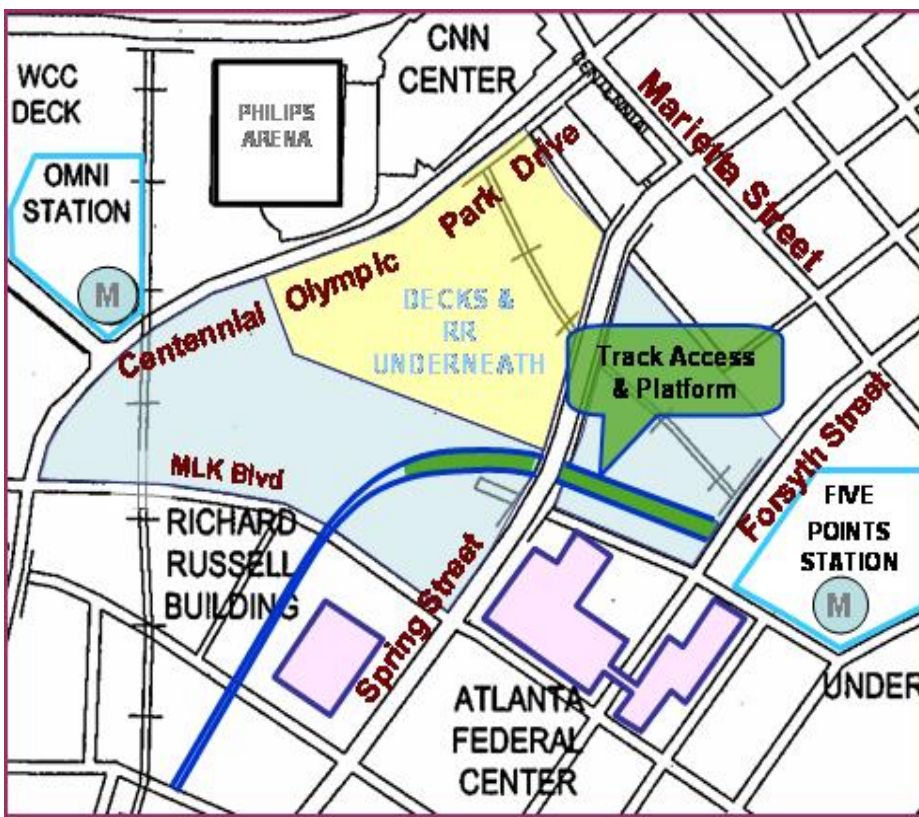


Description

The Multi-Modal Passenger Terminal (MMPT) slated for construction in downtown Atlanta will be the region's major passenger terminal with facilities for new commuter rail and intercity rail services, including Amtrak, as well as intercity and regional express buses. Direct and convenient pedestrian connections will be provided to Metropolitan Atlanta Rapid Transit Authority (MARTA) Five Points Station (where the east-west and north-south subway lines cross), to MARTA's Philips Arena Station, and to local MARTA buses, as well as to private taxis and shuttle vans.



MMPT Site Phase I Configuration

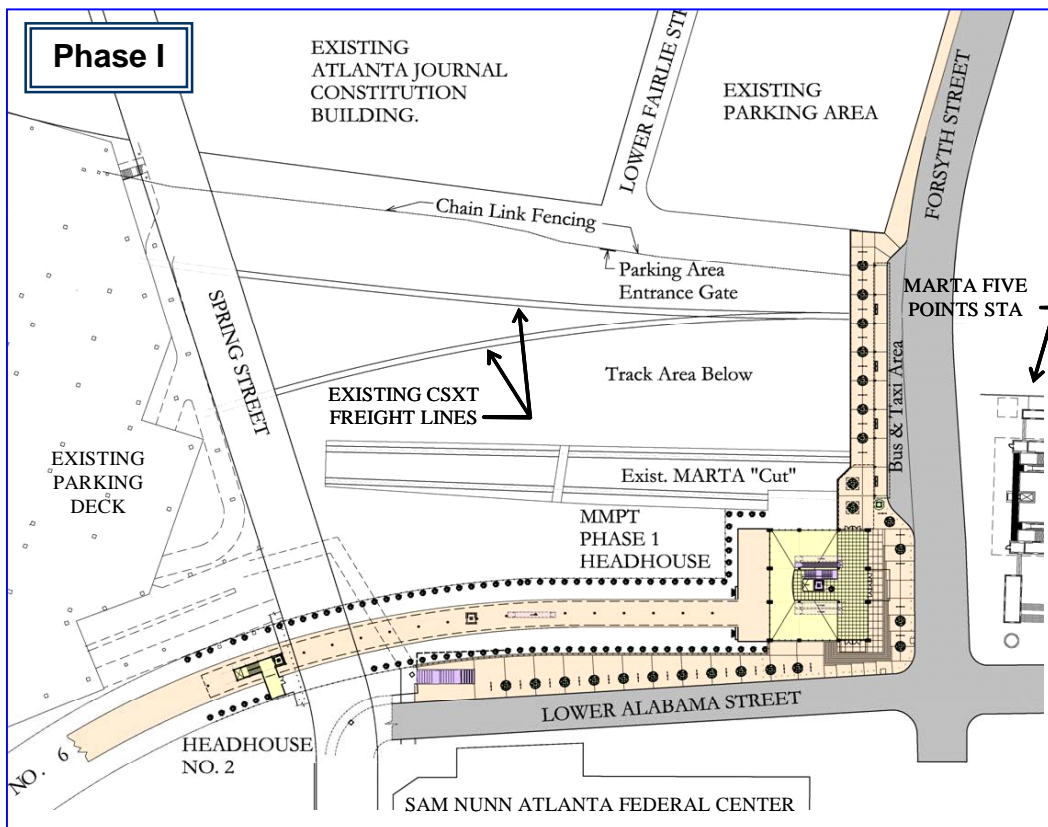
The location of the MMPT has been selected to be at a key downtown site between Spring and Forsyth Streets, placing it within several blocks of major work and recreational destinations, including the Nunn Federal Center, Russell Federal Building, Georgia World Congress Center, Georgia Dome, Philips Arena, CNN Center, and Underground Atlanta.

The area around the MMPT currently has the largest number of jobs in Atlanta and has the largest concentration of State and Federal government services in the Southeast. There is also significant potential for increased office and related development above and adjacent to the site, which the MMPT can help stimulate by improving access to the entire region.

The MMPT's downtown location is at the crossroads of the rail corridors that radiate into and out of Atlanta. Ultimately, it will provide commuter rail access from stations in 23 counties in the greater Atlanta area, regional bus service from the 13 most populated Atlanta area counties, and intercity bus and rail service from around the state and the country. Its close link to MARTA rail will provide a convenient transfer to other existing major employment and activity centers including Midtown, Lindbergh, Buckhead, Perimeter Center, East Point, Hartsfield - Jackson, and Decatur. Its presence will also strengthen the desirability of other sites along MARTA's rail lines. Improved access to the MMPT site will increase employment in areas that are easily accessible from many different in-town neighborhoods, thus providing benefits to a full and diverse spectrum of economic and ethnic groups.

Current Status

Current funding for the MMPT includes \$14.2 million in TEA-21 earmarked Federal funds, \$2 million in programmed Federal transportation funds, and \$4 million in State matching funds.



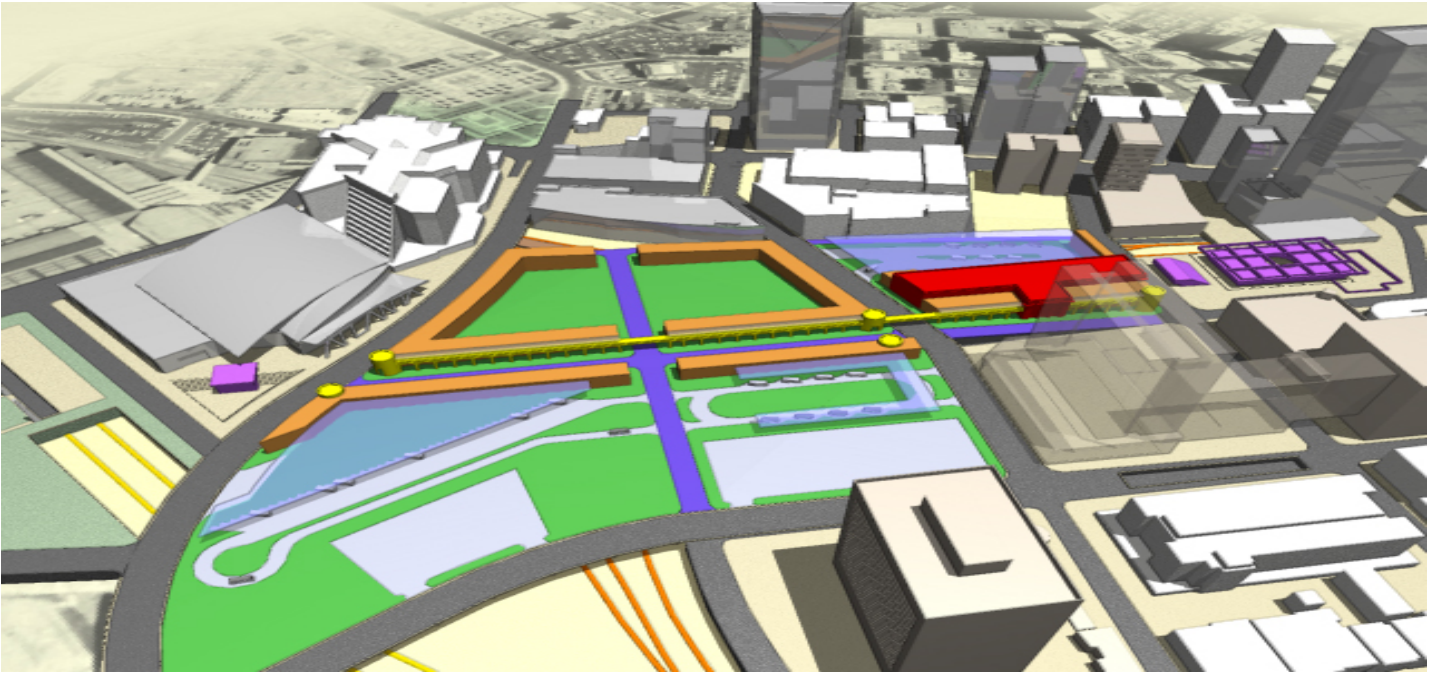
Federal transportation funds, and \$4 million in State matching funds.

Phasing of Construction: It is proposed to build the MMPT in several phases. Phase I of the MMPT is programmed for construction to begin in 2006 to serve an initial start-up segment of commuter rail service from Lovejoy, Georgia in Clayton County to downtown Atlanta with four stops in between. Phase I of the MMPT will have two tracks on either side of one 1000 ft long platform, a main entrance

at the corner of Forsyth and Alabama Streets with direct pedestrian access to MARTA's Five Points Station under Forsyth Street, and a second entrance off of Spring Street at the southeast corner of the CNN parking decks. The estimated construction and right-of-way cost of the MMPT Phase I is \$20.2 million which includes two entrances, a bus and taxi drop-off area along Forsyth Street, a pedestrian underpass connection to MARTA's Five Points Station, trackwork, signaling and utilities.

The schematic design of the MMPT Phase I is planned to be easily expanded in the future to accommodate additional commuter rail service, as well as, commuter buses, Amtrak, and intercity bus service as provided for in the overall master plan of the MMPT Concept Design. Also, the MMPT Phase I schematic design has planned the necessary touch down points to accommodate potential overbuild by private development.

Additional tracks and platforms would be built when public and private financing becomes available. The cost of providing capacity for five additional commuter rail lines, full regional commuter bus service, intercity bus service, and Amtrak service is estimated at \$330.8 million in current dollars. Office and/or other development could also be staged in coordination with this work.



Concept & Permitting Background

Master Plan Concept Design Review and Approval: At the direction of the state's three-agency Program Management Team, a reevaluation of the 1994 MMPT design was undertaken. Many changes were explored to provide for staged implementation, expanded regional GRTA commuter express bus operations, the possibility of air rights / joint development, and stronger links to downtown development planning. On October 4, 2000, the City of Atlanta, Central Atlanta Progress and the GRPP Program Management Team hosted a planning charrette of community leaders to discuss the MMPT and to ensure that the needs of the intermodal partners were fulfilled. Serious discussions began with adjoining property owners and the City of Atlanta following the charrette to knit this important facility into the redevelopment of the downtown core area. On December 7, 2001 a new master plan concept design was reviewed and agreed to by the potential users - the City, major adjacent owners of land and air rights, and the three state transportation agencies. Notes from the planning charrette and the concept design presentation can be found on the website www.garail.com. Also, in February 2002, the GRPP Program Management Team (two board members from each of the three state transportation agencies – GDOT, GRTA & GRPA) approved the Concept Design of the MMPT.

Federal Permitting and Funding: The National Environmental Policy Act [NEPA] process has been completed for the MMPT. An Environmental Assessment [EA] was completed in early 1995 and a Public Hearing was held in April 1995. The Federal Transit Administration [FTA] signed a Finding of No Significant Impact [FONSI] for the EA in June 1995. GDOT submitted a Reevaluation of the EA to FTA in September 2000 that indicated the approved FONSI remained valid. On December 1, 2000 FTA issued its concurrence with the reevaluation of the MMPT's EA and FONSI.

Next Steps

Preparation for Construction: Work is currently underway to document and consolidate land and development rights for the MMPT, its approaches, and other associated storage facilities as covered by the Federal environmental clearance. Right-of-way acquisition process for Phase I is in progress with the City of Atlanta and preliminary engineering activities are underway. Site preparation and clearing will be undertaken with available funding once these preliminary activities are completed.