

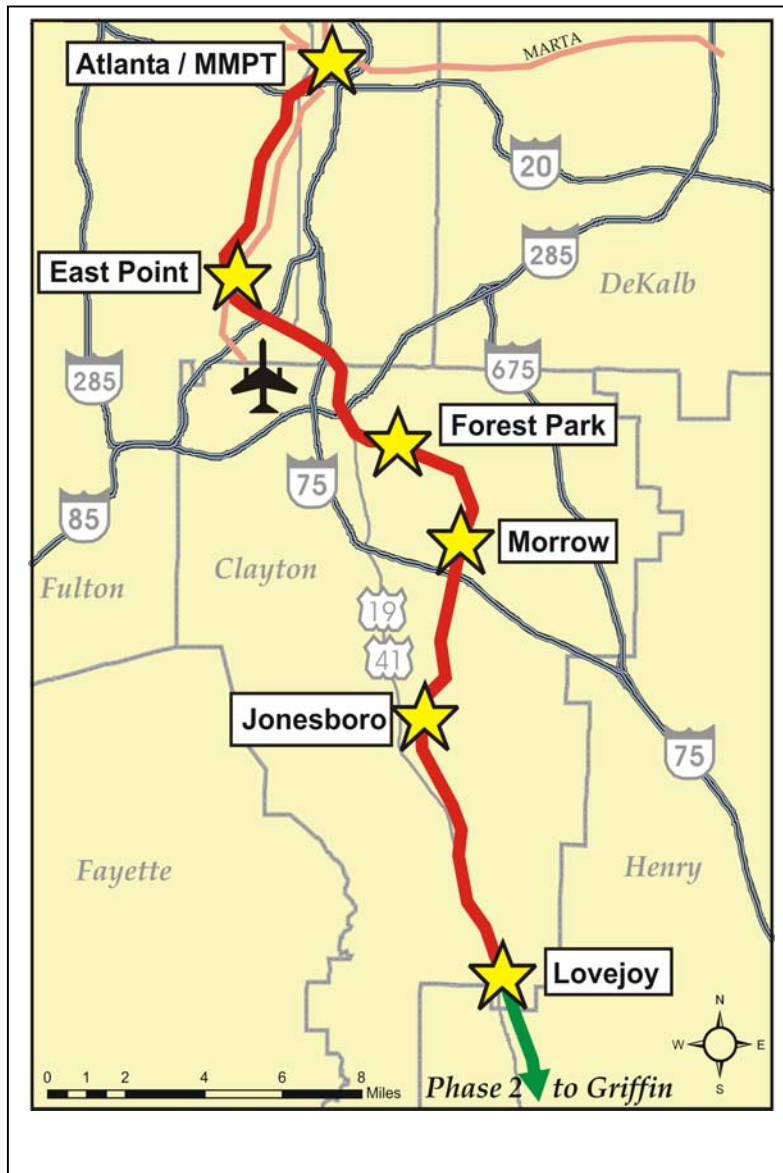
Lovejoy to Atlanta Rail Line

visit the website at www.garail.com

Overview

Commuter rail service between Lovejoy and Atlanta is ready for implementation:

- Environmental clearance has been accomplished.
- The Macon Commuter Rail line is in the adopted, conforming regional transportation plan as well as the current ARC's Transportation Improvement Program (TIP).
- The owning railroad has shown willingness to reach agreement within the costs envisioned.
- A total of \$106 million in funding is available from DOT; Congress has earmarked \$87 million.
- In-town and suburban communities have developed & adopted plans that anticipate the service.
- Georgia can quickly provide solid progress on congestion mitigation and improved air quality.



Commuter rail service will be inaugurated from Lovejoy to Atlanta with four trains. Twenty-six miles of track rehabilitated to 60 mile per hour standards will be in service to support the operations. Currently available earmarked funding and other available Federal transportation funds totaling \$106 million will be used to start up the service.

Major improvements to rail line capacity benefiting both freight and passenger services will be made, helping the Macon to Atlanta corridor attract and retain industry and jobs. Station platforms with ample park and ride lots will be provided. Double-deck passenger cars from Chicago's successful service will be refurbished, and coupled with re-manufactured locomotives.

At maturity in 2009 more than 3,080 daily trips will be made for an annual count of 770,000 trips, eliminating 800,000 hours of highway delay for drivers remaining on the roads. Annually, 21 million fewer vehicle miles will be driven.

Service Description

Four commuter trains will operate from Lovejoy, stopping in Jonesboro, Morrow, Forest Park, and East Point, and terminating at Atlanta Five Points Phase I Multi-Modal Passenger Terminal, where commuters can transfer to MARTA or walk to the many downtown jobs. Each train will have 3-4 double deck cars pulled by a conventional diesel locomotive, providing an average of 440 seats per train. Trains will operate every 30 - 40 minutes, making the end-to-end trip in 46 minutes, competitive with rush

hour drive times on US19/41 and I-75/85 Connector. Trip time to East Point where commuters can transfer to MARTA, two stops from Hartsfield International Airport, will be about 10 minutes shorter.

Stations will be simple low-level platforms with canopy, credit/debit card ticket vending machine, and handicapped accessibility. Sufficient parking will be provided for each rider.

| Station | Miles | Rush hour drive time to MMPT | | Train time to MMPT |
|-----------|-------|------------------------------|--------|--------------------|
| | | 2005 | 2030 | |
| Jonesboro | 21 | 43 min | 60 min | 36 min |
| Lovejoy | 26 | 58 min | 81 min | 46 min |



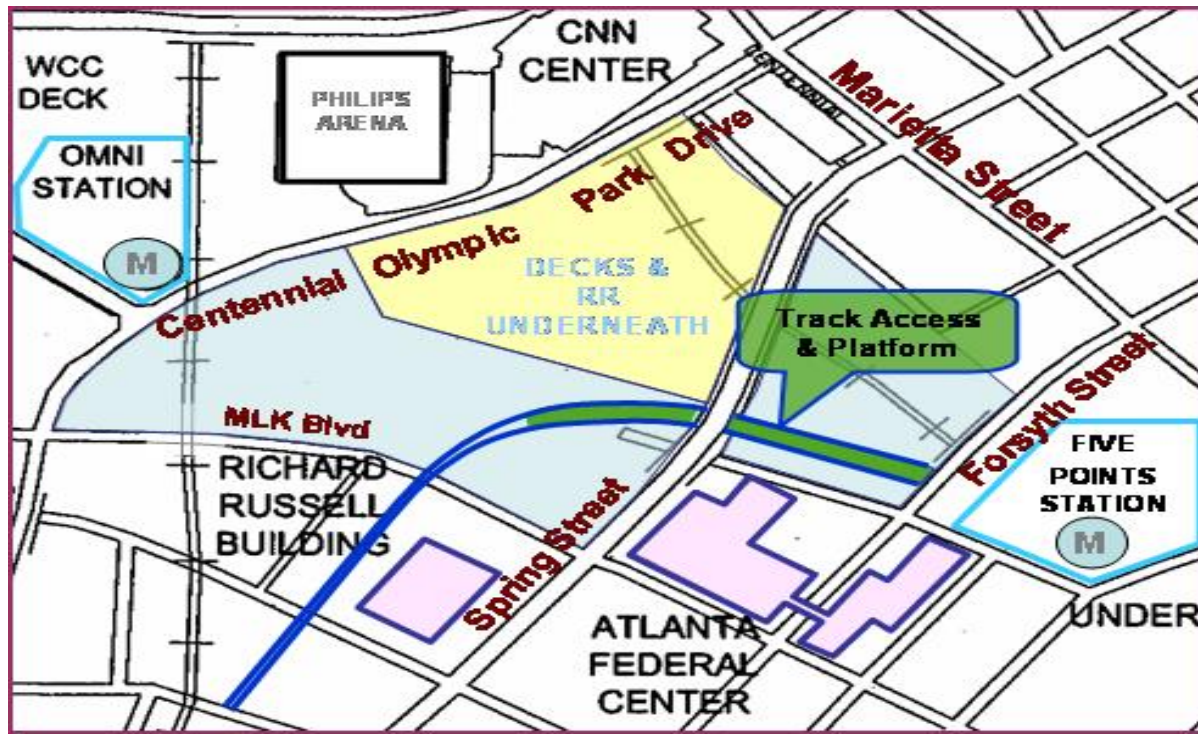
Rail station with Park and Ride Lot

(Virginia Railway Express)

| Station | One-way fare to East Point & MMPT (2005\$\$) (single / discounted monthly) |
|-------------|---|
| Forest Park | \$4.20 / \$3.06 |
| Morrow | \$4.80 / \$3.50 |
| Jonesboro | \$5.40 / \$3.94 |
| Lovejoy | \$6.00 / \$4.38 |

As in other commuter rail systems in the country, commuters with emergencies or occasional needs to be home will have access to a guaranteed-ride-home program. Each train will have power outlets and wi-fi antenna for laptop and cell phone use.

The MMPT station will provide direct access to the MARTA Five Points Station from its two platforms, as well as to the pedestrian walkway to the Philips Arena/CNN Center/World Congress Center area, and the streets that surround the site.



MMPT Site Phase I Configuration

Rail Improvement Packages

- \$20 million MMPT– basic rail station with two passenger tracks and platforms, rail access to the site, direct covered connection into MARTA Five Points, street access, demolition of Georgia Power building, clearing and utilities work,
- \$15 million for 5 basic rail stations and 4 park and ride lots sufficient for three years growth plus the beginnings of change in travel habits and creation / reinforcement of suburban and small town centers
- \$18 million for locomotives, cars, & upgrades at Griffin for storage & service
- \$39 million for track upgrades, new track to provide added capacity and preserve industrial access, viability, and jobs
- \$9 million for road and rail crossing safety up-grades
- \$5 million for capitalized access fees

Riders and Transportation Benefits

The Lovejoy rail commuter service will carry 3,080 passengers daily, 250 days a year, for a total of 770,000 trips in 2009. In a year, 21 million vehicle miles travelled will be removed from the highways,

| Station | AM board-ings | PM board-ings |
|--------------|---------------|---------------|
| Lovejoy | 645 | off only |
| Jonesboro | 484 | off only |
| Morrow | 223 | off only |
| Forest Park | 188 | off only |
| East Point | off only | 154 |
| MMPT | off only | 1,386 |
| Total | 1,540 | 1,540 |

reducing congestion for remaining drivers and saving them 800,000 hours a year.

Rider and revenue forecasts are based on fares that vary with miles travelled and are similar to those charged in other commuter rail systems. Monthly tickets will be available, and will be used by around 90% of commuters. The MARTA fare is included in the rail ticket. Revenue in year 2009 is forecast to reach \$3.6 million, covering 43% of operating cost. The forecast of continued growth to 2030 would more than double riders and would require additional cars and trains.

Operating the Service

As in other commuter rail systems, Georgia DOT will contract through a competitive procurement for operation of the service by a contractor; several active nationally include Amtrak, Herzog, Connex, and might include Norfolk Southern (NS). The State will invest in Norfolk Southern facilities to ensure that freight customers will continue to receive time-sensitive service and ensure the 46-minute Lovejoy schedule is an everyday occurrence. The railroad will be compensated for access, dispatching of trains, ensuring on-time operations, and maintenance of track and signals during this period by allocating portion of the value of the investment in infrastructure that the State would make. Regular maintenance, cleaning, and inspection of the trainsets will be performed by the chosen contractor, at a storage yard at Griffin. Periodic heavier maintenance will be performed at specialist contractor's sites in the region.



Locomotive and car of the type for Lovejoy service (picture of Virginia Railway Express)

Capital Costs and Funding

The \$106 million capital investment can be entirely met with a combination of funds that are earmarked and programmed for the service, and as well as available Federal transportation funds. \$87 million in existing matched Federal HPP funds are available to cover the costs of rail-related expenses:

- MMPT basic station, track work, and MARTA connection at Five Points,
- Track capacity and speed improvements, including additional track in Hapeville to alleviate freight congestion associated with Ford plant operations,

- Station platforms, canopies, security, lighting, and ticketing,
- Storage/fueling/ cleaning yard at Griffin,
- 4 sets of push-pull train equipment plus spares; cars to be acquired from Chicago METRA and refurbished and upgraded; remanufactured 3000 Hp locomotives will be acquired.
- Capitalized access fees

An additional \$19 million will be made available from Federal and State transportation funds for qualified highway components of the project, worthwhile and useful for highway purposes even if the rail service is not continued. Costs will cover:

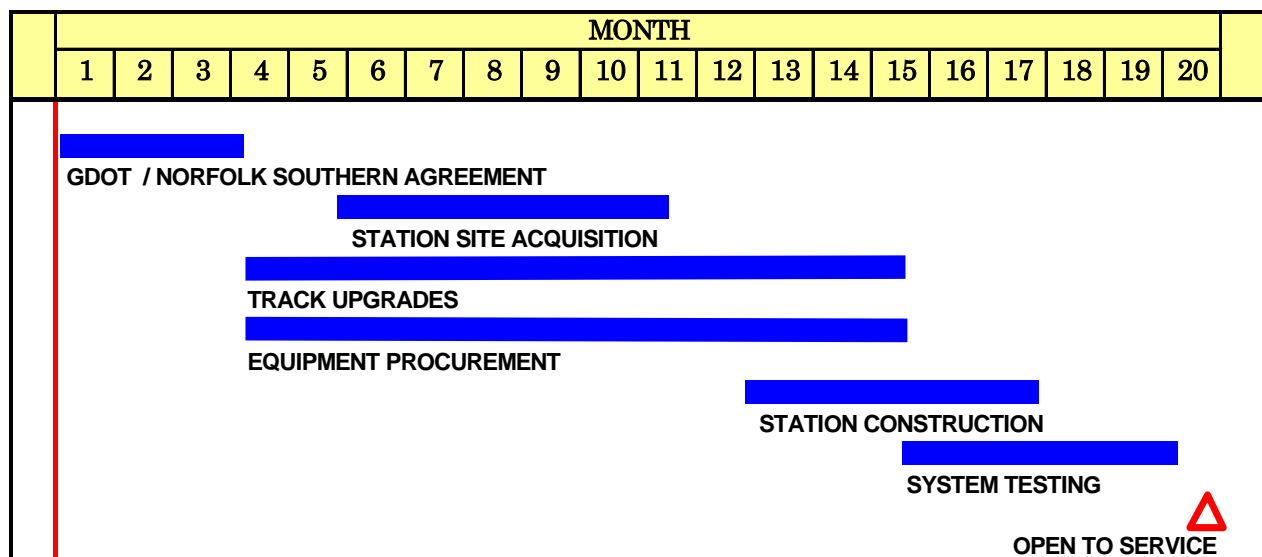
- Highway grade crossing safety improvements
- Park and ride lots (acquisition of land, construction of access roads, and parking lots) serviceable for bus and carpooling

Operating Expense and Revenue

The operating cost for the first three years will average approximately \$7 million each year. Fares will cover 35-40% of the costs and Federal Congestion Mitigation and Air Quality (CMAQ) funds, matched with state toll credits will provide the remaining funding needed for operations for the first three years. Beyond the first three years the operating cost will rise and the fare collections should also rise to cover 45% of the cost. Federal Transit Administration funding will become available for operating costs. However, additional funds of \$3-4 million have been pledged by Clayton County.

Schedule to achieve Revenue Service

With the funding in hand, GDOT will begin on project implementation immediately. Negotiations with NS are underway to finalize an agreement. After announcement of an agreement, specifications and procurement for equipment will proceed in parallel with track upgrades, which will be accomplished in 20 months. Park and ride lot acquisition will take somewhat more than a year at which point ground breaking and construction will begin. After a several month training and system testing period, demonstration and special event runs service inauguration will occur.



Atlanta – Lovejoy Proposed Funding Needs and Sources

(2005 \$\$ in millions except as noted)

| CAPITAL NEEDS | Total | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | Total |
|---|---------------------------------|-----------------|-----------------|----------------|----------------|----------------|----------------|----------------|----------------|------------------|
| Station platform & Fare Collection | \$ 5.55 | \$ 2.77 | \$ 2.78 | | | | | | | \$ 5.55 |
| Locomotives | \$ 8.17 | \$ 4.08 | \$ 4.09 | | | | | | | \$ 8.17 |
| Cars | \$ 6.36 | \$ 3.18 | \$ 3.18 | | | | | | | \$ 6.36 |
| Existing track upgrades | \$ 11.58 | \$ 5.79 | \$ 5.79 | | | | | | | \$ 11.58 |
| New track construction | \$ 27.35 | \$ 13.67 | \$ 13.68 | | | | | | | \$ 27.35 |
| Layover / fueling facility | \$ 2.81 | \$ 1.40 | \$ 1.41 | | | | | | | \$ 2.81 |
| MMPT | \$ 15.62 | \$ 7.81 | \$ 7.81 | | | | | | | \$ 15.62 |
| NS approaches to MMPT | \$ 4.55 | \$ 4.55 | | | | | | | | \$ 4.55 |
| Rail Subtotal | \$ 81.99 | \$ 43.25 | \$ 38.74 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 81.99 |
| Road crossing improvements | \$ 9.13 | | \$ 9.13 | | | | | | | \$ 9.13 |
| ROW for Park & Ride lots | \$ 6.04 | | \$ 6.04 | | | | | | | \$ 6.04 |
| Park & Ride lots / access roads | \$ 3.62 | | \$ 3.62 | | | | | | | \$ 3.62 |
| Park & Ride / Road Subtotal | \$ 18.79 | \$ 0 | \$ 18.79 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 18.79 |
| Capitalized Access Fees | \$ 5.09 | | \$ 5.09 | | | | | | | \$ 5.09 |
| Total Capital Needs | \$ 105.87 | \$ 43.25 | \$ 62.62 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 105.87 |
| CAPITAL SOURCES | | | | | | | | | | |
| HPP/FTA Available | | | | | | | | | | |
| <i>HPP Macon Line</i> | \$ 34.52 | \$ 14.99 | \$ 19.53 | | | | | | | \$ 34.52 |
| <i>HPP Athens Line MMPT share</i> | \$ 8.97 | \$ 1.10 | \$ 7.87 | | | | | | | \$ 8.97 |
| <i>HPP MMPT</i> | \$ 24.66 | \$ 20.49 | \$ 4.17 | | | | | | | \$ 24.66 |
| <i>FTA MMPT</i> | \$ 2.46 | \$ 1.23 | \$ 1.23 | | | | | | | \$ 2.46 |
| <i>NHS Funds Flexed to FTA</i> | \$ 16.47 | \$ 8.23 | \$ 8.24 | | | | | | | \$ 16.47 |
| HPP/FTA Subtotal | \$ 87.08 | \$ 46.04 | \$ 41.04 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 87.08 |
| DOT Funds | | | | | | | | | | |
| <i>6 closed, 26 improved road crossings</i> | \$ 9.13 | | \$ 9.13 | | | | | | | \$ 9.13 |
| <i>Purchase land 4 Park & Ride lots</i> | \$ 6.04 | | \$ 6.04 | | | | | | | \$ 6.04 |
| <i>Construct 4 Park & Ride lots / access roads</i> | \$ 3.62 | | \$ 3.62 | | | | | | | \$ 3.62 |
| DOT Subtotal | \$ 18.79 | \$ 0 | \$ 18.79 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 18.79 |
| Total Capital Sources | \$ 105.87 | \$ 46.04 | \$ 59.83 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 105.87 |
| OPERATIONS | (year of expenditure \$) | | | | | | | | | |
| Operating Costs* | | | | \$ 3.69 | \$ 6.42 | \$ 7.40 | \$ 8.37 | \$ 9.08 | \$ 9.41 | \$ 44.36 |
| Fare income | | | | \$ 0.52 | \$ 2.31 | \$ 2.97 | \$ 3.63 | \$ 4.09 | \$ 4.26 | \$ 17.78 |
| Additional Funding Needed | | | | \$ 3.17 | \$ 4.11 | \$ 4.43 | \$ 4.74 | \$ 4.99 | \$ 5.16 | \$ 26.58 |
| Congestion Management & Air Quality (CMAQ) – 1 st year | | | | \$ 3.17 | \$ 4.11 | \$ 4.43 | \$ 3.55 | \$ - | | \$ 15.26 |
| Toll credits to match ** | | | | \$ 0.63 | \$ 0.82 | \$ 0.89 | \$ 0.71 | | | |
| <i>5307 formula FTA</i> | | | | | | | \$ 0.87 | \$ 1.16 | \$ 1.16 | \$ 3.19 |
| Total Operating Sources | | | | \$ 3.17 | \$ 4.11 | \$ 4.43 | \$ 4.42 | \$ 1.16 | \$ 1.16 | \$ 18.45 |
| Post-CMAQ Additional Funding Needed | | | | \$ - | \$ - | \$ - | \$ 0.31 | \$ 3.83 | \$ 4.00 | \$ 8.14 |

* Access and maintenance of way payments are included

** Toll Credits allow grantees to make application for Federal Aid using the value of spending by toll operations for what would otherwise be expenditures by the highway trust fund.