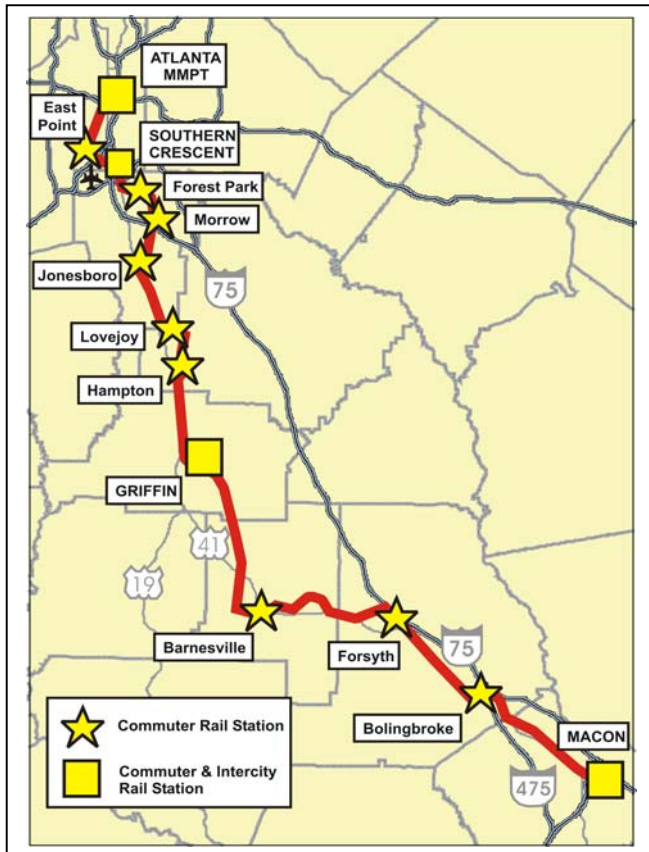


#### Overview

The 103-mile Macon – Atlanta line will carry 7,600 trips a day, all of them during peak periods in the year 2030. About 75% of the forecast passengers will board at Spalding, Henry, and Clayton County stops destined for Hartsfield-Jackson, East Point, and the Multi-Modal Passenger Terminal in downtown Atlanta.

The number of train riders into the Atlanta urban area will equal 10% of the peak period travel on parallel I-75 and US 19/41, providing the capacity of 2 general-purpose highway lanes at half the cost.



Six trains will run to the downtown Atlanta MMPT in the morning peak period from Griffin, making all stops; two of these trains will start in Macon, also making all stops. In the afternoon peak period, trains would return commuters to their home stations. Limited mid-day and evening service will provide needed flexibility for customers. See sample schedule and fares, next page.

Trains will run in existing railroad right of way using existing and new tracks owned by Norfolk Southern Corporation (NS)

Capital costs to provide capacity for the year 2015 are estimated at \$304 million in year 2005 dollars. **Phase 1** with four trains from Lovejoy (26 mile segment) will cost \$106 million and can be open by Fall 2006. **Phase 2** will extend trains from Hampton and Griffin (16 mile segment) for an initial cost of \$38 million. Two additional trains and more parking at stations to handle growth to 2015, and permanent maintenance facilities will cost \$39 million. **Phase 3** will add Barnesville, Forsyth, Bolingbroke, and Macon for \$121 million. Phases 2 & 3 could open two years after funding.

An additional \$101 million will handle growth to 2030.

#### Benefits of Macon-Atlanta Commuter Rail

- 3,800 fewer auto trips in each peak period – equivalent to a lane in each direction on I-75/85
- Avoids road construction cost of \$700 million, creates \$48 million annually in time savings for remaining road users, reduces accident, injury and fatality exposure of riders by 2/3
- Controlled traffic environment less subject to breakdown & delay; enhances mobility to non-drivers, helps improve air quality, saves energy
- Intercity trains to Middle and South Georgia can use improved tracks, crossings, and stations.

Macon Line capital costs	
(2005 \$\$ in millions)	
Track work & signals	\$ 171
Rolling stock	\$ 65
Stations and parking	\$ 56
Maintenance facilities	\$ 12
Total	\$ 304

## Current Status of Approvals and Funding

The Federal Transit Administration issued a Finding of No Significant Impact for the Macon – Atlanta commuter rail service in November 2001, clearing the environmental hurdle to spending Federal funds on preliminary engineering and related matters. The Department is in the process of finalizing the agreement with Norfolk Southern Railroad on the terms of access, operation, and upgrading of the rail line for Phase 1 from Lovejoy. A Macon Corridor Local Advisory Committee (MACLAC) has been established to help communities leverage the transportation investment with station area land use plans. A comprehensive plan of grade crossing safety improvements has been drawn up in consultation with local and state authorities.

### *Year 2030 Daily Boardings*

Currently \$106 million is on hand for implementation of Phase 1 of the Macon line service. Of this \$87.1 is Federal funding from earmarked HPP funds, NHS and flexed funds to FTA, and FTA funding, with \$18.8 million in matching state and local funds.

Operating assistance for the first 36 months of operation of Phase 1 will be provided from Federal Congestion Mitigation and Air Quality funds. Local and county governments along the line have committed to securing the necessary funding for operations after that point.

Additional, more detailed information is available for the Lovejoy Phase 1 in another fact sheet (Lovejoy to Atlanta 2006 Fact Sheet) and on the Georgia Rail Passenger Program website [www.garail.com](http://www.garail.com).

In addition to available funding for Lovejoy implementation, \$198 million in capital improvements will need to be made available from Federal transportation funds and \$5 million yearly in operating support in 2005\$\$ is required for service extension to Griffin and Macon.

Station	AM boardings	PM boardings
<b>Macon/Bolingbroke</b>	<b>95</b>	off only
<b>Forsyth</b>	<b>155</b>	off only
<b>Barnesville</b>	<b>210</b>	off only
<b>Griffin</b>	<b>700</b>	off only
<b>Hampton</b>	<b>440</b>	off only
<b>Lovejoy</b>	<b>650</b>	off only
<b>Jonesboro</b>	<b>835</b>	off only
<b>Morrow</b>	<b>390</b>	off only
<b>Forest Park</b>	<b>325</b>	off only
<b>Aviation Blvd</b>	off only	<b>200</b>
<b>East Point</b>	off only	<b>400</b>
<b>MMPT</b>	off only	<b>3,200</b>
<b>TOTAL</b>	<b>3,800</b>	<b>3,800</b>

### Sample Macon line one-way fares to Atlanta:

<i>From</i>	<i>One-way</i>	<i>Monthly</i>
Macon	\$10.80	\$ 7.88
Bolingbroke	\$10.20	\$ 7.44
Forsyth	\$ 9.60	\$ 7.00
Barnesville	\$ 8.40	\$ 6.13
Griffin	\$ 7.20	\$ 5.25
Hampton	\$ 6.60	\$ 4.81
Lovejoy	\$ 6.00	\$ 4.38
Jonesboro	\$ 5.40	\$ 3.94
Morrow	\$ 4.80	\$ 3.50
Forest Park	\$ 4.20	\$ 3.06

Note: Commuter Rail riders get a free transfer on MARTA

### Sample Macon line AM peak period schedule:

<i>Station</i>	<i>Time</i>					
Macon			5:17			6:22
Bolingbroke			5:39			6:44
Forsyth			5:52			6:57
Barnesville			6:12			7:17
Griffin	5:38	6:03	6:28	6:53	7:18	7:43
Hampton	5:51	6:16	6:41	7:06	7:31	7:56
Lovejoy	6:00	6:25	6:50	7:15	7:40	8:05
Jonesboro	6:10	6:35	7:00	7:24	7:50	8:13
Morrow	6:18	6:43	7:08	7:33	7:58	8:23
Forest Park	6:23	6:48	7:13	7:38	8:03	8:28
<i>Aviation Blvd</i>	<i>6:27</i>	<i>6:57</i>	<i>7:22</i>	<i>7:42</i>	<i>8:09</i>	<i>8:34</i>
East Point	6:34	6:59	7:24	7:49	8:14	8:39
MMPT	6:45	7:10	7:35	8:00	8:25	8:50