Inc.

Genesee and Wyoming Inc. (G&W), based in Darien, Connecticut, owns and operates short line and regional freight railroads in the United States, Canada, Australia, and the Netherlands. Operations currently include 111 railroads, with more than 15,000 miles of owned and leased track and approximately 2,500 additional miles under track access arrangements.

In Georgia, G&W operates 13 local or switching and terminal railroads controlling 601 route miles or 43 percent of Georgia's short line mileage. Additionally, through its subsidiary Rail Link, G&W serves the Ports of Savannah and Brunswick including operation of the CSXT Intermodal Facility in Savannah.

Chattahoochee Bay Railroad

The Chattahoochee Bay Railroad (CHAT) was formed in 2006 when G&W acquired the Chattahoochee and Gulf Railroad (CGR) from Gulf and Ohio Railways and combined it with the adjacent Hartford and Slocomb (H&S) Railroad out of Dothan, Alabama. CHAT is a 26-mile short line freight railroad that operates from Dothan to Hilton; about two miles of which are in Georgia. In Georgia, it interchanges with the Chattahoochee Industrial Railroad (CIRR) and NS at Hilton. Commodities transported include chemicals, forest products, and food and feed products, generating 5,500 carloads annually.

Chattahoochee Industrial Railroad

Chartered in 1961 and opened in 1963, the Chattahoochee Industrial Railroad (CIRR) is a 15-mile short line that operates from Hilton to Saffold, connecting with the CHAT, CSXT and NS, and other G&W lines in southwest Georgia. Previously owned by Georgia Pacific Corporation, the CIRR line was acquired by G&W in 2003. About 20,000 carloads are handled annually. Commodities transported include chemicals, coal, forest products, steel and scrap.

Chattanooga and Chickamauga Railway Co.

The Chattanooga and Chickamauga Railway (CCKY) is a 49-mile railroad connecting Chattanooga to Lyerly on the former Central of Georgia Chattanooga Division line. About 47 miles of this railroad are in Georgia. CCKY leases the 49 miles from Lyerly to Chattanooga from GDOT. At one time it also operated the NS line from Chattanooga to Hedges, but it is currently out of service and no longer part of CCKY. Headquartered in Lafayette, CCKY handles about 2,000 carloads annually comprised mainly of chemicals, farm products, metals, and plastics. It interchanges with NS in Chattanooga.

Columbus and Chattahoochee Railroad, Inc.

The Columbus and Chattahoochee Railroad (CCH) operates between Mahrt and Girard, Alabama. While all line-haul operations are conducted in Alabama, the railroad does interchange traffic in Georgia at Columbus with another G&W carrier.

First Coast Railroad

Based in Fernandina Beach, FL, the First Coast Railroad (FCRD) is a 32-mile short line railroad established by G&W in 2005. It operates on former Seaboard Air Line Railway tracks between Seals and Fernandina Beach via Yulee, Florida, of which about eight miles are operated in Georgia. FCRD interchanges with CSXT in Yulee and the St. Marys Railroad (SM) at Kingsland.

Georgia Central Railway, LP

The Georgia Central Railway (GC) operates over the former Macon, Dublin and Savannah Railroad (Macon to Vidalia) as well as former Seaboard Air Line Railway tracks from Vidalia to Savannah. As of 2005, it has been owned by G&W through its subsidiary Rail Link. The 171-mile short line generates 15,000 carloads annually and interchanges with CSXT in Savannah, Heart of Georgia Railroad (HOG) in Vidalia, and NS in Macon. Commodities transported include, coal, corn, fertilizer, grain, kaolin, lumber, newsprint, plastics, pulpwood, scrap metal, scrap paper, and woodchips.

Georgia Southwestern Railroad, Inc.

Georgia Southwestern Railroad (GSWR), which began operations in 1989, controls former Central of Georgia and Seaboard Air Line Railway trackage in southwestern Georgia and southeastern Alabama. A total of 225 miles, comprised of a combination of ownership, trackage rights and leases, are located in Georgia. GSWR was acquired by G&W in 2008 with its main offices in Dawson. It handles some 13,000 carloads annually, mainly chemicals, ethanol, peanuts, food products, and scrap metal. It connects with CSXT at Bainbridge, with HOG at Americus, and with NS at Albany, Americus, and Columbus.

Golden Isles Terminal Railroad Inc.

Golden Isles Terminal Railroad (GITM) began operations in 1998, replacing the Colonel's Island Railroad Company. Its operations include 12 miles of main line track between Anguilla Junction and the Georgia Ports Authority's Colonel's Island Terminal of the Port of Brunswick and 24 miles of on-terminal trackage. GITM handles 10,000 carloads per year generated principally by automobiles, chemicals, and grain. Its primary connections are with CSXT and NS at Anguilla Junction, with NS using trackage rights to reach the Junction from Brunswick.

Golden Isles Terminal Wharf

Golden Isles Terminal Wharf (GITW) operates seven miles of former CSXT trackage serving industries located on the Savannah Wharf and interchanges with CSXT at Southover Yard in Savannah. Operating as one of G&W's Rail Link carriers, it is functionally a switching and terminal railroad that began operations in 2004. Commodities handled include chemicals, food and feed products, metals and minerals, petroleum products, pulp and paper, wood pellets and other bulk commodities.

Hilton and Albany Railroad, Inc.

The Hilton and Albany Railroad (HAL), established in 2011, operates 56 miles of former Central of Georgia track between its namesake towns. It handles NS and on-line agricultural and aggregate traffic and connects with three other G&W lines – GSWR, CHAT and CIRR. Interchange with the Class I network occurs with NS at Albany.

Riceboro Southern Railway LLC

Riceboro Southern Railway (RSOR) is a 19-mile short line operating on former Seaboard Air Line Railway tracks. It connects Riceboro and Savannah via 14 miles of CSXT trackage rights. RSOR transports pulp and paper products, chemicals, and wood chips.

Savannah Port Terminal Railroad, Inc.

Savannah Port Terminal Railroad (SAPT), a switching and terminal railroad of G&W's Rail Link subsidiary, was established in 1998 to operate 18 miles of tracks in the Georgia Ports Authority's Garden City terminal and Port Wentworth area interchanging with CSXT and NS. The trackage was previously operated by the Savannah State Docks Railroad. SAPT handles approximately 26,000 annual carloads transporting chemicals, food products, intermodal containers, and pulp and paper.

Valdosta Railway, LP

Valdosta Railway (VR) operates from Valdosta to Clyattville over 10 route miles of former Georgia and Florida Railway (original G&F) tracks. Established in 1992 as the successor to the Valdosta Southern Railroad, the railroad was acquired by G&W in 2005. An interchange with CSXT and with NS is located at Valdosta. It transports chemicals, pulp and paper products as well as forest products.

OmniTRAX, Inc.

Based in Denver, Colorado, OmniTRAX is a privately held company that provides railroad, intermodal, and industrial switching operations as well as port services. OmniTRAX operates 17 local railroads in 10 states and three Canadian provinces. In Georgia, the company operates three lines: Fulton County Railway (FCR), Georgia and Florida Railway (GFRR), and Georgia Woodlands Railroad (GWRC), totaling 239 route miles and 22 terminal track miles.

Fulton County Railway, LLC

The Fulton County Railway (FCR) was originally built in 1956 by the Atlantic Coast Line to provide access to the (then new) Fulton County Industrial Park. Based in Atlanta, this switching and terminal railroad operates over 22 miles of industrial trackage that connects with CSXT at Fulco Junction. The industrial park is home to more than 40 rail-served warehousing and light manufacturing companies. FCR handles more than 8,000 cars annually with commodities handled including food products, liquor, metals, asphalt, plastics, paper, and packaging products.

Georgia and Florida Railway

Georgia and Florida Railway (GFRR) was previously known as Georgia and Florida Railnet prior to its acquisition in 2004 by OmniTRAX. GFRR is a network of approximately 254 miles of track radiating from its Albany headquarters, and extending into northwestern Florida over former CSXT trackage. Of the 254 network route miles, 222 miles are located in Georgia. GFRR connects with both Class I railroads: CSXT at Thomasville and Foley, Florida, and with NS at Adel and Albany. Commodities transported include corn, beer, scrap metal, wood pulp, peanuts, fertilizer, chemicals, clay products, aggregates, malt, syrup, clay, cement, ethanol, cottonseed, and paper totaling some 21,000 carloads per year.

Georgia Woodlands Railroad, LLC

Established in 1988, the Georgia Woodlands Railroad (GWRC) became an OmniTRAX property in 1992. Out of its base in Washington, the railroad operates 17 miles of track between Washington and Barnett, where it connects and interchanges with CSXT. The railroad handles some 570 carloads per year, transporting plastic pellets, woodchips, lumber, butane, and other commodities.

Atlantic Western Transportation

Based in Americus, Atlantic Western Transportation (AWT) is the holding company of the Heart of Georgia Railroad (HOG). AWT owned the Georgia Midland Railroad (GMR) until early 2010 when it was sold to Georgia Southern Railway (GS). AWT also operates Southeast Railcar located at Plains on the HOG.

Heart of Georgia Railroad, Inc.

The Heart of Georgia Railroad (HOG) was created in 1999 to lease and operate 179 miles of track owned by the Georgia Department of Transportation between Mahrt, Alabama and Vidalia. The railroad expanded in 2004 to include the Midville to Vidalia line, but that line is currently operated by Georgia Southern Railway (GS). The railroad currently operates 140 miles between Vidalia and Preston; the rest of the line is out of service. The HOG connects with Class I railroads CSXT and NS as well as local railroads GC and GSWR. Interchange occurs at three points – Vidalia with GC and NS, Cordele with CSXT, and Americus with GSWR and NS. A variety of commodities are hauled including food and feed products, chemicals, plastic pellets, aggregates, bricks, cement, intermodal containers, metallic and mineral ores, lumber, grain, pulp and paper products, wood, scrap metal, and fertilizer. Total movements amount to around 7,500 annual carloads. An intermodal container transfer facility is operated by Cordele Intermodal Services at Cordele, which is served by HOG.

In addition to the freight services provided, HOG also hosts the SAM Shortline passenger excursion train, which is named in honor of the Savannah, Americus, and Montgomery Railroad Company. The SAM excursion train is operated by the Georgia Department of Natural Resources (DNR) under the guidance of the Southwest Georgia Railroad Excursion Authority. The cars are owned by the Excursion Authority, and the engines are owned and operated by HOG.

B. R. Anderson

Bennie Ray Anderson owns three short line railroads in Georgia: the Athens Line (ABR), the Hartwell Railroad (HRT), and the Great Walton Railroad (GRWR). Based in Social Circle, the Great Walton Railroad is the parent company and operator of both the Athens Line and Hartwell Railroad. These railroads operate in Georgia over a combined 106 miles.

The Athens Line, LLC

The Athens Line (ABR) leases 38 miles of former NS track running between Madison and Junior State via Athens, but only operates 22 miles with the remainder out of service. Established in 2001 and headquartered in Social Circle, it operates in Clarke, Jackson, and Oconee Counties. Interchange operations occur with NS at Junior State. ABR moves 600 carloads annually with the primary commodities being coal, paper, plastic, and oil.

Great Walton Railroad

The Great Walton Railroad (GRWR) has operated a 10-mile line between Monroe and Social Circle since 1987. It handles 3,650 carloads annually of various commodities, including plastics, chemicals, pulp and paper products, and lumber. GRWR interchanges with CSXT at Social Circle.

Hartwell Railroad

Based in Bowersville, the original Hartwell Railroad (HRT) operated a 10-mile line from Hartwell to Bowersville. Originally a three-foot gauge line, it was re-laid to standard gauge in 1905 after coming under the control of the Southern Railway. Local interests operated the line from 1924 until 1990, when Benny Ray Anderson took control. In addition to its original line, the Hartwell now operates the 48-mile former NS line from Elberton to Toccoa, interchanging with NS at the latter point. HRT traffic includes grain products, granite, lumber, oil, plastic pellets, starch and talc products, and woodchips, generating 6,500 carloads of freight annually.

Pioneer Railcorp

Based in Peoria, Illinois, Pioneer Railcorp is a railroad holding company that owns short line railroads and other railroad-related businesses, including a railroad equipment company and a contract switching services. The company's wholly owned short line railroad subsidiaries, "Pioneer Lines," collectively total 24 rail operations in 13 states with over 600 miles of track. In Georgia, Pioneer Railcorp owns the Georgia Southern Railway (GS).

Georgia Southern Railway

Georgia Southern Railway (GS) operates three lines in Georgia: 30 miles between Perry and Roberta; 16 miles between Midville and Swainsboro; and 28 miles between Metter and Dover, for a total of 74 route miles. The primary commodities moved are sand, asphalt, plastics, lumber, grain, scrap, fertilizer and stone aggregates, generating about 5,000 carloads per year. GS interchanges with NS in Midville, Fort Valley, and Dover.

Independent Short Line Railroads

CaterParrott Railnet, LLC

CaterParrott Railnet (CPR), a Georgia-based company, was founded in 2005 and operates three line segments: Willachoohee – Valdosta, which comprises its Valdosta Subdivision; and the combination of the Newborn – Machen and Machen – Madison segments, which comprise its Madison Subdivision. The Valdosta Subdivision, a segment of the original Georgia and Florida Railroad, is subleased from the GFRR, which in turn leases it from GDOT. The Madison Subdivision is comprised of former Central of Georgia trackage formerly operated by the Squaw Creek Southern (SCS). The two subdivisions total 74 route miles. Traffic is interchanged with NS at Valdosta and Machen.

Georgia Northeastern Railroad Co., Inc.

Georgia Northeastern Railroad (GNRR) was established in 1987 with 68 miles of former Louisville and Nashville track between Marietta (Elizabeth) and Ellijay obtained from CSXT. GNRR purchased the tracks from Marietta to Tate and leased the tracks from Tate to Ellijay. In 1990, GNRR was sold to its current owners. In the mid-1990s, GDOT purchased the line north of Ellijay and began working with GNRR to re-establish service. GNRR currently operates 98 route miles from Elizabeth (Marietta), where it interchanges with CSXT, to McCaysville. It handles 5,000 annual carloads consisting of chemicals, metallic ores and minerals, food and feed products, steel and scrap, pulp and paper, and lumber. In addition to its freight services, GNRR established a new subsidiary in 1998, the Blue Ridge Scenic Railway, a tourist railroad.

Louisville and Wadley

Louisville and Wadley Railway (LW) was incorporated in 1961 to purchase the 10-mile Louisville and Wadley Railroad from the Central of Georgia. The railroad leases rail cars but its trackage is currently out-of-service.

Ogeechee Railway

The Georgia Midland Railroad (GMR) in 2008 sold the Ardmore to Sylvania branch line to the Ogeechee Railway Co. (OGEE). The short line has 22 route miles of track leased from GDOT and interchanges with NS at Ardmore. It generates 250 carloads annually, comprised principally of grain and fertilizer.

Sandersville Railroad

The Sandersville Railroad (SAN) was chartered in 1893 as a subsidiary of the Central of Georgia Railroad to operate over a four-mile line built by Central of Georgia between Tennille and Sandersville. In private ownership, the line was extended another five miles in 1957 to a kaolin mine near Sandersville. Today, the railroad – nicknamed The Kaolin Road – operates the same nine miles between Tennille, where it connects and interchanges with NS, and the mines and processing plants to the north (Kaolin). Its principal commodities include kaolin clay, chemicals, plastic and lumber and wood products. The railroad operates a transloading facility and controls a fleet of over 400 cars for bulk commodities.

St. Marys Railroad, LLC

Organized in 1924 as the successor to the Atlantic, Waycross and Northern Railroad, the St. Marys Railroad (SM) consists of an 11-mile track from St. Marys to Kingsland, where it interchanges with FCRD. A three-mile branch connects to the Kings Bay submarine base. In 1940, the railroad was purchased by Gilman Paper Company to service a new Kraft paper mill at St. Marys. Currently SM is owned by Boatwright Companies. Its principal commodities consist of pulp board, plastic pellets, waste paper, scrap and steel generating 600 to 1,000 carloads per year. It also operates the St. Marys Express over the railroad for tourists.

St. Marys West Railway

Based in Waresboro, St. Marys West Railway (SMWR) operates the former Atlantic Coast Line's 23-mile route between Pearson and Waresboro, near Waycross. The railroad's principal business consists of storage and safe harbor for locomotives and cars, loaded or empty. Car cleaning and transloading comprise other components of its basic business. Capacity exists for 2,200 pieces of rolling stock and unit train sets can be accommodated. CSXT is the connecting railroad.

Southern Electric Railway Company, Inc.

The railroad was constructed by the Southern Electric Power Company in 1995 to serve its Plant McIntosh near Rincon. The track connected with CSXT's A-Line at a point now known as SEPCO Junction. The Southern Company, the parent company of Southern Electric Power, constructed a line from SEPCO Junction and a point on NS's Savannah District main track some five to six miles south of Springfield. The two line segments total nine miles in length. The railroad does not operate trains itself: all trains are operated by CSXT and NS via trackage rights. The railroad serves Plant McIntosh as well as a Georgia-Pacific plant located between SEPCO Junction and the power plant. Georgia-Pacific is a joint owner of 2.1 miles of the track.

RAILROAD:	Athens Line LLC, The
Alpha Code:	ABR
Operator:	Athens Line LLC, The
Parent Company:	Athens Line LLC, The
Contact:	Bennie Ray Anderson
Phone:	770-464-0761
Email:	Bennie.ray@greatwaltonrailroad.com
Company Website:	www.greatwaltonrailroad.com
SERVICE AREA	
Counties:	Jackson, Clarke, Oconee, Morgan
Principal Stations:	Athens, Bishop, Watkinsville
RAIL TRAFFIC	
Principal Commodities:	Chemicals, paper, coal
Annual Carloadings:	600

GEORGIA ROUTE MILES

Line Segment	Segment Length	Operated	Out of Service	Owned	Leased	Trackage Rights	Line Heritage
Junior State (Center) to Athens	7	7			7		SOU
Athens to Watkinsville	9	9			9		CG
Watkinsville to Bishop	3	3			3		CG
Bishop to Madison	19	2.5	16.5		19		CG
Total	38	21.5	16.5		38		

TRACK CHARACTERISTICS (as necessary by line segment)	
FRA Track Class:	Class II MP32 to MP38.6; Class I MP92 to MP106.2
Operating Speed:	Restricted Class II 20 mph; Class I 10 mph
Signal System:	
Line density:	
Weight Limits:	286,000 lbs MP 32 to 38.6; 263,000 lbs MP 92 to 106.2
Clearance Restrictions:	

INTERCHANGE POINTS	
Location:	**Railroad:**
Center	NS

FACILITIES	
Type:	**Location:**

IMPROVEMENT NEEDS/PLANS	
Description:	**Estimated Costs:**

Notes: Start up in 2002

RAILROAD:	Cater Parrott Railnet, LLC
Alpha Code:	CPR
Operator:	Cater Parrott Railnet, LLC
Parent Company:	Cater Parrott Railnet, LLC
Contact:	Jamie Cater/Chris Parrott
Phone:	229-326-9628/229-251-6804
Email:	jamie@cprailnet.com/chris@cprailnet.com
Company Website:	cprailnet.com
SERVICE AREA	
Counties:	Atkinson, Berrien, Lanier, Lowndes, Jasper, Morgan, Newton
Principal Stations:	Valdosta, Barretts, Nashville, Willacoochee, Shady Dale, Madison, Newborn
RAIL TRAFFIC	
Principal Commodities:	Paraffin Wax, Seed, Plywood, MDF
Annual Carloadings:	1,050

GEORGIA ROUTE MILES

Line Segment	Segment Length	Operated	Out of Service	Owned	Leased	Trackage Rights	Line Heritage
Willacoochee to Valdosta	43	43			43		CG
Madison to Shady Dale	21	21			21		CG
Newborn to Shady Dale	10		10		10		CG
Total	74	64	10		74		

TRACK CHARACTERISTICS (as necessary by line segment)	
FRA Track Class:	Willacoochee-Valdosta; Class II; Shady Dale-Madison; Excepted; Shady Dale-Newborn; Excepted
Operating Speed:	25 mph & 10 mph, respectively
Signal System:	n/a
Line density:	
Weight Limits:	286,000 lbs
Clearance Restrictions:	

INTERCHANGE POINTS	
Location:	**Railroad:**
Shady Dale	NS
Valdosta	NS

FACILITIES	
Type:	**Location:**

IMPROVEMENT NEEDS/PLANS	
Description:	**Estimated Costs:**
Willacoochee Line MP 53.5 – 54.0 Flooding Issue	$128,000
Willacoochee Line MP 30.6 – 73.0 Replace Crossties	$775,000
Willacoochee Line MP 44.0 – 50.0 Replace Defective Rail	$2,126,000
Willacoochee Line MP 65.0 -72.0 Replace Defective Rail	$2,767,000

Notes: Willacoochee to Valdosta line owned by GDOT
Factories CPR Serves - employ 1,564 people and are dependant on rail service to stay located in those communites
Shady Dale just outside of Machen

RAILROAD:	Chattahoochee Bay Railroad, Inc.
Alpha Code:	CHAT
Operator:	Chattahoochee Bay Railroad Inc.
Parent Company:	Genesee and Wyoming Inc.
Contact:	Jerry Vest
Phone:	412-963-1805
Email:	jvest@gwrr.com
Company Website:	www.gwrr.com
SERVICE AREA	
Counties:	Early
Principal Stations:	Hilton
RAIL TRAFFIC	
Principal Commodities:	Chemicals, Forest products, food and feed products
Annual Carloadings:	1,713 (in 2011)

GEORGIA ROUTE MILES

Line Segment	Segment Length	Operated	Out of Service	Owned	Leased	Trackage Rights	Line Heritage
Hilton to GA State Line	2	2		2			CG
Total	2	2		2			

TRACK CHARACTERISTICS (as necessary by line segment)	
FRA Track Class:	Generally Class II
Operating Speed:	25 mph except 10 mph in Georgia
Signal System:	Operates with Track Warrants
Line density:	Daily service, five days per week
Weight Limits:	286,000 lbs
Clearance Restrictions:	

INTERCHANGE POINTS	
Location:	**Railroad:**
Hilton	NS
Dothan, AL	CSXT

FACILITIES	
Type:	**Location:**
Car Storage	
Lumber load/reload	

IMPROVEMENT NEEDS/PLANS	
Description:	**Estimated Costs:**
Track capacity expansion	$1,000,000

Notes: Acquired by G&W in 2006
24 miles total from Hilton,GA to Dothan,AL

RAILROAD:	Chattahoochee Industrial Railroad
Alpha Code:	CIRR
Operator:	Chattahoochee Industrial Railroad
Parent Company:	Genesee and Wyoming Inc.
Contact:	Jerry Vest
Phone:	412-963-1805
Email:	jvest@gwrr.com
Company Website:	www.gwrr.com
SERVICE AREA	
Counties:	Early
Principal Stations:	Hilton, Saffold, Cedar Springs
RAIL TRAFFIC	
Principal Commodities:	Chemicals,Coal,Forest products,steel & scrap, pulp & paper
Annual Carloadings:	12,452 (in 2011)

GEORGIA ROUTE MILES

Line Segment	Segment Length	Operated	Out of Service	Owned	Leased	Trackage Rights	Line Heritage
Hilton to Saffold	15	15		15			GA Pacific
Total	15	15		15			

TRACK CHARACTERISTICS (as necessary by line segment)	
FRA Track Class:	Class II
Operating Speed:	20 mph
Signal System:	Operates under Yard Limits
Line density:	Eight crew starts weekly; seven days per week service
Weight Limits:	286,000 lbs
Clearance Restrictions:	

INTERCHANGE POINTS	
Location:	**Railroad:**
Hilton, GA	CHAT/NS
Saffold, AL	CSXT

FACILITIES	
Type:	**Location:**
Car Storage	
Car Repair	

IMPROVEMENT NEEDS/PLANS	
Description:	**Estimated Costs:**
Track capacity expansion	$2,500,000

Notes: Acquired by G&W in 2003

RAILROAD:	Chattooga and Chickamauga Railway Co.
Alpha Code:	CCKY
Operator:	Chattooga and Chickamauga Railway Co.
Parent Company:	Genesee and Wyoming Inc.
Contact:	Jerry Vest
Phone:	412-963-1805
Email:	jvest@gwrr.com
Company Website:	www.gwrr.com
SERVICE AREA	
Counties:	Catoosa, Walker, Dade
Principal Stations:	Chickamauga, Berryton
RAIL TRAFFIC	
Principal Commodities:	Chemicals, metals, plastics, farm products
Annual Carloadings:	860 (in 2011)

GEORGIA ROUTE MILES

Line Segment	Segment Length	Operated	Out of Service	Owned	Leased	Trackage Rights	Line Heritage
TN Border to Berryton	47	47			47		CG
Total	47	47			47		

TRACK CHARACTERISTICS (as necessary by line segment)	
FRA Track Class:	Class I
Operating Speed:	10 mph
Signal System:	Operates under Yard Limits
Line density:	Daily service, five days per week
Weight Limits:	263,000 lbs
Clearance Restrictions:	

INTERCHANGE POINTS	
Location:	**Railroad:**
Chattanooga, TN	NS

FACILITIES	
Type:	**Location:**

IMPROVEMENT NEEDS/PLANS	
Description:	**Estimated Costs:**
Upgrade six bridges to handle 286,000 lb weight limit	$19,800,000
Track upgrades for industrial development	$1,000,000

Notes: Acquired by G&W in 2008
Trackage Owned by GDOT in GA & TN

RAILROAD:	Columbus & Chattahoochee
Alpha Code:	CCH
Operator:	Columbus & Chattahoochee
Parent Company:	Genesee and Wyoming Inc.
Contact:	Jerry Vest
Phone:	412-963-1805
Email:	jvest@gwrr.com
Company Website:	www.gwrr.com
SERVICE AREA	
Counties:	Girard, AL, Mahrt, AL
Principal Stations:	Mahrt, AL
RAIL TRAFFIC	
Principal Commodities:	Bricks, chemicals, forest products
Annual Carloadings:	2,000 (estimated)

GEORGIA ROUTE MILES

Line Segment	Segment Length	Operated	Out of Service	Owned	Leased	Trackage Rights	Line Heritage
See note 2							
Total							

TRACK CHARACTERISTICS (as necessary by line segment)	
FRA Track Class:	Class II
Operating Speed:	25 mph
Signal System:	Operates with Track Warrants
Line density:	Forty crew starts weekly; seven days per week service
Weight Limits:	286,000 lbs
Clearance Restrictions:	

INTERCHANGE POINTS	
Location:	**Railroad:**
Columbus	NS

FACILITIES	
Type:	**Location:**

IMPROVEMENT NEEDS/PLANS	
Description:	**Estimated Costs:**
Track upgrades	$1,500,000

Notes: 1. Acquired by G&W in 2012
2. No trackage in GA but interchanges in Columbus

RAILROAD:	First Coast Railroad Inc.
Alpha Code:	FCRD
Operator:	First Coast Railroad Inc.
Parent Company:	Genesee and Wyoming Inc.
Contact:	Jerry Vest
Phone:	412-963-1805
Email:	jvest@gwrr.com
Company Website:	www.gwrr.com
SERVICE AREA	
Counties:	Camden
Principal Stations:	Seals, Kingsland
RAIL TRAFFIC	
Principal Commodities:	Chemicals, Coal, Forest Products, Pulp and Paper, Metals and Petroleum Products
Annual Carloadings:	13,662 (in 2011)

GEORGIA ROUTE MILES

Line Segment	Segment Length	Operated	Out of Service	Owned	Leased	Trackage Rights	Line Heritage
Seals to FL State Line[2]	8	8			8		SAL
Total	8	8			8		

TRACK CHARACTERISTICS (as necessary by line segment)	
FRA Track Class:	Class I (In Georgia, Seals to Kingsland, Excepted Track Status)
Operating Speed:	Generally 10 mph
Signal System:	Operates with Track Warrants
Line density:	In Georgia, as needed. 14 crew starts per week, seven days per week service
Weight Limits:	263,000 lbs. on line in Georgia. Main line in Florida 286,000 lbs.
Clearance Restrictions:	

INTERCHANGE POINTS	
Location:	**Railroad:**
Yulee, FL	CSXT
Kingsland	SM

FACILITIES	
Type:	**Location:**

IMPROVEMENT NEEDS/PLANS	
Description:	**Estimated Costs:**
In Georgia, Upgrade Track to FRA Class I Standard	$2,500,000

Notes: 1. Acquired by G&W in 2005
2. Approximatley 32 total miles; 8 miles in Georgia & 24 miles in Florida

RAILROAD:	Fulton County Railway, LLC
Alpha Code:	FCRD
Operator:	Omnitrax
Parent Company:	Omnitrax
Contact:	Ernie O'Brien
Phone:	404-505-7785
Email:	
Company Website:	www.omnitrax.com
SERVICE AREA	
Counties:	Fulton
Principal Stations:	Fulton Industrial Park
RAIL TRAFFIC	
Principal Commodities:	Variety-Serves Fulton County Industrial Park
Annual Carloadings:	8,200

GEORGIA ROUTE MILES

Line Segment	Segment Length	Operated	Out of Service	Owned	Leased	Trackage Rights	Line Heritage
Fulco Jct.-Industrial Park Trackage	ST[1]						ACL
Total	22						

TRACK CHARACTERISTICS (as necessary by line segment)	
FRA Track Class:	FRA Class 1
Operating Speed:	
Signal System:	
Line density:	
Weight Limits:	263,000 lbs
Clearance Restrictions:	

INTERCHANGE POINTS	
Location:	**Railroad:**
Fulco Jct.	CSXT

FACILITIES	
Type:	**Location:**
Car Storage	Fulco Yard

IMPROVEMENT NEEDS/PLANS	
Description:	**Estimated Costs:**
Rehabilitate 3 bridges	$ 200,000
Install 10,000 ties, surface track	$2,198,398
Renew crossings	$ 490,250

Notes:

1. *Switching & Terminal Company, no route miles but 22 miles of terminal trackage*

RAILROAD:	Georgia and Florida, LLC
Alpha Code:	GFRR
Operator:	Omnitrax
Parent Company:	Omnitrax
Contact:	Todd Gruenemeier
Phone:	229-435-6629
Email:	
Company Website:	www.omnitrax.com
SERVICE AREA	
Counties:	Dougherty,Mitchell,Colquitt,Thomas,Worth,Loundes,Cook,Brooks,Berrien,Madison,Taylor
Principal Stations:	Moultrie, Quitman, Camilla, Bridgeboro
RAIL TRAFFIC	
Principal Commodities:	Wood Pulp,Beer,ethanol,farm products, aggregate,chemicals,clay products
Annual Carloadings:	21,000

GEORGIA ROUTE MILES

Line Segment	Segment Length	Operated	Out of Service	Owned	Leased	Trackage Rights	Line Heritage
GA-FL state line to Adel[1]	38			38			LOP & SG[2]
Sparks to Albany	58				58		GN[3]
Albany to Camilla	20				20		ACL
Camilla to Thomasville	36			36			ACL
Albany to Sylvester	21				21		ACL
Moultrie to Ganor	9						GN
Moultrie to Schley Jct	6.5			6.5			GN
Moultrie to Norman Jct	4			4.0			GN
Sparks to Valdosta	29.8					29.8 [4]	GS&F
Total	222.3	222.3		93.5	99.0	29.8	

TRACK CHARACTERISTICS (as necessary by line segment)	
FRA Track Class:	FRA Class I
Operating Speed:	
Signal System:	
Line density:	
Weight Limits:	286,000 lbs**
Clearance Restrictions:	

INTERCHANGE POINTS	
Location:	**Railroad:**
Albany	NS & CSXT
Thomasville & Foley, FL	CSXT
Adel	NS

FACILITIES	
Type:	**Location:**

IMPROVEMENT NEEDS/PLANS	
Description:	**Estimated Costs:**
Albany to Thomasville: Rehabilitate 17 bridges, install 28,000 crossties, surface track and renew crossings	$6,523,417
Albany to Sparks: Rehabilitate 13 bridges, install 18,850 crossties, surface track and renew crossings	$5,867,559
Adel to GA State Line: Rehabilitate 9 bridges, install 19,000 crossties, surface track and renew crossings	$6,606,702

*Notes: **except-Valdosta,GA to Barretts,GA & Nashville,GA to Willochoochee,GA*

1. Actual terminus Foley, FL for total length of 83 miles, CSXT has trackage rights from Quitman to Foley of which about 10 miles lie in Georgia 2. Live Oak, Perry and South Georgia 3. Georgia Northern 4. Over NS

RAILROAD:	Georgia Central Railway, L.P.
Alpha Code:	GC
Operator:	Georgia Central Railway, L.P.
Parent Company:	Genesee and Wyoming Inc.
Contact:	Jerry Vest
Phone:	412-963-1805
Email:	jvest@gwrr.com
Company Website:	www.gwrr.com
SERVICE AREA	
Counties:	Bibb,Twiggs,Laurens,Treutlen,Montgomery,Toombs,Tattnall,Evans,Bryan,Chatham
Principal Stations:	Macon,Dublin,Vidalia,Claxton,Pembroke,Savannah
RAIL TRAFFIC	
Principal Commodities:	Coal,Chemicals,farm & food products,forest products,stone,plastics,paper products
Annual Carloadings:	13,781 (in 2011)

GEORGIA ROUTE MILES

Line Segment	Segment Length	Operated	Out of Service	Owned	Leased	Trackage Rights	Line Heritage
Macon to Dudley	57	57					M,D & S/SAL
Dudley to Lyons	35	35					
Lyons to Savannah	79	79					
Total	171	171		171			

TRACK CHARACTERISTICS (as necessary by line segment)	
FRA Track Class:	Class II
Operating Speed:	25 mph
Signal System:	Operates with Track Warrants
Line density:	Thirty-three crew starts per week, seven days per week service
Weight Limits:	263,000 lbs
Clearance Restrictions:	

INTERCHANGE POINTS	
Location:	**Railroad:**
Savannah	CSXT
Lyons/Dudley	HOG/NS
Macon	NS

FACILITIES	
Type:	**Location:**
Car Storage	

IMPROVEMENT NEEDS/PLANS	
Description:	**Estimated Costs:**
Complete bridge upgrades for 286,000 lb weight limit	$1,500,000
Upgrade Main line tie condition	$3,500,000
Improve track capacity for industrial development	$1,000,000
Upgrade 13.3 miles of Main line rail	$5,300,000

Notes: Acquired by G&W in 2005

RAILROAD:	Georgia Northeastern Railroad Co. Inc.
Alpha Code:	GNRR
Operator:	Georgia Northeastern Railroad Co. Inc.
Parent Company:	Georgia Northeastern Railroad Co. Inc.
Contact:	Wilds Pierce
Phone:	678-384-6343
Email:	wpierce@gnrr.com
Company Website:	www.gnrr.com
SERVICE AREA	
Counties:	Fannin, Gilmer, Pickens, Cherokee, Cobb
Principal Stations:	Copperhill/McCaysville, Blue Ridge, Ellijay, Talking Rock, Tate, Canton, Marietta/Elizabeth
RAIL TRAFFIC	
Principal Commodities:	Chemicals, limestone, marble, corn, soy, steel, wallboard, lumber, corn syrup, aluminum
Annual Carloadings:	4,500

GEORGIA ROUTE MILES

Line Segment	Segment Length	Operated	Out of Service	Owned	Leased	Trackage Rights	Line Heritage
TN State Line to Ellijay	29	29		9	20		L&N
Mineral Bluff to Blue Ridge	3	3			3		L&N
Ellijay to Talking Rock	15	15		15			L&N
Talking Rock to Tate	10	10		10			L&N
Tate to Elizabeth (Marietta)	41	41		41			L&N
Total	98	98		75	23		

TRACK CHARACTERISTICS (as necessary by line segment)	
FRA Track Class:	Class I
Operating Speed:	15 mph for passenger trains in the Blue Ridge & McCaysville Blocks & 10 mph for all freight trains.
Signal System:	Verbal Block System (VBS)
Line density:	Light Density line
Weight Limits:	286,000 lbs in Elizabeth (Marietta) and 270,000 lbs for remainder of the railroad
Clearance Restrictions:	

INTERCHANGE POINTS	
Location:	**Railroad:**
Marietta/Elizabeth	CSXT

FACILITIES	
Type:	**Location:**
Car Storage (175-200 ea)	Mineral Bluff Lead

IMPROVEMENT NEEDS/PLANS	
Description:	**Estimated Costs:**
Upgrade rail line from Marietta to Tate to increase the	Marietta to Woodstock: $134,000
weight limits on the railroad to 286,000 lbs	Woodstock to Canton: $835,000
	Canton to Ball Ground: $256,000

Notes: Blue Ridge Scenic Railway is a subsidary to GNRR and operates between Blue Ridge and McCaysville/Copperhill)

RAILROAD:	Georgia Southern Railway Company
Alpha Code:	GS
Operator:	Pioneer Railcorp
Parent Company:	Pioneer Railcorp
Contact:	Nathan Johns
Phone:	309-697-1400
Email:	njohns@pioneer-railcorp.com
Company Website:	www.pioneer-railcorp.com
SERVICE AREA	
Counties:	Bulloch, Candler, Crawford, Peach, Houston, Emanuel
Principal Stations:	Midville line; Swainsboro, Modoc; Dover line; Statesboro, Register, Pulaski; Ft.Valley line;Rollo Sand Pit, Fort Valley, Perry
RAIL TRAFFIC	
Principal Commodities:	Lumber, stone, scrap, asphalt, plastics, sand, grain, fertilizer
Annual Carloadings:	

GEORGIA ROUTE MILES

Line Segment	Segment Length	Operated	Out of Service	Owned	Leased	Trackage Rights	Line Heritage
Dover to Metter	28	28			28		CG
Roberta to Perry	30	30			30		CG
Midville to Kirby	16	16			16		G&F
Total	74	74			74		

TRACK CHARACTERISTICS (as necessary by line segment)	
FRA Track Class:	
Operating Speed:	
Signal System:	
Line density:	
Weight Limits:	286,000 lbs
Clearance Restrictions:	

INTERCHANGE POINTS	
Location:	**Railroad:**
Midville, Ft.Valley and Dover	NS

FACILITIES	
Type:	**Location:**
Car Storage/Storage in Transit	All Branches
Team Tracks	All Branches

IMPROVEMENT NEEDS/PLANS	
Description:	**Estimated Costs:**
Continued maintenance to maintain and improve capacity in order to continue to provide cost effective rail service to smaller volume rail users located on lower density lines.	$250,000+ per year

Notes: Lines are owned by Norfolk Southern but leased and maintained by GS.

RAILROAD:	Georgia Southwestern Railroad, Inc.
Alpha Code:	GSWR
Operator:	Georgia Southwestern Railroad, Inc.
Parent Company:	Genesee and Wyoming Inc.
Contact:	Jerry Vest
Phone:	412-963-1805
Email:	jvest@gwrr.com
Company Website:	www.gwrr.com
SERVICE AREA	
Counties:	Quitman,Randolph,Calhoun,Early,Miller,Decatur
Principal Stations:	Georgetown, GA, Bainbridge, GA
RAIL TRAFFIC	
Principal Commodities:	Aggregates,Chemicals,Ethanol,peanuts,food products,scrap metal
Annual Carloadings:	7,259 (in 2011)

GEORGIA ROUTE MILES

Line Segment	Segment Length	Operated	Out of Service	Owned	Leased	Trackage Rights	Line Heritage
Columbus-Americus	64	31	33		59	5	CG[2]
Americus-Smithfield	12.5	12.5				12.5	CG[2]
Smithfield-Ga/AL Border	59	59		59			CG[2]
Smithfield-Albany	23	23				23	CG[2]
Cuthbert-Bainbridge	68.3	68.3			68.3 [1]		SAL[2]
Lynn-Bainbridge	1.5	1.5				1.5	SAL[2]
Bainbridge-Saffold	30	30				30	ACL[2]
Columbus-Cusetta	24.6		24.6		24.6 [1]		SAL[2]
Dawson-Sasser	9.3		9.3		9.3 [1]		SAL[2]
Total	292.2	225.3	66.9	59	161.2	72	

TRACK CHARACTERISTICS (as necessary by line segment)	
FRA Track Class:	Class II
Operating Speed:	25 mph
Signal System:	Operates under Track Warrants
Line density:	Twenty crew starts per week, five days per week service
Weight Limits:	286,000 lbs
Clearance Restrictions:	

INTERCHANGE POINTS	
Location:	**Railroad:**
Vidalia[4]	HOG
Albany[4]	NS
Bainbridge[4]	CSXT

FACILITIES	
Type:	**Location:**
Car Storage	
Team Tracks	

IMPROVEMENT NEEDS/PLANS	
Description:	**Estimated Costs:**
Improve Main line tie condition, Lynn subdivision	$2,000,000
Expand track capacity for Industrial development	$1,500,000
Replace 40.5 miles of rail, Smithville and Cusetta Subs	$16,200,000

Notes: 1.Leased: 1-GDOT;2-NS;3-CSXT;4-GA Port Authority
2. ACL-Atlantic Coast Line; CG-Central of GA; GF-GA & FL; SAL-Seaboard Airline
3. Acquired by G&W in 2008
4. Does not include junctions w/G&W railroads

RAILROAD:	Georgia Woodlands Railroad, LLC
Alpha Code:	GWRC
Operator:	Omnitrax
Parent Company:	Omnitrax
Contact:	Erik O'Brien
Phone:	706-678-3000
Email:	
Company Website:	www.omnitrax.com
SERVICE AREA	
Counties:	Wilkes, Warren, Taliaferro
Principal Stations:	Washington & Barnett
RAIL TRAFFIC	
Principal Commodities:	Plastic pellets, wood products, petroleum gases
Annual Carloadings:	570

GEORGIA ROUTE MILES

Line Segment	Segment Length	Operated	Out of Service	Owned	Leased	Trackage Rights	Line Heritage
Washinton to Barnett	17	17		17			GA
Total	17	17		17			

TRACK CHARACTERISTICS (as necessary by line segment)	
FRA Track Class:	FRA Class I
Operating Speed:	
Signal System:	
Line density:	
Weight Limits:	263,000 lbs
Clearance Restrictions:	

INTERCHANGE POINTS	
Location:	**Railroad:**
Barnett	CSXT

FACILITIES	
Type:	**Location:**
Bulk Transfer Distribution	
Railcar Storage	

IMPROVEMENT NEEDS/PLANS	
Description:	**Estimated Costs:**
Rehabilitate 4 bridges	$3,800,000
Install 8,500 ties, surface track	$1,736,556
Renew crossings	$ 437,750

Notes:

RAILROAD:	Golden Isles Terminal Railroad Inc.
Alpha Code:	GITM
Operator:	Golden Isles Terminal Railroad Inc.
Parent Company:	Genesee and Wyoming Inc.
Contact:	Jerry Vest
Phone:	412-963-1805
Email:	jvest@gwrr.com
Company Website:	www.gwrr.com
SERVICE AREA	
Counties:	Glynn
Principal Stations:	Anquilla Jct.Ports Auth. Colonels Island Terminal
RAIL TRAFFIC	
Principal Commodities:	Automobiles, chemicals, food and feed products
Annual Carloadings:	19,279 (in 2011)

GEORGIA ROUTE MILES

Line Segment	Segment Length	Operated	Out of Service	Owned	Leased	Trackage Rights	Line Heritage
Anquilla Jct to Colonels'Island Terminal (Mydharris)	12	12			12		GPA
Total	12	12			12		

TRACK CHARACTERISTICS (as necessary by line segment)	
FRA Track Class:	Class I
Operating Speed:	10 mph
Signal System:	Operates under Yard limits
Line density:	Fifty-Four crew starts per week, seven days per week service
Weight Limits:	286,000 lbs
Clearance Restrictions:	

INTERCHANGE POINTS	
Location:	**Railroad:**
Anguilla Jct	CSXT and NS

FACILITIES	
Type:	**Location:**
Car Storage	
Transloading	Port Terminal-Autos, Grain

IMPROVEMENT NEEDS/PLANS	
Description:	**Estimated Costs:**
Improvements determined by Georgia Port Authority	

Notes: G&W acquired rights of CISD in 1998 including 24 miles of terminal trackage
Track owned by Georgia Ports Authority

RAILROAD:	Golden Isles Terminal Wharf
Alpha Code:	GITW
Operator:	Golden Isles Terminal Wharf
Parent Company:	Genesee and Wyoming Inc.
Contact:	Jerry Vest
Phone:	412-963-1805
Email:	jvest@gwrr.com
Company Website:	www.gwrr.com
SERVICE AREA	
Counties:	Chatham
Principal Stations:	North Tower-Savannah Wharf
RAIL TRAFFIC	
Principal Commodities:	Chemicals,Food & feed products,metals & minerals,petroleum, pulp & paper, wood pellets, bulk freight
Annual Carloadings:	included in GITM

GEORGIA ROUTE MILES

Line Segment	Segment Length	Operated	Out of Service	Owned	Leased	Trackage Rights	Line Heritage
North Tower to Savannah Wharf[2]	7	7		7			
Total	7	7		7			

TRACK CHARACTERISTICS (as necessary by line segment)	
FRA Track Class:	Class I
Operating Speed:	10 mph
Signal System:	Operates under Yard limits
Line density:	included in GITM
Weight Limits:	286,000 lbs
Clearance Restrictions:	

INTERCHANGE POINTS	
Location:	**Railroad:**
Savannah	CSXT

FACILITIES	
Type:	**Location:**

IMPROVEMENT NEEDS/PLANS	
Description:	**Estimated Costs:**
Upgrade Track Structure for Increased Capacity	$1,600,000

Notes: 1. G&W aquired in 2004
2. Switching & terminal Compnay, no route miles

RAILROAD:	Great Walton Railroad Co. Inc.
Alpha Code:	GRWR
Operator:	Great Walton Railroad Co. Inc.
Parent Company:	Great Walton Railroad Co. Inc.
Contact:	Bennie Ray Anderson
Phone:	770-464-0761
Email:	Bennie.ray@greatwaltonrailroad.com
Company Website:	www.greatwaltonrailroad.com
SERVICE AREA	
Counties:	Walton
Principal Stations:	Social Circle, Cleaton
RAIL TRAFFIC	
Principal Commodities:	Chemicals, pulp, paper, lumber, plastics
Annual Carloadings:	600

GEORGIA ROUTE MILES

Line Segment	Segment Length	Operated	Out of Service	Owned	Leased	Trackage Rights	Line Heritage
Monroe to Social Circle	10	10		10			GA
Total	10	10		10			

TRACK CHARACTERISTICS (as necessary by line segment)	
FRA Track Class:	Excepted
Operating Speed:	
Signal System:	10 mph
Line density:	
Weight Limits:	286,000 lbs
Clearance Restrictions:	

INTERCHANGE POINTS	
Location:	**Railroad:**
Social Circle	CSXT

FACILITIES	
Type:	**Location:**

IMPROVEMENT NEEDS/PLANS	
Description:	**Estimated Costs:**

Notes:

RAILROAD:	Hartwell Railroad Co.
Alpha Code:	HRT
Operator:	Hartwell Railroad Co.
Parent Company:	Hartwell Railroad Co.
Contact:	Bennie Ray Anderson
Phone:	770-464-0761
Email:	Bennie.ray@greatwaltonrailroad.com
Company Website:	www.greatwaltonrailroad.com
SERVICE AREA	
Counties:	Stephens, Franklin, Hart, Elbert
Principal Stations:	Royston,Bowman, Toccoa, Lavonia, Bowersville
RAIL TRAFFIC	
Principal Commodities:	Grain, granite, lumber, wood, oil, plastic pellets, starch, talc, DDG, limestone
Annual Carloadings:	6,500

GEORGIA ROUTE MILES

Line Segment	Segment Length	Operated	Out of Service	Owned	Leased	Trackage Rights	Line Heritage
Toccoa to Bowersville wye	24	24					SOU
Bowersville wye to Hartwell	10	10		10			HRT
Bowersville wye to Elberton	24	24					SOU
Total	58	58		10			

TRACK CHARACTERISTICS (as necessary by line segment)	
FRA Track Class:	Class II MP0 to MP32(near Royston), MP32 to MP48 excepted
Operating Speed:	Class II 20 mph, 10 mph on excepted track
Signal System:	
Line density:	
Weight Limits:	286,000 lbs Class II track, 263,000 lbs on excepted track
Clearance Restrictions:	

INTERCHANGE POINTS

Location:	Railroad:
Toccoa	NS

FACILITIES

Type:	Location:

IMPROVEMENT NEEDS/PLANS

Description:	Estimated Costs:
Proposed connection to CSXT just east of GA 17 (Bowman Highway)-1,360 TF New Track w/gradework, 1-No.10 Turnout;Power with control point, 1,000 TF of CSXT realignment	$1,500,000

Notes:

RAILROAD:	Heart of Georgia Railroad Inc.
Alpha Code:	HOG
Operator:	Heart of Georgia Railroad Inc.
Parent Company:	Atlantic Western Transport
Contact:	Brad Lafevers
Phone:	229-924-7662
Email:	blafevers@awtransport.com
Company Website:	www.awtransport.com
SERVICE AREA	
Counties:	Stewart, Webster, Sumter, Crisp, Wilcox, Dodge, Telfair, Wheeler, Montgomery, Toombs, Emanuel
Principal Stations:	Lumpkin, Richland, Preston, Plains, Leslie/Desoto, Rochele, Rhine,Helena,Cordele,Americus
RAIL TRAFFIC	
Principal Commodities:	Aggregate, brick, cement, intermodal, chemicals, metalic ore, food & feed, steel & scrap, paper, lumber, pulp
Annual Carloadings:	7,500

GEORGIA ROUTE MILES

Line Segment	Segment Length	Operated	Out of Service	Owned	Leased	Trackage Rights	Line Heritage
AL State Line to Americus	58.5	21	37.5		58.5 [4]		SAL
Americus to Cordele	32	32			32		SAL
Cordele to Helena	52	52			52		SAL
Helena to Vidalia	35	35			35		SAL
Total	177.5	140	37.5		177.5		

TRACK CHARACTERISTICS (as necessary by line segment)	
FRA Track Class:	Class II
Operating Speed:	25 mph
Signal System:	
Line density:	
Weight Limits:	263,000 lbs
Clearance Restrictions:	Height at Lee Street overpass Americus 17'

INTERCHANGE POINTS	
Location:	**Railroad:**
Americus	NS/GSWR
Cordele	NS/CSXT
Helena	NS
Vidalia	GC

FACILITIES	
Type:	**Location:**
Car Repair	Plains
Intermodal Service[5]	Cordele

IMPROVEMENT NEEDS/PLANS	
Description:	**Estimated Costs:**
Bridge Repair 53 bridges Cordele to Vidalia	$3 Million
Replace ballast deck portion Oconee and Okmulgee Bridges	$6 Million
Replace ties and surface Cordele/Vidalia	$7.5 Million
Grade Crossing Repair	$800,000

Notes: 2. Sam Shortline operates tourist line on HOG from Archery to Cordele

3. Track between Mahrt, AL to Preston, GA out-of-service due to lift bridge over Chattochoochee River

4. All tracks in GA owned by GDOT as well as 1.5 miles in AL

5. Cordel Intermodal Services w/direct service to Port of Savannah

RAILROAD:	Hilton and Albany Railroad, Inc.
Alpha Code:	HAL
Operator:	Hilton and Albany Railroad, Inc.
Parent Company:	Genesee and Wyoming Inc.
Contact:	Jerry Vest
Phone:	412-963-1805
Email:	jvest@gwrr.com
Company Website:	www.gwrr.com
SERVICE AREA	
Counties:	Dougherty, Calhoun, Early
Principal Stations:	Hilto, Albany, Arlington
RAIL TRAFFIC	
Principal Commodities:	Farm and Fodd products, Aggregates, paper products
Annual Carloadings:	4,000 (estimated)

GEORGIA ROUTE MILES

Line Segment	Segment Length	Operated	Out of Service	Owned	Leased	Trackage Rights	Line Heritage
Hilton to Albany	56				56		CG
Total	56	56			56		

TRACK CHARACTERISTICS (as necessary by line segment)	
FRA Track Class:	Class II
Operating Speed:	25 mph
Signal System:	Operates under Track Warrants
Line density:	Five crew starts per week, five days per week service
Weight Limits:	286,000 lbs
Clearance Restrictions:	

INTERCHANGE POINTS	
Location:	**Railroad:**
Albany	NS/GFRR
Arlington	GSWR
Hilton	CHAT/CIRR

FACILITIES	
Type:	**Location:**
Car Storage	
Car Repair	

IMPROVEMENT NEEDS/PLANS	
Description:	**Estimated Costs:**
Upgrade 52 miles of Main line rail	$22,300,000

Notes: Acquired by G&W in 2011

RAILROAD:	Louisville & Wadley Railway Company
Alpha Code:	LW
Operator:	Louisville & Wadley Railway Company
Parent Company:	Louisville & Wadley Railway Company
Contact:	Billy Gibson
Phone:	478-252-5980 478-252-1365
Email:	
Company Website:	
SERVICE AREA	
Counties:	Jefferson
Principal Stations:	
RAIL TRAFFIC	
Principal Commodities:	
Annual Carloadings:	

GEORGIA ROUTE MILES

Line Segment	Segment Length	Operated	Out of Service	Owned	Leased	Trackage Rights	Line Heritage
Louisville to Wadley	10		10	10			CG
Total	10		10	10			

TRACK CHARACTERISTICS (as necessary by line segment)	
FRA Track Class:	
Operating Speed:	
Signal System:	
Line density:	
Weight Limits:	
Clearance Restrictions:	

INTERCHANGE POINTS	
Location:	**Railroad:**
Wadley	NS

FACILITIES	
Type:	**Location:**
Car Storage	

IMPROVEMENT NEEDS/PLANS	
Description:	**Estimated Costs:**

Notes: 1.Gibson Jct. to Louisville, 8 miles abnadoned in 1971
2. All tracks appear to be removed except wye tracks across Railroad Ave

RAILROAD:	Ogeechee Railroad
Alpha Code:	OCR
Operator:	Ogeechee RR
Parent Company:	GDOT
Contact:	Tom Clark
Phone:	912-562-3216
Email:	duckee@pineland.net
Company Website:	
SERVICE AREA	
Counties:	Effingham and Screven
Principal Stations:	Newington and Sylvania
RAIL TRAFFIC	
Principal Commodities:	Grain and Fertilizer
Annual Carloadings:	250

GEORGIA ROUTE MILES

Line Segment	Segment Length	Operated	Out of Service	Owned	Leased	Trackage Rights	Line Heritage
Sylvania to Ardmore	22	22			22		CG
Total	22	22			22		

TRACK CHARACTERISTICS (as necessary by line segment)	
FRA Track Class:	Excepted
Operating Speed:	10 mph or less
Signal System:	n/a
Line density:	
Weight Limits:	232,000 lbs
Clearance Restrictions:	21 feet except for overhanging trees

INTERCHANGE POINTS

Location:	Railroad:
Ardmore	NS

FACILITIES

Type:	Location:

IMPROVEMENT NEEDS/PLANS

Description:	Estimated Costs:
A:Upgrade rail and ties MP 36.3 to MP 46.0 (Incl.2 turnouts)	$5,230,000
B;Upgrade ties MP 46.0 to MP 55.7 (Incl. 4 turnouts)	$1,100,000
C:Upgrade rail and ties MP 55.7 to MP 58.5 (incl. 15 turnouts)	$5,530,000

Notes: Sections A and C under improvement needs include removal of 85 lb rail and replacement with 100 lb rail-minimum
Section B has 90 lb rail
All three sections require heavy brush control

RAILROAD:	Riceboro Southern Railway, LLC
Alpha Code:	RSOR
Operator:	Riceboro Southern Railway, LLC
Parent Company:	Genesee and Wyoming Inc.
Contact:	Jerry Vest
Phone:	412-963-1805
Email:	jvest@gwrr.com
Company Website:	www.gwrr.com
SERVICE AREA	
Counties:	Bryan, Liberty
Principal Stations:	Richmond Hill, Riceboro
RAIL TRAFFIC	
Principal Commodities:	Aggregates, Brick, Cement, Chemicals, Coal, Food and Feed Products, Forest Products, Steel
Annual Carloadings:	4,220 (in 2011)

GEORGIA ROUTE MILES

Line Segment	Segment Length	Operated	Out of Service	Owned	Leased	Trackage Rights	Line Heritage
Riceboro to Richmond Hill	19	19			19		SAL
Richmond Hill to Savannah	14	14				14	SAL
Total	33	33			19	14	

TRACK CHARACTERISTICS (as necessary by line segment)	
FRA Track Class:	Class II
Operating Speed:	20 mph
Signal System:	Operates under Yard limits
Line density:	Twenty crew starts per week, five days per week service
Weight Limits:	263,000 lbs
Clearance Restrictions:	

INTERCHANGE POINTS

Location:	Railroad:
Richmond Hill	CSXT
Savannah	CSXT/GC

FACILITIES

Type:	Location:

IMPROVEMENT NEEDS/PLANS

Description:	Estimated Costs:

Notes: Acquired by G&W in 2005

RAILROAD:	Sandersville Railroad Company
Alpha Code:	SAN
Operator:	Sandersville Railroad Company
Parent Company:	Sandersville Railroad Company
Contact:	Ben Tarbutton III
Phone:	478-552-5151 Ext. 208
Email:	bjtiii@sandersvillerailroad.com
Company Website:	www.sandersvillerailroad.com
SERVICE AREA	
Counties:	Washington
Principal Stations:	Sandersville, Industry
RAIL TRAFFIC	
Principal Commodities:	Kaolin, Chemicals, plastic pellets, lumber, wood products, kaolin, soda ash
Annual Carloadings:	

GEORGIA ROUTE MILES

Line Segment	Segment Length	Operated	Out of Service	Owned	Leased	Trackage Rights	Line Heritage
American Clay Co to Tennille	9	9		9			CG;4 miles
Total	9	9		9			

TRACK CHARACTERISTICS (as necessary by line segment)	
FRA Track Class:	
Operating Speed:	
Signal System:	
Line density:	
Weight Limits:	286,000 lbs
Clearance Restrictions:	None

INTERCHANGE POINTS

Location:	Railroad:
Tennille (4x daily)	NS

FACILITIES

Type:	Location:
Bulk Transfer Distribution (e.g.plastic pellets, soda ash, lumber)	
Weigh-in-motion scale	

IMPROVEMENT NEEDS/PLANS

Description:	Estimated Costs:

Notes: Large fleet of cars (200+) for bulk commodities & wood chips

RAILROAD:	Savannah Port Terminal Railroad, Inc.
Alpha Code:	SAPT
Operator:	Savannah Port Terminal Railroad, Inc.
Parent Company:	Genesee and Wyoming Inc.
Contact:	Jerry Vest
Phone:	412-963-1805
Email:	jvest@gwrr.com
Company Website:	www.gwrr.com
SERVICE AREA	
Counties:	Chatham
Principal Stations:	Garden City Terminal, Port Wentworth, GA Ports Authority
RAIL TRAFFIC	
Principal Commodities:	Chemicals, Food Products, Intermodal, Paper and Pulp, Forest Products, Machinery
Annual Carloadings:	32,119 (in 2011)

GEORGIA ROUTE MILES

Line Segment	Segment Length	Operated	Out of Service	Owned	Leased	Trackage Rights	Line Heritage
Garden City Terminal Area[2]	19	19			19		SSDK
Total	19	19			19		

TRACK CHARACTERISTICS (as necessary by line segment)	
FRA Track Class:	Class II
Operating Speed:	20 mph
Signal System:	Operates under Yard limits
Line density:	Nineteen crew starts per week, seven days per week service
Weight Limits:	286,000 lbs
Clearance Restrictions:	

INTERCHANGE POINTS	
Location:	**Railroad:**
Savannah	NS/CSXT

FACILITIES	
Type:	**Location:**

IMPROVEMENT NEEDS/PLANS	
Description:	**Estimated Costs:**
Improvements determined by Georgia Port Authority	

Notes: 1. G&W acquired rights of SSDK in 1988
2. Switching terminal company; no route miles
3. Trackage owned by GA Ports Authority

RAILROAD:	Southern Electric Railroad Company Inc.						
Alpha Code:							
Operator:	Southern Electric Railroad Company Inc.						
Parent Company:	Southern Company						
Contact:	Jeremy E. Cole	Dennis Heinen					
Phone:	205-257-6979	912-257-6979					
Email:	JCOLE@southernco.com	djheinen@southernco.com					
Company Website:	www.southernco.com						
SERVICE AREA							
Counties:	Effingham						
Principal Stations:							
RAIL TRAFFIC							
Principal Commodities:	Coal						
Annual Carloadings:	5,000						
GEORGIA ROUTE MILES							
Line Segment	**Segment Length**	**Operated**	**Out of Service**	**Owned**	**Leased**	**Trackage Rights**	**Line Heritage**
Rincon CSXT Connection to NS Connection[1]	2.5[2]			2.5			
Rincon CSXT main to GA.Power-Plant McIntosh	6.4[2]			6.4			
Total	8.9	8.9		8.9			
TRACK CHARACTERISTICS (as necessary by line segment)							
FRA Track Class:	Class I – Industry Track						
Operating Speed:	10 mph						
Signal System:							
Line density:							
Weight Limits:							
Clearance Restrictions:							

INTERCHANGE POINTS	
Location:	**Railroad:**
FACILITIES	
Type:	**Location:**
IMPROVEMENT NEEDS/PLANS	
Description:	**Estimated Costs:**

Notes: 1. All trains operated by CSXT and NS via Trackage Rights

2. The longer of the two track segments is designated as Southern Electric Railroad and its parent company. The Southern Company is the owner of the shorter segment. Georgia Pacific is part owner of 2.10 miles of the longer segment

RAILROAD:	St. Marys Railroad, LLC
Alpha Code:	SM
Operator:	St. Marys Railroad, LLC
Parent Company:	St. Marys Railroad, LLC
Contact:	Ashley Baker
Phone:	800-873-2020
Email:	abaker@boatrightcompanies.com
Company Website:	www.stmarysrailroad.com
SERVICE AREA	
Counties:	Camden
Principal Stations:	Kings Bay Submarine Base
RAIL TRAFFIC	
Principal Commodities:	Pulp board, poly pellets, waste paper, scrap & steel
Annual Carloadings:	1,600

GEORGIA ROUTE MILES

Line Segment	Segment Length	Operated	Out of Service	Owned	Leased	Trackage Rights	Line Heritage
Osborne St. (St Marys) to Kingsland	11	11					Gilman Paper Co
Kings Bay Base to Kingsland/St.Marys Rd Connection	3	3					Gilman Paper Co
Total	14	14		14			

TRACK CHARACTERISTICS (as necessary by line segment)	
FRA Track Class:	
Operating Speed:	
Signal System:	
Line density:	
Weight Limits:	286,000 lbs
Clearance Restrictions:	

INTERCHANGE POINTS

Location:	Railroad:
Kingsland	FCRD

FACILITIES

Type:	Location:
Team Track	St. Marys

IMPROVEMENT NEEDS/PLANS

Description:	Estimated Costs:

Notes: Operates a tourist railroad on main track

RAILROAD:	St. Marys Railway West, LLC
Alpha Code:	SMW
Operator:	
Parent Company:	St. Marys Railway West, LLC
Contact:	A. Michaels James
Phone:	847-772-8461
Email:	
Company Website:	smw-rail.com
SERVICE AREA	
Counties:	Atkinson, Ware
Principal Stations:	
RAIL TRAFFIC	
Principal Commodities:	Car Storage
Annual Carloadings:	

GEORGIA ROUTE MILES

Line Segment	Segment Length	Operated	Out of Service	Owned	Leased	Trackage Rights	Line Heritage
Just East of Pearson to Waycross	23	23		23			ACL
Total	23	23		23			

TRACK CHARACTERISTICS (as necessary by line segment)	
FRA Track Class:	
Operating Speed:	
Signal System:	
Line density:	
Weight Limits:	286, 000 lbs
Clearance Restrictions:	

INTERCHANGE POINTS	
Location:	**Railroad:**
Waycross	CSXT

FACILITIES	
Type:	**Location:**
See notes below	

IMPROVEMENT NEEDS/PLANS	
Description:	**Estimated Costs:**

Notes: Storage & safe harbour for empties and loads (2,200 ea.car type)
Transloading sites close to US 82
Car cleaning

RAILROAD:	Valdosta Railway, L.P.
Alpha Code:	VR
Operator:	Valdosta Railway, L.P.
Parent Company:	Genesee and Wyoming Inc.
Contact:	Jerry Vest
Phone:	412-963-1805
Email:	jvest@gwrr.com
Company Website:	www.gwrr.com
SERVICE AREA	
Counties:	Lowndes
Principal Stations:	Valdosta, GA
RAIL TRAFFIC	
Principal Commodities:	Paper products, Food and Feed Products, Forest Products, Chemicals
Annual Carloadings:	5,436 (in 2011)

GEORGIA ROUTE MILES

Line Segment	Segment Length	Operated	Out of Service	Owned	Leased	Trackage Rights	Line Heritage
Valdosta to Clyattville	10	10		10			G & F
Total	10	10		10			

TRACK CHARACTERISTICS (as necessary by line segment)	
FRA Track Class:	Class I
Operating Speed:	10 mph
Signal System:	Operates under Yard Limits
Line density:	
Weight Limits:	263,000 lbs
Clearance Restrictions:	

INTERCHANGE POINTS	
Location:	**Railroad:**
Valdosta	CSXT/NS

FACILITIES	
Type:	**Location:**
Car Repair	

IMPROVEMENT NEEDS/PLANS	
Description:	**Estimated Costs:**
Upgrade track capacity	$1,000,000

Notes: Acquired by G&W in 2005

A.4. Rail-Port Connections

CSXT and Norfolk Southern, as well as selected short line railroads, serve terminals at the state's water and inland ports. A description of each port's rail operations appear below. Maps of the rail networks at major ports are provided in **Figure 6** and **Figure 7**.

Port of Savannah

At the Port of Savannah's Garden City Terminal, CSXT has exclusive access to the Chatham Intermodal Container Transfer Facility (ICTF), with three working tracks totaling 6,015 feet and one storage track totaling 12,406 feet. Bulk port traffic is received in interchange from the Savannah Port Terminal Railroad.

Norfolk Southern serves two different terminals at the Port of Savannah.

At the Garden City Terminal, NS has exclusive access to the Mason ICTF, with five working tracks totaling 15,000 feet and three storage tracks totaling 7,500 feet. NS also switches the Ocean Terminal at the Port of Savannah handling containers, break bulk, roll-on / roll-off, and heavy lift cargo. Other port traffic is received in interchange from the Savannah Port Terminal Railroad, a Genesee and Wyoming subsidiary.

Port of Brunswick

CSXT serves the Port of Brunswick's Colonel's Island Terminal, via the Golden Isles Terminal Railroad, a Genesee and Wyoming subsidiary. Colonel's Island Terminal is one of the largest auto-handling ports in the U.S., and contains a rail-served auto distribution center. The terminal also has a rail-served agri-bulk facility. The Port of Brunswick has a depth of 32 feet, covered storage of 400,000 square feet, and 66 acres of outside storage. CSXT operates a unit train of wood pellets loaded in Waycross to the port for export to a European energy producer.

NS serves the Port of Brunswick's Colonel's Island Terminal, via the Golden Isles Terminal Railroad, a Genesee and Wyoming subsidiary. Colonel's Island Terminal is one of the largest auto-handling ports in the U.S. and contains a rail-served auto distribution. The terminal also has a rail-served agri-bulk facility.

Port of Columbus

The Port of Columbus is becoming landlocked as low water levels on the river system prohibit barge traffic because of a lack of necessary draft. Thus the ports have transformed to become rail-highway transfer points for goods movement.

The Port of Columbus terminal consists of 14 acres. It is served by the Georgia Southwestern Railroad (GSWR) interchanging with CSXT and NS, and by trucks. There are approximately 1,800 feet of storage track and 11,750 feet of working track on the terminal. The port handles primarily ethanol and other liquid bulk cargo. The port currently is leased to a private operator, Nustar Energy. The port's infrastructure is seen in **Figure 8**.

Port of Bainbridge

The Port of Bainbridge consists of 107 acres. It is served by GSWR interchanging with CSXT as well as by truck. There are approximately 1,100 feet of storage track and 20,000 feet of working track. The port handles primarily dry bulk commodities. The port's rail infrastructure is seen in **Figure 9**.

Cordele Inland Container Port

Cordele Intermodal Services operates an inland container port in Cordele that provides shippers in western Georgia and the Florida Panhandle rail access to the Port of Savannah. Opened in 2011, the Cordele Intermodal Center is switched by the Heart of Georgia Railroad, which interchanges with both CSXT and Norfolk Southern. The primary commodities sent by rail from Cordele to Savannah include kaolin, cotton, peanuts, and plastics. Cordele handled 3,500 containers in 2013 and is anticipated to handle more than 6,000 containers in 2014. A figure of the existing facility appears in Chapter 2 and the proposed build-out in Chapter 3.

A.5. Amtrak Stations

The matrix in **Table 2** below summarizes the existing Georgia stations and specifics regarding amenities, location, type of station, and other information.

Figure 6: Port of Savannah Rail Connections

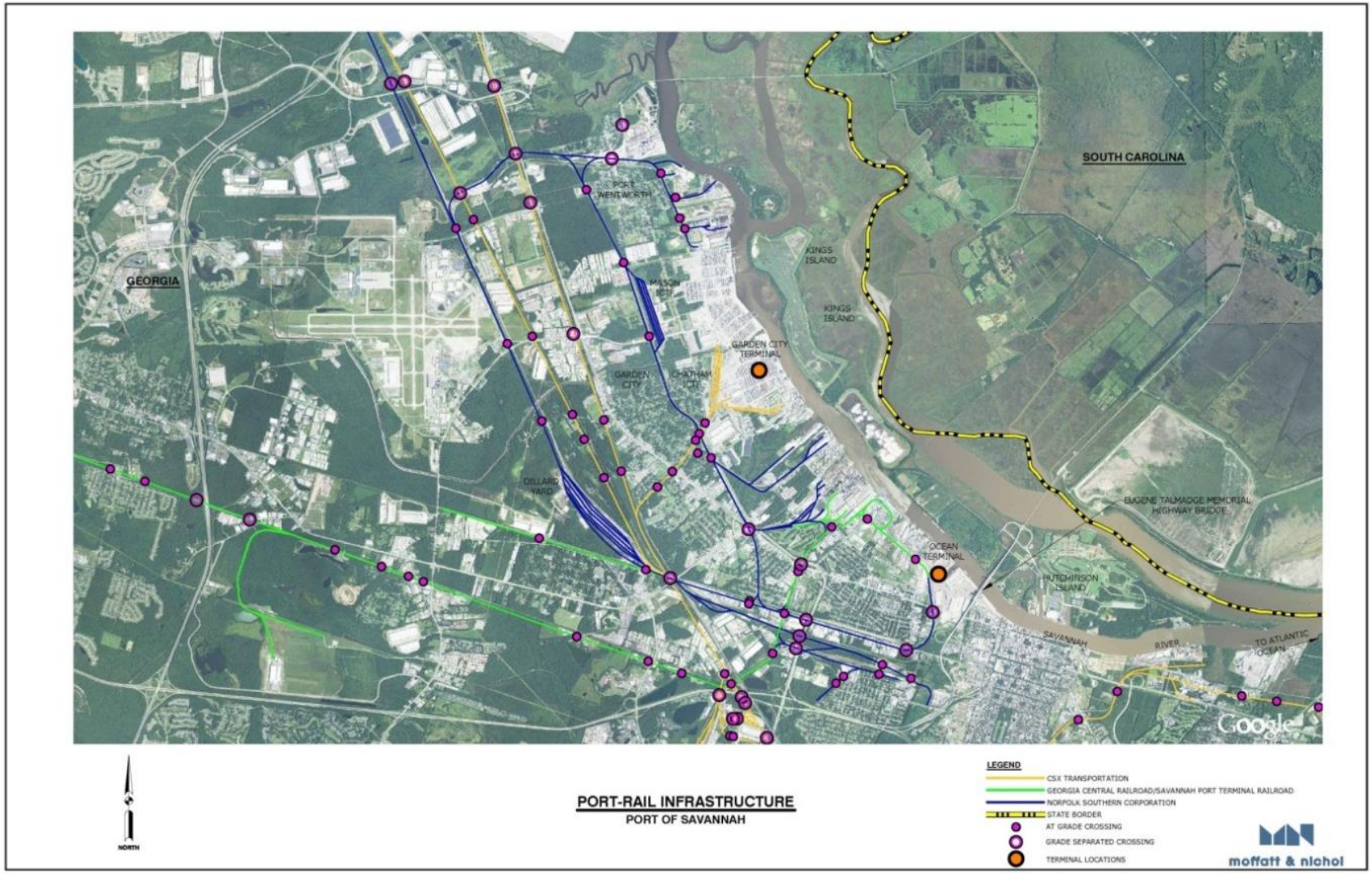


Figure 7: Port of Brunswick Rail Connections

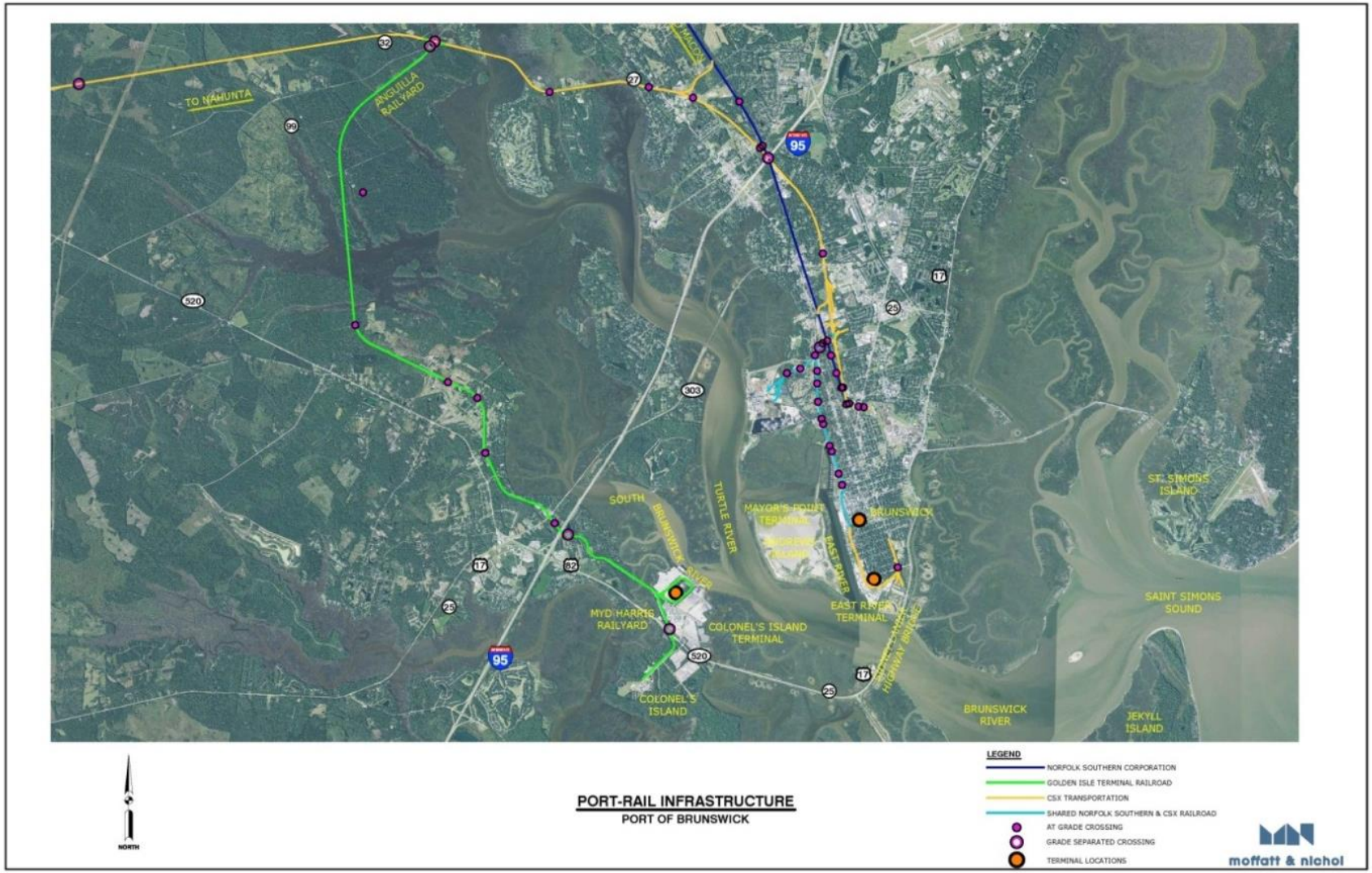


Figure 8: Port of Columbus Rail Connections

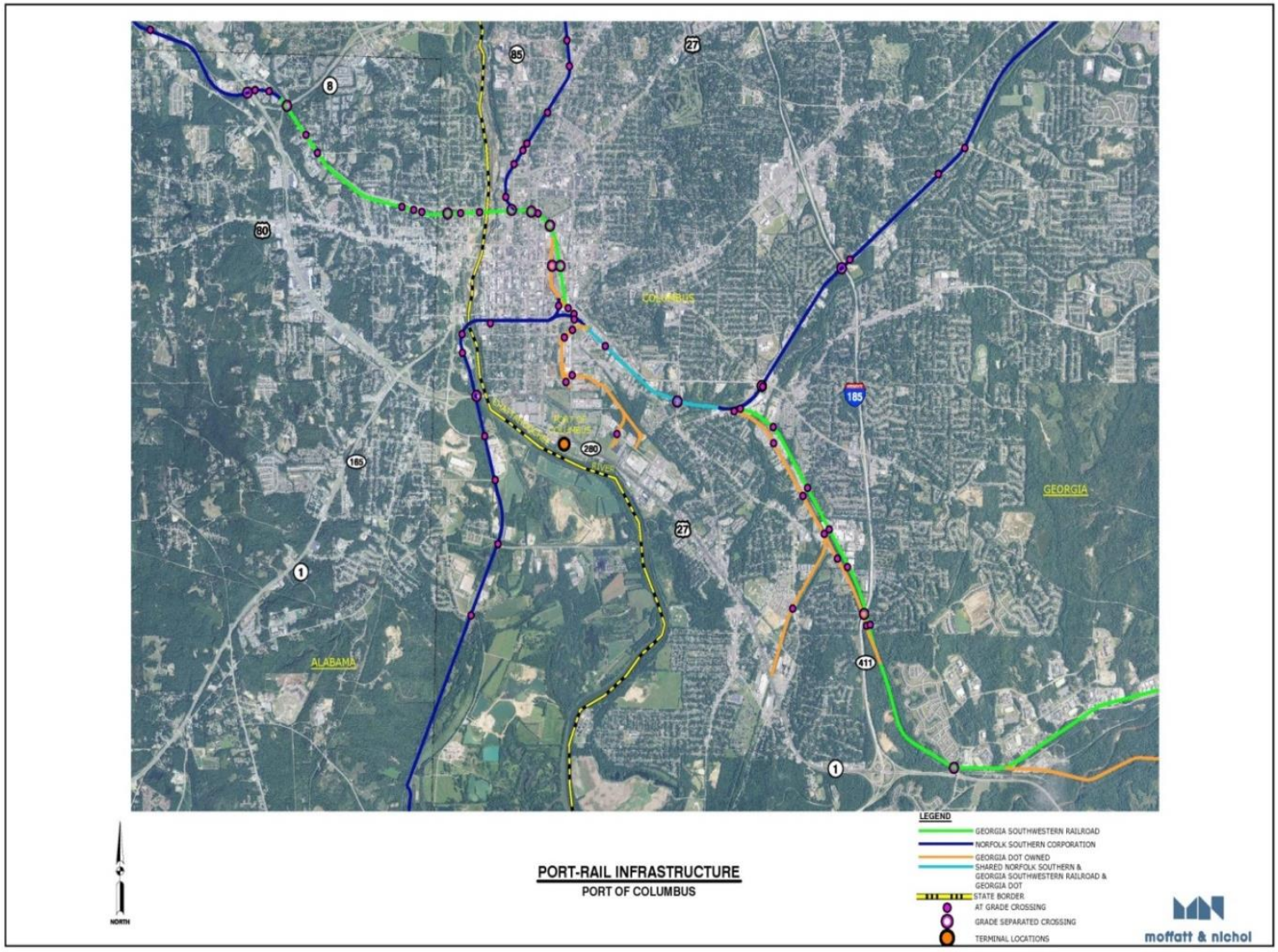

COLUMBUS
GEORGIA
ALABAMA
PORT-RAIL INFRASTRUCTURE
PORT OF COLUMBUS
LEGEND
GEORGIA SOUTHWESTERN RAILROAD
NORFOLK SOUTHERN CORPORATION
GEORGIA DOT OWNED
SHARED NORFOLK SOUTHERN & GEORGIA SOUTHWESTERN RAILROAD & GEORGIA DOT
STATE BORDER
AT GRADE CROSSING
GRADE SEPARATED CROSSING
TERMINAL LOCATIONS
NORTH
moffatt & nichol

Figure 9: Port of Bainbridge Rail Connections

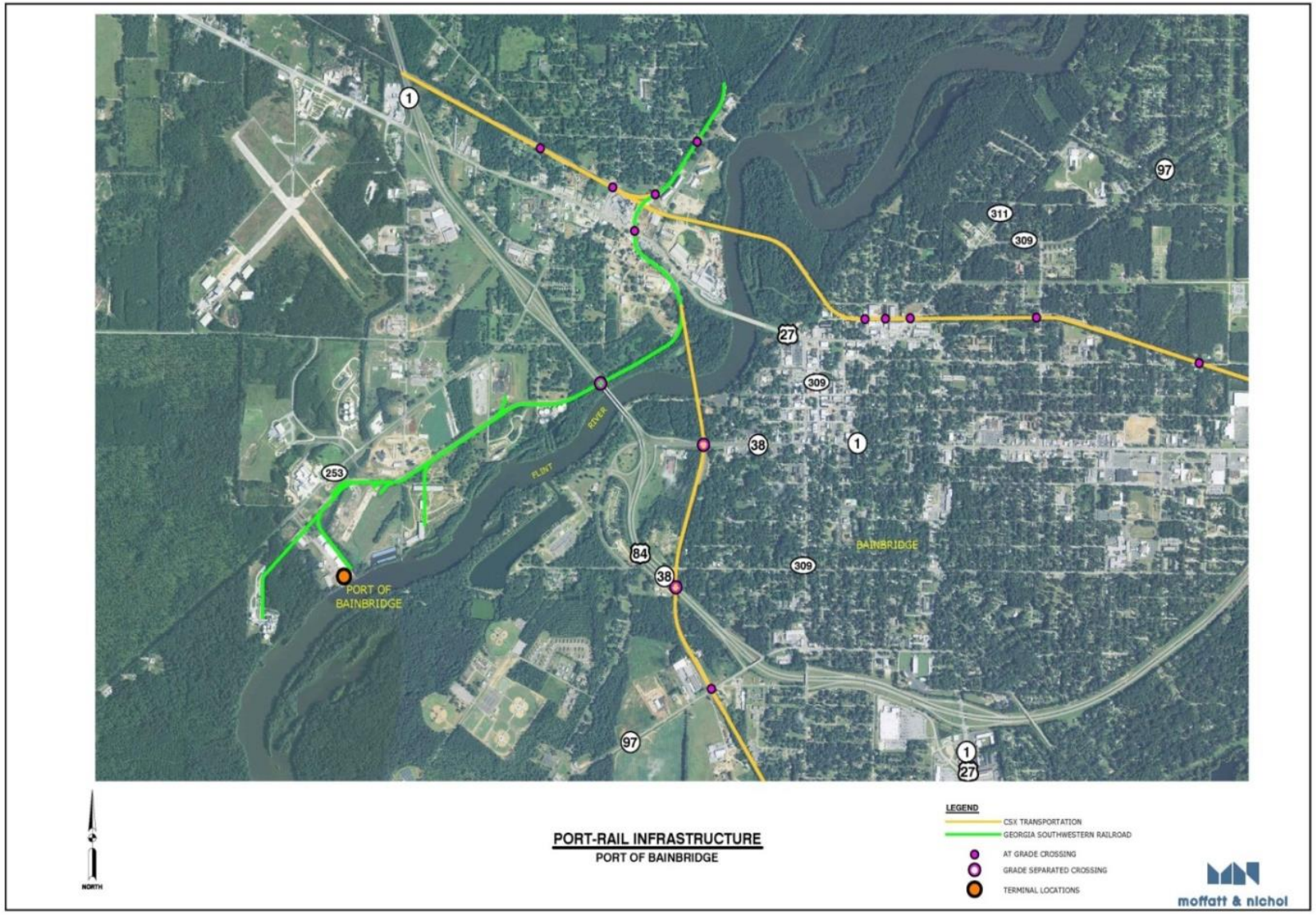


Table 2: Characteristics of Georgia Amtrak Stations					
Location:	**Atlanta**	**Gainesville**	**Jesup**	**Savannah**	**Toccoa**
Owner	Station Facility and Platforms owned by Southern Ry, A&C Div.	Station Facility and Platforms owned by Norfolk Southern RR	City of Jesup Facility CSXT RR Platforms	Facility and Platforms Savannah Economic Development Auth.	Facility City of Toccoa Platforms Norfolk Southern RR
Address	1688 Peachtree St, N.W. Atlanta, GA 30309	116 Industrial Blvd, Gainesville, GA 30501	176 N.W. Broad St. Jesup, GA 31545	2611 Seaboard Coastline Dr. Savannah, GA 31401	160 N. Alexandria St. Toccoa, GA 30577
Flag Stop?	No	No	No	No	Yes
Served By:	*Crescent*	*Crescent*	*Silver Meteor, Silver Star*	*Silver Meteor, Silver Star, Palmetto*	*Crescent*
Platform Type	Single	Single	Single	Single	Single
Length	610 ft	181 ft	45 ft	1,000 ft	131 ft
Construction	Asphalt	Asphalt	Asphalt	Concrete	Asphalt
Shelter	Covered Platform	Canopy Adjacent to Depot	Canopy Adjacent to Depot	Covered Platform	Canopy Adjacent to Depot
Lighting	Fully Lit	Fully Lit	Partially Lit	Fully Lit	Fully Lit
Platform Amenities	Benches; HC platform area, lifts	None	Benches	None	Bench
Passenger Safety	Yellow Safety Stripe	None	Yellow Safety Line	Yellow Safety Stripe, Tactile Strip	Yellow Safety Stripe
ADA	Waiting room, platform and restroom wheelchair accessible	Waiting room, platform and restroom wheelchair accessible	Waiting room, platform and restroom wheelchair accessible	Waiting room, platform and restroom wheelchair accessible	Waiting room and platform wheelchair accessible, not all other station facilities accessible
Depot Hours	7:00 AM - 9:30 PM	7:00 AM – 8:30 AM & 8:00 PM – 9:30 PM	6:30 AM to 8:00 PM	12:00 AM – 1:30 PM 4:15 PM – 11:59 PM	6:30 AM – 7:30 AM & 9:00 PM – 10:30 PM
Seating Capacity	120 Inside 4 Outside	24 Inside	18 Inside 6 Outside	80 Inside 30 Outside	10 Inside 2 Outside
Restrooms	Yes	Yes	Yes	Yes	Yes
Vending	Yes	Yes	Yes	Yes	None
Ticketing	Staffed Counter, Baggage Service, Quik-Trak Kiosk	None	None	Staffed Counter, Baggage Service, Quik-Trak Kiosk	None
Telephones	Payphone	Payphone	None	Payphone	None
Shared Uses	None	Norfolk Southern RR Offices	Wayne County Board of Tourism Welcome Center, Community Meeting Space and Office Space	None	Toccoa-Stephens County Chamber of Commerce, Welcome Center, Gift Shop, County Historical Society
Parking	33 Short Term Spaces	16 Short Term Spaces	17 Short Term Spaces	200 Short or Long Term Spaces	35 Short Term Spaces
ADA Parking Facilities	1 Accessible Space	2 accessible spaces	4 Accessible Spaces	4 Accessible Spaces	2 Accessible Spaces
Intermodal	MARTA Bus Rt. #110	None	None	CATS Route 29	None
Other	$6 Million in ADA Compliance and State of Good Repair Needs. No Long Term Parking is Available. Station is a former Suburban Stop located north of Downtown Atlanta.	$1.2 Million in ADA Compliance and State of Good Repair Needs. Station Has New Roof and Improved Electrical System.	Station Purchased in 2010, Rebuilt and Restored in 2012 by the City of Jesup. (Cost $836,000)	$4.5 Million in ADA Compliance and State of Good Repair Needs. Station Located West of the City of Savannah.	Station Restored by the City of Toccoa in 2005 (Cost $994,000)

APPENDIX B – RAIL ECONOMIC IMPACTS

TABLE OF CONTENTS

1 Introduction 1

2 Approach, Data Sources, and Movements 1

2.1 Impact Approach and Terminology 1

2.1.1 Activities 1

2.1.2 Types 2

2.1.3 Measures 2

2.2 Data Sources and Models 3

2.2.1 WAYBILL Sample 3

2.2.2 IMPLAN® 3

2.2.3 Combined 4

2.2.4 Visitor Data 4

2.3 Freight Tonnage and Value 4

2.4 Passenger Rail Assumptions 6

2.4.1 Passenger Transport 6

2.4.2 Passenger Visitor Expenditures 6

3 Rail Economic Impacts 7

3.1 Transport Service Impacts 7

3.2 Transport User Impacts 9

3.2.1 Visitor Impacts 10

3.2.2 Freight User Impacts 11

3.3 Total Rail Activity Impacts 12

3.3.1 Impacts as Percentage of Economy 13

3.3.2 Employment by Industry 14

4 Conclusion 15

LIST OF TABLES

Table 1: Economically-Relevant Freight Movements 5

Table 2: Passenger Rail Visitor Expenditures 7

Table 3: Transport Service Impacts 8

Table 4: Transport User Impacts 10

Table 5: Rail Impacts, 2011 13

Table 6: Georgia Economic Measures, 2011 14

Table 7: Impacts as Percentage of Georgia Economy 14

Table 8: Rail Employment Impacts by Industry 15

1 INTRODUCTION

Economic impacts of rail activity in Georgia emanate from firms providing transportation services, industries that use such services to trade goods, and visitors to Georgia via rail. Of these activities, freight-users generate the most significant impacts.

The Surface Transportation Board (STB) WAYBILL SAMPLE freight database is used to analyze Georgia goods movements. WAYBILL-derived, inbound, outbound, and intrastate commodity volumes and values are applied, together with the IMPLAN® economic model, to determine how commodity movements generate direct economic impacts in Georgia. Additionally, visitors to Georgia via rail (spending on accommodations, food and beverages, recreational activities, etc.) also yield direct economic impacts. Further, indirect impacts associated with suppliers, and induced impacts associated with the re-spending of income, are also quantified. Combined, the direct, indirect, and induced comprise total economic impacts, with each measured in terms of employment, income, value-added (i.e., Gross State Product), output, and taxes. The following section outlines the methodology employed, relevant commodity/input data, and modeling results.

2 APPROACH, DATA SOURCES, AND MOVEMENTS

The analysis approach follows generally-accepted industry standards by identifying and categorizing the range of economic impacts directly and tangentially related to rail transportation. The following subsection outlines this methodology, data sources, economic model, and the applied assumptions for freight and passenger movements.

2.1 Impact Approach and Terminology

Economic impacts of rail are categorized into two broad activities: transport service-providers, and transport users. For each activity, three types are quantified: direct, indirect, and induced. And for each type, five measures are derived: jobs (employment), income, value-added, output, and taxes. Activities, types, and measures are defined below.

2.1.1 Activities

Georgia rail-related economic impacts are categorized into service-provider and user impacts. Rail transport services would be curtailed in the absence of rail activity (elimination of goods or passenger movements). Transport user impacts pertain to industries using freight modes to transport goods or the industries supporting visitors to Georgia travelling by rail.

- *Transport-Service Providers* – Impacts associated with the provision of rail transport (e.g., the rail industry) include a wide range of primarily modal transport activity, but also may include other support administrative operations. Service provider impacts are based on existing transportation industry information in the IMPLAN® model (e.g., "transport by rail"). It reflects both the freight (e.g., CSXT) and passenger (i.e., Amtrak) operations.

- *Transport Users* – Impacts associated with shippers/receivers of freight and the industries that supply goods and services to out-of-state visitors traveling via rail.

  - Freight Users – Impacts associated with shippers/receivers using the freight rail for goods movement (e.g., intermediate and final goods, etc.), excepting the rail industry itself. Rail users have several options available to transport freight and could possibly substitute other modal transport (truck and/or water) if rail services became unavailable. However, the choice to use railroads to ship/receive freight indicates cost and/or logistical advantages, and as such, removal of such advantages would negatively affect rail users.
  - Visitors – Similarly, economic impacts arise in industry sectors that service visitors to Georgia who arrive by passenger rail (i.e., Amtrak). Rail visitors have several transport options and could possibly substitute other modal transport (highway and/or air) if rail services became unavailable. However, the choice to travel via Amtrak indicates cost, convenience and/or amenity advantages, and as such, removal of such advantages would negatively affect rail users and the industries serving them.

2.1.2 Types

Transport-services and users each consist of three types (and a combined total):

- *Direct* – Impacts from the provision of rail transport (i.e., "transport-services"), as well from the firms/industries that use such rail transport services to ship and receive goods or service out-of-state visitors (i.e. "transport users").

- *Indirect* – Impacts associated with the suppliers that provide intermediate goods and services to the directly impacted industries.

- *Induced* – Impacts associated with the re-spending of earned income from both the direct and indirect industries in the study area.[1]

- *Total* – Aggregated direct, indirect, and induced types.

2.1.3 Measures

Each type is measured in terms of five economic metrics:[2]

- *Jobs/Employment* – Measured in terms of full-time-equivalent (FTE) job-years.

- *Income* – Wage/salary earnings paid to the associated jobs.

[1] Note that the indirect and induced impact types are often referred to, jointly, as multiplier impacts.
[2] Note that all monetary measures are presented in constant 2011 dollars terms (i.e., income, value-added, output, and taxes).)

- *Value-Added* – Net additional economic activity (i.e. total output less gross intermediate inputs), synonymous with GRP (gross regional product); includes employee and proprietor income, other income types, taxes, etc., required to produce final goods and services.
- *Output* – Total sales value associated with all levels of economic activity (comprised of gross intermediate inputs and value added, combined).
- *Taxes* – Various taxes on production and imports (sales, property, excise, etc.), fines, fees, licenses, permits, etc. resulting from business economic activity.

2.2 Data Sources and Models

Reflective of various production sectors, freight rail user impacts are typically much greater than those related to transport-service, and especially dwarf the visitor-related impacts. Generating comprehensive freight user-related estimates requires converting commodity movement data into direct industry output estimates. This is done by bridging the STB WAYBILL commodity movement data and the IMPLAN® economic model.

2.2.1 WAYBILL Sample

Based on traditional Standard Transportation Commodity Classifications (STCC) developed for railroads, and by the Surface Transportation Board (STB), the WAYBILL provides detailed movement data by commodity at the county level. It uses a 2% stratified sample of carload waybills for all domestic rail traffic submitted by carriers that terminate 4,500 or more revenue carloads annually. STCC data were obtained from the WAYBILL at the four-digit level to ascertain the economic impact associated with firms that export locally produced goods, and/or import materials used in the production process (intermediate goods) or sold as finished products (final consumption). Although the WAYBILL database provides freight rail volumes, values for the movements are not supplied; as such, values per ton for commodities from the TRANSEARCH® database pertaining to other geographies were applied to WAYBILL database for Georgia, effectively serving as a proxy estimate for the directional commodity movement values.

2.2.2 IMPLAN®

The IMPLAN® v3 model, produced by the Minnesota IMPLAN® Group, Inc., is an economic modeling, input-output based, social account matrix software. It is used to estimate the economic impacts to a defined geography (i.e. Georgia) ensuing from expenditures in an industry or commodity[3]. A social account matrix reflects the economic interrelationships between the various industries (and commodities), households, and governments in an economy and measures the economic interdependency of each industry on others through impact multipliers. Multipliers are developed within IMPLAN® from regional purchase coefficients, production functions, and socioeconomic data for each of the economic impact variables and are geographically-specific. IMPLAN® data and industry-accounts closely follow the conventions used in the "Input-Output Study of the U.S. Economy" by the

[3] Note that all results presented pertain only to one-year static impacts for year 2011 flows (in year 2011 values), and do not provide any dynamic or feedback changes.

U.S. Bureau of Economic Analysis. IMPLAN® is one of the most commonly accepted models used for economic impact analysis and estimation throughout the country.

Additionally, IMPLAN® provides commodity-to-industry production and absorption matrices that enable the quantification, for example, of how inbound commodities are used (absorbed) across Georgia industries in the respective production processes to create final goods and services, or by institutions for final consumption. Further, algorithms were developed for this analysis to translate commodity (Standard Transportation Commodity Classification, or STCC) data into IMPLAN® industry categories. Such data and translation processes are used to estimate the impacts associated with directional commodity movements.

2.2.3 Combined

The WAYBILL commodity detail (supplemented with proxy values for the directional commodity tonnage movements) is bridged with the IMPLAN® economic model to assess the economic interrelationships underpinning the Georgia economy, and to derive the economic impacts of freight. WAYBILL data provides the requisite commodity detail for translation into detailed economic interrelationships between commodities, industries, and institutions in the economy, made transparent via the IMPLAN® model.

IMPLAN® does not identify commodity movements (only the underlying commodity to industry structure), and the WAYBILL does not provide the economic interrelationships necessary to determine how the commodity movements interact within the economy. As such, the two sources are combined to derive the freight-related economic impacts to Georgia. Lastly, both the commodity detail and the IMPLAN® economic reflect year 2011 activity.

2.2.4 Visitor Data

Expenditures were estimated for out-of-state visitors arriving by Amtrak, based on various sources. Amtrak "Fact Sheets" were used to estimate passenger movements; and, travel expenditure data and overall visitor characteristics, compiled in the "Longwoods Travel USA, 2011 Overnight Visitor Final Report", guided estimates for expenditures per visitor.

2.3 Freight Tonnage and Value

Freight tonnage volumes and commodity values used in the economic analysis are based on the data and findings presented in Section 3.2.2 of Technical Memorandum 5. Economically-relevant directional movements include outbound (originating within Georgia, terminating beyond), inbound (originating beyond Georgia, terminating within), and intra (originating and terminating within Georgia). However, through traffic is not directly applicable to freight users based in Georgia, and are thus excluded; albeit, such movements bear on the magnitude of freight transport service providers in Georgia.

For economic analysis, various considerations to the data presented in Task 3.2.2 were made:

- *Commodity Detail* –To facilitate translation between WAYBILL commodity categories to those of IMPLAN®, commodity flow data are analyzed from a detailed four-digit STCC code level, whereas the freight flow analysis is aggregated at the two-digit STCC level[4];
- *Intrastate Movements* – Are combined with outbound movements, since both reflect industry production within Georgia; and,
- *Flow Anomalies* – Certain commodity flows within the WAYBILL database were deemed anomalous when Georgia economic industry data did not report associated user industry production and/or absorption (depending on directionality) of such commodities. In specific instances (for certain commodities, by direction), WAYBILL reports movements that exceed the existing economic relationships, per the IMPLAN® model. In such instances, the WAYBILL-based data were proportionately scaled back, such that, once the concordance was conducted, the resulting impacts are realistically constrained within the existing economic measures for Georgia in 2011.

While the detailed commodity freight flows (i.e., four-digit STCC) are evaluated in the economic impact calculations, the consolidated tons and value movements (i.e., two-digit STCC) are summarized in **Table 1**.

Table 1: Economically-Relevant Freight Movements

STCC2	Commodity	Tons		Value (in millions)		Average Value/Ton
		Amount	Percent	Amount	Percent	
14	Nonmetallic Minerals	7,639,980	23.9%	$85	0.2%	$11
46	Misc. Mixed Shipments	5,130,440	16.1%	$25,866	60.0%	$5,042
32	Clay, Concrete, Glass, or Stone	4,003,645	12.5%	$396	0.9%	$99
26	Pulp, Paper or Allied Prods.	3,266,632	10.2%	$2,989	6.9%	$915
24	Lumber or Wood Prods.	2,727,438	8.5%	$436	1.0%	$160
28	Chemicals or Allied Prods.	1,947,912	6.1%	$2,863	6.6%	$1,470
40	Waste or Scrap Materials	1,915,092	6.0%	$492	1.1%	$257
20	Food or Kindred Prods.	1,403,360	4.4%	$954	2.2%	$680
49	Hazardous Materials	906,900	2.8%	$70	0.2%	$77
42	Shipping Containers	737,920	2.3%	$49	0.1%	$67
	Remaining Commodities	2,269,189	7.1%	$8,889	20.6%	$3,917
	Total	**31,948,509**	**100.0%**	**$43,090**	**100.0%**	**$1,349**
11	Coal	17,495,433	34.3%	$667	1.2%	$38
01	Farm Prods.	7,108,176	13.9%	$1,336	2.4%	$188
46	Misc. Mixed Shipments	5,437,400	10.7%	$27,356	49.7%	$5,031
20	Food or Kindred Prods.	4,746,629	9.3%	$3,674	6.7%	$774
28	Chemicals or Allied Prods.	3,840,904	7.5%	$6,721	12.2%	$1,750
26	Pulp, Paper or Allied Prods.	2,431,040	4.8%	$2,038	3.7%	$838
49	Hazardous Materials	2,266,197	4.4%	$177	0.3%	$78
32	Clay, Concrete, Glass, or Stone	1,697,245	3.3%	$308	0.6%	$181
14	Nonmetallic Minerals	1,226,668	2.4%	$26	0.0%	$21
37	Transportation Equipment	858,804	1.7%	$7,017	12.8%	$8,170
	Remaining Commodities	3,901,578	7.6%	$5,677	10.3%	$1,455
	Total	**51,010,074**	**100.0%**	**$54,997**	**100.0%**	**$1,078**

Source: Based on STB Waybill Sample.

[4] STCC4 and STCC2 are commodity aggregation designations, with STCC4 reflecting more detailed commodity sub-categorization, whereas STCC2 reflect higher level category subtotals; the freight flow analysis presents STCC2 results for the sake of simplifying and presenting multidimensional results; however, the economic analysis necessitates the greater commodity detail because of the detailed commodity-to-industry economic model structure.

Outbound/Intrastate - Combining outbound and intrastate rail movements, 31.9 million tons of freight, valued at $43.1 billion, originates in Georgia. *Nonmetallic Minerals*, *Miscellaneous Mixed Shipments,* and *Clay, Concrete, Glass, or Stone* comprise the majority (55.1%, combined) of originating freight tonnage. A majority of the outbound/intrastate value is concentrated within the *Miscellaneous Mixed Shipments* category, which are predominately containers with a heterogeneous composition of goods. And, such undefined commodities are mapped into the economic model by allocating the value of such miscellaneous good movements across the various existing physical goods production within the existing economy.

Inbound - In 2011, 51.0 million tons were moved into Georgia, valued at $55.0 billion. *Coal* is the largest commodity by volume, which, in combination with the next largest commodities (*Farm Products*) comprise almost half of all inbound freight movements (48.2%). Similarly to outbound/intrastate movements, the largest economically-relevant inbound freight commodity by value is the *Miscellaneous Mixed Shipments*, comprising almost half of all inbound value. Correspondingly, such non-defined commodities are reallocated to the various existing industries within Georgia that absorb physical products into the production process, in proportion to the existing economic composition of imported physical products to the region.

2.4 Passenger Rail Assumptions

Impacts associated with rail passenger are compiled using various data sources including IMPLAN®, Amtrak, Longwoods Travel USA, and Consultant experience.

2.4.1 Passenger Transport

IMPLAN® industry data provides various economic measures associated with the direct provision of rail transport in Georgia (e.g., employment, output, etc.). Unfortunately, such data are not subcategorized by passenger versus freight transport. As such, to estimate the passenger share of direct transport service impacts required evaluation of the Amtrak "Fact Sheets" for Georgia[5] in year 2013, which provide total employment and labor income for Amtrak passenger rail transport service. Such Amtrak data exclude any freight transport activity, and is comparable to the overall industry sector IMPLAN® totals. Consequently, the difference between the IMPLAN® rail transport industry sector totals (i.e., 6,080 jobs) and the estimated direct passenger transport activity impacts (i.e., about 40 rail jobs[6]) provides an estimate for direct freight rail provision activity impacts (i.e., 6,040 jobs).

2.4.2 Passenger Visitor Expenditures

Out-of-state visitor expenditures reflect Amtrak passengers arriving in Georgia (information culled from the Amtrak Fact Sheets)[7]. Such information, in conjunction with visitor profiles and Consultant experience, is used to estimate the share of rail passenger movements that are visitors (i.e., out-of-state) and average visitor spending. Specifically, total annual passenger movements for the five

[5] Amtrak Fact Sheet, Fiscal Year 2013; State of Georgia. Retrieved from: http://www.amtrak.com/pdf/factsheets/GEORGIA13.pdf

[6] This is also confirmed by Amtrak's Fact Sheet (2013), which provides an estimate of 43 Georgia residents directly employed by Amtrak in the provision of its passenger service in the State.

[7] It should be noted that some additional economic impacts attributable to intrastate passenger movement by rail may exist as some tourism-related economic activity is induced by rail, but quantifying such impacts is beyond the scope of this study.

Georgia stations totaled 192,085 in 2013. Since each passenger typically embarks (boards) and disembarks (alights), it is necessary to divide total passenger movements by two to estimate the actual number of Amtrak passengers (96,043). It was estimated that half of the boarding passengers are out-of-state visitors for the Atlanta and Savannah stations (the two predominate Amtrak stations in Georgia); and, 35% visitors for the other three, non-metropolitan stations. Assuming an average expenditure visit duration of 4.4 days and an estimated visitor expenditure per day amounting to between $95 and $145 (depending on station), a total Amtrak visitor expenditure to Georgia is estimated to amounting to $28.9 million, as summarized in **Table 2**.

Table 2: Passenger Rail Visitor Expenditures

	Atlanta	Gainesville	Jesup	Savannah	Toccoa	Total
Total Passenger Movements [1]	99,005	6,464	10,692	71,658	4,266	192,085
Total Boardings	49,503	3,232	5,346	35,829	2,133	96,043
Percent Visitors (Out-of-State)	50.0%	35.0%	35.0%	50.0%	35.0%	48.3%
Total Visitors	24,752	1,131	1,871	17,915	747	46,415
Days in Region per Visitor [2]	4.4	4.4	4.4	4.4	4.4	4.4
Total Visitor Days	108,907	4,977	8,233	78,824	3,285	204,225
Daily Exp. per Visitor [2]	$145.00	$120.00	$95.00	$145.00	$95.00	$141.57
Total Annual Expenditure	$15,791,457	$597,274	$782,120	$11,429,451	$312,058	$28,913,000

[1] Amtrak Fact Sheet 2011
[2] Longwoods Travel USA, 2011 Overnight Visitor Final Report

3 RAIL ECONOMIC IMPACTS

Rail impacts almost 673,000 total jobs across Georgia, reflecting the various impact activities and types (direct plus multipliers) for that employment measure. A vast majority of these total employment impacts arise from rail users who move goods via the freight system, with the fractional balance attributable to transport services and visitor impacts.

The ensuing discussion details the composition of the employment impact estimates, as well as the other impact measures (e.g., output, value-added, income, and taxes). Impact types (e.g., direct, indirect, and induced) and measures are first presented for rail transport-services, and then for freight and visitor users.

3.1 Transport Service Impacts

Provisioning rail transportation to Georgia yields a direct employment impact of 6,080 jobs, comprised of 40 passenger-related transport jobs and 6,040 freight transport jobs. As reflective of the multiplier impacts, the indirect and induced effects associated with rail operations yield an additional 15,650 jobs (8,060 and 7,590 indirect and induced, respectively) throughout the State. Combined, an estimated 21,730 people owe their jobs, directly or tangentially to the physical movement of freight or passengers by rail, which excludes rail visitor impacts or freight user impacts associated with the shippers/consignees that ship/receive goods (as quantified in the following subsection).

As gleaned from the summary impacts, presented in **Table 3** by activity, measure (output, jobs, etc.) and type (direct, indirect, etc.), the passenger-related transportation service impacts constitute less than 1% of all Georgia rail transport impacts. Summary findings shown in the table indicate that the freight movement is a larger relative contributor to economic activity (as a physical provider of service, rather than a facilitator, with impacts associated with users, per the subsequent discussion) than the passenger component, which is relatively trivial.

Table 3: Transport Service Impacts

Measure and Type	Passenger	Freight	Services Total
Output [1]			
Direct	$16.9	$2,379	$2,396
Indirect	$7.4	$1,045	$1,052
Induced	$6.6	$921	$927
Total	**$30.9**	**$4,344**	**$4,375**
Employment [2]			
Direct	40	6,040	6,080
Indirect	60	8,000	8,060
Induced	50	7,540	7,590
Total	**150**	**21,580**	**21,730**
Labor Income [1]			
Direct	$4.4	$612	$616
Indirect	$3.0	$420	$423
Induced	$2.2	$310	$312
Total	**$9.6**	**$1,341**	**$1,351**
Total Value Added [1]			
Direct	$6.8	$948	$955
Indirect	$4.1	$578	$582
Induced	$3.9	$554	$558
Total	**$14.8**	**$2,080**	**$2,095**
Tax on Production and Imports [1]			
Direct	$0.3	$35	$36
Indirect	$0.2	$28	$28
Induced	$0.3	$49	$49
Total	**$0.8**	**$113**	**$113**

Source: Based on IMPLAN® data.
[1] in millions of 2011 dollars.
[2] emp. rounded to the nearest 10 job-years; and, totals may not sum exactly due to rounding.

- *Direct* – Combining the passenger and freight providers yields a direct impact of 6,080 jobs, earning $616 million in labor income, producing $955 million in value-added activity, which equates to $2.4 billion in economic output; with taxes on such direct output equating to $36 million.
- *Total* – Including the Georgia multiplier effects, transport service-related activity impacts total 21,730 jobs, earning $1.4 billion in labor income, who produce $2.1 billion in economic value-added, which equates to a total economic output of $4.4 billion, and yields a tax impact of $113 million to the state and federal governments.

3.2 Transport User Impacts

Provided below (per Table 4) are the impacts to Georgia from rail users, including passenger and freight activities. Passenger-related activities reflect expenditures within the region by out-of-state visitors, based on Amtrak passenger movements and assumptions regarding visitors (versus residents), average length of stay, average visitor expenditure per day, and an allocation to various expenditure categories (e.g., retail purchases, ground transportation, entertainment and recreation, lodging, and food purchases). Freight-related activities reflect the extent to which inbound goods via rail are absorbed into the existing production processes as intermediates into the final production of saleable goods and services, and how outbound/intrastate goods via rail are produced by the various existing industries in the region. A compositional breakdown of the directional-related freight user impacts is also calculated and provided within **Table 4**.

Combining the passenger and freight users (inclusive of both economically-relevant freight directions: inbound and aggregated outbound/intrastate) yields the following combined impacts:

- *Direct* – Passenger and freight users, combined, yields a direct impact of 320,200 jobs, earning $15.5 billion in labor income, producing $26.3 billion in value-added activity, which equates to $71.2 billion in economic output; with taxes on such direct output equating to $2.0 billion.
- *Total* – Including the multipliers, transport user-related activity impacts total 650,900 jobs, earning $30.8 billion in labor income, who produce $52.0 billion in economic value-added, which equates to a total economic output of $118.0 billion, and yields a tax impact of $4.0 billion to the state and federal governments.

Table 4: Transport User Impacts					
Measure and Type	Passenger	Freight			User Total
		Outbound/ Intrastate	Inbound	Subtotal	
Output [1]					
Direct	$25.3	$30,666	$40,543	$71,209	$71,235
Indirect	$10.2	$11,462	$14,152	$25,614	$25,624
Induced	$11.8	$7,444	$13,714	$21,158	$21,170
Total	**$47.3**	**$49,664**	**$68,317**	**$117,981**	**$118,029**
Employment [2]					
Direct	380	78,810	241,000	319,820	320,200
Indirect	80	66,540	90,790	157,330	157,410
Induced	100	60,930	112,270	173,200	173,300
Total	**550**	**208,460**	**441,890**	**650,350**	**650,900**
Labor Income [1]					
Direct	$9.6	$4,631	$10,833	$15,464	$15,474
Indirect	$3.7	$3,598	$4,629	$8,228	$8,231
Induced	$4.0	$2,503	$4,611	$7,114	$7,118
Total	**$17.4**	**$10,792**	**$20,014**	**$30,806**	**$30,823**
Total Value Added [1]					
Direct	$14.6	$8,689	$17,624	$26,313	$26,327
Indirect	$5.9	$5,650	$7,313	$12,963	$12,968
Induced	$7.1	$4,476	$8,245	$12,721	$12,729
Total	**$27.6**	**$18,862**	**$33,135**	**$51,997**	**$52,024**
Tax on Production and Imports [1]					
Direct	$1.9	$262	$1,758	$2,019	$2,021
Indirect	$0.4	$399	$466	$865	$866
Induced	$0.6	$396	$729	$1,125	$1,126
Total	**$2.9**	**$1,113**	**$2,897**	**$4,010**	**$4,013**

Source: Based on IMPLAN® data.
[1] in millions of 2011 dollars.
[2] emp. rounded to the nearest ten job-years; and, totals may not sum exactly due to rounding.

3.2.1 Visitor Impacts

As per Table 4, the passenger-related rail user impacts are dwarfed by the freight user impacts, which is intuitive, considering (only exclusively) the volumes on each respective rail purpose, with freight rail operating in a multiple-fold order-of-magnitude differential above passenger rail movements. However, the impact differential is not only a function of the relative volumes, but also of the value carried. In addition, the passenger-related user impacts reflect spending in narrowly-concentrated (mostly) service industries, whereas the freight-related user impacts are dispersed throughout various industries in the economy, including those almost entirely rail dependent for successful operations (e.g., a coal-fired power plant, such as the Robert Scherer Power Plant in Monroe County, GA[8]). As such, the narrowly-focused passenger user-related impacts are overshadowed by the more broadly-encompassing freight-related impacts.

[8] Georgia Power. Plant Robert W. Scherer. Retrieved from: http://gp.cseinteractive.com/docs/about-us/Plant%20Sherer%20Brochure.pdf

- *Direct* – Passengers and the tourism-related spending yield a direct impact of 380 jobs, earning $9.6 million in labor income, producing $14.6 million in value-added activity, which equates to $25.3 million in economic output; and yielding taxes on such direct output of $1.9 million.
- *Total* – Including the multipliers, passenger-related user activity impacts a total of 550 jobs, earning $17.4 million in labor income, who produce $27.6 million in economic value-added, which equates to a total economic output of $47.3 million, and yields a tax impact of $2.9 million to the state and federal governments.

3.2.2 Freight User Impacts

In addition to the transport-service impacts detailed above, many consignees and shippers heavily rely on rail service to receive and/or ship freight; in doing so, they generate significant impacts. While these firms/industries are not entirely dependent on rail for shipping freight (as alternative modes are available, such as trucking), it is hard to envision continued operations without such access. In fact, rail access is often instrumental in major manufacturing business location decisions.

If railroads did not accommodate demand, consignees and shippers could use other modes (i.e., truck, water, air, etc.) to transport freight. However, the use of other modes would likely entail higher transport costs (due to longer transport distances, price, logistics, etc.), and could increase overall demand (and resulting handling costs) for all users of other modes (both the diverted rail users as well as current users). The long-term result would be a migration of industry away from Georgia to other locations with relatively better rail accessibility, and better modal options/mix.

The following analysis identifies the economic impacts associated with firms in Georgia that rely on freight rail transport. To estimate such impacts associated with rail tonnage movements requires an understanding of how the various inbound and outbound/intrastate commodities are used or produced by various industries to generate output, income, and employment. To do so, the IMPLAN® commodity-to-industry matrices and other algorithms were applied to estimate direct impact measures. Indirect and induced multipliers were then applied to the direct impact estimates to derive total economic impacts.

As previously presented in Table 4, the economic impacts to Georgia can be traced to the firms that ship (outbound/intrastate) and/or receive (inbound) freight via rail. Of these freight user impacts, the majority are attributable to inbound freight terminating in Georgia, as opposed to outbound freight destined beyond Georgia (i.e., between 54 and 87% of the freight-user impacts are inbound-related, depending on impact measure and type considered).

Outbound/Intrastate – 31.9 million tons of freight originating in Georgia is either shipped via rail out-of-state (22.9 million tons) or internally (9.0 million tons); almost 95% of which are economically-relevant movements[9]. Combined, rail freight originating in Georgia is valued at $43.1 billion (see Table 1), and generates an estimated 208,460 total jobs.

[9] About five percent of such outbound/intrastate rail volumes (i.e., 1.7 million tons) pertain to waste and hazardous materials with no affiliated economic activity, and thus, do not corresponding trace through the impact calculations.

Inbound – Of the 51.0 million tons of inbound freight originating beyond Georgia, about 3.1 million comprises waste and hazardous materials that generate no discernible economic output; however, the remaining 47.9 million tons of freight, valued at $54.8 million are used by Georgia industries and institutions to generate 441,890 total jobs. Inbound freight user impacts are comprised of final demand and intermediate demand, where: final demand goods are distributed via wholesale or retail outlets, or through direct sales, with economic impacts stemming from the trade margins associated with the transfer of goods from suppliers to end-users; and, intermediately demanded physical commodes imported via rail are used/absorbed by Georgia industries in their production processes based on relative commodity absorption patterns.

Freight User Directional Overlap – Impact overlap issues arose between outbound/intra and inbound commodity conversion to economic impacts[10]. To avoid double-counting impacts, such potential overlaps were identified at an aggregate level and subtracted-out of the analysis to ensure conservative estimates. Such potential overlaps comprise between 7% and 29% of the total unadjusted freight user impacts, depending on the impact measure and type.

- *Direct* – Combining the directional components of freight users (and reflecting removal of the potential overlap) yields a direct subtotal impact of 319,820 jobs, earning $15.5 billion in labor income, producing $26.3 billion in value-added activity, which equates to $71.2 billion in economic output; with taxes on such direct output equating to $2.0 billion.
- *Total* – Including the multipliers, freight user activity impacts total 650,350 jobs, earning $30.8 billion in labor income, which produce $52.0 billion in economic value-added, which equates to a total economic output of $118.0 billion, and yields a tax impact of $4.0 billion.

3.3 Total Rail Activity Impacts

Rail service is essential to Georgia's economy. While the basic provision of rail service generates a modest 6,080 direct jobs (21,730 including multipliers), rail users generate 320,200 direct jobs, a significant majority relating to freight users (compared with passengers). Impacts to Georgia by rail activity (transport services and users, differentiated by passenger and freight rail purposes), by impact measure (output, employment, labor income, value-added, and taxes), and by type (direct, indirect, induced, and total) are summarized below in **Table 5**.

[10] As an example, when commodities, such as seed, are imported by a grain producer, the user impacts quantified allocate a share of the inbound seed to the grain industry and then estimate the industry-associated output. Potential overlap arises when the grain is subsequently transported outbound by rail, since impacts are also estimated for outbound rail movements. So in effect, the output associated with the grain industry would be counted twice: once associated with the inbound movement of seed and fertilizer, and second with the outbound movement of grain.

Table 5: Rail Impacts, 2011

Measure and Type	Rail Transport Services			Rail Transport Users			Total		
	Pass.	Freight	Services Total	Pass.	Freight	Users	Pass.	Freight	Total
Output [1]									
Direct	$16.9	$2,379	$2,396	$25.3	$71,209	$71,235	$42.3	$73,588	$73,631
Indirect	$7.4	$1,045	$1,052	$10.2	$25,614	$25,624	$17.6	$26,658	$26,676
Induced	$6.6	$921	$927	$11.8	$21,158	$21,170	$18.4	$22,079	$22,098
Total	**$30.9**	**$4,344**	**$4,375**	**$47.3**	**$117,981**	**$118,029**	**$78.3**	**$122,326**	**$122,404**
Employment [2]									
Direct	40	6,040	6,080	380	319,820	320,200	420	325,860	326,280
Indirect	60	8,000	8,060	80	157,330	157,410	140	165,330	165,470
Induced	50	7,540	7,590	100	173,200	173,300	150	180,740	180,890
Total	**150**	**21,580**	**21,730**	**550**	**650,350**	**650,900**	**700**	**671,930**	**672,630**
Labor Income [1]									
Direct	$4.4	$612	$616	$9.6	$15,464	$15,474	$14.0	$16,076	$16,090
Indirect	$3.0	$420	$423	$3.7	$8,228	$8,231	$6.7	$8,647	$8,654
Induced	$2.2	$310	$312	$4.0	$7,114	$7,118	$6.2	$7,424	$7,430
Total	**$9.6**	**$1,341**	**$1,351**	**$17.4**	**$30,806**	**$30,823**	**$26.9**	**$32,147**	**$32,174**
Total Value Added [1]									
Direct	$6.8	$948	$955	$14.6	$26,313	$26,327	$21.4	$27,261	$27,282
Indirect	$4.1	$578	$582	$5.9	$12,963	$12,968	$10.0	$13,540	$13,550
Induced	$3.9	$554	$558	$7.1	$12,721	$12,729	$11.1	$13,275	$13,286
Total	**$14.8**	**$2,080**	**$2,095**	**$27.6**	**$51,997**	**$52,024**	**$42.5**	**$54,077**	**$54,119**
Taxes [1]									
Direct	$0.3	$35	$36	$1.9	$2,019	$2,021	$2.2	$2,055	$2,057
Indirect	$0.2	$28	$28	$0.4	$865	$866	$0.6	$894	$894
Induced	$0.3	$49	$49	$0.6	$1,125	$1,126	$1.0	$1,174	$1,175
Total	**$0.8**	**$113**	**$113**	**$2.9**	**$4,010**	**$4,013**	**$3.7**	**$4,123**	**$4,126**

Source: Based on IMPLAN® data.
[1] in millions of 2011 dollars.
[2] employment rounded to the nearest ten job-years; and, totals may not sum exactly due to rounding.

- *Direct* – Combining the various rail-related activities yields a direct impact of 326,280 jobs, earning $16.1 billion in labor income, producing $27.3 billion in value-added activity, which equates to $73.6 billion in economic output; and yielding taxes on such direct output of $2.1 billion.
- *Total* – Including the multipliers, the various rail-related activities total 672,630 jobs, earning $32.2 billion in labor income, who produce $54.1 billion in economic value-added, which equates to a total economic output of $122.4 billion, and yields a tax impact of $4.1 billion.

3.3.1 Impacts as Percentage of Economy

It is important to contextualize the preceding economic impact estimates, as it is difficult to visualize millions of jobs and billions of dollars, etc. As such, the economic impacts are compared with the existing economic composition of Georgia in 2011, by the same economic measures as the presented economic impacts, per **Table 6**.

Table 6: Georgia Economic Measures, 2011	
Economic Measure	**Value**
Output [1]	$761,737
Employment	5,201,858
Labor Income [1]	$268,204
Total Value Added [1]	$435,283
Tax on Production and Imports [1]	$26,773
Source: IMPLAN®	
[1] in millions of 2011 dollars.	

Total economic impacts related to rail movements in Georgia range between 12.0% (labor income) to 16.1% (economic output) of the statewide economy, depending on measure, as seen in **Table 7**. Again, the largest relative contribution to the statewide economy from rail pertains to the freight users (with inbound/absorbed commodities exceeding outbound-related impacts), with the transport services and passenger-related impacts a mere fraction of freight.

Table 7: Impacts as Percentage of Georgia Economy

Measure and Type	Rail Transport Services			Rail Transport Users			Total		
	Pass.	Freight	Services Total	Pass.	Freight	Users	Pass.	Freight	Total
Output									
Direct	0.002%	0.3%	0.3%	0.003%	9.3%	9.4%	0.006%	9.7%	9.7%
Indirect	0.001%	0.1%	0.1%	0.001%	3.4%	3.4%	0.002%	3.5%	3.5%
Induced	0.001%	0.1%	0.1%	0.002%	2.8%	2.8%	0.002%	2.9%	2.9%
Total	**0.004%**	**0.6%**	**0.6%**	**0.006%**	**15.5%**	**15.5%**	**0.010%**	**16.1%**	**16.1%**
Employment									
Direct	0.001%	0.1%	0.1%	0.007%	6.1%	6.2%	0.008%	6.3%	6.3%
Indirect	0.001%	0.2%	0.2%	0.002%	3.0%	3.0%	0.003%	3.2%	3.2%
Induced	0.001%	0.1%	0.1%	0.002%	3.3%	3.3%	0.003%	3.5%	3.5%
Total	**0.003%**	**0.4%**	**0.4%**	**0.011%**	**12.5%**	**12.5%**	**0.013%**	**12.9%**	**12.9%**
Labor Income									
Direct	0.002%	0.2%	0.2%	0.004%	5.8%	5.8%	0.005%	6.0%	6.0%
Indirect	0.001%	0.2%	0.2%	0.001%	3.1%	3.1%	0.003%	3.2%	3.2%
Induced	0.001%	0.1%	0.1%	0.001%	2.7%	2.7%	0.002%	2.8%	2.8%
Total	**0.004%**	**0.5%**	**0.5%**	**0.006%**	**11.5%**	**11.5%**	**0.010%**	**12.0%**	**12.0%**
Total Value Added									
Direct	0.002%	0.2%	0.2%	0.003%	6.0%	6.0%	0.005%	6.3%	6.3%
Indirect	0.001%	0.1%	0.1%	0.001%	3.0%	3.0%	0.002%	3.1%	3.1%
Induced	0.001%	0.1%	0.1%	0.002%	2.9%	2.9%	0.003%	3.0%	3.1%
Total	**0.003%**	**0.5%**	**0.5%**	**0.006%**	**11.9%**	**12.0%**	**0.010%**	**12.4%**	**12.4%**
Taxes									
Direct	0.001%	0.1%	0.1%	0.007%	7.5%	7.5%	0.008%	7.7%	7.7%
Indirect	0.001%	0.1%	0.1%	0.001%	3.2%	3.2%	0.002%	3.3%	3.3%
Induced	0.001%	0.2%	0.2%	0.002%	4.2%	4.2%	0.004%	4.4%	4.4%
Total	**0.003%**	**0.4%**	**0.4%**	**0.011%**	**15.0%**	**15.0%**	**0.014%**	**15.4%**	**15.4%**

Note: Based on IMPLAN® data.

3.3.2 Employment by Industry

In **Table 8**, the employment impacts to Georgia from the combined transport services and user-related impacts are presented by industry (according to the North American Industry Classification System, or NAICS, at the two-digit industry aggregation level).

More than 50% of the total (reflecting both the direct and multiplier) 672,640 employment impacts stemming from rail are concentrated within the top five NAICS-defined industry sectors: *Manufacturing*, *Retail Trade*, *Accommodation and Food Services, Health and Social Services*, *and, Administrative and Waste Services*. In the case of *Manufacturing*, *Retail Trade*, and *Accommodation and Food Services*, the direct employment impact exceeds the multiplier impacts, indicating that such industries are more directly dependent on rail services than other industries (e.g., *Health and Social Services*, and *Administrative and Waste Services*), which are more indirectly dependent on rail via the industry interconnections in the economy through the more directly-impacted industries.

Table 8: Rail Employment Impacts by Industry

Description	Direct	Indirect	Induced	Total
31-33 Manufacturing	94,251	12,925	2,714	109,891
44-45 Retail Trade	64,567	4,510	33,027	102,104
72 Accommodation and Food Services	31,206	7,432	20,568	59,206
62 Health and Social Services	20,499	195	32,459	53,153
56 Administrative and Waste Services	13,263	27,507	10,686	51,456
48-49 Transportation and Warehousing	20,086	15,667	4,392	40,145
81 Other Services	11,941	7,163	17,379	36,483
54 Professional, Scientific, and Technical Services	7,028	20,588	7,693	35,310
23 Construction	20,611	9,024	1,874	31,509
42 Wholesale Trade	11,813	10,214	5,946	27,973
52 Finance and Insurance	864	9,778	13,484	24,126
53 Real Estate and Rental	2,218	10,401	10,661	23,280
11 Agriculture, Forestry, Fish, and Hunting	10,617	9,068	765	20,450
51 Information	4,297	4,455	2,897	11,649
61 Educational Services	3,152	228	6,952	10,332
55 Management Of Companies	615	8,087	924	9,625
71 Arts- Entertainment and Recreation	2,017	2,307	5,206	9,530
92 Government and Non NAICS	3,348	2,835	2,371	8,554
22 Utilities	3,167	1,559	722	5,448
21 Mining	719	1,525	170	2,414
Total	**326,277**	**165,470**	**180,891**	**672,637**

Source: Based on IMPLAN® data.

4 CONCLUSION

Rail facilitates the movement of both goods (freight) and people (passengers), and such movements are associated with economic activity: freight movements reflect the reallocation of intermediate goods for production and final goods for consumption; and, passenger movements are linked with personal consumption patterns. Both such movements are supported by rail and can be captured by economic impact metrics via tracing the movement volumes, translated into applicable values (and, subject to economic/geographic factors) through the various interrelationships within the economy.

As the rail passenger and freight volumes are translated into economic impacts, the analysis demonstrates that rail activities provide a vital role in Georgia's economy. Such economic impact analysis provides a complementary perspective for traditional freight-related analysis that

predominately emphasizes the volume (units and/or tons) of the movements and the capacity of the transportation route.

An economic analysis amends such traditional freight analysis by supplying an alternative means to assess the relative importance of freight rail. In instances, the volume of a certain commodity movement is substantial and would thus be considered relevant from a traditional freight analysis perspective; however, that same high-volume movement may be a low-value (per weight) commodity with little economic relevance (e.g., certain waste material movements). Consequently, not all traditionally-assessed freight movements (from a volume perspective) would be considered equally relevant, as compared with other freight movements observed from an economic perspective. In effect, volumes do not always translate into relevant values, and into direct economic impacts (and thus, into total impacts, reflective of multiplier effects as economic activity permeates through the economy).

Impacts, as measured in terms such as: employment, income, value added, and output, span all industries and reach every region of the state:

- *Employment* – Economic impacts of rail extend beyond the 6,080 direct employed in the provision of rail transport (both passenger and freight). When the freight and visitor user impact activities and multiplier impacts are included, rail-related employment in Georgia totals 672,630 jobs, which represent 12.9% of the 5.2 million jobs statewide.
- *Income* – $32.2 billion earned by these total impacted employees represent 12.0% of Georgia's total labor income.
- *Value-Added* – And, the combined value-added impact, $54.1 billion, associated with the rail services and users represent 12.4%of the state's Gross State Product (GSP).

While it would be erroneous to conclude that all of these impacts are entirely and solely dependent on rail, and would disappear if rail completely disappeared (assuming absolutely no modal substitutability), the findings do show that that rail service facilitates business throughout the State. Specifically, these impacts highlight the magnitude of freight rail use by manufacturers across the state, as well as dealers, retailers, and others who transport materials, component parts, and products.

Of the rail activities analyzed, passenger-related economic impacts are relatively insignificant in comparison to the comparatively large-scale freight-related impacts; and, the rail users (especially the freight users, including both outbound/intrastate and inbound movements, pertaining to production and absorption, respectively) far exceed the economic impacts associated with provisioning the services that facilitate the movement of both people and goods. In conclusion, the rail industry provides some economic activity, in itself; but, it facilitates far more economic activity via the services rendered to people and industries, particularly by enabling the movement of goods necessary to conduct economic pursuits.

Appendix C – Commodity Movements

Table 1: Rail Summary, 2011

STCC2	Commodity	Tons		Units		Value (in millions)		Average Value/Ton
		Amount	Percent	Amount	Percent	Amount	Percent	
01	Farm Prods.	12,281,520	6.5%	124,436	3.2%	$2,650	1.3%	$216
08	Forest Prods.	44,000	0.0%	520	0.0%	$90	0.0%	$2,042
09	Fresh Fish or Marine Prods.	7,600	0.0%	480	0.0%	$57	0.0%	$7,537
10	Metallic Ores	1,102,768	0.6%	11,264	0.3%	$1,845	0.9%	$1,673
11	Coal	58,890,868	31.1%	510,168	12.9%	$2,247	1.1%	$38
13	Crude Petrol. or Natural Gas	0	0.0%	0	0.0%	$0	0.0%	$0
14	Nonmetallic Minerals	11,293,898	6.0%	111,366	2.8%	$212	0.1%	$19
19	Ordnance or Accessories	71,012	0.0%	1,860	0.0%	$12	0.0%	$171
20	Food or Kindred Prods.	13,942,607	7.4%	255,699	6.5%	$10,316	5.1%	$740
21	Tobacco Prods.	0	0.0%	0	0.0%	$0	0.0%	$0
22	Textile Mill Prods.	171,080	0.1%	10,320	0.3%	$812	0.4%	$4,747
23	Apparel or Related Prods.	954,840	0.5%	88,480	2.2%	$5,498	2.7%	$5,758
24	Lumber or Wood Prods.	4,876,540	2.6%	67,692	1.7%	$1,082	0.5%	$222
25	Furniture or Fixtures	157,600	0.1%	14,120	0.4%	$571	0.3%	$3,626
26	Pulp, Paper or Allied Prods.	11,419,748	6.0%	238,096	6.0%	$10,769	5.3%	$943
27	Printed Matter	84,160	0.0%	5,640	0.1%	$442	0.2%	$5,250
28	Chemicals or Allied Prods.	19,460,791	10.3%	235,181	6.0%	$30,817	15.2%	$1,584
29	Petroleum or Coal Prods.	1,974,904	1.0%	23,907	0.6%	$2,129	1.0%	$1,078
30	Rubber or Misc Plastics	550,200	0.3%	42,320	1.1%	$2,897	1.4%	$5,266
31	Leather or Leather Prods.	14,480	0.0%	1,480	0.0%	$342	0.2%	$23,640
32	Clay, Concrete, Glass, or Stone	9,439,261	5.0%	101,701	2.6%	$1,388	0.7%	$147
33	Primary Metal Prods.	4,742,884	2.5%	55,764	1.4%	$7,776	3.8%	$1,640
34	Fabricated Metal Prods.	250,640	0.1%	23,320	0.6%	$1,609	0.8%	$6,420
35	Machinery	151,480	0.1%	9,800	0.2%	$1,272	0.6%	$8,394
36	Electrical Equipment	285,440	0.2%	27,120	0.7%	$1,980	1.0%	$6,936
37	Transportation Equipment	3,566,306	1.9%	180,252	4.6%	$29,998	14.8%	$8,412
38	Instrum., Photo Eq., Optical Eq.	33,480	0.0%	2,960	0.1%	$334	0.2%	$9,987
39	Misc Manufacturing Prods.	105,000	0.1%	9,800	0.2%	$815	0.4%	$7,766
40	Waste or Scrap Materials	4,867,856	2.6%	68,704	1.7%	$1,234	0.6%	$254
41	Misc Freight Shipments	174,121	0.1%	10,843	0.3%	$415	0.2%	$2,382
42	Shipping Containers	2,271,880	1.2%	275,840	7.0%	$152	0.1%	$67
43	Mail or Contract Traffic	32,320	0.0%	3,200	0.1%	$87	0.0%	$2,680
44	Freight Forwarder Traffic	78,120	0.0%	5,880	0.1%	$5	0.0%	$66
45	Shipper Association Traffic	8,200	0.0%	400	0.0%	$1	0.0%	$83
46	Misc Mixed Shipments	16,404,744	8.7%	1,288,256	32.7%	$82,615	40.7%	$5,036
47	Small Packaged Shipments	32,360	0.0%	3,200	0.1%	$7	0.0%	$207
48	Waste	134,880	0.1%	1,840	0.0%	$8	0.0%	$61
49	Hazardous Materials	9,323,991	4.9%	131,852	3.3%	$744	0.4%	$80
50	Secondary Traffic	4,080	0.0%	360	0.0%	$0	0.0%	$0
60	Unclassified	0	0.0%	0	0.0%	$0	0.0%	$0
	Total	189,205,659	100.0%	3,944,121	100.0%	$203,229	100.0%	$1,074

Source: Based on the STB Waybill Sample data for 2011.

Table 2: Rail Outbound, 2011

STCC2	Commodity	Tons		Units		Value (in millions)		Average Value/Ton
		Amount	Percent	Amount	Percent	Amount	Percent	
01	Farm Prods.	441,696	1.8%	5,516	0.7%	$129	0.3%	$292
08	Forest Prods.	24,480	0.1%	280	0.0%	$50	0.1%	$2,042
09	Fresh Fish or Marine Prods.	2,880	0.0%	160	0.0%	$22	0.1%	$7,537
10	Metallic Ores	215,232	0.9%	2,280	0.3%	$6	0.0%	$30
11	Coal	0	0.0%	0	0.0%	$0	0.0%	$0
13	Crude Petrol. or Natural Gas	0	0.0%	0	0.0%	$0	0.0%	$0
14	Nonmetallic Minerals	4,480,013	18.6%	43,483	5.8%	$55	0.1%	$12
19	Ordnance or Accessories	8,664	0.0%	72	0.0%	$1	0.0%	$171
20	Food or Kindred Prods.	1,260,856	5.2%	29,864	4.0%	$882	2.3%	$700
21	Tobacco Prods.	0	0.0%	0	0.0%	$0	0.0%	$0
22	Textile Mill Prods.	67,640	0.3%	4,560	0.6%	$249	0.7%	$3,679
23	Apparel or Related Prods.	244,080	1.0%	21,840	2.9%	$1,370	3.6%	$5,615
24	Lumber or Wood Prods.	1,231,856	5.1%	18,436	2.5%	$336	0.9%	$272
25	Furniture or Fixtures	36,480	0.2%	2,920	0.4%	$109	0.3%	$2,980
26	Pulp, Paper or Allied Prods.	2,870,072	11.9%	69,980	9.4%	$2,733	7.3%	$952
27	Printed Matter	13,440	0.1%	880	0.1%	$70	0.2%	$5,224
28	Chemicals or Allied Prods.	1,364,272	5.7%	19,700	2.6%	$2,014	5.3%	$1,476
29	Petroleum or Coal Prods.	29,280	0.1%	440	0.1%	$25	0.1%	$844
30	Rubber or Misc Plastics	207,040	0.9%	16,000	2.1%	$1,123	3.0%	$5,425
31	Leather or Leather Prods.	800	0.0%	80	0.0%	$19	0.1%	$23,769
32	Clay, Concrete, Glass, or Stone	3,587,220	14.9%	40,052	5.4%	$360	1.0%	$100
33	Primary Metal Prods.	354,628	1.5%	5,068	0.7%	$569	1.5%	$1,604
34	Fabricated Metal Prods.	58,360	0.2%	5,520	0.7%	$437	1.2%	$7,485
35	Machinery	22,160	0.1%	2,120	0.3%	$238	0.6%	$10,757
36	Electrical Equipment	79,240	0.3%	7,360	1.0%	$507	1.3%	$6,394
37	Transportation Equipment	528,796	2.2%	26,524	3.6%	$4,119	10.9%	$7,790
38	Instrum., Photo Eq., Optical Eq.	2,040	0.0%	120	0.0%	$24	0.1%	$11,866
39	Misc Manufacturing Prods.	36,800	0.2%	2,720	0.4%	$278	0.7%	$7,543
40	Waste or Scrap Materials	1,430,228	5.9%	18,424	2.5%	$370	1.0%	$259
41	Misc Freight Shipments	13,600	0.1%	1,023	0.1%	$21	0.1%	$1,549
42	Shipping Containers	420,320	1.7%	51,920	7.0%	$28	0.1%	$67
43	Mail or Contract Traffic	8,400	0.0%	840	0.1%	$23	0.1%	$2,680
44	Freight Forwarder Traffic	40,040	0.2%	2,480	0.3%	$3	0.0%	$66
45	Shipper Association Traffic	400	0.0%	40	0.0%	$0	0.0%	$83
46	Misc Mixed Shipments	4,259,480	17.7%	327,760	43.9%	$21,457	56.9%	$5,037
47	Small Packaged Shipments	0	0.0%	0	0.0%	$0	0.0%	$0
48	Waste	3,680	0.0%	40	0.0%	$0	0.0%	$63
49	Hazardous Materials	713,268	3.0%	17,416	2.3%	$58	0.2%	$81
50	Secondary Traffic	880	0.0%	40	0.0%	$0	0.0%	$0
60	Unclassified	0	0.0%	0	0.0%	$0	0.0%	$0
	Total	24,058,321	100.0%	745,958	100.0%	$37,685	100.0%	$1,566

Source: Based on the STB Waybill Sample data for 2011.

Table 3: Rail Inbound, 2011

STCC2	Commodity	Tons		Units		Value (in millions)		Average Value/Ton
		Amount	Percent	Amount	Percent	Amount	Percent	
01	Farm Prods.	7,108,176	10.9%	68,912	5.5%	$1,336	2.4%	$188
08	Forest Prods.	0	0.0%	0	0.0%	$0	0.0%	$0
09	Fresh Fish or Marine Prods.	0	0.0%	0	0.0%	$0	0.0%	$0
10	Metallic Ores	131,720	0.2%	1,320	0.1%	$4	0.0%	$30
11	Coal	31,233,575	48.0%	269,658	21.3%	$1,191	2.1%	$38
13	Crude Petrol. or Natural Gas	0	0.0%	0	0.0%	$0	0.0%	$0
14	Nonmetallic Minerals	1,226,668	1.9%	11,870	0.9%	$26	0.0%	$21
19	Ordnance or Accessories	27,804	0.0%	248	0.0%	$5	0.0%	$171
20	Food or Kindred Prods.	5,044,459	7.8%	88,855	7.0%	$3,811	6.8%	$755
21	Tobacco Prods.	0	0.0%	0	0.0%	$0	0.0%	$0
22	Textile Mill Prods.	12,120	0.0%	1,200	0.1%	$68	0.1%	$5,645
23	Apparel or Related Prods.	147,560	0.2%	14,080	1.1%	$798	1.4%	$5,405
24	Lumber or Wood Prods.	495,888	0.8%	7,308	0.6%	$79	0.1%	$160
25	Furniture or Fixtures	39,240	0.1%	3,680	0.3%	$162	0.3%	$4,121
26	Pulp, Paper or Allied Prods.	2,431,040	3.7%	44,040	3.5%	$2,038	3.7%	$838
27	Printed Matter	22,840	0.0%	2,000	0.2%	$122	0.2%	$5,361
28	Chemicals or Allied Prods.	3,840,904	5.9%	46,948	3.7%	$6,721	12.1%	$1,750
29	Petroleum or Coal Prods.	604,596	0.9%	6,659	0.5%	$670	1.2%	$1,109
30	Rubber or Misc Plastics	145,160	0.2%	11,240	0.9%	$723	1.3%	$4,982
31	Leather or Leather Prods.	640	0.0%	80	0.0%	$13	0.0%	$20,846
32	Clay, Concrete, Glass, or Stone	1,697,245	2.6%	16,417	1.3%	$308	0.6%	$181
33	Primary Metal Prods.	429,460	0.7%	5,076	0.4%	$998	1.8%	$2,325
34	Fabricated Metal Prods.	55,960	0.1%	5,480	0.4%	$345	0.6%	$6,161
35	Machinery	72,520	0.1%	2,800	0.2%	$517	0.9%	$7,133
36	Electrical Equipment	66,560	0.1%	6,200	0.5%	$443	0.8%	$6,657
37	Transportation Equipment	858,804	1.3%	44,952	3.6%	$7,017	12.6%	$8,170
38	Instrum., Photo Eq., Optical Eq.	7,600	0.0%	760	0.1%	$90	0.2%	$11,866
39	Misc Manufacturing Prods.	49,440	0.1%	5,160	0.4%	$413	0.7%	$8,353
40	Waste or Scrap Materials	727,256	1.1%	11,340	0.9%	$157	0.3%	$216
41	Misc Freight Shipments	35,920	0.1%	2,640	0.2%	$120	0.2%	$3,327
42	Shipping Containers	804,840	1.2%	95,960	7.6%	$54	0.1%	$67
43	Mail or Contract Traffic	1,200	0.0%	120	0.0%	$3	0.0%	$2,680
44	Freight Forwarder Traffic	19,160	0.0%	1,800	0.1%	$1	0.0%	$66
45	Shipper Association Traffic	0	0.0%	0	0.0%	$0	0.0%	$0
46	Misc Mixed Shipments	5,437,400	8.4%	449,880	35.6%	$27,356	49.0%	$5,031
47	Small Packaged Shipments	25,880	0.0%	2,720	0.2%	$5	0.0%	$207
48	Waste	0	0.0%	0	0.0%	$0	0.0%	$0
49	Hazardous Materials	2,266,197	3.5%	34,676	2.7%	$177	0.3%	$78
50	Secondary Traffic	2,800	0.0%	280	0.0%	$0	0.0%	$0
60	Unclassified	0	0.0%	0	0.0%	$0	0.0%	$0
	Total	65,070,632	100.0%	1,264,359	100.0%	$55,773	100.0%	$857

Source: Based on the STB Waybill Sample data for 2011.

Table 4: Rail Intrastate, 2011

STCC2	Commodity	Tons		Units		Value (in millions)		Average Value/Ton
		Amount	Percent	Amount	Percent	Amount	Percent	
01	Farm Prods.	79,380	0.8%	916	0.4%	$12	0.2%	$157
08	Forest Prods.	10,720	0.1%	120	0.1%	$22	0.3%	$2,042
09	Fresh Fish or Marine Prods.	1,600	0.0%	160	0.1%	$12	0.2%	$7,537
10	Metallic Ores	287,576	3.0%	2,904	1.4%	$9	0.1%	$30
11	Coal	0	0.0%	0	0.0%	$0	0.0%	$0
13	Crude Petrol. or Natural Gas	0	0.0%	0	0.0%	$0	0.0%	$0
14	Nonmetallic Minerals	3,159,967	33.4%	29,889	14.4%	$30	0.5%	$10
19	Ordnance or Accessories	0	0.0%	0	0.0%	$0	0.0%	$0
20	Food or Kindred Prods.	142,504	1.5%	1,576	0.8%	$72	1.2%	$507
21	Tobacco Prods.	0	0.0%	0	0.0%	$0	0.0%	$0
22	Textile Mill Prods.	0	0.0%	0	0.0%	$0	0.0%	$0
23	Apparel or Related Prods.	0	0.0%	0	0.0%	$0	0.0%	$0
24	Lumber or Wood Prods.	1,705,664	18.0%	17,636	8.5%	$213	3.4%	$125
25	Furniture or Fixtures	0	0.0%	0	0.0%	$0	0.0%	$0
26	Pulp, Paper or Allied Prods.	396,560	4.2%	6,244	3.0%	$255	4.1%	$644
27	Printed Matter	0	0.0%	0	0.0%	$0	0.0%	$0
28	Chemicals or Allied Prods.	583,640	6.2%	6,312	3.0%	$849	13.5%	$1,455
29	Petroleum or Coal Prods.	7,240	0.1%	80	0.0%	$8	0.1%	$1,089
30	Rubber or Misc Plastics	2,000	0.0%	200	0.1%	$8	0.1%	$3,766
31	Leather or Leather Prods.	0	0.0%	0	0.0%	$0	0.0%	$0
32	Clay, Concrete, Glass, or Stone	1,160,640	12.3%	11,960	5.8%	$100	1.6%	$87
33	Primary Metal Prods.	0	0.0%	0	0.0%	$0	0.0%	$0
34	Fabricated Metal Prods.	0	0.0%	0	0.0%	$0	0.0%	$0
35	Machinery	0	0.0%	0	0.0%	$0	0.0%	$0
36	Electrical Equipment	0	0.0%	0	0.0%	$0	0.0%	$0
37	Transportation Equipment	44,984	0.5%	1,968	1.0%	$94	1.5%	$2,094
38	Instrum., Photo Eq., Optical Eq.	0	0.0%	0	0.0%	$0	0.0%	$0
39	Misc Manufacturing Prods.	0	0.0%	0	0.0%	$0	0.0%	$0
40	Waste or Scrap Materials	484,864	5.1%	9,364	4.5%	$122	1.9%	$251
41	Misc Freight Shipments	6,800	0.1%	680	0.3%	$23	0.4%	$3,327
42	Shipping Containers	317,600	3.4%	38,440	18.6%	$21	0.3%	$67
43	Mail or Contract Traffic	0	0.0%	0	0.0%	$0	0.0%	$0
44	Freight Forwarder Traffic	0	0.0%	0	0.0%	$0	0.0%	$0
45	Shipper Association Traffic	0	0.0%	0	0.0%	$0	0.0%	$0
46	Misc Mixed Shipments	870,960	9.2%	76,000	36.7%	$4,410	70.3%	$5,063
47	Small Packaged Shipments	0	0.0%	0	0.0%	$0	0.0%	$0
48	Waste	0	0.0%	0	0.0%	$0	0.0%	$0
49	Hazardous Materials	193,632	2.0%	2,504	1.2%	$13	0.2%	$65
50	Secondary Traffic	0	0.0%	0	0.0%	$0	0.0%	$0
60	Unclassified	0	0.0%	0	0.0%	$0	0.0%	$0
	Total	9,456,331	100.0%	206,953	100.0%	$6,273	100.0%	$663

Source: Based on the STB Waybill Sample data for 2011.

Table 5: Rail Through, 2011

STCC2	Commodity	Tons		Units		Value (in millions)		Average Value/Ton
		Amount	Percent	Amount	Percent	Amount	Percent	
01	Farm Prods.	4,652,268	5.1%	49,092	2.8%	$1,173	1.1%	$252
08	Forest Prods.	8,800	0.0%	120	0.0%	$18	0.0%	$2,042
09	Fresh Fish or Marine Prods.	3,120	0.0%	160	0.0%	$24	0.0%	$7,537
10	Metallic Ores	468,240	0.5%	4,760	0.3%	$1,826	1.8%	$3,899
11	Coal	27,657,293	30.5%	240,510	13.9%	$1,056	1.0%	$38
13	Crude Petrol. or Natural Gas	0	0.0%	0	0.0%	$0	0.0%	$0
14	Nonmetallic Minerals	2,427,250	2.7%	26,124	1.5%	$101	0.1%	$42
19	Ordnance or Accessories	34,544	0.0%	1,540	0.1%	$6	0.0%	$171
20	Food or Kindred Prods.	7,494,788	8.3%	135,404	7.8%	$5,551	5.4%	$741
21	Tobacco Prods.	0	0.0%	0	0.0%	$0	0.0%	$0
22	Textile Mill Prods.	91,320	0.1%	4,560	0.3%	$495	0.5%	$5,419
23	Apparel or Related Prods.	563,200	0.6%	52,560	3.0%	$3,330	3.2%	$5,912
24	Lumber or Wood Prods.	1,443,132	1.6%	24,312	1.4%	$455	0.4%	$315
25	Furniture or Fixtures	81,880	0.1%	7,520	0.4%	$301	0.3%	$3,677
26	Pulp, Paper or Allied Prods.	5,722,076	6.3%	117,832	6.8%	$5,742	5.5%	$1,004
27	Printed Matter	47,880	0.1%	2,760	0.2%	$249	0.2%	$5,204
28	Chemicals or Allied Prods.	13,671,975	15.1%	162,221	9.4%	$21,232	20.5%	$1,553
29	Petroleum or Coal Prods.	1,333,788	1.5%	16,728	1.0%	$1,426	1.4%	$1,069
30	Rubber or Misc Plastics	196,000	0.2%	14,880	0.9%	$1,044	1.0%	$5,324
31	Leather or Leather Prods.	13,040	0.0%	1,320	0.1%	$310	0.3%	$23,769
32	Clay, Concrete, Glass, or Stone	2,994,156	3.3%	33,272	1.9%	$619	0.6%	$207
33	Primary Metal Prods.	3,958,796	4.4%	45,620	2.6%	$6,209	6.0%	$1,568
34	Fabricated Metal Prods.	136,320	0.2%	12,320	0.7%	$827	0.8%	$6,069
35	Machinery	56,800	0.1%	4,880	0.3%	$516	0.5%	$9,083
36	Electrical Equipment	139,640	0.2%	13,560	0.8%	$1,030	1.0%	$7,377
37	Transportation Equipment	2,133,722	2.4%	106,808	6.2%	$18,768	18.1%	$8,796
38	Instrum., Photo Eq., Optical Eq.	23,840	0.0%	2,080	0.1%	$220	0.2%	$9,227
39	Misc Manufacturing Prods.	18,760	0.0%	1,920	0.1%	$125	0.1%	$6,654
40	Waste or Scrap Materials	2,225,508	2.5%	29,576	1.7%	$585	0.6%	$263
41	Misc Freight Shipments	117,801	0.1%	6,500	0.4%	$252	0.2%	$2,135
42	Shipping Containers	729,120	0.8%	89,520	5.2%	$49	0.0%	$67
43	Mail or Contract Traffic	22,720	0.0%	2,240	0.1%	$61	0.1%	$2,680
44	Freight Forwarder Traffic	18,920	0.0%	1,600	0.1%	$1	0.0%	$66
45	Shipper Association Traffic	7,800	0.0%	360	0.0%	$1	0.0%	$83
46	Misc Mixed Shipments	5,836,904	6.4%	434,616	25.2%	$29,392	28.4%	$5,036
47	Small Packaged Shipments	6,480	0.0%	480	0.0%	$1	0.0%	$207
48	Waste	131,200	0.1%	1,800	0.1%	$8	0.0%	$61
49	Hazardous Materials	6,150,894	6.8%	77,256	4.5%	$496	0.5%	$81
50	Secondary Traffic	400	0.0%	40	0.0%	$0	0.0%	$0
60	Unclassified	0	0.0%	0	0.0%	$0	0.0%	$0
	Total	90,620,375	100.0%	1,726,851	100.0%	$103,499	100.0%	$1,142

Source: Based on the STB Waybill Sample data for 2011.

Table 6: Rail Outbound and Inbound, 2012 and 2040

SCTG by Industrial Sector	Outbound					Inbound				
	Tons (Thousands)			Percent		Tons (Thousands)			Percent	
Natural Resources	**2012**	**2040**	**Change**	**Total**	**CAGR**	**2012**	**2040**	**Change**	**Total**	**CAGR**
Live animals/fish	0.0	0.1	0.1	2014%	11.5%	0.0	0.0	0.0	NA	NA
Cereal grains	295.5	111.9	-183.6	-62%	-3.4%	7,026.1	10,464.9	3,438.8	49%	1.4%
Other ag products	133.0	369.4	236.4	178%	3.7%	1,253.0	717.6	-535.4	-43%	-2.9%
Building stone	10.2	22.1	11.9	117%	2.8%	23.4	49.3	25.9	111%	2.7%
Natural sands	81.6	224.2	142.6	175%	3.7%	78.9	32.3	-46.6	-59%	-3.1%
Gravel	7,114.3	6,224.9	-889.4	-13%	-0.5%	5,944.7	8,936.1	2,991.4	50%	1.9%
Nonmetallic minerals	5,939.5	4,746.6	-1,192.9	-20%	-0.8%	2,089.0	2,614.7	525.7	25%	0.8%
Metalic ores	163.1	173.2	10.1	6%	0.2%	27.8	26.1	-1.7	-6%	-0.2%
Coal	11.1	10.7	-0.4	-4%	-0.1%	55,228.5	21,073.9	-34,154.6	-62%	-3.4%
Crude petroleum	0.0	0.0	0.0	-100%	-100.0%	11.6	23.4	11.8	102%	2.5%
Logs	60.4	51.5	-8.9	-15%	-0.6%	22.3	20.7	-1.6	-7%	-0.3%
Subtotal	*13,808.7*	*11,934.6*	*-1,874.1*	*-14%*	*-0.5%*	*71,705.3*	*43,959.0*	*-27,746.3*	*-39%*	*-1.7%*
Manufacturing										
Animal feed	297.6	527.9	230.3	77%	2.1%	1,328.1	1,417.9	89.8	7%	0.2%
Meat/seafood	3.7	7.6	3.9	105%	2.6%	41.3	129.9	88.6	215%	4.2%
Milled grain products	16.4	53.8	37.4	228%	4.3%	374.5	620.2	245.7	66%	1.8%
Other food stuffs	342.0	1,854.2	1,512.2	442%	6.2%	1,483.9	2,355.4	871.5	59%	1.7%
Alcoholic beverages	67.1	63.7	-3.4	-5%	-0.2%	132.5	523.6	391.1	295%	5.0%
Tobacco prods	0.1	0.0	-0.1	-100%	-4.0%	0.1	0.0	-0.1	-100%	-2.8%
Gasoline	339.5	339.9	0.4	0%	0.0%	339.9	340.6	0.7	0%	0.0%
Fuel oils	27.4	25.1	-2.3	-8%	-0.3%	226.1	103.7	-122.4	-54%	-2.7%
Coal - n.e.c.	815.3	434.0	-381.3	-47%	-2.2%	1,601.4	899.9	-701.5	-44%	-2.0%
Basic chemicals	894.7	1,278.8	384.1	43%	1.3%	5,099.4	4,696.1	-403.3	-8%	-0.3%
Pharmaceuticals	0.1	0.5	0.4	400%	6.6%	0.1	0.8	0.7	700%	8.0%
Fertilizers	1,243.0	465.9	-777.1	-63%	-3.4%	2,926.9	3,493.9	567.0	19%	0.6%
Chemical prods	147.1	597.4	450.3	306%	5.1%	347.9	1,388.6	1,040.7	299%	5.2%
Plastics/rubber	231.0	391.7	160.7	70%	1.9%	1,168.3	1,587.5	419.2	36%	1.1%
Wood prods	754.6	714.0	-40.6	-5%	-0.2%	1,278.2	1,559.4	281.2	22%	0.7%
Newsprint/paper	2,275.8	3,579.3	1,303.5	57%	1.6%	2,522.5	4,159.5	1,637.0	65%	1.8%
Paper articles	584.2	875.6	291.4	50%	1.5%	115.4	234.1	118.7	103%	2.8%
Printed prods	2.6	5.8	3.2	123%	2.8%	2.0	2.8	0.8	40%	1.1%
Textiles/leather	155.5	164.3	8.8	6%	0.2%	118.2	102.3	-15.9	-13%	-0.5%
Nonmetal min prods	574.8	892.6	317.8	55%	1.6%	945.1	2,409.8	1,464.7	155%	3.4%
Base metals	690.3	736.8	46.5	7%	0.2%	828.6	819.6	-9.0	-1%	0.0%
Articles - base metal	13.3	30.9	17.6	132%	3.0%	5.8	14.4	8.6	148%	3.3%
Machinery	81.1	360.1	279.0	344%	5.5%	84.0	394.3	310.3	369%	5.7%
Electronics	13.8	37.1	23.3	169%	3.6%	91.9	139.8	47.9	52%	1.5%
Motorized vehicles	8.8	10.1	1.3	15%	0.5%	106.2	191.4	85.2	80%	2.1%
Transport equip.	109.6	260.9	151.3	138%	3.1%	5.5	23.6	18.1	329%	5.3%
Precision instruments	1.3	4.3	3.0	231%	4.4%	0.3	0.8	0.5	167%	4.3%
Furniture	35.5	195.3	159.8	450%	6.3%	8.3	41.6	33.3	401%	5.9%
Misc. mfg. prods.	10.1	19.4	9.3	92%	2.4%	32.0	81.8	49.8	156%	3.4%
Subtotal	*9,736.3*	*13,927.0*	*4,190.7*	*43%*	*1.3%*	*21,214.4*	*27,733.3*	*6,518.9*	*31%*	*1.0%*
Other										
Waste/scrap	2,506.5	1,536.5	-970.0	-39%	-1.7%	1,899.4	2,480.3	580.9	31%	1.0%
Mixed freight	7.3	13.1	5.8	79%	2.1%	201.0	402.0	201.0	100%	2.5%
Unknown	42.1	176.7	134.6	320%	5.3%	8.1	30.9	22.8	281%	4.9%
Subtotal	*2,555.9*	*1,726.3*	*-829.6*	*-32%*	*-1.4%*	*2,108.5*	*2,913.2*	*804.7*	*38%*	*1.2%*
Total	**26,100.6**	**27,587.8**	**1,487.2**	**5.7%**	**0.2%**	**95,028.0**	**74,605.7**	**-20,422.3**	**-21.5%**	**-0.9%**

Source: FAFv3.5 forecasts.

APPENDIX D – HOWELL JUNCTION DESCRIPTION

1 INTRODUCTION

Howell Junction (Jct.), located approximately two miles north-northwest of the center of downtown Atlanta, is among the most congested railroad junctions in the southeastern U.S. **Figure 1** very generally depicts Howell Jct., and is later explained in more detail. The grade separation of railroad-railroad (RR-RR) grade crossings and other track rearrangement or improvements have been proposed at Howell Jct. to increase rail network capacity, particularly with respect to the accommodation of commuter or other new passenger train operations that would share use of freight railroad track at Howell Jct. This discussion describes the track arrangement at Howell Jct. and identifies some Howell Jct. circumstances that contribute to rail network congestion.

2 TRACK ARRANGEMENT

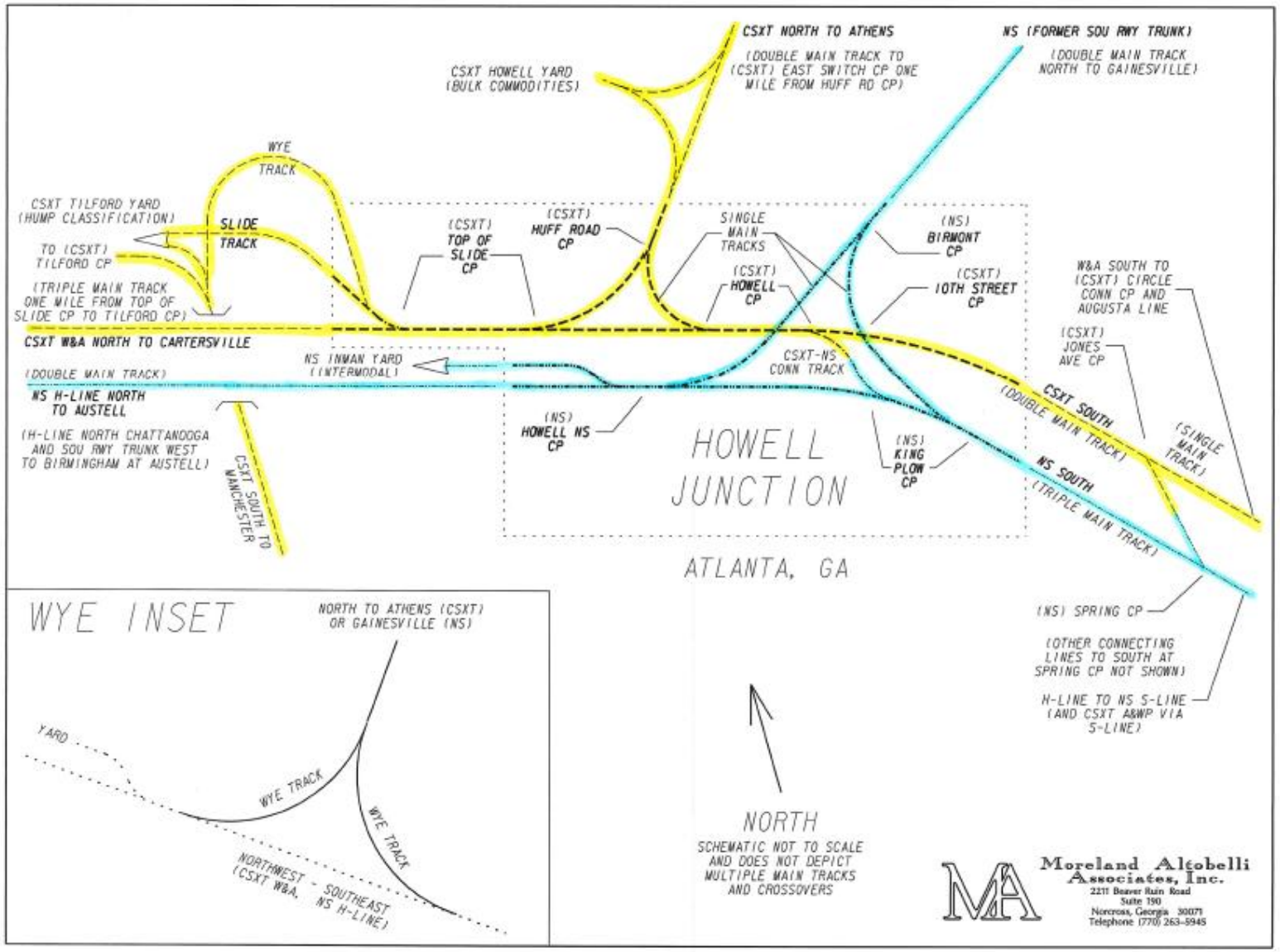
Howell Jct. is most narrowly defined as the CSX Transportation (CSXT) Howell Control Point (CP).[1] The central element of the Howell CP is the RR-RR grade crossing of a Norfolk Southern (NS) single main track and CSXT double main track. The Howell CP also includes a crossover (between the CSXT double main tracks) located adjacent to and northwest of the RR-RR crossing, CSXT main track turnouts to two connection tracks, and the signals controlling train movements through the CP. The turnout located adjacent to and southeast of the RR-RR grade crossing is the north end of a track connecting CSXT and NS.[2] The other turnout is located northwest of the crossover, and is the south end of a connection track to the CSXT line through Athens.

A broader definition of Howell Jct. includes the adjacent CSXT 10th Street CP that is located approximately 1,000 feet southeast of Howell CP. The 10th Street CP consists of another NS single main track at-grade crossing of CSXT double main track, and associated signals.

[1] CP has generally replaced the term interlocking. A CP is an arrangement of controllable signal apparatus (as opposed to automatic signal apparatus) used to control train movements. The Howell CP may also be known as Howell Tower. The term Tower is a holdover from decades ago when Howell CP switches and signals were controlled by an operator situated in a small tower over-looking the Howell CP location, instead of remote control of switches and signals by train dispatcher or operator.

[2] The CSXT-NS connection is generally similar to a crossover between the CSXT No.1 main track and the NS No.1 main tracks, except that the CSXT and NS tracks are located approximately 300 feet apart, and the connection track is approximately 1,000 feet long. Multiple main tracks are usually numbered such that the No.1 main track is the right hand track in a southbound or westbound direction. That is not the case with the NS main tracks between the Howell-NS and Constitution CPs, where the right hand northbound main track is No.1 main track.

Figure 1: Howell Junction



The general CSXT and NS track arrangement within the broadly defined Howell Jct. are similar in a few ways:

- CSXT and NS have heavy traffic density multiple main track routes oriented generally northwest-southeast that are generally parallel to each other. Northwest is railroad north for both railroads. The CSXT route is that of the former Western and Atlantic (W&A) between downtown Atlanta and Chattanooga.[3] The NS route, known as the H-Line because its mileposts use an "H" suffix letter, connects Chattanooga and Brunswick via Austell, Atlanta, McDonough and Macon.
- Each railroad has a southwesterly medium-heavy traffic density line approaching Howell Jct. that has triangular-shaped connecting tracks to the railroad's northwest-southeast line, e.g. each railroad's southwesterly approaching line splits, with the two curving connection tracks forming two legs of a triangle, with the northwest-southeast lines as the triangle bases. The southwesterly approaching lines for both railroads are railroad south.

The curving connection tracks are sometimes referred to as wye tracks because the approaching line and the two curving connection tracks form the letter "Y" in plan view. See Figure 1 Inset. The southwesterly NS line approaching Howell Jct. passes through Gainesville.[4] The southwesterly CSXT line at Howell Jct. passes through Athens.[5]

- Turnouts to / from each railroad's northwest-southeast line and the south end of each railroad's largest Atlanta yard – CSXT's Tilford Yard or NS' Inman Yard – are located at the northwest end of Howell Jct.
- The CSXT W&A and NS H-Line each are used by multiple through routes through Atlanta. The H-Line northwest of Howell Jct. carries traffic to or from Birmingham in addition to Chattanooga. The W&A route southwest of Howell Jct. carries traffic to or from Augusta, and is the principal route for traffic to and from and Montgomery.

The general overall arrangement of Howell Jct. may be described as CSXT's and NS' generally similar track arrangements that are side-by-side, with the CSXT W&A main track segment crossing the NS wye tracks. Figure 1 depicts the general Howell Jct. route structure and identifies Howell Jct. CPs. It does not depict multiple tracks, or crossovers between multiple tracks. **Figure 2** is a depiction of the Atlanta Terminal from a 1999 CSXT Atlanta Division Timetable.[6] It lacks NS track details such as multiple tracks and crossovers, except for that portion of the NS H-Line between Howell Jct. and East Point where CSXT trains operate.

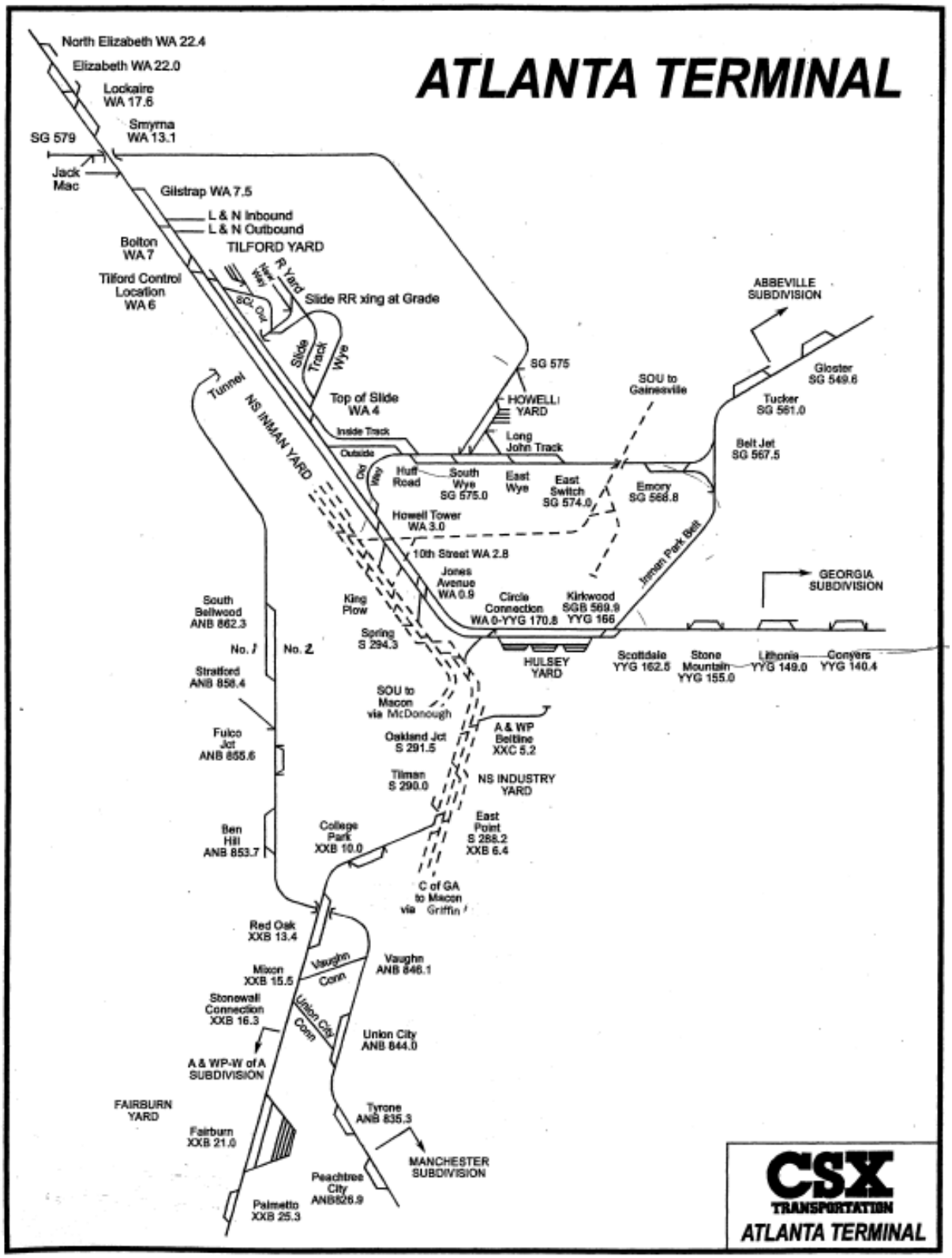
[3] The W&A is owned by the State Properties Commission, and has been leased to CSXT or CSXT predecessors for over one hundred years. The present lease expires 31 Dec 2019.

[4] The line is the former Southern Railway's principal trunk line. The trunk line is the west wye track, and is co-located with the H-Line between Howell Jct and Austell, where the former Southern Rwy trunk line diverges west to Birmingham.

[5] The Athens Line refers to freight traffic. Proposed Athens Line commuter service would include construction of a new connection between CSXT and NS approximately 2.5 miles northeast of Howell Jct at Armour Yard. Athens Line commuter trains would use the new connection, and would thus approach or depart Howell Jct on the NS Gainesville Line. Athens Line (or NS Gainesville Line) commuter service would either use the NS south wye to cross CSXT at Tenth St CP, or would use a new connection to CSXT, dependent on downtown Atlanta Multi-Modal Passenger Terminal platform location.

[6] Track changes have been made since that time, including the removal of the South Wye CP and East Switch CP crossovers.

Figure 2: CSXT Atlanta Terminal (Howell Tower slightly left and above page center)



3 SOURCES OF CONGESTION

The primary sources of Howell Jct. congestion are the RR-RR crossings, particularly the CSXT Howell CP RR-RR crossing. All NS Gainesville Line traffic to, from, or through Atlanta, including Amtrak *Crescent* traffic, must cross all CSXT traffic to or from CSXT's Augusta line (former Georgia Railroad), and generally would cross traffic to or from CSXT's Montgomery line, the former Atlanta and West Point Railroad (A&WP). Orders of magnitude of railroad traffic at the CSXT Howell CP are two dozen trains per day on the NS Gainesville Line, and three dozen trains per day on the W&A.[7] Though these train volumes are substantial, they would be more manageable without some of the exacerbating circumstances identified below.

(1) *The Howell and 10 Street CPs are CSXT-controlled, thus CSXT controls of movement of NS trains at those CPs.*

(2) The proximity of other CPs to even the broadly defined Howell Jct., notably including the CSXT Jones Avenue-NS Spring CPs located approximately 1.5 miles toward downtown Atlanta from Howell Jct., where there may be NS-CSXT train movement conflicts.[8]

CSXT and NS, though competitors, have reason to cooperate where there are conflicting movements. Each railroad has its own priorities, however, and even the best information-sharing and cooperation result in a less unified prioritization and expeditious operation than when only one railroad is involved. The proximity of the Jones Avenue-Spring connection to Howell Jct. is an issue in that CSXT and NS cooperation for some train movements at Howell extends to or from the Jones Avenue-Spring connection, where CSXT connects to NS, and continues on NS between Spring CP and East Point, where CSXT uses trackage rights to access its A&WP line.[9]

(3) The NS double main track Gainesville Line becomes single main track between the Birmont and Howell-NS CPs, and is thus single main track through the Howell CP RR-RR crossing. Single main track precludes simultaneous bi-directional train movements between the H-Line northwest of Howell Jct. and the Gainesville Line.

Gainesville single main track at Howell Jct. is of itself a bit of a bottleneck independent of the RR-RR crossing that amplifies the bottleneck, e.g. the congestion caused by one-direction at a time train movement is amplified by the taking of turns with CSXT W& A traffic at the RR-RR crossing.

(4) The relatively close proximity of the Amtrak Peachtree Station (or an Athens or Gainesville commuter line Atlantic Station Commuter Rail Station, if such trains will use a RR-RR crossing) to Howell Jct.

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[7] The higher train traffic volumes typically cited for Howell Jct traffic include traffic passing through the broadly defined Howell C.P., but without actually using a Howell Jct RR-RR grade crossing, such as H-Line traffic or traffic between the Athens Line and W&A north.

[8] The Jones Avenue CP name is derived from the Ivan Allen Blvd overpass, formerly Jones Ave, of both the W&A and H-Line, that is located near the north CSXT end of the connection.

[9] Trackage rights is technically not the proper term in that the Spring-East Point segment is jointly owned by CSXT and NS, but operated and maintained at joint CSXT-NS expense by NS.

The proximity of the Amtrak station is an issue in that southbound passenger trains are likely to hold up other Howell Jct. movements a longer period of time than if the Amtrak station were located some distance away from Howell Jct. Signals for Amtrak trains are lined through Howell Jct. well in advance of passenger trains, precluding other train movements. Amtrak delay and/or inconsistent travel time is more likely in connection with line-of-road station stops, particularly departures. Also, the Crescent operates on NS, but the Howell CP is controlled by CSXT.

(5) Atlanta is an NS and CSXT crew change location.

(6) Atlanta is a major terminal where CSXT and NS originate many trains. Northbound terminating and southbound originating trains at Tilford and Inman Yards are of particular importance because the south ends of the yards are located within Howell Jct.

Inman Yard is an intermodal yard. Tilford Yard is one of CSXT's 11 "hump yard" classification yards where there are an especially large amount of train originations and terminations.[10] Locomotive (train) refueling by tanker truck of locomotives on main track is not an extraordinary occurrence in the Atlanta Terminal, and may impact other trains' movements through Howell Jct.

Federal regulations limiting train crew's hours of service (HoS) may cause an arriving through or terminating train to be stopped in place until the train has been re-crewed. A train dispatch miscalculation, or an unexpected or unforeseeable event, may cause the stop to occur prior to arrival at usual crew change locations or the yard, clogging main tracks track in or near Howell Jct. Such stopped trains may in turn block or impede movement of other trains.

Train crew change and originating trains otherwise introduce uncertainty that adversely affects Howell Jct. operation. There may be delay in re-crewed through trains, or originating trains, getting underway, even when HoS is not an arriving train concern, e.g. crew unavailability or delay, equipment trouble, especially in the case of originating trains, etc.

(7) CSXT's "Slide" track into Tilford Yard, the south end of which is herein considered part of Howell Jct., is of special concern.

The slide is an approximately 2,000-foot-long track on a (RR steep) 3.2% descending grade, with a CSXT-CSXT RR-RR grade crossing located approximately one-half way between the "top of the slide" and Tilford Yard. The track geometry requires slow (8 mph maximum per 1999 Timetable) careful steady northbound train handling into Tilford Yard. Trains unexpectedly having to stop on the slide incur delay in the care required to stop, and in the care prior to recommencing movement.

(8) Howell Jct. routes that skirt the RR-RR crossings may impact movements at the RR-RR crossings directly or indirectly.

Train movement southbound from the Athens Line (Huff Road CP) to Tilford Yard via the Top of Slide CP, or through to the tunnel to the Manchester Subdivision, for example, bypass the Howell and 10 Street CPs, but affect any CSXT movement at those CPs to the extent that northbound movement to

[10] Arriving trains with cars for classification are slowly pushed over a small manmade hill, with the cars are uncoupled at the crest of the hill and allowed to roll down the hump into the appropriate tracks for originating trains.

Tilford Yard from the Augusta or A&WP lines must be held, or is subject to delay if the Athens Line train is delayed on the slide.

(9) Interyard movements between Tilford or Inman Yards, and each railroad's multiple other yards within Atlanta.

Interyard movements of cars or light locomotives involve communication and coordination between train crews or Yardmasters, and the Train Dispatcher (CSXT) or Operator (NS). The Train Dispatcher or Operator may have less notice or less certain knowledge concerning interyard movements than line-of-road movements, even though interyard movements may routinely occur at more or less regular times of day. The Train Dispatcher or Operator may have less notice because the yard work occurs out of purview.

NS, in addition to Inman Yard, operates intermodal Whitaker Yard (H-Line north of Austell) and Armour (Gainesville Line north of Howell Jct.), South (H-Line south of Spring CP), Industry (S-Line south of Spring CP), and Forest Park (S-Line south of Interstate 285) Yards in metro Atlanta. CSXT, in addition to Tilford Yard, operates the Hulsey (Augusta line just east of downtown) and Fairburn (A&WP) Intermodal Yards, and Howell Yard (Athens Line), a CSXT bulk commodities terminal facility in metro Atlanta. The latter is of special significance because it is located only one-half mile from Howell CP.

4 NEW PASSENGER TRAIN OPERATIONS

The proposed general location of the passenger train platforms for the proposed downtown Atlanta Multi-Modal Passenger Terminal (MMPT) has evolved over years of planning. Initial plans situated the platforms along the W&A and the Circle Connection Track just west of the Five Points MARTA Station. The initial MMPT platform locations would allow passenger service to bypass Howell Jct. (except for the Birmont CP) enroute to a new No.3 W&A main track as depicted in **Figure 3**.

The initial plans, however, anticipated intercity and Athens and Gainesville Line commuter trains to the MMPT would utilize the northeast quadrant of the Atlanta Beltline.11 The initial MMPT platform locations became less desirable upon the recent development of the northeast quadrant of the Beltline, because the northeast quadrant Beltline development is incompatible with commuter or intercity passenger service operations on Beltline right-of-way.

More recent MMPT planning has considered relocation of the platforms to be along the NS H-Line near Philips Arena approximately three blocks west of the Five Points MARTA Station. An advantage of the H-Line platforms is they would facilitate through passenger train service south from the MMPT to the Hartsfield-Jackson International Airport, and/or central Georgia.12 H-Line platform relocation would exacerbate Howell Jct. congestion by requiring passenger trains crossover the W&A to the NS H-Line, adding to congestion at the 10 Street CP as depicted in **Figure 4**. Passenger train use of the 10th Street RR-RR crossing elevates the benefit of grade separation.

[11] The Atlanta Beltline is a project to develop a 22-mile-long rail (or in some places former rail) corridor encircling central Atlanta as a multi-use trails with pedestrian friendly (light) rail transit.

[12] The H-Line platforms, however, will not accommodate through Amtrak *Crescent* route service use of the MMPT without backing or locomotive runaround from one end of the train to the other.

Figure 3: Passenger Train Route to CSXT W&A MMPT Platforms

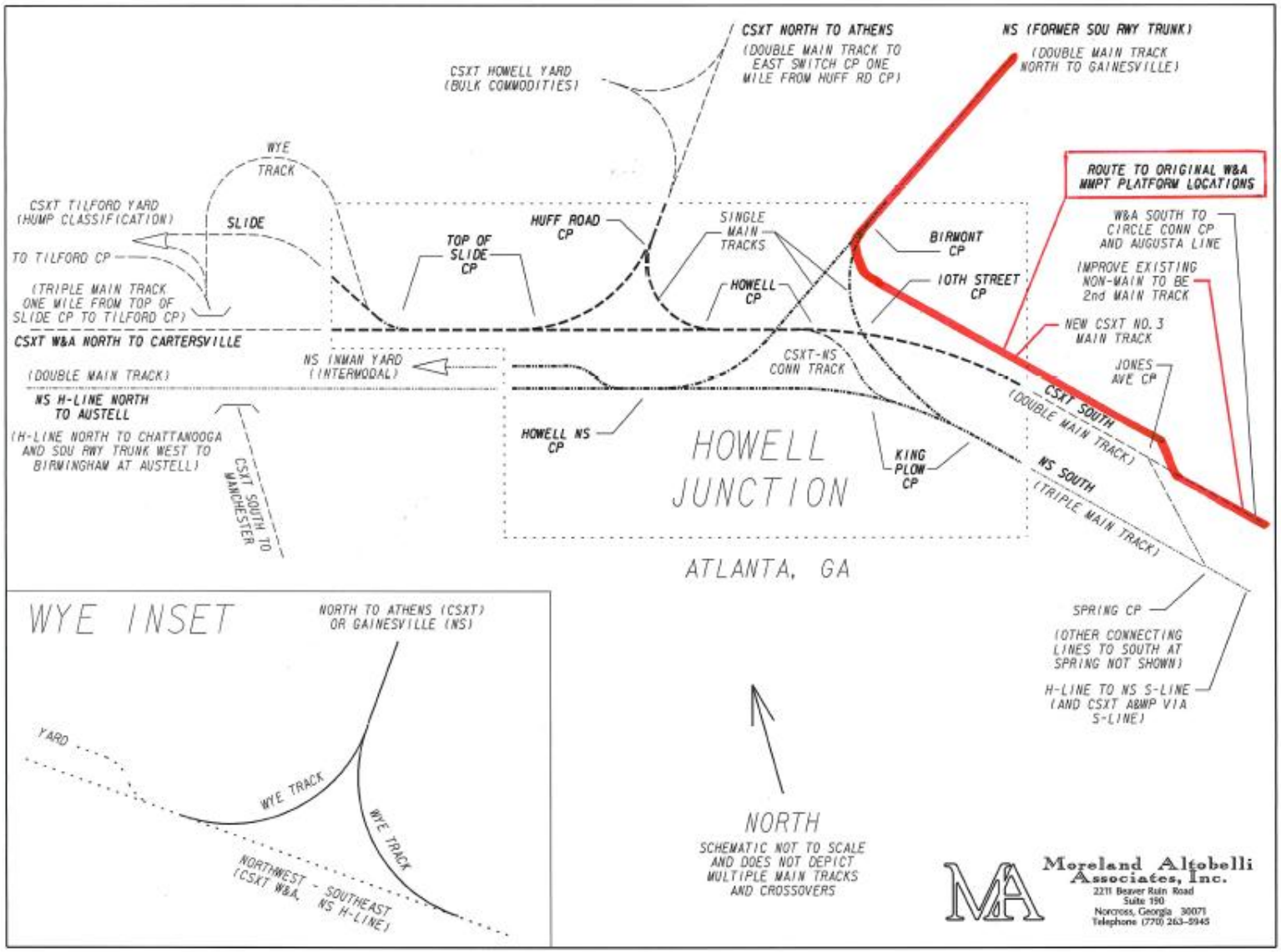
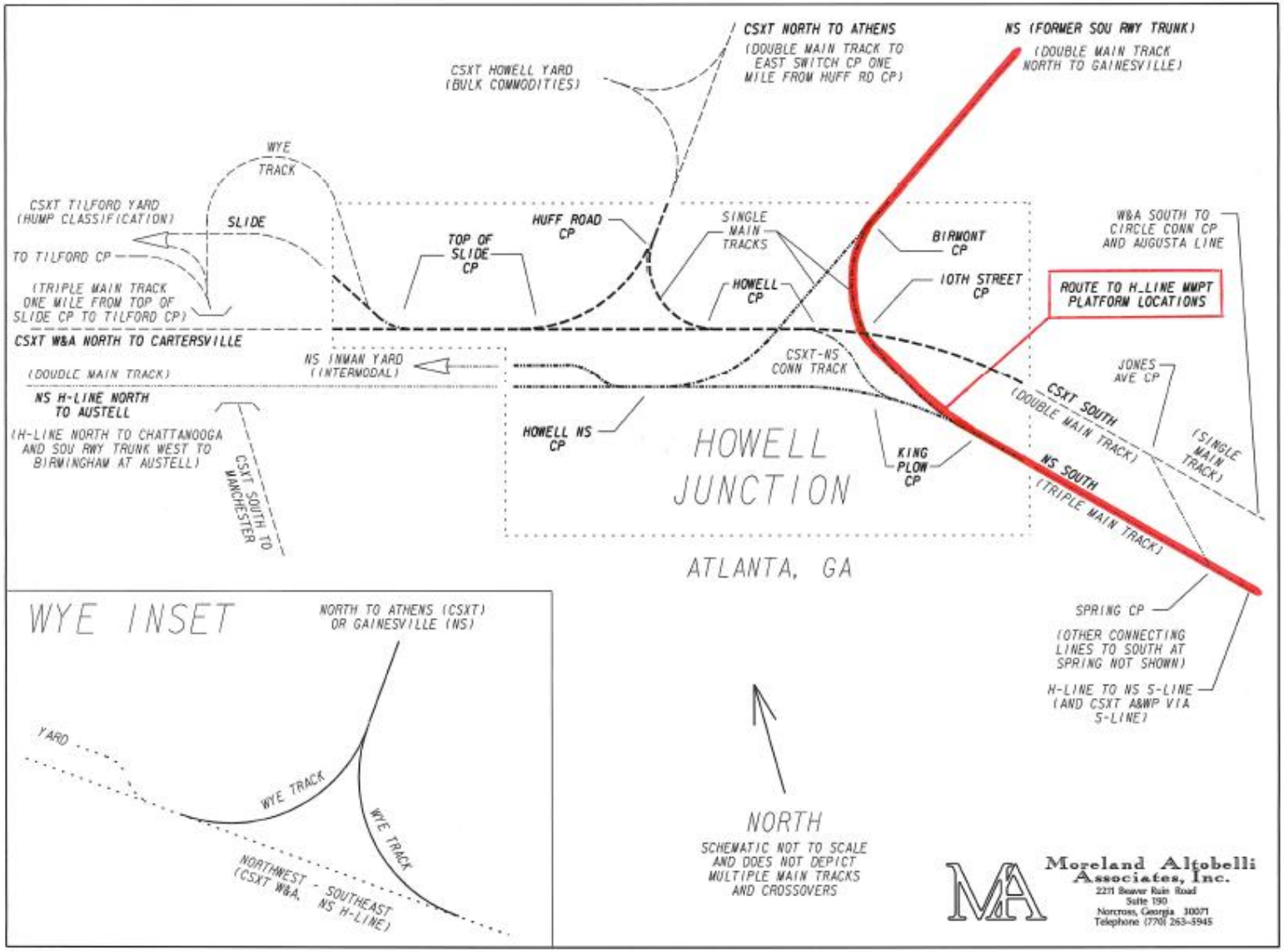


Figure 4: Passenger Train Route to NS H-Line MMPT Platforms



5 GRADE SEPARATION CONCEPT

Even rudimentary development and evaluation of conceptual grade separation of the Howell Jct. RR-RR grade crossings is a major undertaking in and of itself that would include extensive modeling of the existing network and operations.

Concept development and evaluation would involve the engineering and train operational feasibility of grade changes necessary to establish an order of magnitude of 33 feet difference in elevation of the top of rails at Howell Jct. RR-RR crossings involving six routes, e.g. the three routes of each of the two wyes, instead of the four routes of a more simple diamond RR-RR grade crossing.[13]

Broadly the W&A and H-Line are each on 0.5% upgrades for the 7.5 miles from their Chattahoochee River crossings to downtown Atlanta. Howell Jct. is located about five miles from the Chattahoochee River, and each railroad's grades are very nearly the same between Howell Jct. and the Jones Ave-Spring CPs. Howell Jct. is boxed in by Huff Road (Athens Line), Howell Mill Road (Gainesville Line), and W. Marietta St (W&A and H-Line south) overpasses that are located approximately 0.3 miles from RR-RR grade crossings. Other constraints include the Marietta Boulevard overpass located approximately two-thirds of a mile, and the CSXT Manchester Line tunnel under the W&A H-Line located approximately 0.9 miles west of the Gainesville Line RR-RR grade crossing.

[13] 23 feet vertical clearance top of rail to bottom of overpass structure, and 10 feet for girders, bridge deck and track structure.

APPENDIX E – PASSENGER AND FREIGHT RAIL PROJECTS

Short-Range (1-4 Years) Rail Investment Program

SHORT-RANGE RAIL PASSENGER PROJECTS (Page 1 of 2)				
Project Name	**Project Description**	**Project Benefits**	**Estimated Cost ($ millions)**	**Potential Funding Source**
Address ADA Deficiencies at Georgia Passenger Stations	Upgrade Amtrak stations at Atlanta, Gainesville, Jesup and Savannah to meet ADA passenger station standards	Provide full access to existing Amtrak facilities and services and improve safety at stations	$11.7	State and local sources, Amtrak
Update Atlanta Commuter Rail Studies	Update existing studies and conduct comprehensive alternatives analyses necessary to implement priority route(s)	Establish a comprehensive plan for implementation of rail commuter service	$1.5	Federal, state, local sources
Downtown Atlanta Rail Passenger Station	Conduct preliminary engineering and design necessary to locate and provide access to an intercity passenger station in Downtown Atlanta	Provide improved passenger access to Amtrak, intercity bus and potential rail commuter service	$0.5	Federal, state, local sources
Analysis of Alternative Locations for New Atlanta Amtrak Station	Investigate new locations for Amtrak station service the Crescent; a station that provides for optimal ADA compliance and multimodal access	Increase access to and ridership on intercity passenger rail routes	$0.5	State and local sources, Amtrak
Analysis of Expanded Conventional Service between Atlanta and Charlotte along the Existing Crescent Route	Conduct a feasibility assessment of additional train frequencies between Atlanta and Charlotte	Increase access to and ridership on intercity passenger rail routes	$1.0	Federal, state, local sources

SHORT-RANGE RAIL PASSENGER PROJECTS (continued – page 2 of 2)				
Project Name	**Project Description**	**Project Benefits**	**Estimated Cost ($ millions)**	**Potential Funding Source**
Tier 1 NEPA Analysis of New Higher Speed Service between Atlanta and Columbus	Initiate Tier 1 NEPA process with FRA as lead agency	Increase access to and ridership on intercity passenger rail routes	$0.5	Federal, state, local sources
Tier 2 NEPA for the proposed Atlanta-Chattanooga service	Continue NEPA planning for this potential intercity service between Atlanta and Chattanooga	Specify the detailed environmental impacts of the potential service	$17.1	Federal, state, local sources
Tier 2 NEPA for the proposed Atlanta-Charlotte service	Continue NEPA planning for this potential intercity service between Atlanta and Charlotte	Specify the detailed environmental impacts of the potential service	$25.0	Federal, state, local sources
Implement a Pilot Shuttle Bus Intercity Feeder Service	Establish a shuttle bus service to provide intercity feeder service between Macon and Atlanta to connect to Amtrak routes	Increase access to and ridership on intercity passenger rail routes; use as a test case for additional services	$1.0	Federal, state, local sources
Short-Range Passenger Total			**$58.80**	

SHORT-RANGE RAIL FREIGHT PROJECTS				
Project Name	**Project Description**	**Project Benefits**	**Estimated Cost ($ millions)**	**Potential Funding Source**
Chattooga and Chickamauga Rwy. Improvements	Rehabilitate the rail line between Summerville and Lyerly	Upgrade track condition for increased operating efficiency	$3.0	Federal, state, local sources
Georgia & Florida Rwy. Flood Remediation	Repair flood damage between MP 53.3-54.0 (Willacoochee)	Maintain quality of service to existing users	$0.775	Federal, state, local sources
Georgia & Florida Rwy. Tie Improvements	Replace crossties between MP 30.6 and 73.0	Maintain quality of service to existing users	$0.775	Federal, state, local sources
Georgia & Florida Rail Replacement	Replace damaged 85-lb. rail with 100-lb. rail between ProPex and PetroFlex Depot	Increase safety and service quality	$2.0	Federal, state, local sources
Georgia Northeastern RR Tie and Crossing Improvements	Replace crossties and upgrade crossings in Pickens, Gilmer, and Fannin Counties	Upgrade track condition and improve operating and crossing safety	$1.0	Federal, state, local sources
Georgia Northeastern RR Rail Replacement	Replace defective rail between Marietta and Tate	Upgrade track condition and improve operating safety	$1.225	Federal, state, local sources
Georgia Northeastern RR Bridge and Track Rehabilitation	Upgrade bridges and track structure to address structural deficiencies	Upgrade infrastructure condition and improve operating safety	$1.0	Federal, state, local sources
Georgia Southwestern RR Tie Improvements	Upgrade crossties on main line segment	Upgrade track condition and improve operating safety	$2.0	Federal, state, local sources
Georgia Southwestern RR Track Rehabilitation	Upgrade Lynn Subdivision between Lynn and Cuthbert	Upgrade to track to increase FRA track class	$4.0	Federal, state, local sources
Heart of Georgia RR Bridge Upgrades	Upgrade 53 bridges between Cordele and Vidalia	Upgrade FRA track class and ability to accommodate 286,000 lb. car loadings	$3.0	Federal, state, local sources
Heart of Georgia RR Track Rehabilitation	Upgrade rail line between Nunez and Vidalia	Improve operating efficiency and increase FRA track class	$2.5	Federal, state, local sources

SHORT-RANGE RAIL FREIGHT PROJECTS (continued – page 2 of 2)				
Project Name	**Project Description**	**Project Benefits**	**Estimated Cost ($ millions)**	**Potential Funding Source**
Heart of Georgia Tie and Crossing Improvements	Replace deficient cross ties and upgrade crossings between Cordele and Vidalia	Improve operating efficiency and crossing safety	$7.0	Federal, state, local sources
Ogeechee RR Rail Replacement	Replace defective rail and turnouts between MP 36.3 and 46.0	Improve operating efficiency and safety	$5.2	Federal, state, local sources
Ogeechee RR Track Rehabilitation	Upgrade track infrastructure between Ardmore and Sylvania	Improve operating efficiency and safety	$4.3	Federal, state, local sources
Atlanta Region Rail Capacity Study	Analyze potential for additional capacity for existing freight and new passenger services serving Atlanta (with Howell Junction as central component)	Improve operating efficiency and safety	$2.0	Federal, state, local sources
Economic Impact Analysis of Short lines	Analyze the economic contributions of Georgia's 29 Class III railroads, specifically their impacts on transportation cost savings and jobs	Enable strategic and prioritized public investments in short lines to optimize positive economic impacts	$1.0	Federal and state sources
Detailed Needs Analysis of Georgia Short Lines to Handle FRA Track Class 2 Speeds and 286,000-lbs. Loaded Car Weights	Analyze the track and bridge requirements to handling faster speeds and higher car weights on all of Georgia's short line railroads.	Improve operating efficiency and safety	$1.0	Federal and state sources
Short-Range Rail Freight Total			**$41.8**	

SHORT-RANGE GRADE CROSSING PROJECTS				
Project Name	**Project Description**	**Project Benefits**	**Estimated Cost ($ millions)**	**Potential Funding Source**
CSXT Grade Crossing Signal Installations in Bartow County	Install new crossing signal systems at CSXT crossings at CS 759/Carter St. and CS 551/King St. in Adairsville	Establish new active warning systems at two locations	$0.5	Highway Safety Improvement Program (HSIP)
CSXT Grade Crossing Signal Installation in Ben Hill County	Install a new crossing signal system at CSXT's crossing at CD 152/Lilac Rd. near Fitzgerald	Establish a new active warning system at one location	$0.25	HSIP
St. Marys RR Crossing Signal Installation in Camden County	Install a new crossing signal system at St. Marys RR crossing at SR 40 Spur near St. Marys	Establish a new active warning system at one location	$0.25	HSIP
Georgia Northeastern RR Crossing Signal Installation in Cherokee County	Install a new crossing signal system at GNRR's crossing at CR 132/ Jordan Rd. in Nelson	Establish a new active warning system at one location	$0.25	HSIP
CSXT Grade Crossing Signal Installations in Coffee County	Install new crossing signal systems at CSXT crossings at CR 296/Mitchell Rd. and CR 100/ Chaney Rd. near Douglas	Establish a new active warning system at two locations	$0.5	HSIP
NS Grade Crossing Signal Installation in Clayton County	Install a new crossing signal system at NS' crossing at CR208/Old Dixie Hwy. near Forest Park	Establish a new active warning system at one location	$0.25	HSIP
NS Crossing Signal Installation in Dade County	Install a new crossing signal system at NS' crossing at CR 236/Carroll Rd. near Trenton	Establish a new active warning system at one location	$0.25	HSIP
NS Crossing Signal Installation in Douglas County	Install a new crossing signal system at NS' crossing at CR 210/N. Baggett Rd.	Establish a new active warning system at one location	$0.25	HSIP
NS Crossing Signal Installation in Early County	Install a new crossing signal system at NS/HAL's crossing at CS 63/Arlington Ave. at Blakely	Establish a new active warning system at one location	$0.25	HSIP

SHORT-RANGE GRADE CROSSING PROJECTS (continued – page 2 of 3)				
Project Name	**Project Description**	**Project Benefits**	**Estimated Cost ($ millions)**	**Potential Funding Source**
Georgia Southern RR Crossing Signal Installations in Emanuel County	Install new crossing signal systems at GS' crossings at CS 843/Green St., CS 814/ E. Pine St., and CS 818 S. Coleman St. in Swainsboro	Establish a new active warning systems at three locations	$0.75	HSIP
CSXT Crossing Signal Installations in Fulton County	Install new crossing signal systems at CSXT crossings at CS 2049/Vine St. and CS 2046/Harper St. in Palmetto	Establish a new active warning systems at two locations	$0.5	HSIP
NS Crossing Signal Installations in Haralson County	Install new crossing signal systems at NS crossings at CR 279/John Allen Rd. and CR 91/Nitra Rd.	Establish a new active warning systems at two locations	$0.5	HSIP
Georgia Central RR Crossing Signal Installation in Laurens County	Install a new crossing signal system at GCR's crossing at CR 531/Old Macon Rd.	Establish a new active warning system at one location	$0.25	HSIP
NS Crossing Signal Installations in Monroe County	Install new crossing signal systems at NS crossings at CR 34/ Rumble Rd. in Smarr, CS 625/Indian Springs Rd. in Forsyth, and CR 35/Old Macon Rd. near Smarr	Establish a new active warning systems at three locations	$0.75	HSIP
Cater Parrott Rainet Crossing Signal Installation in Morgan County	Install a new crossing signal system at CPR's crossing at CS 603/Lions Club Rd. in Madison	Establish a new active warning system at one location	$0.25	HSIP
CSXT Crossing Signal Installation in Morgan County	Install a new crossing signal system at CSXT's crossing at CR 22/Double Bridge Rd. in Madison	Establish a new active warning system at one location	$0.25	HSIP
Georgia Southwestern RR Crossing Signal Installation in Muscogee County	Install a new crossing signal system at GSWR's crossing at CS 566/Oakview Ave. in Columbus	Establish a new active warning system at one location	$0.25	HSIP

SHORT-RANGE GRADE CROSSING PROJECTS (continued – page 3 of 3)				
Project Name	**Project Description**	**Project Benefits**	**Estimated Cost ($ millions)**	**Potential Funding Source**
NS Crossing Signal Installation in Muscogee County	Install a new crossing signal system at NS' crossing at CS 1193/3rd Ave. in Columbus	Establish a new active warning system at one location	$0.25	HSIP
Georgia Southern RR Crossing Signal Installation in Peach County	Install a new crossing signal system at CS's crossing at CS 617/Tulip Dr. in Fort Valley	Establish a new active warning system at one location	$0.25	HSIP
Georgia Northwestern RR Crossing Signal Installation in Pickens County	Install a new crossing signal system at GNRR's crossing at SR 53 in Tate	Establish a new active warning system at one location	$0.25	HSIP
NS Crossing Signal Installation in Putnam County	Install a new crossing signal system at NS' crossing at SR 16/ E. Sumter St. in Eatonton	Establish a new active warning system at one location	$0.25	HSIP
CSXT Crossing Signal Installations in Richmond County	Install new crossing signal systems at CSXT crossings at CR 2566/Wrightsboro Rd. and CR 479/Arthem Rd. in Augusta	Establish a new active warning system at two locations	$0.5	HSIP
Heart of Georgia RR Crossing Signal Installation in Telfair County	Install a new crossing signal system at HOG's crossing at Main St. in Milan	Establish a new active warning system at one location	$0.25	HSIP
CSXT Crossing Signal Installation in Thomas County	Install a new crossing signal system at CSXT's crossing at CS 636/Covington Ave in Thomasville	Establish a new active warning system at one location	$0.25	HSIP
Heart of Georgia RR Crossing Signal Installation in Wilcox County	Install a new crossing signal system at HOG's crossing at CR 144/Bowen St. in Abbeville	Establish a new active warning system at one location	$0.25	HSIP
Other Locations TBD		Establish new active warning systems at various locations	$27.5	HSIP
Short-Range Grade Crossing Total			**$36.0**	

Long-Range (5-25 Years) Proposed Rail Investment Program

LONG-RANGE RAIL PASSENGER PROJECTS				
Project Name	**Project Description**	**Project Benefits**	**Estimated Cost ($ millions)**	**Potential Funding Source**
Conduct Engineering and Design Related to Construction of the Atlanta Multimodal Passenger Terminal	Conduct preliminary engineering and design necessary to advance to construction of the MMPT	Completed terminal will serve as the region's major intercity and commuter rail and intercity and regional bus terminal	$50	TBD
Conduct Engineering and Design Related to Implementation of Incremental Commuter Rail Service	Conduct preliminary engineering and design necessary to implement priority commuter rail services	Implementation of commuter rail services will provide additional passenger alternatives and reduce highway and related impacts	$50	TBD
Conduct Engineering and Design Related to Improved Atlanta-Charlotte Intercity Passenger Rail Service	Conduct preliminary engineering and design necessary to implement "high speed" rail intercity passenger service between Atlanta and Charlotte	Implementation of upgrade service will reduce travel times and provide additional frequencies	$50	TBD
Conduct Engineering and Design Related to Improved Atlanta-Chattanooga Intercity Passenger Service	Conduct preliminary engineering and design necessary to implement "high speed" rail intercity passenger service between Atlanta and Chattanooga	Implementation of new service will reduce travel times and provide additional frequencies	$50	TBD
Conduct Engineering and Design Related to Improved Atlanta-Columbus Intercity Passenger Rail Service	Conduct preliminary engineering and design necessary to implement "high speed" rail intercity passenger service between Atlanta and Columbus	Implementation of new service will reduce travel times and provide additional frequencies	$50	TBD
Construct a New Atlanta Amtrak Station	Construct a new station to serve Amtrak's *Crescent* route	Provides improved access and intermodal efficiency	$35	TBD
Long-Range Passenger Total			**$285.00**	

LONG-RANGE RAIL FREIGHT PROJECTS				
Project Name	**Project Description**	**Project Benefits**	**Estimated Cost ($ millions)**	**Potential Funding Source**
Continue Design of Atlanta Region Rail Capacity Study Recommendation	Conduct planning, preliminary engineering and design to identify and implement infrastructure and operational changes necessary to reduce rail congestion. (with Howell Junction as central component)	Increase operating efficiency of both freight and passenger service	$5.0	TBD
Cater Parrott Railnet Improvements	Address existing flooding issue between MP 53.5 and 54.0 (Willacoochee)	Secure service and increase operating efficiency	$0.128	TBD
Cater Parrott Railnet Tie Improvements	Replace crossties between MP 30.6 and 73.0	Maintain and increase service and operating quality	$0.775	TBD
Cater Parrott Railnet Rail Improvements	Replace defective rail between MP 44.0–50.0 and 65.0–72.0	Increase operating safety and efficiency	$4.893	TBD
Chattahoochee Bay RR Improvements	Construct a track expansion to address existing and future capacity constraints	Increase capacity and access to additional shippers	$1.0	TBD
Chattahoochee Industrial RR Improvements	Construct a track expansion to address existing and future capacity constraints	Increase capacity and access to additional shippers	$2.5	TBD
Chattooga and Chickamauga Rwy. Bridge Improvements	Upgrade six bridges to accommodate 286,000 lb. weight loadings	Increase operating and cost efficiency for railroad and shippers	$19.8	TBD
Chattooga and Chickamauga Rwy. Track Improvements	Upgrade track and bridges between Trion-Noble	Increase FRA track class and increase operating efficiency	$16.0	TBD
Columbus & Chattahoochee RR Track Improvements	Upgrade track where required	Increase FRA track class and increase operating efficiency	$1.5	TBD
First Coast RR Track Improvements	Upgrade track to FRA Class I	Increase safety and operating efficiency	$2.5	TBD

LONG-RANGE RAIL FREIGHT PROJECTS (continued – page 2 of 3)				
Project Name	**Project Description**	**Project Benefits**	**Estimated Cost ($ millions)**	**Potential Funding Source**
Georgia Central Rwy. Bridge Improvements	Upgrade all rail bridges to accommodate 286,000 lb. weights	Increase operating and cost efficiency for railroad and shippers	$1.5	TBD
Georgia Central Rwy. Tie and Track Improvements	Replace deficient ties and upgrade track over the length of the railroad	Increase safety and operating efficiency and increase FRA track class	$4.5	TBD
Georgia Central Rwy. Rail Improvements	Replace deficient rail over 13.3 miles	Increase safety and operating efficiency	$5.3	TBD
Georgia & Florida Rwy. Track Rehabilitation	Rehabilitate track between Valdosta and Ray City	Increase operating efficiency	$15.0	TBD
Georgia & Florida Rwy. Rail Improvements	Replace defective rail between MP 44.0–50.0 and 65.0–72.0	Increase safety and operating efficiency	$4.893	TBD
Georgia Northeastern RR Bridge and Track Rehabilitation	Upgrade track and bridges to increase FRA track class and accommodate 286,000 lb. weights	Increase operating and cost efficiency for railroad and shippers	$5.5	TBD
Georgia Southern Rwy. Track Improvements	Upgrade track where necessary	Increase operating efficiency and increase FRA track class	$0.25	TBD
Georgia Southwestern RR Track and Bridge Improvements	Upgrade track and bridges between Colquit and Carnegie	Increase operating efficiency and accommodate 286,000 lb. weights	$20.0	TBD
Georgia Southwestern RR Rail Improvements	Replace defective rail along 40.5 miles of Smithville and Cusetta Subdivisions	Increase safety and operating efficiency	$16.2	TBD
Golden Isles Terminal Wharf RR Track Improvements	Upgrade track over length of the railroad	Increase operating efficiency and increase FRA track class	$1.6	TBD
Hartwell RR Track Connection	Construct a 1,360 foot track connection with CSXT	Increase operating efficiency	$1.5	TBD

LONG-RANGE RAIL FREIGHT PROJECTS (continued – page 3 of 3)				
Project Name	**Project Description**	**Project Benefits**	**Estimated Cost ($ millions)**	**Potential Funding Source**
Heart of Georgia RR Bridge Improvements	Replace Oconee and Okmulgee ballast deck bridges	Increase operating efficiency and accommodate 186,000 lb. weights	$6.0	TBD
Heart of Georgia RR Track and Bridge Rehabilitation	Upgrade track and bridges between Richland and Abbeville	Increase operating efficiency and increase FRA track class	$52.0	TBD
Heart of Georgia RR Grade Crossing Improvements	Upgrade grade crossings as necessary	Increase crossing safety	$0.8	TBD
Hilton and Albany RR Rail Improvements	Replace deficient rail over 52 miles	Increase operating safety and efficiency	$22.3	TBD
Ogeechee RR Track Improvements	Replace defective rail, ties and turnouts between MP 46.0 and 58.5	Increase safety and operating efficiency	$6.63	TBD
Ogeechee RR Track Upgrade	Upgrade track between Ardmore and Sylvania	Increase operating efficiency and increase FRA track class	$4.0	TBD
Valdosta Rwy. Track Improvements	Upgrade track over the railroad as necessary	Increase operating efficiency and increase track class	$1.0	TBD
Ongoing maintenance of GDOT owned short line railroads (lump sum)		Increase operating efficiency and increase track class	$877.8	TBD
Grade Crossing Improvements – Lump Sum ($9M per year)		Establish new active warning systems at various locations	$189.0	TBD
Long-Range Rail Freight Total			**$1,289.9**	

APPENDIX F

Outreach Elements

Environmental Justice Stakeholder Draft Report

Letter Comments

On-line Survey Results

Environmental Justice Stakeholder Interviews
Excerpt for Final Report

Prepared for:
Georgia Department of Transportation
Division of Intermodal

Prepared by
Dovetail Consulting
under contract to CDM Smith

Submittal Date:
July 23, 2014

1.0 INTRODUCTION

1.1 Background

In 2008, Congress passed the Passenger Rail Investment and Improvement Act (PRIIA) with the expressed intent of improving passenger rail service in the United States. In order for Georgia to seek federal assistance for either passenger or freight improvements, it is required to develop an updated state rail plan. In support of the GSRP and consistent with its mission to provide high quality transportation, GDOT is developing a comprehensive Georgia State Rail Plan (GSRP). The goals of the GSRP are to:

- Support the state's economic growth and competitiveness;
- Ensure safety and security;
- Maximize the value of Georgia's assets, getting the most out of the existing network; and,
- Minimize impact on the environment.

1.2 Environmental Justice Outreach

To stimulate meaningful dialogue about freight and passenger rail service expansion, the GSRP Project Team included a critical task, Environmental Justice (EJ) stakeholder interviews. This program requires skillful application of a set of public involvement techniques for effective communications, assertive outreach, and public education to ensure that public participation in the GSRP is broad and inclusive. The EJ stakeholder interview is one such technique designed to engage aging, minority and low income community stakeholders in the project decision-making process. This report provides a summary of the purpose, approach, findings and recommendations of the EJ stakeholder interview process.

2.0 PURPOSE

2.1 Purpose

The main purpose of the EJ stakeholder interviews is an early exchange of information on project goals, the planning process, and sensitive aspects of the project that are difficult to bring forth and address in a public meeting setting. Given the historical barrier of consensus on freight and passenger rail service in the State of Georgia, the EJ interview technique was most effective in enhancing the GSRP Project Team's understanding of potentially contentious viewpoints and accurately documenting and responding to these concerns.

2.2 Strategic Objectives

The GSRP EJ stakeholder interviews had the following strategic objectives:

1. To learn which aspects of freight rail and intercity rail transportation are of greatest concern to EJ stakeholders and their constituencies.
2. To learn how EJ stakeholders perceive freight rail and intercity rail planning efforts and use these plans in their work.
3. To identify EJ stakeholder's communication preferences, needs, and the process by which they gather ideas regarding freight rail and intercity rail transportation policies and activities.
4. To explore how EJ stakeholders perceive freight rail and intercity rail transportation issues as applicable to them.
5. To identify what will motivate EJ stakeholders to commit to help achieve GSRP Project Team's objectives.
6. To identify how the GSRP could advance EJ stakeholder's transportation efforts.
7. To identify what EJ stakeholders are willing to do to support the GSRP Project Team's efforts.
8. To learn what EJ stakeholders perceive as the most important benefits and characteristics of the GSRP.

3.0 APPROACH

3.1 Interview Process

An interviewer from Dovetail Consulting conducted eleven (11) interviews between May and July 2014. To open the session, the interviewer gave background information on the goals and objectives of the Georgia State Rail Plan. Each interview was confidential and lasted less than one hour. The interviewer posed questions from a standard interview guide that included prompts to probe specific, detailed rail transportation issues. The interview guide focused on seven main areas of discussion:

- **Rail Freight Transportation**: equity issues concerning rail transportation
- **Intercity Rail Passenger Service**: equity issues concerning rail transportation
- **Environmental Justice**: awareness of environmental justice and opinions on equity in rail transportation
- **Funding**: thoughts on current rail transportation funding levels, possible sources of additional funding
- **Communication Methods**: sources of rail transportation information, programs, public involvement recommendations
- **Plan Support**: willingness to support the GSRP, areas of least and most support
- **Key Message**: benefits of rail transportation, building project credibility, most important message for the GSRP

3.2 Stakeholder Identification

A stakeholder interview is a one-on-one discussion with an individual recognized as a community leader, elected or appointed official, agency staff member and/or neighborhood activist from across the state.

While the interview list is not fully inclusive of all key decision makers throughout Georgia, the pool of interviewees was designed to represent a broad and diverse set of Environmental Justice communities. Interviewees were selected to represent:

- African American
- Asian American
- Latin American
- Elderly/Aging
- Low income
- Disabled
- Advocates for the interests of environmental justice populations

As a selective public involvement technique, the interviews were understandably not the most far-reaching public participation activity. During other aspects of the project, many more groups and individuals were invited to participate and provided input into the development and implementation of the GSRP. Table 3.2 provides the specific list of individuals that were interviewed for the GSRP.

Table 3.2 List of Stakeholders Interviewed

Last Name, First Name	Title	Organization
Brown, Dr. C. MeGill	Pastor	Second African Baptist Church
Butler, Helen	Director	Georgia Coalition for the People's Agenda
Gayle, Aisha	TDM Technology Administrator, Mobility Service Division	Atlanta Regional Commission
Gruner, America	President	Coalition of Latin Leaders
Smith, Nathaniel	Chief Executive Officer	Partnership for Southern Equity
Tucker, Roz	Senior Program Specialist	Area Agency on Aging
Ustrud, Kelsey	Executive Director	Disability Resource Center
Velez, Eli	Director of Youth Services	Latin American Association
Williams, Sherry	Chief Executive Officer	Hathor Strategic Consulting Group
Wong, Lani	Chair of Board of Directors	National Association of Chinese Americans
Yuen, Joshua	President	Organization of Chinese Americans

4.0 SUMMARY OF FINDINGS

Based on the input gathered from stakeholder interviews, several key findings emerged concerning the transportation priorities and outlook for the State of Georgia, environmental justice, communication methods, and most important issues for GSRP Project Team to consider in the development and implementation of GSRP. The remainder of this section lists the questions for each of the seven areas of discussion, the major finding, and paraphrased quotes from representative interviews.

RAIL FREIGHT TRANSPORTATION

- What rail freight transportation issues are of greatest concern to your organization?

Economic Development. EJ stakeholders would like to see rail freight used to develop the surrounding communities.

> *Opportunities available for job creation related to the rail industry*
> *Positive impact on communities through land purchasing and fair prices for that land*
> *Socioeconomic impact on communities that rail travels through*
> *Job creation: use the procurement process and development of rail cars to create jobs*
> *Opportunity in built environment: use where the railcar goes to jumpstart communities*

Equal Opportunity. EJ stakeholders want to see equality across communities.

> *Create opportunities for small, minority, and women-owned businesses*
> *Enable education of the Hispanic population*
> *Goods and services need to reach the people and communities who need it*
> *It would be a problem if supplies can't reach the manufacturers*

Quality of Life Impact. EJ stakeholders expressed concern over the daily impact of freight rail in their communities.

> *Freight trains in our area routinely block the main street, often during peak traffic hours, increasing congestion.*

INTERCITY RAIL PASSENGER SERVICE

- Do you agree that the several fast-growing metropolitan areas in Georgia require improved rail corridors to accommodate future transportation needs?
- Do you have any thoughts on what corridors and/or metropolitan areas should be better served / connected?
- What intercity rail passenger service issues are of greatest concern to your organization?
- What caused your organization to do what it has to address rail freight and/or rail passenger transportation issues?

Mobility and Connectivity. EJ stakeholders want intercity rail passenger service that connects critical areas together.

> *The ability to get on a train would open up commerce and allow citizens to move*
> *Our community depends on public transportation for moving from state to state*
> *The Southern region needs to become more connected*
> *Locals here are going to D.C. and New York, but there's nothing in between, nothing in the state*
> *Economic activity requires people to move from place to place, and there's not much of an infrastructure in place*
> *Need to provide motility for the upcoming generation*
> *Cities need connectivity*
> *The priority is passageways between major cities*

Affordable Transportation Alternatives. EJ stakeholders want to see intercity rail passenger service that is affordable for all communities.

> *As fossil fuel costs increase, it's more of a challenge to afford gas*
> *Amtrak is more affordable*
> *Most of the people taking Amtrak are heading North and can't afford to fly*
> *Rail should serve lower income folks*
> *Individuals who would take passenger rail are low-income who cannot afford a flight*
> *Rail service is used by income constrained citizens, who have families and want to travel, but can't afford to travel*

Lack of Access. EJ stakeholders want all communities to have access to rail passenger service.

> *Distressed, special needs, disabled persons are all better served by trains than other forms of transportation*
> *People need access to transportation*
> *The greatest concern is lack of access*
> *There is a need for public awareness and education on how to use the system*
> *The community needs help getting to the station, so a system that incorporates local transportation to the station would be good*

Priority Rail Corridors. EJ stakeholders offered the following suggestions for rail corridors to be connected:

> *Atlanta – Chattanooga*
> *Atlanta – Savannah*
> *Atlanta – Florida (Orlando, Miami)*

> *Atlanta – Columbus*
> *Atlanta – Macon*
> *Atlanta – North Georgia*
> *Atlanta – Augusta*
> *Atlanta – Gainesville*
> *Atlanta – Charlotte*

ENVIRONMENTAL JUSTICE

- Are you aware of equity issues in public transportation, referred to as Environmental Justice (EJ)?
- Do you think that rail freight transportation in the area served by your organization is equitable in terms of access, convenience, affordability, etc.?
- Do you think that intercity rail passenger service in the area served by your organization is equitable in terms of access, convenience, affordability, etc.?
- Do you perceive any quality of life issues for EJ communities that may be caused by increased freight train volumes?
- Are you aware of any EJ populations, groups or neighborhoods in your area that should be contacted by the Georgia State Rail Plan team?

Address Inequities in Rail Transportation. EJ stakeholders are largely aware of equity issues in public transportation.

> *Yes, there are equity issues*
> *I don't believe rail freight transportation is equitable*
> *Intercity rail passenger service isn't equitable because it doesn't match the needs of the people*
> *I want rail service to meet the needs of all citizens as a whole*
> *Look at equity in terms of inclusion*
> *People at or below the poverty line need help, especially with medical transportation needs*
> *The Latin American community is neglected in this area*

Increase Access to Rail Transportation. EJ stakeholders want to see improved equity in terms of increased access to public transportation.

> *Access is an important component*
> *Accessibility*
> *The Amtrak station is on the outskirts of the city, and I don't know if there's any transportation to get there*
> *Many immigrants cannot get a driver's license, so it is difficult to move around without public transportation*
> *We are more concerned with access than equity*
> *Sometimes, there is no access to public transportation at all*
> *Intercity rail does not serve enough*

Potential Environmental, Community, and Quality of Life Issues. EJ stakeholders identified the following potential problems associated with increased freight volumes:

> *Divided communities, delays at crossing, and noise are all possible issues*
> *The environment must be considered*
> *Fumes or emissions could be a potential problem*
> *Smog is a possibility*
> *Possible health concerns with the freight being transported*
> *Seasonal homeless population catching freight trains has always been an issue*

> *Noise, disruption to traffic, but that's a small price to pay*
> *Danger in what the trains carry, potential hazard from spills*

Additional Stakeholders. EJ stakeholders suggested that the GSRP Project Team contact reach out to these groups:

> *Citizens in outlying counties who must travel to get to work*
> *Aging community*
> *People who will be directly impacted*
> *Residents who will be affected*
> *Whoever is in the proposed path (project corridor)*
> *Chamber of Commerce – they have a business perspective and role in bringing commercial groups together*
> *Neighborhood associations*
> *Educational institutions, schools*
> *Local government*

FUNDING

- What are your thoughts on rail funding levels?

Support for Funding. Most EJ stakeholders support increased rail funding.

> *More funding should be allocated to public transit to expand access to more people*
> *High quality service can be provided to low income families, but it requires extra funds*
> *Easy to say yes, but where does money come from? If there is new money, do it.*
> *I'd like to have more funding*
> *Yes, there's more we could do*
> *Yes, we need to make passenger rail more convenient within the state, as it's currently limited*
> *Yes, increased funding would be nice*
> *Anything that increases transportation of people and goods is a positive thing*
> *The current level is probably not as good as it could be*
> *Rail funding levels are not adequate because Savannah port is expanding. Increased cargo demands more rail*
> *Yes, there's a potential for a public/private partnerships*

COMMUNICATION METHODS

- Where does your organization find out about rail transportation issues that it addresses or is interested in?
- Where or from whom do you get your ideas for transportation-related programs or policies?
- What ways do you recommend the Georgia State Rail Plan project team use to reach the persons affected by this plan or your membership?

Community. Most EJ stakeholders find out about rail transportation from listening to their community.

> *Families come to us and complain about the poor transit system in Georgia, especially compared to the reliable systems they're used to from their original countries*
> *We hear from citizens*
> *Individuals who have been affected good or bad*
> *People call us about transportation*
> *People in community and businesses*

> *We listen to the community and community stakeholders*

Transportation Officials. EJ stakeholders use local transportation authorities for information.

> *Atlanta Regional Commission (ARC)*
> *Metropolitan Atlanta Rapid Transit Authority (MARTA)*
> *Amtrak*

Internal Communication. A few EJ stakeholders develop transportation initiatives internally.

> *The transportation division serves on many committees and meets with divisions of government to discuss the issues*
> *Initiatives are developed in-house*
> *We are collaborative with other groups*
> *We did our own disability assessment*

News. EJ stakeholders also get information from the local and national news media.

> *Read information from social media, general information*
> *Internet, local websites*
> *News media*

Candor. EJ stakeholders suggested that the most effective method of communication is honesty.

> *Be honest*
> *People don't engage when they don't feel that they're being taken seriously*
> *Face-to-face engagement must remain a part [of the planning process]*
> *Partner with organizations that community trusts and respects*
> *Strategic and intense outreach program with people, communities*

Focused and Direct Communications. EJ stakeholders recommended that the GSRP Project Team use a directed approach in communication.

> *Just get a few good sources, not an overwhelming amount of feedback*
> *If the project team wants input, then they must meet people where they are*
> *Older people, we must go to where they listen, e.g., NPR and public radio*
> *Radio, because some people don't read the paper*
> *Younger people use social media*
> *Newsletters and direct mailings*
> *Chambers of Commerce*

Specialized Approach for Latin Americans. EJ stakeholders offered specific advice on effective communication with the Latin American community.

> *An effective strategy is surveys at Place à Fierta. On a Sundays, this market has Latin Americans from all over the State of Georgia*
> *Contact Latin American professionals because they'll have a different perspective than the low income families*
> *The consulate and the embassy would be a good place to get information*

> *Keep in mind the need for bilingualism*

PLAN SUPPORT

- At what level would you be interested in assisting with the Georgia State Rail Plan or addressing issues covered in the plan?
- What could be done to garner the most support for the Georgia State Rail Plan?
- How does your organization hope to benefit from possible results of the Georgia State Rail Plan?
- Where do you envision the least amount of support? How do you recommend GDOT counteract these issues?
- What would make the Georgia State Rail Plan credible to you or the people you represent?
- What would be the greatest barriers to promoting the Georgia State Rail Plan to you or the people you represent?

EJ Stakeholder Support. EJ stakeholders were overall very willing to participate in the development of the GSRP.

> *Review report to see its inclusiveness.*
> *Willing to take an online survey and comment on the draft report*
> *Want to provide feedback*
> *Willing to participate*
> *Would definitely provide comments on plan, spread the word through social media*
> *If opportunity to assist in convening a conversation, would like that*
> *Would take a look at the draft plan*
> *Yes, would complete survey, comment on draft report, and motivate other leaders*

Public Education. EJ stakeholders urged the Project Team to educate the public on the existence and benefits of the GSRP.

> *Having a media plan is important*
> *A couple of free radio, TV, newspaper interviews, that can work*
> *People are not aware that the project team is doing a plan or even know what it is*
> *Campaign to educate the people and community on the plan because people don't know what it is or where to look for information*
> *Basically just get the point out there…no one makes the connection between transportation of goods and their own life*
> *Greatest problem that can occur is if the project team believes their communication is successful, without checking*
> *Educate the Latin American community on the improvements that are planned and how it can help them achieve their aspirations*
> *Get it out there to people, show them this new avenue of transportation*
> *If people don't know about the plan, they won't be willing to participate*
> *Educate the public on the long-term viability of the rail plan*

Fact-Based Analysis. EJ stakeholders want the Project Team to demonstrate factual analysis of costs and benefits.

> *Show that the benefit justifies current cost*
> *Demonstrate the pros and cons of the plan*
> *Find out what needs to be done.*
> *Quality of life increases because people can move about faster, save time, do more, enjoy life more*
> *Need an answer for quality of life impact, but also show how new opportunities open up*
> *It has to be more than getting from point A to point B*
> *A better system means better jobs, better opportunities, and it's better for Georgia as a whole*

> *Show evidence in the plan that it considers the needs of all citizens*

Plan Authenticity. EJ stakeholders recommend an honest approach in order to effectively garner support.

> *Listen to the people, be open and honest with them*
> *Open communication on how the plan will benefit the community*
> *Attach faces and real experiences to the narrative*
> *Use human stories, success stories*
> *Especially recent immigrants without driver's license, we want them to be able to take advantage, to increase their mobility*
> *Galvanize the groups in need*

Broad Appeal. EJ stakeholders suggest designing the GSRP so that the benefits to the people are readily apparent.

> *People need to see what's in it for them*
> *The system must be designed with affordability in mind, so low income users can afford it*
> *Most people complain about traffic. A relief plan to reduce traffic is wonderful and would be supported.*

Economic Development. EJ stakeholders want to use the GSRP to foster economic development

> *Opportunity to use plan to connect to other areas of state: government, business, health, environment*
> *Use nodes along the corridor to jumpstart communities*

Plan Resistance. EJ stakeholders warn that there will be difficulty convincing people who see the GSRP as unnecessary.

> *There won't be support from people who don't see a need for it*
> *People who don't see a necessity for it*
> *People don't care unless it affects them. No one thinks about what it's like to have a disability*
> *Car-centric folks who don't see economic and environmental benefits*
> *Folks who don't want rail in their backyards*
> *Resistance would come from communities where rail is present and nothing is happening for them*
> *Those higher on the economic scale will be less enthusiastic*
> *If plan is not environmentally friendly, there will be resistance*
> *The plan may have trouble in the political arena*
> *People who don't believe the plan meets their needs*

Plan Credibility. EJ stakeholders need to see a robust plan that plainly presents the benefits in order to make the GSRP credible.

> *Must have an overall plan to improve, not just fixes here and there*
> *A plan that is holistic and fully integrated*
> *To be credible, the team must show that they have done their research and they understand the needs of the community*
> *Meet the needs of the whole community without putting all of the burden on the poor.*
> *Robust community engagement process, robust job strategy, robust health impact assessment*
> *Must have data present, must articulate the facts*
> *The plan would not be credible if it's all fluff, no facts*

> *Proven statistics. Network of benefits from area to area, because they're each different. Tie information to what's happening*

Lack of Public Interest. EJ stakeholders consistently cited a lack of public interest as a major barrier to promoting the GSRP.

> *The first barrier is people not knowing about it. Second problem is if the project team is not genuine*
> *Getting enough people – and the right people – excited is going to be hard*
> *Feeling as if it's the same old thing will make it hard to support. Looking for innovation, outside the lines, include people, create benefits.*
> *Lack of information can be a big barrier. If people don't know what the plan is about, no one is going to be talking about it*
> *Marketing, language barrier*

Funding Stakeholders worried that a lack of funding would prevent effective implementation of the GSRP.

> *We have to seriously think about funding*
> *Funding*
> *Greatest barrier: cost factor, cost-benefit analysis*

KEY MESSAGE

- If it were left up to you to promote the Georgia State Rail Plan, what benefits or characteristics would you emphasize?
- All things considered, what is the most important message that GDOT should consider in developing the Georgia State Rail Plan?

Promote Economic Opportunity. EJ stakeholders emphasized the economic benefits that everyone will receive from an updated GSRP.

> *If the plan focuses on freight, promote job and business creation*
> *Focus on involvement, number of jobs and opportunities*
> *There are economic benefits to the plan, not just for corporations, but also people*
> *This affects people in various communities, not just businesses, but individual people and individual neighborhoods*
> *If citizens are going to be inconvenienced (i.e., by cost and construction), then they must see that benefits outweigh the costs: new businesses and jobs, and access to those opportunities. The amount of dollars put into the project means more than just taking cars off the road. It must have tangible benefits*
> *Basically, it benefits a large group of people. It's the transportation of goods to the largest group of people*
> *Focus on long-term implications. Really focus on the role that the plan plays in economic development*
> *Economic growth and mobility. Georgia staying competitive with jobs for us and our children allows us to be one of the best*

Promote Connectivity. EJ stakeholders saw connectivity between communities as a key strength of the proposed plan.

> *Show equity, community growth, and how the plan serves the people*
> *Core message is equity*
> *The idea of making Georgia more accessible and affordable to everyone*
> *If the plan focuses on interstate, intercity rail, discuss the amenities used to serve all populations*

> *Accessibility. Definitely accessibility.*
> *Concentrate on affordability and connecting communities*
> *From the social aspect, the system should work more efficiently and reaches more communities*
> *Keep in mind the people aspect. How does this affect me other than my commute?*

Promote Mobility. EJ stakeholders suggested discussing the relationship between the plan and providing mobility over one's lifetime.

> *Tie the message to longevity. We're all living longer. For example, when someone's 80, they can hop on a train to Nashville, and that's great*
> *Services for the aging, disabled.*
> *Everyone gets older. With this plan, people won't be stuck, and they can get to where they want to go throughout their lifetime*

Promote Congestion Relief. EJ stakeholders also talked about congestion relief as an effective way to relate the plan to the people.

> *Reduced traffic on the highway, improves quality of life*
> *Emphasize the benefits of reduced commuting times*
> *If you can sell the project to us, reduced traffic is a great way to sell the plan*

Promote Facts and Benefits. EJ stakeholders wanted to ensure that the GSRP is firmly based on tangible facts made plain to the community.

> *Keep the message at the level of the people so that they can understand the benefits.*
> *An education and information program to encourage people to use it*
> *When it's in writing, people can see and measure success better*
> *Focus on the facts. Be realistic about the cost estimates. Be prudent, see reality. Connect special interests. Build relationships*

5.0 CONCLUSION AND NEXT STEPS

The EJ stakeholder interviews were a tremendous learning opportunity. The candid responses provided insight into the most important aspects of freight rail and intercity rail transportation. Specifically, EJ stakeholders seek:

- Economic Development Opportunities
- Improved Equity and Access to Rail Transportation
- Increased Mobility and Connectivity
- Affordable Transportation Alternatives
- Public Awareness and Education tailored to EJ Communities
- Authentic, Credible, Fact-Based Plan

With the EJ stakeholder interview process complete, progress has been made, opinions have been heard and consensus has emerged. There is still much work to be done. It is essential that the GSRP Project Team continue to work to create a shared vision of freight rail and intercity rail transportation for the State of Georgia. The understanding generated by this open dialogue must strengthen and deepen as the next phase of project unfolds. While this portion of the project reflects the issues raised by EJ stakeholders, many challenges lay ahead regarding the funding and implementation of GSRP.

Nonetheless, GDOT remains firm in its commitment to public involvement and the promise to provide transportation choices for all Georgia's citizens.

In closing, GDOT would like to thank the individuals who participated in the GSRP EJ stakeholder interview process.

###

Norfolk Southern Corporation
3 Commercial Place
Norfolk, VA 23510-9207

Jackie Corletto
Director Strategic Planning
757 629-2855
Jackie.Corletto@nscorp.com

November 25, 2014

Justin C. Fox
Senior Project Manager
CDM Smith
220 Montgomery Street, Suite 1418
San Francisco, CA 94104

Via Certified Mail & E-Mail to
foxjc@cdmsmith.com

Re: Norfolk Southern comments to be included in the Final Georgia State Rail Plan

Dear Mr. Fox:

Thank you for the opportunity to comment on the November 17, 2014, draft of the Georgia State Rail Plan. Norfolk Southern welcomes working with Georgia and others on the continued development of freight and passenger service and infrastructure throughout the State. It is evident that a significant amount of work has gone into development of this draft. As a result, Norfolk Southern's comments are fairly limited.

Norfolk Southern does not endorse or oppose in principle the list of proposed passenger services that is described on pages 25 and 26 of the Draft. Notwithstanding that, Norfolk Southern questions the statement on page 26 concerning the Atlanta Multi-Modal Passenger Terminal, as there is nothing inherent in any of the listed passenger services that "requires" the establishment of a downtown Atlanta Multi-Modal Passenger Terminal. The discussion on page 26 seems to be contrary to the more appropriate and extended analysis and conclusions set forth on page 101 concerning the different aspects of various potential station locations.

Norfolk Southern notes that many of the studies and proposals discussed in Sections 3.3, 3.4, 5.5.1 and 5.5.2 are out of date and/or based upon assumptions that do not apply. Further, please be aware that Norfolk Southern does not permit passenger operations on its lines in excess of 79 mph, and passenger operations in excess of 90 mph require a separate right-of-way. Any discussion in the draft that is based on studies or actual proposed operations that would run contrary to this principle should be corrected. Because of the foregoing, Norfolk Southern cannot endorse the studies discussed in these sections.

Finally, we note that there is insufficient available capacity on Norfolk Southern tracks in and about the City of Atlanta (generally inside the Interstate 285 perimeter) to add passenger service. The rail lines in the proposed, so-called "Gulch" area are densely populated with freight trains. Those rail lines today carry no passenger trains. If this corridor is being considered for any passenger service, then additional right-of-way along this corridor would have to be acquired.

We ask that these comments be included in the final release of the Georgia State Rail Plan.

Please contact me if you have any questions. Thank you for your attention to this plan.

Sincerely,

Jackie Corletto

cc: Harry Boxler
Joel Harrell
John Edwards
Lee Cochran

SOUTHERN ENVIRONMENTAL LAW CENTER

Telephone 404-521-9900

THE CANDLER BUILDING
127 PEACHTREE STREET NE, SUITE 605
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Facsimile 404-521-9909

September 26, 2014

Mr. Toby Carr
Director of Planning
Georgia Department of Transportation
One Georgia Center
600 West Peachtree NW
Atlanta, Georgia 30308

Re: **2014 Update to Georgia State Rail Plan**

Dear Mr. Carr:

On behalf of the Southern Environmental Law Center, please consider these comments regarding the 2014 update to Georgia's State Rail Plan. I appreciate the opportunity to participate in the preparation of this important plan and the willingness of your staff to meet with me this past summer.

The Georgia Department of Transportation ("GDOT") should approach the State Rail Plan Update not merely as a minimum federal requirement to be met, but as an opportunity to build the business plan for more robust rail investment in Georgia. To do so, the Rail Plan Update must lay out the economic case for investment in the state's top priority rail projects, quantify the return on that investment, and identify the funding mechanisms that could be used to build those projects. These three steps are not easy tasks, but other states have performed this analysis and are using the results to guide their enhanced rail investment. Failing to follow suit will mean further under-investment in Georgia's rail network, a competitive disadvantage compared to these other states, and reduced performance of our transportation network.

Below are five specific recommendations for how the State Rail Plan Update can build the analytical framework for greater rail investment in Georgia.

1. **The Rail Plan Update Should Include A Review of Rail Programs in Peer States.**

The obstacles to greater rail investment are not unique to Georgia. Every state faces limited transportation funding and many states have legal restrictions on how gas tax revenues can be used. But the other states that have overcome these obstacles are moving forward with their state rail programs and are reaping the benefits of those investments. To increase Georgia's implementation and execution of its rail program, it should begin by surveying how other states have addressed these same obstacles.

This survey should not only include the amount of funds available, but also the sources of those funds and the process for prioritizing projects. It should focus on states with comparable

gas tax restrictions and programs not funded primarily from the state's general fund. [1] For example, Virginia uses a portion of its rental car tax to fund its Rail Enhancement Fund, and Florida uses revenue from its documentary stamp tax to fund rail projects. After completing this peer state survey, the Rail Plan Update should recommend a target investment amount and funding program (or suite of programs) that could be used to achieve the necessary level of state rail investment.

2. **The Rail Plan Update Should Identify Georgia's Top Priority Rail Projects and Quantify the Benefits of Those Projects.**

To make the case for increased investment in rail projects, the Rail Plan Update should not only identify Georgia's rail needs in the aggregate, but also provide a method for quantifying the benefits of particular projects and prioritizing their importance to the state.

Focusing on project performance and using outcomes to guide project selection are the same principles that guide GDOT's IT3 study and the Strategic Statewide Transportation Plan. A clear articulation of a project's benefits and an emphasis on advancing the best-performing projects are necessary to build popular and political support for these investments. Rail projects are too often dismissed as costly and ineffective, but these criticisms are often founded on a lack of information and appreciation of the projects' benefits. Clearly stating the benefits of individual projects, and a commitment to use performance as the basis for selecting projects, will help build the necessary support for a more robust rail program.

3. **The Rail Plan Update Should Identify Existing Rail Investment Opportunities.**

The Rail Plan Update should also identify methods for funding rail projects that are currently under-utilized or under-deployed in Georgia.

For example, Georgia is currently moving forward with the use of public-private partnerships as a tool for delivering road projects. Georgia's P3 law also covers rail projects, and both freight and passenger rail offer unique opportunities to partner with the private sector. On the freight side, Georgia should work with the Class I and short line railroads to identify opportunities for joint investment in projects that benefit both the private company and the general public. On the passenger side, GDOT should build on its work with the Multi Modal Passenger Terminal and make greater use of joint development agreements to expand the state's passenger rail service. Florida's SunRail commuter rail line is one example of a successful passenger rail P3.

The State Infrastructure Bank should also be used to help finance rail projects. The State Infrastructure Bank includes four accounts, including separate accounts for non-road projects using state funds and non-road projects using federal funds. O.C.G.A. § 32-10-121. Several other states, such as Colorado, Kansas, and Oklahoma, use a similar mechanism to create a revolving loan funds for rail projects in their state. Funding these non-roadway accounts and creating a

[1] A survey of state limitations on gas tax revenue can be found in Appendix 2 of "*Fueling Transportation Finance: A Primer on the Gas Tax*" R. Puentes and R. Prince, Center on Urban and Metropolitan Policy, The Brookings Institution, (March 2003). http://www.brookings.edu/~/media/research/files/reports/2003/3/transportation-puentes/gastax.pdf

revolving loan program for rail projects will provide a new tool for on-going rail investment in Georgia.

Georgia should also take greater advantage of the flexibility provided in existing federal program funds. Funds from several existing federal programs, including the National Highway System Program, the Surface Transportation Program, and the Congestion Mitigation and Air Quality Program, can all be used for rail projects in the right circumstances. But Georgia rarely takes advantage of this flexibility, instead compounding the lack of flexibility in its state gas tax by ignoring the flexibility in these federal dollars. Georgia should offset the limits on its state gas tax funds by prioritizing the use of these flexible federal funds for non-road projects.

The State Rail Plan Update should carefully examine these and other policies as strategies available, within the contours of existing law, to facilitate greater rail investment in the state.

4. **Georgia Should Integrate Its Roadway and Intermodal Planning.**

Georgia should also work to better integrate its road and rail planning. Whether moving freight or people, Georgia's transportation needs are expected to continue growing over coming years. Finding the most efficient, and cost-effective, ways to meet these needs requires GDOT to look for the best solution irrespective of mode.

The 2014 State Rail Plan Update can begin breaking down the barriers between road planning and rail planning in two ways. First, Georgia should identify areas where rail projects are potentially a more cost-effective way to meet a transportation need. In areas where shifting mode is feasible and potentially better-performing, GDOT should ensure that rail options have been fully vetted before proceeding with a road project instead. Examples of these "mode shift" situations could be the long distance transportation of freight across the state or the long distance movement of rush hour commuters.

Second, when comparing the relative cost-effectiveness of road and rail options, GDOT must ensure that project costs are considered in their entirety, including life cycle costs. Rail projects may have higher start-up costs compared to road projects, but these costs can be offset by greater scalability over longer distances or larger volumes. Likewise, the operational costs incurred in rail projects can be offset by reduced maintenance costs. The value of externalities, like increased safety and reduced pollution, should also be considered. In areas where road and rail projects provide alternative options, GDOT must ensure that all costs are properly considered.

Road and rail projects should be viewed as competing options, not unrelated systems. Moving toward a more integrated planning approach will help ensure that the best solutions to our transportation challenges are identified, regardless of the mode.

5. **GDOT Must Position Itself To Capitalize on Unexpected Opportunities.**

Even if funding for the state's top priority rail projects is currently limited, GDOT should nonetheless continue developing a pipeline of projects in order to capitalize on unanticipated funding opportunities.

When the American Recovery and Reinvestment Act was adopted in 2009, states with shovel-ready rail projects reaped the benefit of unanticipated federal funding through the law's intercity rail and TIGER programs. Similar new federal opportunities are may arise again when MAP-21, the current transportation funding bill, expires and is eventually replaced. One recent proposal for such a bill suggested creating a national freight network and funding projects on that network— starting with $400 million in 2016 and rising to $2 billion by 2020. Georgia must ensure that it is ready to proceed with suitable, high quality projects when such opportunities arise in the future.

These unexpected opportunities are not exclusively at the federal level. Several of the regions created through Georgia's Transportation Investment Act included rail projects in their project lists. And voters in Clayton County will vote this November on whether to join the MARTA system, creating the opportunity to fund a commuter rail project in that county. Neither of these opportunities was anticipated when the last State Rail Plan was drafted.

These examples illustrate the fact that we do not know what rail funding opportunities may arise in the future. But it would be shortsighted to assume that the only funding opportunities available in the future are those available today. Accordingly, GDOT should continue moving forward with the design, environmental review, and preliminary engineering of the state's top priority rail projects to ensure that Georgia can capitalize on any future funding opportunities.

Conclusion

Thank you for your consideration of these comments. If you have any questions or would like to discuss any of these points further please contact me at (404) 521-9900 or bgist@selcga.org.

Sincerely,

Brian T Gist

Brian Gist

cc: Mr. Harry Boxler
Intermodal Division
Georgia Department of Transportation
One Georgia Center
600 West Peachtree Street, NW
Atlanta, GA 30308

GDOT Rail Stakeholder Survey

1. Please enter your zipcode:

	Response Count
	119
answered question	**119**
skipped question	**0**

2. From what perspective are you completing this survey?

		Response Percent	Response Count
Private Industry		3.4%	4
Public Sector		9.2%	11
Private Citizen		**83.2%**	**99**
Other (please specify)		4.2%	5
	answered question		**119**
	skipped question		**0**

3. How interested are you in the improvement or expansion of rail passenger service in Georgia?

	Response Percent	Response Count
Very Interested	**82.6%**	**95**
Somewhat Interested	11.3%	13
Slightly Interested	1.7%	2
Not Interested	4.3%	5
answered question		**115**
skipped question		**4**

4. What aspects of intercity passenger rail service should the state emphasize?

	Very Important	Somewhat Important	Slightly Important	Not Important	Rating Average	Rating Count
Improve intercity service (service reliability)	**66.0% (70)**	25.5% (27)	4.7% (5)	3.8% (4)	3.54	106
Expand existing service (more destinations, higher service frequency, new lines)	**77.4% (82)**	17.9% (19)	2.8% (3)	1.9% (2)	3.71	106
Implement new passenger rail services	**84.0% (89)**	12.3% (13)	2.8% (3)	0.9% (1)	3.79	106
				Other (please specify)		4
				answered question		**106**
				skipped question		**13**

5. Why would you choose to utilize intercity rail passenger service?

	Very Important	Somewhat Important	Slightly Important	Not Important	Rating Average	Rating Count
Cost (fares)	**51.9% (55)**	37.7% (40)	5.7% (6)	4.7% (5)	3.37	106
Travel time	**54.7% (58)**	35.8% (38)	5.7% (6)	3.8% (4)	3.42	106
Station Access (parking, transit service and bike/ped access)	**60.4% (64)**	28.3% (30)	7.5% (8)	3.8% (4)	3.45	106
Avoid driving/Airports	**78.3% (83)**	17.0% (18)	2.8% (3)	1.9% (2)	3.72	106
Comfort/productivity on train	**55.7% (59)**	34.0% (36)	6.6% (7)	3.8% (4)	3.42	106

Other (please specify)	4
answered question	**106**
skipped question	**13**

6. What characteristics of intercity passenger rail service are important to you?

	Very Important	Somewhat Important	Slightly Important	Not Important	Rating Average	Rating Count
Travel time	**59.4% (63)**	34.9% (37)	4.7% (5)	0.9% (1)	3.53	106
Reliability (on time performance)	**73.6% (78)**	24.5% (26)	1.9% (2)	0.0% (0)	3.72	106
Frequency of service	**66.0% (70)**	27.4% (29)	5.7% (6)	0.9% (1)	3.58	106
Sustainability (environmental friendly, energy efficient)	**46.2% (49)**	29.2% (31)	17.0% (18)	7.5% (8)	3.14	106
Access to more destinations	**74.5% (79)**	21.7% (23)	2.8% (3)	0.9% (1)	3.70	106

Other (please specify)	1
answered question	**106**
skipped question	**13**

7. Why would you choose to utilize commuter rail service?

	Very Important	Somewhat Important	Slightly Important	Not Important	Rating Average	Rating Count
Cost (fares)	**51.9% (55)**	39.6% (42)	5.7% (6)	2.8% (3)	3.41	106
Travel time	**61.3% (65)**	29.2% (31)	7.5% (8)	1.9% (2)	3.50	106
Station Access (e.g. parking, transit service and bike/ped access)	**61.5% (64)**	30.8% (32)	4.8% (5)	2.9% (3)	3.51	104
Avoid driving/highway congestion	**87.7% (93)**	10.4% (11)	0.0% (0)	1.9% (2)	3.84	106
Comfort/productivity on train	**54.7% (58)**	36.8% (39)	5.7% (6)	2.8% (3)	3.43	106
				Other (please specify)		1

answered question	**106**
skipped question	**13**

8. What aspects of commuter rail service are important to you?

	Very Important	Somewhat Important	Slightly Important	Not Important	Rating Average	Rating Count
Affordable fares	**60.4% (64)**	33.0% (35)	2.8% (3)	3.8% (4)	3.50	106
Travel time savings	**63.2% (67)**	25.5% (27)	9.4% (10)	1.9% (2)	3.50	106
High frequency of service	**62.5% (65)**	31.7% (33)	5.8% (6)	0.0% (0)	3.57	104
Sustainability (e.g., environmentally friendly, energy efficient)	**43.4% (46)**	33.0% (35)	17.0% (18)	6.6% (7)	3.13	106
Easy access to Downtown Atlanta	**67.0% (71)**	20.8% (22)	4.7% (5)	7.5% (8)	3.47	106
Avoiding parking fees in Downtown Atlanta	**56.6% (60)**	21.7% (23)	8.5% (9)	13.2% (14)	3.22	106
				Other (please specify)		4
				answered question		**106**
				skipped question		**13**

9. How important are each of the following goals regarding improving freight rail transportation?

	Very Important	Somewhat Important	Slightly Important	Not Important	Rating Average	Rating Count
Enhanced economic development	**57.8% (63)**	32.1% (35)	6.4% (7)	3.7% (4)	3.44	109
Truck diversion from highway to rail	**62.4% (68)**	25.7% (28)	6.4% (7)	5.5% (6)	3.45	109
Reduce highway congestion	**76.1% (83)**	16.5% (18)	3.7% (4)	3.7% (4)	3.65	109
Improved environmental sustainability	**48.6% (53)**	29.4% (32)	13.8% (15)	8.3% (9)	3.18	109
Balanced transportation system (e.g. reduced reliance on highways)	**62.4% (68)**	26.6% (29)	4.6% (5)	6.4% (7)	3.45	109
				Other (please specify)		3
				answered question		**109**
				skipped question		**10**

10. In what areas would you prefer the state focus rail investment?

	Very Important	Somewhat Important	Slightly Important	Not Important	Rating Average	Rating Count
Crossing safety improvements (e.g., flashing lights and gates, medians, striping)	**41.3% (45)**	37.6% (41)	18.3% (20)	2.8% (3)	3.17	109
Rail line safety improvements (e.g., improvements to bridges, track upgrades to prevent derailments)	**46.8% (51)**	37.6% (41)	11.9% (13)	3.7% (4)	3.28	109
Short line railroad improvements (e.g., higher loaded car weights, tie replacement)	26.6% (29)	**36.7% (40)**	30.3% (33)	6.4% (7)	2.83	109
Freight main line capacity improvements (e.g., double tracking, more passing sidings)	**37.6% (41)**	36.7% (40)	22.0% (24)	3.7% (4)	3.08	109
Intermodal expansion (e.g. increased use of rail to transport containers and truck trailers)	**52.3% (57)**	31.2% (34)	13.8% (15)	2.8% (3)	3.33	109
Industrial access (e.g., more spurs to plants and warehouses, more transload facilities)	33.9% (37)	**42.2% (46)**	18.3% (20)	5.5% (6)	3.05	109
Access to ports (e.g., improved port rail connections, more storage yards at ports)	**47.7% (52)**	33.9% (37)	14.7% (16)	3.7% (4)	3.26	109
				Other (please specify)		8

answered question	**109**
skipped question	**10**

11. Would you support state funding for rail improvements?

		Response Percent	Response Count
Yes		**91.7%**	**100**
No		8.3%	9
		Comment	24
		answered question	**109**
		skipped question	**10**

12. Would you support increased taxes and bonding to fund a dedicated rail improvement program?

		Response Percent	Response Count
Yes		**89.0%**	**89**
No		11.0%	11
		Comment	17
		answered question	**100**
		skipped question	**19**

13. What level of annual funding for a state rail program do you see as most appropriate?

	Response Count
	63
answered question	**63**
skipped question	**56**

14. Are there specific rail improvements or projects that you would like to recommend? (e.g., main line capacity improvements, maximum loaded car weight improvements, quiet zones, grade separations)

	Response Count
	66
answered question	66
skipped question	53

15. The following is the draft preliminary State Rail Vision for Georgia: "A safe and energy efficient state rail system that enables the economic well-being of Georgia by expanding access and enhancing mobility for people and goods in an environmentally sustainable manner." Please provide any comments you have regarding this statement in the box below:

	Response Count
	47
answered question	47
skipped question	72

16. Are there other comments or suggestions you would like to convey?

	Response Count
	45
answered question	45
skipped question	74

Page 1, Q1. Please enter your zipcode:		
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4	31763	Jul 25, 2014 9:48 PM
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7	30204	Jul 24, 2014 8:15 AM
8	30324	Jul 20, 2014 7:56 PM
9	30019	Jul 2, 2014 4:53 PM
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12	30011	Jun 21, 2014 3:58 AM
13	30062	Jun 17, 2014 5:08 AM
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27	30114	May 27, 2014 8:25 AM

Page 1, Q1. Please enter your zipcode:		
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40	30291	May 22, 2014 10:43 AM
41	30043	May 22, 2014 10:10 AM
42	30546	May 22, 2014 9:33 AM
43	31522	May 22, 2014 9:24 AM
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53	30363	May 18, 2014 9:29 PM
54	30324	May 14, 2014 11:09 AM

Page 1, Q1. Please enter your zipcode:		
55	30117	May 14, 2014 10:43 AM
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80	31902	Apr 23, 2014 12:32 PM
81	30306	Apr 22, 2014 11:01 AM

Page 1, Q1. Please enter your zipcode:		
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107	30012	Apr 17, 2014 3:51 PM
108	30236	Apr 17, 2014 10:52 AM

Page 1, Q1. Please enter your zipcode:		
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117	30058	Apr 16, 2014 1:22 PM
118	dfdf	Apr 14, 2014 11:27 AM
119	30075	Apr 14, 2014 11:11 AM

Page 1, Q2. From what perspective are you completing this survey?		
1	County Commissioner	Jul 24, 2014 8:15 AM
2	County Goverment	Apr 28, 2014 6:55 AM
3	Utility	Apr 25, 2014 6:54 AM
4	Private citizen completing survey just taken - technical interruption - should start with question #11	Apr 24, 2014 5:51 PM
5	short line operator	Apr 21, 2014 10:24 AM

Page 3, Q4. What aspects of intercity passenger rail service should the state emphasize?		
1	Tallahassee and Albany GA needs to be connected to allow North to South travel	Jul 25, 2014 9:49 PM
2	Savannah/Macon/Atlanta/Chattanooga	Jun 15, 2014 5:36 PM
3	GA had great pasenger tran service many years ago. Lets put it back together.	May 22, 2014 8:59 AM
4	Amtrack through South Georgia	Apr 24, 2014 4:15 AM

Page 3, Q5. Why would you choose to utilize intercity rail passenger service?		
1	Global environmental impact	Jun 2, 2014 2:52 AM
2	reducing city traffic	May 22, 2014 8:11 AM
3	It is a ecologically responsible mode of transport.	Apr 28, 2014 7:35 AM
4	adequate number of destinations	Apr 16, 2014 2:52 PM

Page 3, Q6. What characteristics of intercity passenger rail service are important to you?		
1	Access to the station, Access to the city after getting off the trail. In other words, train and bus complement each other.	Apr 28, 2014 7:35 AM

Page 4, Q7. Why would you choose to utilize commuter rail service?		
1	environmental impact	Jun 2, 2014 2:53 AM

Page 4, Q8. What aspects of commuter rail service are important to you?		
1	environmental impact	Jun 2, 2014 2:53 AM
2	Avoid Atl gridlock	Apr 28, 2014 7:36 AM
3	access to outside suburbs and outside jurisdictions	Apr 21, 2014 10:38 AM
4	Easy access to other major business districts around metro Atlanta and North Georgia	Apr 17, 2014 8:24 PM

Page 5, Q9. How important are each of the following goals regarding improving freight rail transportation?		
1	Loved the availability of trains and travel in Germany	May 22, 2014 7:53 AM
2	Increasing freight transport speeds	Apr 17, 2014 8:26 PM
3	This should NOT be government sponsored. Anything government does with taxpayer dollars is WASTED! This should be a private venture only!	Apr 16, 2014 4:18 PM

Page 5, Q10. In what areas would you prefer the state focus rail investment?		
1	Passenger infrastructure and facilities	Jul 29, 2014 2:25 PM
2	Passenger service from Albany to Atlanta	Jul 25, 2014 9:51 PM
3	Eliminate switching in Barnesville, move it to Collier	Jul 24, 2014 8:18 AM
4	DOUBLE GATES - ALL CROSSINGS	May 22, 2014 10:15 AM
5	Getting trucks off the road would help some with traffic and pollution	May 14, 2014 10:48 AM
6	Passenger Rail!	Apr 21, 2014 5:51 AM
7	Increasing more hub for passenger ridership to bring GA together	Apr 17, 2014 8:36 PM
8	NO area! This should NOT be government sponsored. Anything government does with taxpayer dollars is WASTED! This should be a private venture only!	Apr 16, 2014 4:18 PM

Page 6, Q11. Would you support state funding for rail improvements?		
1	State wide funding through taxes, or taxes from regions directly affected from the work would be nice.	Jul 28, 2014 10:00 PM
2	If there was fairness in getting service to Southwest Georgia with high speed rail. South Georgian's do not want to pay support for systems in Atlanta or other regions. Access for all of Georgia is important, not just Savannah to Macon to Atlanta.	Jul 25, 2014 9:53 PM
3	GDOT ,HASNT SPENT GDOT MONEY EQUAL IN MIDDLE GA	Jul 24, 2014 3:04 PM
4	#1. Education #2. Port #3. Rail	Jun 15, 2014 5:39 PM
5	For freight, commercial only!!!!	Jun 1, 2014 7:49 AM
6	Yes	May 22, 2014 5:41 PM
7	If it can't pay it's own expenses, we don't need it.	May 22, 2014 10:28 AM
8	Georgia has the traffic, distances and routes that could and should support better intermodal, high-speed passenger and commuter rail...thus far, everything but the political will to make these improvements happen.	May 22, 2014 9:36 AM
9	I would support state funding for rail improvements especially if it included passenger trains connecting various GA cities to Atlanta. This commuter rail is greatly needed to connect with the BeltLine transit and the streetcar system when it is built out. People will once again be able to ride transit from their suburban cities to their office in downtown.	May 22, 2014 9:04 AM
10	as long as it run from Ga to Tenn airports because travel to them is AWFUL and parking is WORSE	May 22, 2014 8:12 AM
11	We need a dedicated, sustainable funding source for short lines & new industries.	May 13, 2014 7:52 AM
12	We changed from a "highway" to a "transportation" department decades ago, now we need to change the funding and focus on alternate forms of surface transportation. There should be at least three viable (cost and time parity) transportation choices for every trip, whether across town or across the nation.	May 4, 2014 1:42 PM
13	as long as it is an equal share of cost to all citizens.	Apr 24, 2014 4:16 AM
14	it has to come from somewhere. we all benefit from a balanced network	Apr 21, 2014 10:44 AM
15	Maybe, but don't want all money going to Atlanta. Rural Georgia needs commuter rails.	Apr 19, 2014 1:39 AM
16	I <3 rail	Apr 18, 2014 9:35 PM
17	I would support significant state funding for rail projects, particularly expanded passenger service.	Apr 18, 2014 8:57 AM
18	This is a vital project to make GA more economically vital since a disconnected GA leaves a poor economic strategy in the future for GA. Big business consider it an important feature when their employees are able to travel with ease to and	Apr 17, 2014 8:42 PM

Page 6, Q11. Would you support state funding for rail improvements?		
	from work. They tend to avoid areas with poor state transportation systems.	
19	I support state funding for rail improvements through the utilization of distance-based user fees, private investment (direct revenues from real estate development, sales and out-leases of rail projects out to private investors,etc) and targeted Value Capture taxes (Tax Increment Financing, self-taxing Community Improvement Districts, Tax Allocation Districts, etc).	Apr 17, 2014 8:31 PM
20	Most definitely! It is an investment in the future and the only real source of funding available.	Apr 17, 2014 3:54 PM
21	State should also invite private business to bid on rail lines.	Apr 17, 2014 10:56 AM
22	Georgia has an unbalanced transportation system in terms of funding. Too much money goes to roads; more needs to go to rail. I understand the state Constitution prohibits using gas taxes for transit/rail. It's time to change that.	Apr 17, 2014 3:14 AM
23	NO!	Apr 16, 2014 4:18 PM
24	I favor commuter rail from atlanta suburbs to central atlanta	Apr 16, 2014 1:28 PM

Page 7, Q12. Would you support increased taxes and bonding to fund a dedicated rail improvement program?		
1	I support both new taxes for rail and reallocating some existing revenue -- particularly the gas tax -- to rail	Jul 29, 2014 2:27 PM
2	Very important	Jun 15, 2014 5:40 PM
3	Yes but with a defined term limit for tax increase.	May 22, 2014 5:41 PM
4	probably	May 22, 2014 4:57 PM
5	Would have include passenger rail components!	May 22, 2014 7:54 AM
6	If we do not upgrade our rail to Asian and European minimum standards quickly, we will be left behind economically.	May 4, 2014 1:43 PM
7	Given a insightful plan to establish modern forward looking and thinking vision.	Apr 28, 2014 7:38 AM
8	Unsure. Would have to learn more	Apr 25, 2014 10:14 AM
9	Yes depending on the amount of the proposed increase.	Apr 24, 2014 5:55 PM
10	as long as it's fair and shared equally among all citizens. Better yet set it in a sales tax format (say a fraction gas tax .5 cents) so that out of state travelers will foot some of the bill.	Apr 24, 2014 4:19 AM
11	we have fallen behind other states. it is going to take sacrifices to catch up. we will see returns in the end.	Apr 21, 2014 10:45 AM
12	only if the rail line connects with existing service.	Apr 21, 2014 10:36 AM
13	Only for passenger rail - not freight rail as this would only put more money into the railroad company's pockets.	Apr 21, 2014 5:52 AM
14	It would be worth it if more jobs were to follow with an improved state-wide transportation system.	Apr 17, 2014 8:43 PM
15	I would support increased taxes and bonding to fund a dedicated rail improvement program. But increased taxes and bonding should not necessarily be the only sources of revenue for freight and passenger rail improvements. Private investment and distance-based user fees ABSOLUTELY MUST be a central part of the funding equation.	Apr 17, 2014 8:35 PM
16	Absolutely!	Apr 17, 2014 3:54 PM
17	State sales tax ONLY, NOT income taxes	Apr 17, 2014 10:57 AM

Page 8, Q13. What level of annual funding for a state rail program do you see as most appropriate?		
1	Unsure	Jul 30, 2014 4:09 AM
2	$500M to $1B annually (can include federal matching funds, etc.)	Jul 29, 2014 2:42 PM
3	$500 Mil	Jul 28, 2014 10:04 PM
4	It should be decided by vote. Let the public vote on it.	Jul 25, 2014 9:56 PM
5	Don't have a clue	Jul 25, 2014 2:50 AM
6	$35,000,000	Jul 24, 2014 8:19 AM
7	50-100 million	Jul 20, 2014 7:59 PM
8	100 percent	Jun 29, 2014 6:28 AM
9	?	Jun 21, 2014 4:01 AM
10	Bonds and tax revenue. Fund for rapid improvements.	Jun 15, 2014 5:41 PM
11	unsure	Jun 11, 2014 7:50 AM
12	modest sales tax increase	Jun 4, 2014 11:42 AM
13	based on usage. 1.5x 'saved' roadway fuel taxes	Jun 2, 2014 2:55 AM
14	$500,000,000	May 29, 2014 9:50 AM
15	Affordable for all users	May 27, 2014 1:08 PM
16	not sure - more than is presently done	May 27, 2014 3:29 AM
17	??	May 23, 2014 10:07 AM
18	$100M+	May 22, 2014 11:44 AM
19	Do not know.	May 22, 2014 9:04 AM
20	Undecided	May 22, 2014 8:44 AM
21	Multi-Billions	May 22, 2014 8:19 AM
22	Doesn't matter	May 22, 2014 8:15 AM
23	I really cannot say	May 22, 2014 8:12 AM
24	Unknown	May 22, 2014 8:10 AM
25	?	May 22, 2014 7:57 AM
26	Raise the gas tax to fund it 1% to rail and another 2% for roads	May 22, 2014 7:54 AM
27	Federal Government	May 14, 2014 10:51 AM

Page 8, Q13. What level of annual funding for a state rail program do you see as most appropriate?		
28	$3-5M/yr	May 13, 2014 7:52 AM
29	$500 million	May 7, 2014 11:39 AM
30	$10,000,000,000	May 4, 2014 1:59 PM
31	I am not sure. Maybe double or triple, or even more of last budgeted year.	Apr 29, 2014 6:16 PM
32	$10 Million	Apr 29, 2014 4:50 PM
33	$3.5 billion annually	Apr 28, 2014 7:40 AM
34	I think a 1% increase in income tax would do	Apr 24, 2014 11:08 AM
35	Not familiar with levels of annual funding.	Apr 24, 2014 8:41 AM
36	Include in transportation tax	Apr 24, 2014 5:22 AM
37	a 1/2 cent gas sales tax.	Apr 24, 2014 4:19 AM
38	$500 million+	Apr 21, 2014 10:30 PM
39	whatever the funding is for highways.	Apr 21, 2014 10:45 AM
40	1% sales tax	Apr 21, 2014 10:39 AM
41	not sure how to answer.	Apr 21, 2014 10:33 AM
42	$100 million	Apr 21, 2014 10:31 AM
43	$50,000,000 plus	Apr 21, 2014 10:27 AM
44	High	Apr 21, 2014 6:49 AM
45	MUCH HIGHER!	Apr 21, 2014 5:53 AM
46	equal to at least 30% of road funding	Apr 18, 2014 9:36 PM
47	TBD	Apr 18, 2014 2:40 PM
48	50% of highway expenditures	Apr 18, 2014 12:01 PM
49	25MN	Apr 18, 2014 11:24 AM
50	$500M	Apr 18, 2014 9:54 AM
51	Not educated enough on this issue to make an estimate.	Apr 18, 2014 8:58 AM
52	As much as could be financially responsible to allow	Apr 18, 2014 8:04 AM
53	I'm sure it will be several million dollars as a whole.	Apr 18, 2014 2:13 AM
54	$25 to $50 million	Apr 17, 2014 8:48 PM

Page 8, Q13. What level of annual funding for a state rail program do you see as most appropriate?		
55	Unlimited (from private sources)	Apr 17, 2014 8:37 PM
56	$2-4 Billion dollars or more (yes, Billion with a B)	Apr 17, 2014 3:56 PM
57	Penny sales tax	Apr 17, 2014 10:57 AM
58	Equal to roads	Apr 17, 2014 9:45 AM
59	As much as needed to get a high speed rail system connecting Georgia's cities	Apr 17, 2014 9:20 AM
60	Depends	Apr 17, 2014 8:20 AM
61	$500,000,000	Apr 17, 2014 3:17 AM
62	Unsure	Apr 16, 2014 2:55 PM
63	Not sure	Apr 16, 2014 1:28 PM

Page 9, Q14. Are there specific rail improvements or projects that you would like to recommend? (e.g., main line capacity improvements, maximum loaded car weight improvements, quiet zones, grade separations)		
1	Line expansions to more destinations within Metro Atlanta	Jul 30, 2014 4:11 AM
2	- Main line capacity improvements on the proposed commuter/intercity rail corridors through Atlanta - Grade separation of Howell Junction - Major hub stations in the Atlanta area (the downtown MMPT, an Airport-area station on the Lovejoy/Macon corridor, and a station in the Armour Yard area to serve the Crescent and other northside service)	Jul 29, 2014 2:43 PM
3	State-Commuter Rail	Jul 28, 2014 10:05 PM
4	High speed rail service line from Tallahassee, to Albany, to Macon and beyond. This would serve SW Georgia!!	Jul 25, 2014 9:58 PM
5	More passenger rail service	Jul 25, 2014 2:53 AM
6	CROSSINGS	Jul 24, 2014 3:08 PM
7	Move switching operations from Barnesville to Collier	Jul 24, 2014 8:21 AM
8	Passenger rail and commuter rail are vital	Jul 20, 2014 7:59 PM
9	travel for everyday use, like from Athens to Atlanta, with a couple of stops in between	Jun 21, 2014 4:03 AM
10	Lovejoy Line improvements	Jun 17, 2014 5:12 AM
11	Capacity improvements and improve access to underserved areas and then use rail for economic development	Jun 15, 2014 5:46 PM
12	Further improvements in rail crossing safety	Jun 4, 2014 11:43 AM
13	Increased port to city transportation of passenger and goods.	Jun 2, 2014 2:57 AM
14	Shortline operations from Valdosta through Douglas on to Hazlehurst and Vidalia, GA	May 28, 2014 5:28 AM
15	Atlanta to Athens	May 27, 2014 3:00 PM
16	The state need to work with MARTA to impove the bus and rail lines	May 27, 2014 1:17 PM
17	Rail lines from outside Metro Atl. to Atl. and other major cities in Georgia such as Savannah, Augusta etc.	May 27, 2014 8:30 AM
18	Expansion of existing service destinations	May 22, 2014 5:43 PM
19	mains	May 22, 2014 5:02 PM
20	Passenger rail into/out of the Atlanta region to points far beyond MARTA. Leverage heavy rail, like is done in California (Caltrain) and south Florida connecting cities.	May 22, 2014 11:46 AM
21	Elevating rail line crossings or elevating roads above rail line crossings to reduce or eliminate traffic waits at rail road crossings and accidents between vehicles	May 22, 2014 10:50 AM

Page 9, Q14. Are there specific rail improvements or projects that you would like to recommend? (e.g., main line capacity improvements, maximum loaded car weight improvements, quiet zones, grade separations)		
	and trains.	
22	main line capacity improvements, increased intermodal capacity, AND a basic (3-4 line) commuter rail network to test viability.	May 22, 2014 9:39 AM
23	More quiet zones in populated areas	May 22, 2014 9:29 AM
24	Connect Atlanta to Athens, Macon, Augusta and Savannah with passenger rails and have shorter lines that operate to and from the Atlanta suburbs and exburbs.	May 22, 2014 9:07 AM
25	Savannah to Atlanta passenger service is needed	May 22, 2014 8:45 AM
26	no	May 22, 2014 8:17 AM
27	a rail going from Atlanta to Chattanooga airports stopping in the cities on the way and picking up folks!	May 22, 2014 8:14 AM
28	I-85 corridor North from 985 to Downtown Connector, intercounty use of Marta/rail	May 22, 2014 8:14 AM
29	More quiet zones or having quiet zones at certain hours	May 22, 2014 7:59 AM
30	Rail crossing on Suwanee Dam Road, Suwanee GA. Need to develop rail as an overpass and route traffic below.	May 22, 2014 7:57 AM
31	none at this time	May 13, 2014 7:57 AM
32	Provide 5-10 minute peak period headway commuter rail between Athens and Atlanta.	May 4, 2014 2:01 PM
33	I view commuter rail for the greater Atlanta area as proposed in the 2009 rail plan to be of primary importance.	Apr 29, 2014 6:18 PM
34	High speed commuter rail that follows the same route as Interstate 285.	Apr 29, 2014 4:58 PM
35	Rail lines to Miami and Naples Florida, East and West Coast. Intrermodal freight expansion in Valdosta, (to the N & NW) Jessup / Waycross / Brusnwick. to the NE. High Speed Passenger Rails Chattanooga to Atl, Macon, Savannah. High Speed Passenger Charollette to NOLA. Then a High Speed in the I95 corridor.	Apr 28, 2014 7:52 AM
36	Rail service to all meto cities in the state	Apr 28, 2014 7:01 AM
37	Yes. Please consider a quiet zone around the many crossings between US Hwy 84 and Gornto Rd in Valdosta/Remerton Ga.	Apr 24, 2014 6:01 PM
38	I think we better start now because it will only get worse.	Apr 24, 2014 11:09 AM
39	Unfamiliar	Apr 24, 2014 8:57 AM
40	Over passes	Apr 24, 2014 4:21 AM
41	Columbus to Atlanta High Speed Rail service	Apr 23, 2014 12:35 PM

Page 9, Q14. Are there specific rail improvements or projects that you would like to recommend? (e.g., main line capacity improvements, maximum loaded car weight improvements, quiet zones, grade separations)		
42	Increased mainline rail capacity in the Atlanta area that can increase our economic productivity and allow the development of passanger rail	Apr 22, 2014 11:06 AM
43	Double-tracking to allow for commuter and higher-speed passenger rail service on the Atlanta-Macon-Jacksonville corridor.	Apr 21, 2014 10:31 PM
44	grade separation capacities.	Apr 21, 2014 10:47 AM
45	commuter rail line to Athens, Woodstock, griffin, newnan, conyers and douglasville	Apr 21, 2014 10:40 AM
46	More Quiet Zones	Apr 21, 2014 10:32 AM
47	Tie replacement, increase in car traffic, lights/gates/bells at grade crossings.	Apr 21, 2014 10:28 AM
48	Frequent passenger service to SC, NC	Apr 21, 2014 6:50 AM
49	Passenger rail (commuter first)	Apr 21, 2014 5:55 AM
50	No	Apr 19, 2014 1:41 AM
51	Expand MARTA with more Frequency - Very inefficient currently. Expand rail into northern suburbs to reduce traffic on roadways.	Apr 18, 2014 11:26 AM
52	Marta rail access with access out to Duluth/Buford GA	Apr 18, 2014 9:01 AM
53	Commuter rail into Cobb County connecting Cumberland/Braves Stadium, Marietta Square, Town Center Mall and KSU	Apr 18, 2014 8:06 AM
54	I live near a train crossing but it is same and doesn't affect my daily life.	Apr 18, 2014 4:51 AM
55	It would be good to have quiet zones near schools and hospitals but that may not be possible. I live 3 miles from the railroad but can still hear the train whistle clearly. For some reason south and southwest GA is left out of the passenger rail improvements in the plan. Albany and Valdosta should be included.	Apr 18, 2014 2:24 AM
56	A East to West Hub station for a GA rail system would improve traffic problem greatly: such as Cobb County to Doraville station, connecting I75N to I85N.	Apr 17, 2014 8:57 PM
57	1) The implementation of privately-funded high-speed freight rail and passenger rail service between Atlanta and Savannah so that a high-speed freight rail link is established between ATL and the Savannah seaport. 2) The establishment of privately-funded high-speed high-capacity passenger rail transit service between Atlanta and Athens, between Atlanta and Chattanooga, and between Atlanta and Perry by way of Macon, Warner Robins, Bonaire and Kathleen.	Apr 17, 2014 8:42 PM
58	Completely double-track the CSX line through Cobb County and improve its speed to open enough capacity to run commuter rail and improve freight service. Begin construction of commuter rail along the most major corridors (Cobb and Gwinnett Counties) as well as the rest of Metro Atlanta's rail lines.	Apr 17, 2014 3:58 PM
59	Condemnation for grade separations	Apr 17, 2014 11:04 AM

Page 9, Q14. Are there specific rail improvements or projects that you would like to recommend? (e.g., main line capacity improvements, maximum loaded car weight improvements, quiet zones, grade separations)		
60	MMPT in downtown Atlanta and smaller stationsa t major employment center, eg: Lenox, HJIA, Northlake, etc.	Apr 17, 2014 9:47 AM
61	Main line capacity improvements, grade separation, Multi-Modal Passenger Facility, Commuter rail in the Atlanta Metro	Apr 17, 2014 9:40 AM
62	State wide high speed rail projects. Connecting Atlanta to Savannah, especially, as it will help tourism between the cities and give easy business commuting access.	Apr 17, 2014 9:21 AM
63	Commuter & Intercity Rail	Apr 17, 2014 8:21 AM
64	AMTRAK needs a new Atlanta station! It is cramped for the number of passengers it serves and elderly people need to traverse a long staircase to reach the tracks. Elevator service is available but it makes the train dwell too long in this station. Please, can the state of Georgia support a new Amtrak station?	Apr 17, 2014 3:20 AM
65	more deatinations, frerquent service	Apr 16, 2014 2:56 PM
66	Commuter rail	Apr 16, 2014 1:30 PM

Page 9, Q15. The following is the draft preliminary State Rail Vision for Georgia:

"A safe and energy efficient state rail system that enables the economic well-being of Georgia by expanding access and enhancing mobility for people and goods in an environmentally sustainable manner."

Please provide any ...

1	Words are cheap. Make it happen.	Jul 28, 2014 10:05 PM
2	It should be well being of ALL Georgia!	Jul 25, 2014 9:58 PM
3	ga is well behind doing what rail did in 50.sixties	Jul 24, 2014 3:08 PM
4	Seems like it could cover everything that needs to be done related to rail in GA.	Jul 24, 2014 8:21 AM
5	Like it.	Jun 15, 2014 5:46 PM
6	I agree with the vision statement	Jun 11, 2014 7:51 AM
7	Sounds good, as long as by "Georgia" you mean to represent the entire population of Georgia and not just metro Atlanta.	Jun 4, 2014 11:43 AM
8	emphasis on environmentally sustainable manner	Jun 2, 2014 2:57 AM
9	Until we get a better way of travel we will always have traffic issues.	May 27, 2014 1:17 PM
10	i agree	May 22, 2014 5:02 PM
11	Remember that there are people south of Macon. It should be accessible to all Georgians at an affordable rate.	May 22, 2014 4:59 PM
12	Replace the phrase 'enables the economic well-being of Georgia' with 'facilitates Georgia's economic growth.'	May 22, 2014 2:48 PM
13	Safe, energy efficient and environmentally sustainable are great goals. That said, I would take a traditional diesel train that's less environmentally friendly if it meant expediting the process.	May 22, 2014 11:46 AM
14	Other states have shown that this statement makes economic sense ... what GA needs is the political will to make progress!	May 22, 2014 9:39 AM
15	Sounds great!	May 22, 2014 9:07 AM
16	Sounds good. With the port of Savanah expanding it makes sense for business to support rail expansion to move freight faster through the system.	May 22, 2014 8:21 AM
17	sounds great to me! Please move forward on this.	May 22, 2014 8:17 AM
18	that put everything in prospective but some folks could not understand it so use easier words that make sense to them	May 22, 2014 8:14 AM
19	Provide expanded rail access to Georgia patrons for fast and exceptional service	May 22, 2014 8:14 AM
20	I like it!	May 22, 2014 7:59 AM
21	I like that mobility of people is first but hope that is evident later	May 22, 2014 7:57 AM

Page 9, Q15. The following is the draft preliminary State Rail Vision for Georgia:

"A safe and energy efficient state rail system that enables the economic well-being of Georgia by expanding access and enhancing mobility for people and goods in an environmentally sustainable manner."

Please provide any ...

22	A safe and energy efficient state rail system that enables the economic well-being of Georgia by expanding access and enhancing mobility for people and goods in an environmentally sustainable, multi-modal manner.	May 13, 2014 7:57 AM
23	Revise to: "A safe and energy efficient state rail system that enables A POSITIVE economic well-being of Georgia by EFFECTIVELY expanding access and enhancing mobility for people and goods in an environmentally sustainable manner."	Apr 29, 2014 4:58 PM
24	Atlanta mtero, maintain MARTA with the idea to be World Class. Doraville Station redevelopment. Clayton county annex. Commuter toparrallel major road ways, I20, I 75, I85. Evolve Concept 3 to Concept 4. Do not plan based on current situation. Plan to support ideal case in 2070.	Apr 28, 2014 7:52 AM
25	energy-efficient should be hyphenated	Apr 25, 2014 10:14 AM
26	More emphasis should be placed on economic development e.g. Georgia's strategic location with respect to the port of savannah and its future improvements with respect to the widening if the Panama Canal.	Apr 24, 2014 6:01 PM
27	Too wordy	Apr 24, 2014 11:09 AM
28	A state rail system is a necessity for those of us living in Marietta and other Metro Atlanta towns. It would significantly minimize congestion and travel time. The overall traffic is overwhelming and results in more MVA's. There are people who desire to go to Atlanta for sightseeing, entertainment, shopping, etc. Since there is no alternate mode of travel (other than the buses), those people, including myself make the decision not to drive to Atlanta to avoid the traffic.	Apr 24, 2014 8:57 AM
29	Would like more info about what is meant by an energy efficient rail system.	Apr 24, 2014 4:20 AM
30	good. covers all points.	Apr 21, 2014 10:47 AM
31	rail transportation for freight and passengers is important.	Apr 21, 2014 10:33 AM
32	Fairly comprehensive brief mission statement.	Apr 21, 2014 10:32 AM
33	Good vision plan statement.	Apr 21, 2014 10:28 AM
34	remove "safe and energy efficient" remove "in an environmentally sustainable manner."	Apr 21, 2014 6:50 AM
35	More emphasis on people versus goods. Tax payers should not have to foot this cost as it has little benefit to them.	Apr 21, 2014 5:55 AM
36	I think this is probably to tax all of Georgia for North Georgia improvements.	Apr 19, 2014 1:41 AM
37	agree	Apr 18, 2014 2:41 PM

Page 9, Q15. The following is the draft preliminary State Rail Vision for Georgia:

"A safe and energy efficient state rail system that enables the economic well-being of Georgia by expanding access and enhancing mobility for people and goods in an environmentally sustainable manner."

Please provide any ...

38	That is definitely NOT what the state of Georgia is exhibiting with its state rail program/plan.	Apr 18, 2014 11:26 AM
39	It will also improve economic sustainability as fuel costs grow and individual motor transportation becomes more expensive. In countries where automobiles are not commonly affordable, rail and bus transportation is key.	Apr 18, 2014 9:56 AM
40	Improving mobility for all would benefit the state of GA tremendously, both for its citizens and tourists.	Apr 18, 2014 9:01 AM
41	I would agree	Apr 18, 2014 8:06 AM
42	That about sums it up.	Apr 18, 2014 4:51 AM
43	A nice vision. Are the people of the state willing to commit to the funding of such a project?	Apr 18, 2014 2:24 AM
44	This statement hits on many key points on why Georgia needs a State wide system.	Apr 17, 2014 8:57 PM
45	I like it!	Apr 17, 2014 8:42 PM
46	"To expand safe and efficient mobility options for people and goods in the interest of the economy and of the environment."	Apr 17, 2014 11:04 AM
47	It's very vague	Apr 16, 2014 1:30 PM

Page 9, Q16. Are there other comments or suggestions you would like to convey?		
1	The MARTA lines are good, but need to be expanded to include more parts of Atlanta. More people can use the rail to get to more of their destinations, it will greatly help everyone navigate the city safely and efficiently	Jul 30, 2014 4:11 AM
2	Please include SW Georgia! Dont hang us out to dry. If gas prices force rail use and we do not have it in place for SW Ga, it will be too late or too expensive.	Jul 25, 2014 9:58 PM
3	I live in Macon so passenger trains to Atlanta and Savannah would enable Maconites access to the Amtrack system.	Jul 25, 2014 2:53 AM
4	you cant move on if you gdotdoent build roads rail thru middle gamiddle ga has been lacking in bulding roads thru one side of the cty of bibb,other way saying their is no good way to from one side of bibb cty	Jul 24, 2014 3:08 PM
5	No	Jul 24, 2014 8:21 AM
6	Please Hurry	Jun 29, 2014 6:28 AM
7	Work on best rail system for economic development and transportation for Georgians. Don't let other states beat us!!!	Jun 15, 2014 5:46 PM
8	To remain competitive, we must invest in passenger and freight rail and not rely solely on the federal govt for funding.	Jun 11, 2014 7:51 AM
9	I am glad we are having this discussion regarding an overdue rail like for the state.	May 27, 2014 1:17 PM
10	I can't comment on freight and intercity, but in terms of the Atlanta region, I think rail has to be thought of in terms of the most important X miles of new rail. What would we build if we could only build 5 miles? 10 miles? There's no doubt in my mind that the most meaningful 8 or 9 miles of new rail we could add would run between the Medical Center MARTA station and the Cobb Galleria/Cumberland area. This was true before the Braves announced their move, and it's even more obvious now.	May 23, 2014 5:54 PM
11	no	May 22, 2014 5:02 PM
12	Let's stop talking about it and start doing something about it. I've lived in Georgia my whole life and have heard discussion about rail for all 35 years of my life. Nothing has happened. Please hurry this up.	May 22, 2014 11:46 AM
13	Buses not rail	May 22, 2014 10:29 AM
14	Good luck with this project and process ... many Georgians see the need to move people and goods faster and with fewer delays than is now possible here!	May 22, 2014 9:39 AM
15	Find a way for Republicans to get on board with rail. I think the way to do it is highlighting the business shipping aspect of it.	May 22, 2014 8:21 AM
16	The job market is suffering because the city is nearly immobile. This will strengthen the economy of Georgia tremendously. I hope this gets up and running very soon!	May 22, 2014 8:17 AM
17	nope	May 22, 2014 8:14 AM

Page 9, Q16. Are there other comments or suggestions you would like to convey?		
18	Need rail access for northern Gwinnett cities to Downtown.	May 22, 2014 8:14 AM
19	We really need to use rail more in this state for commuters	May 22, 2014 7:59 AM
20	We have needed more rail instead of abandoning tracks	May 22, 2014 7:57 AM
21	Metro Atlanta especially (and nearby by metro areas) needs intercity rail. So many people keep moving here from everywhere else in the country and internationally since Katrina and the economic fall. There is a higher unemployment rate as well as a growing underemployment rate (higher than the Labor department says since they only include people that can get unemployment assistance). Solutions are needed that can help people survive the gas prices, the raised prices of higher goods and services, and bring people together.	May 14, 2014 10:57 AM
22	Best of luck with the rail plan.	May 13, 2014 7:57 AM
23	If high speed commuter rail is created in GA first, it may allow for more funding from General Assembly because they would see it as additional support for them to stay in office (because their constituents are happy from it).	Apr 29, 2014 4:58 PM
24	Transportation infrastructure is a long lead planning item. Vision matters. And coherent Comprehensive plan is needed. At local universities, there is world class planning capability. Leverage it. Atlanta is a text book opportunity for effective regional plan, (Current passenger rail plan is missing Newnan to LaGrange. Please add them.) Also, in the current Atl metro plan, there will need to be a loop around the perimeter at around 65 miles radius. In 5 years China put in 6000+ miles of electrified HS rail, at the rate of 3 miles per day. Ridership is off the charts. In Japan, the train arrives on time and stop at a designated location to open the doors at a designated spot. that is the global standard today. 80 years ago you could ride a train anywhere in Georgia. to any county seat in the state. So there is precedent.	Apr 28, 2014 7:52 AM
25	Thank you for helping.	Apr 24, 2014 6:01 PM
26	Keep calm and rail on.	Apr 24, 2014 11:09 AM
27	Extending the rail system to Marietta and other metro areas would enhance travel to Atlanta, thus increasing state revenue.	Apr 24, 2014 8:57 AM
28	more over/under pass funding to help allow emergency and citizen traffic to flow more freely in congested areas.	Apr 24, 2014 4:21 AM
29	I am more interested in rail travel for people in our area. My daughter used the rail system in D.C. every day some years back, and it was safe, and comfortable and accessable.	Apr 24, 2014 4:20 AM
30	MMPT please. Lenox over atlantic station for new amtrack stop.	Apr 21, 2014 10:47 AM
31	not at this time.	Apr 21, 2014 10:33 AM
32	Frequent passenger service to SC, NC	Apr 21, 2014 6:50 AM
33	It appears that only freight improvements will come out of this plan, or more	Apr 21, 2014 5:55 AM

Page 9, Q16. Are there other comments or suggestions you would like to convey?		
	specifically, only improvements to the short lines, since most are state owned. This seems mis-leading.	
34	No	Apr 19, 2014 1:41 AM
35	This can't be done shortly but should be a focus of the present and future administrations. Part of being a modern city means having sufficient mass transit.	Apr 18, 2014 9:01 AM
36	In the powerpoint which talks about proposed passenger rail trains, once again, the folks in Atlanta have completely left out south and southwest Georgia. People in Valdosta and surrounding area are not going to drive to Columbus or Brunswick.	Apr 18, 2014 4:51 AM
37	Don't forget the Albany and Valdosta areas when making the plans for passenger rail.	Apr 18, 2014 2:24 AM
38	This long range project could expand GA economically but it would also improve the quality of life in GA. GA has proven more roads are NOT the answer for it to grow further.	Apr 17, 2014 8:57 PM
39	Funding from distance-based user fees and heavy private investment IS THE WAY FORWARD!!!!	Apr 17, 2014 8:42 PM
40	Commuter rail is crucial to Metro Atlanta. It balances cost with capacity in a way that no other transit mode can by utilizing existing rights of way.	Apr 17, 2014 3:58 PM
41	In the near term (next 5 years), tangible improvements in freight service are more economically beneficial than passenger service.	Apr 17, 2014 11:04 AM
42	Part of all money collected on HOT lanes should be diverted to fund passenger rail in the state. Raise the gas tax and divert part of its funds to rail.	Apr 17, 2014 9:47 AM
43	We need to bring back the commuter trains from Gainesville to Atlanta!	Apr 17, 2014 4:00 AM
44	Georgia needs to invest in passenger rail - especially the Atlanta region. It's sad that the capital of Georgia has NO commuter rail and that MARTA is funded by 2 counties through local sales taxes no state support. What a shame!	Apr 17, 2014 3:20 AM
45	Please look at the W-A-S-T-E of tax payers hard-earned tax dollars thrown away on AMTRAK. Do not saddle hard-W-O-R-K-I-N-G taxpayers with this "State Rail" albatross! We are taxed enough!	Apr 16, 2014 4:23 PM

Georgia State Rail Plan

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