



2009 Interim State Rail Plan (SRP) for Georgia

Erik Steavens
Intermodal Division Director



2009 “Interim” State Rail Plan

- Interim Document to satisfy FRA’s requirements
- Plan to comply with all federal planning guidelines
 - Passenger Rail Investment & Improvement Act (PRIIA) of 2008 sections 303, 307, & 501
 - Title 49 Part 266 CFR – Description & Assessment of the state’s rail system
- Plan allows GDOT to apply for PRIIA funding

2009 “Interim” State Rail Plan

What it contains?

- Overview & General Vision for Rail
- Existing inventory
- Previous and on-going efforts
- Freight Rail Operations
- Passenger Rail corridors
- Types of improvement projects
- Stop-gap plan to allow GDOT to apply for funding
- General impacts of rail transportation
- Discussion of Long Range Service & Investment
- General Policies related to rail issues

2009 “Interim” State Rail Plan

What it does not contain?

- Detailed assessments of rail issues
- Public/Stakeholder Involvement
- On-going plan for updates & maintenance
- Specific projects & costs
- Station planning & land use
- Project Implementation & Phasing
- Funding strategies and sources

Vision for Rail

- System that serves Georgians well for both passenger & freight services
- Preferred choice for intra-state travelers & shippers
- Seamless & energy-efficient intermodal connections from origin to destination
- Support economic growth and development

Need For General Rail Investment

- Growth in the last two decades at an unparallel rate
- Focus on mobility of people and goods
- Growing port activities
- Burgeoning freight rail activity
- Investments in airports and highway system unable to relieve congestion
- Untapped capacity in existing railroads

Freight Railroads



Freight Rail

GEORGIA RAILROAD SYSTEM

CSX / NS Mileage:

CSX: 1,626

NS: 1,930

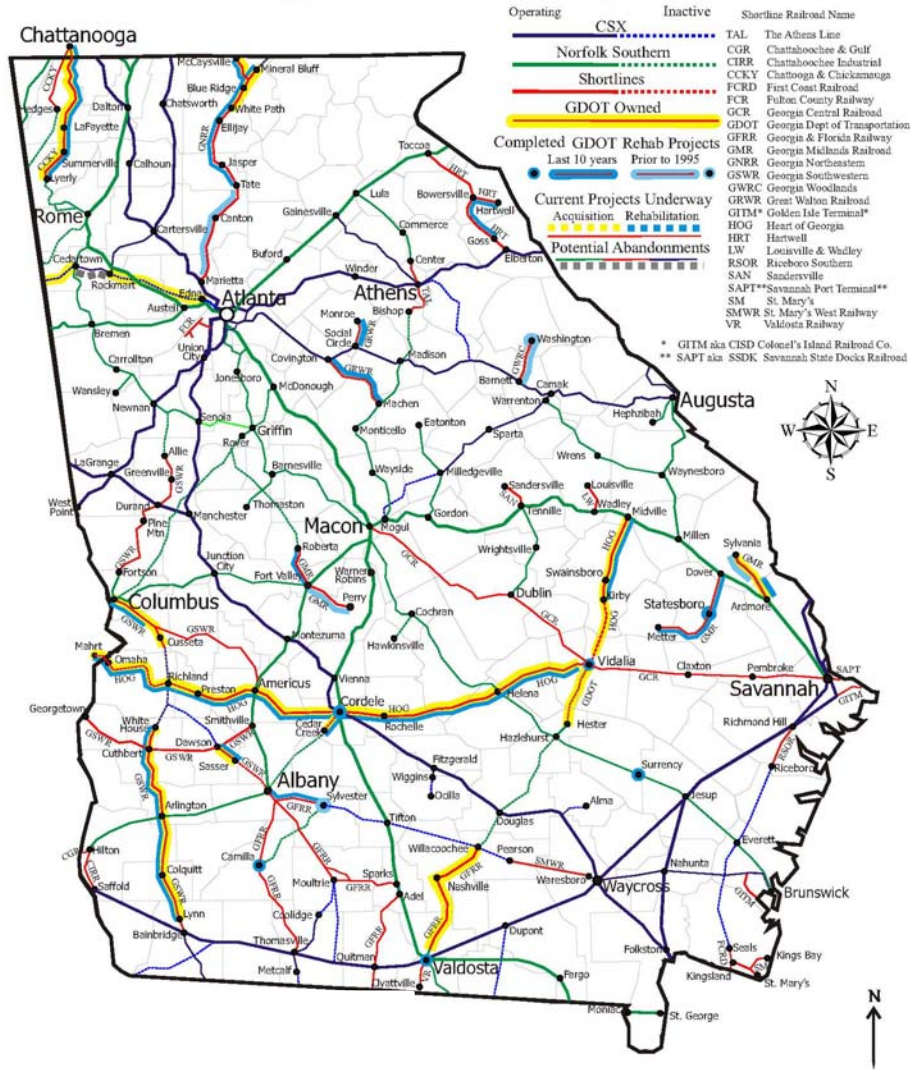
Other Mileage (23): 1,483

Total: 5,039

GDOT Mileage: 540



Georgia Rail System



Rail Tonnage

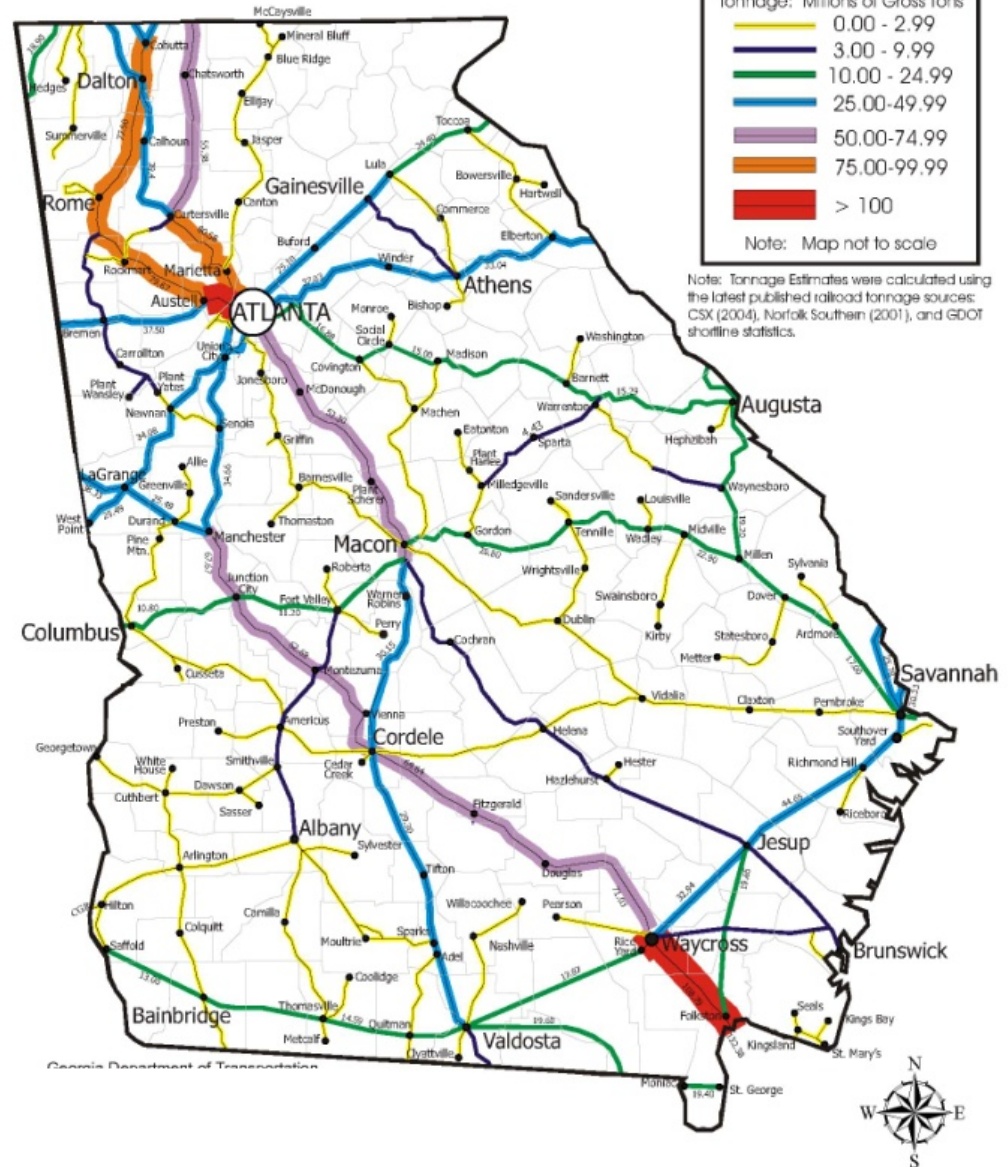
	2005	2030	% Change
TOTAL	109,795,708	150,714,295	37%



Freight tonnage moves through Georgia from many locations

Mobile, Alabama
New Orleans, Louisiana
Tampa, Florida
Jacksonville, Florida
Savannah, Georgia
Brunswick, Georgia

Georgia Rail Tonnage



GDOT Owned Track

Total Georgia Department of Transportation owned track 540 miles

Total Acquisition \$27,006,809

Total Replacement value \$879,120,000

Total Maintenance to-date \$38,800,000



Rehabilitation Investment

Rails, Ties, Ballast, etc.



Bridge/Drainage Structures



Roadway Crossings



Switches



Investment In GDOT Owned Rail

2004 - 2009

Cordele/Cedar Creek Ind. Park	\$344,950.00	2004
Midville /Kirby Georgia	\$500,000.00	2004
Fort Benning Bridge Repairs	\$145,000.00	2004
Rail Replacement, White Path/McCaysville	\$ 20, 457.00	2004
Valdosta – Willacoochee	\$2,318,000.00	2005
Track connection to Brunswick	\$1,000,000.00	2005
Hedges /Chattanooga Bridge work	\$186,525.50	2006
Atlantic Wood/ City of Vidalia	\$1,500,000.00	2007
Rochelle/Preston Bridge Repair	\$ 24,700.00	2007
Vidalia/ Rochelle Bridge Repair	\$ 89,831.00	2007
Midville/Vidalia Bridge Repair	\$ 20,713.00	2007
<u>Jesup/Odum Siding</u>	<u>\$1,050,000.00</u>	<u>2009</u>
Total	\$7,200,176.50	

Examples of Businesses Served

Atlantic Woods - Vidalia

Southern States COOP –
Statesboro and Metter Georgia

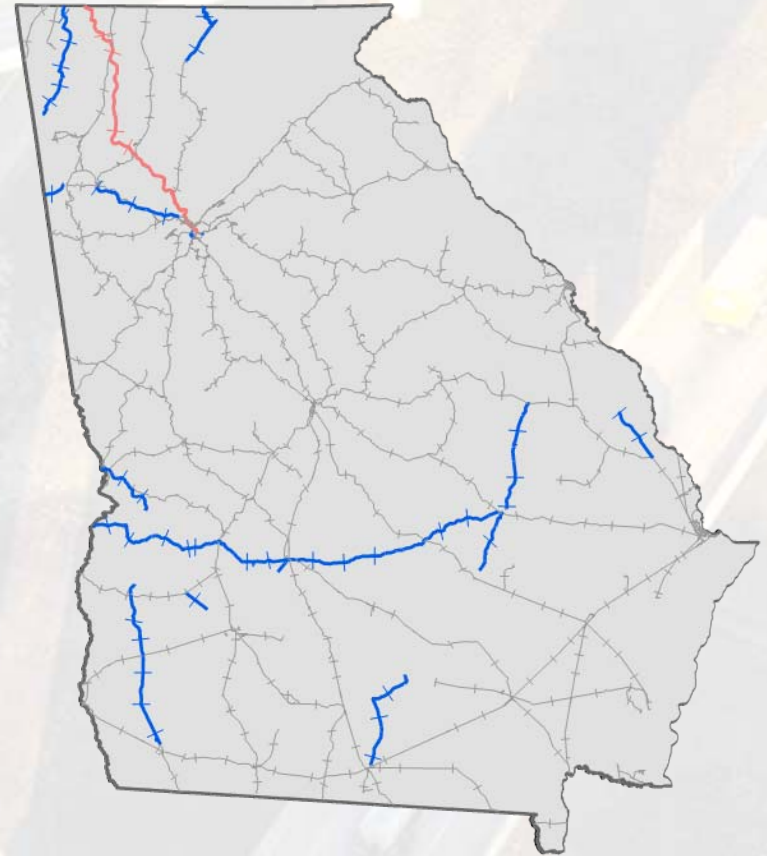
Bulloch Fertilizer - Statesboro Georgia

Tolleson Lumber - Perry Georgia

R.W. Griffin Fertilizer - Rochelle Georgia

Norboard Georgia - Cordele Georgia

Macon Iron - Cordele and
Americus Georgia



Blue Track owned by GDOT
Red Track owned by State of Georgia

Freight bottlenecks - NS

- Atlanta to Birmingham - Capacity and Velocity
- Macon to Savannah - Capacity and Velocity (particularly in Intermodal capacity)
- Macon Terminal
 - ❖ Major classification yard & second busiest NS main line junction after Atlanta
 - ❖ Directly impacted by traffic growth from the Savannah District, also impacts several short lines

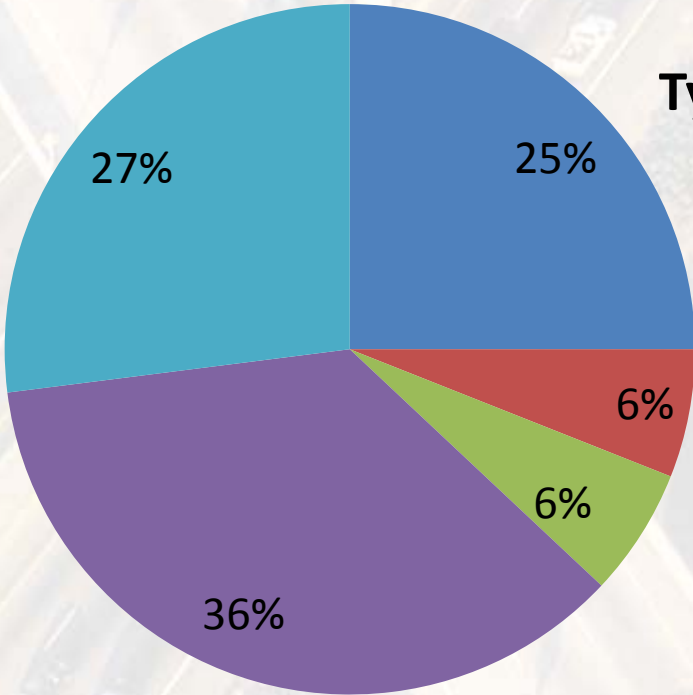
Freight bottlenecks - CSX

- W&A (Atlanta to Chattanooga) – capacity improvements into/out of Atlanta
- Abbeville Sub (Atlanta to Charlotte) – capacity improvements
- SW Atlanta Connectivity – train velocity, capacity, and routing options/flexibility
- Bowline (Montgomery to Bainbridge to Waycross) – connectivity to Florida, as well as capacity/clearances
- Fitzgerald Sub (Atlanta to Waycross) – capacity and fluidity
- Yard Improvements (throughout state) – capacity and efficiency/thru put
- Manchester Sub (Atlanta routings) – capacity and fluidity
- Etowah Sub (Atlanta to Etowah, TN) – siding capacity
- Nahunta Sum (Waycross to Jacksonville) – capacity and velocity
- A-Line Improvements (Savannah to Florida) – capacity and velocity

Freight Capacity Projects

- Upgrade passing track
- Construct yard improvements
- Extend industry leads
- Expand yards
- Upgrade signal system
- Mainline bypasses
- New rail connections

Allocation of Freight Capacity Projects



Types of Freight Capacity Projects

- Track Capacity
- Yard Improvements
- Signals
- Mainline Bypasses
- New Rail Connections

Approved Intermodal Connectors

ID #	Jurisdiction	Facility
GA1L	Dougherty	Colonial Pipeline, Albany
GA20L	Bibb	Colonial Pipeline, Macon
GA21L	Bibb	Colonial Pipeline, South Macon
GA22L	Floyd	Colonial Pipeline, Rome
GA24P	Chatham	Garden City Terminal, Savannah
GA24P	Chatham	Garden City Terminal, Savannah
GA25P	Chatham	Savannah Ocean Terminal
GA26R	Chatham	CSX Railyard, Savannah
GA28L	Spalding	Colonial Pipeline, Griffin
GA31R	Glynn	Colonel's Island Rail Yard, Brunswick
GA30P	Glynn	Colonel's Island Terminal, Brunswick
GA33P	Chatham	Port of Savannah
GA62S	Chatham	Savannah AMTRAK Station
GA63B	Chatham	Savannah Greyhound Bus Terminal
GA61A	Chatham	Savannah-Hilton Head International Airport

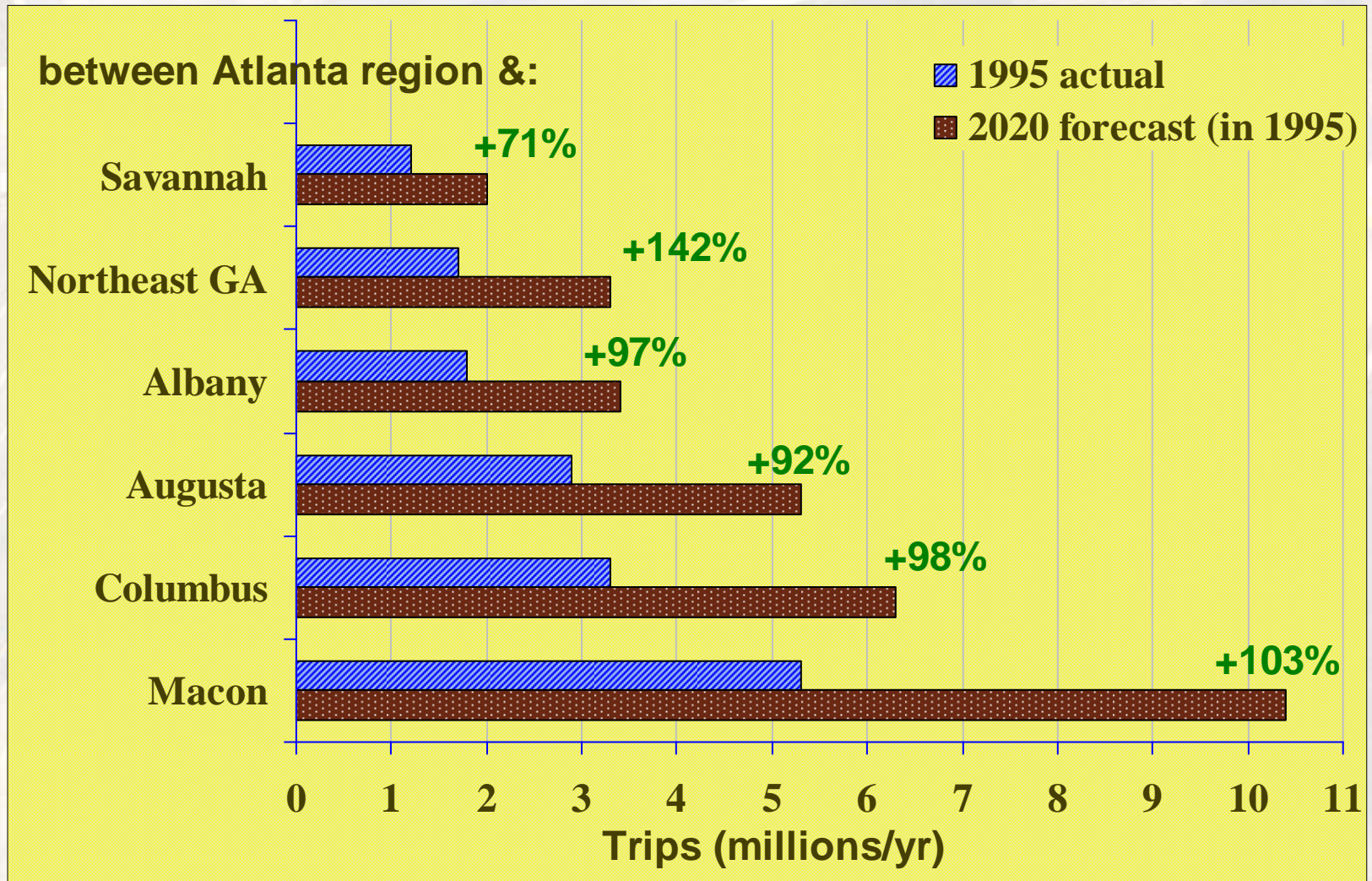
Need for Investment in GDOT Owned Rail

- Accommodate existing traffic safely and efficiently
- Handle increased use of high axle load cars
- Ability to return track structure to a state of good repair
- Maintain load bearing capacity on existing bridges
- Provide mode choice for shippers

Need for Passenger Rail Investment

- Forecast growth in Vehicles and Vehicles Miles of Travel (VMT) exceed the pace of highway construction
- 2030 Forecasts for Population and Employment to double from existing levels
- Provides mode choice for SOV commuters to help ease peak period congestion
- Shared use of 12 active freight rail lines to provide needed mobility

Georgia intercity travel growth



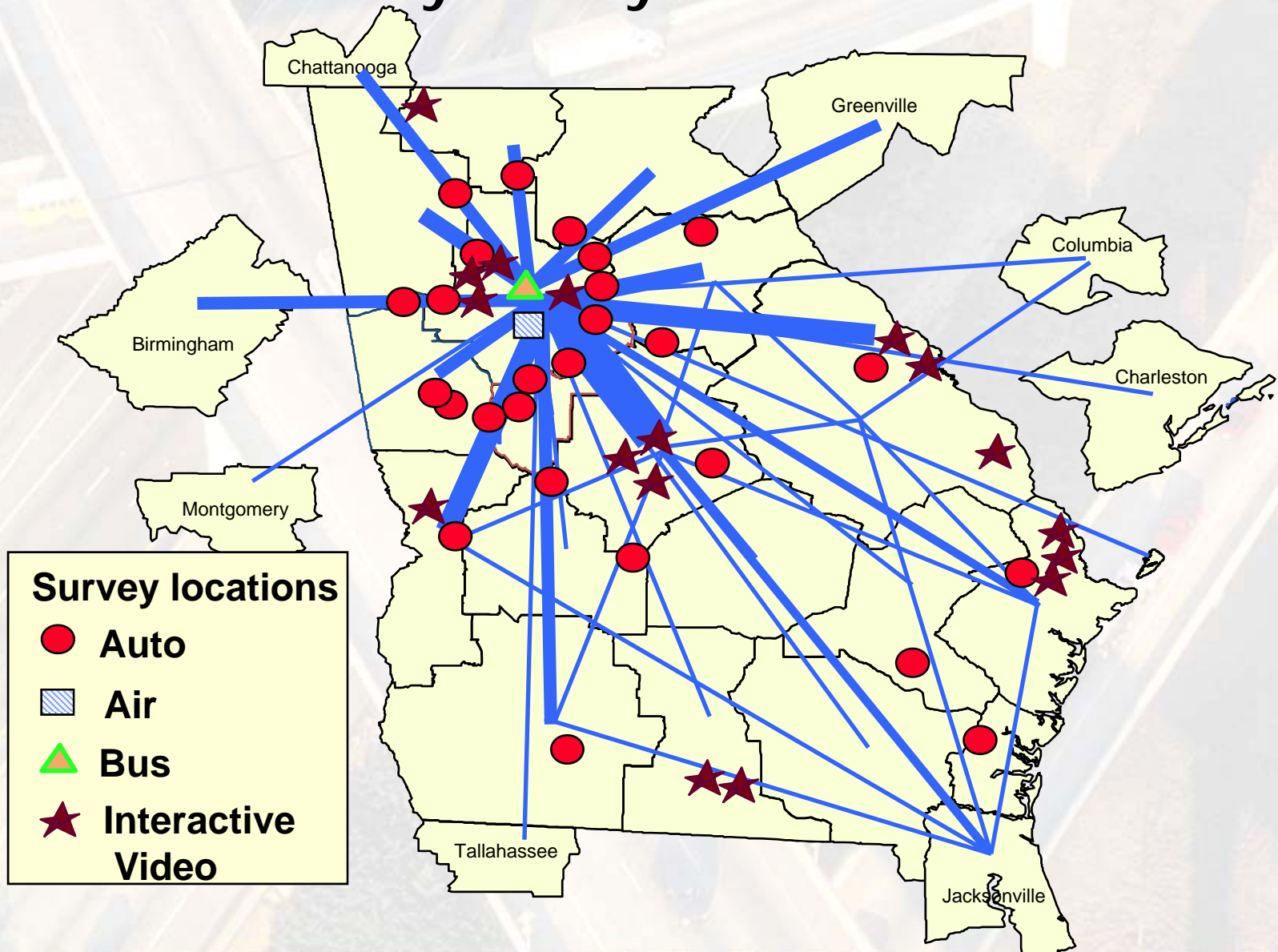
Passenger Rail Assumptions

- **Tracks upgraded for joint freight/passenger use**
 - up to 110 mph for intercity service
- **Track capacity increases based on future volumes of freight and passenger trains**
- **Costs based on conditions and work in Georgia**
- **Train set costs based on current procurements in U.S.**
- **Operating costs estimated from actual requirements using prevailing prices and work conditions**

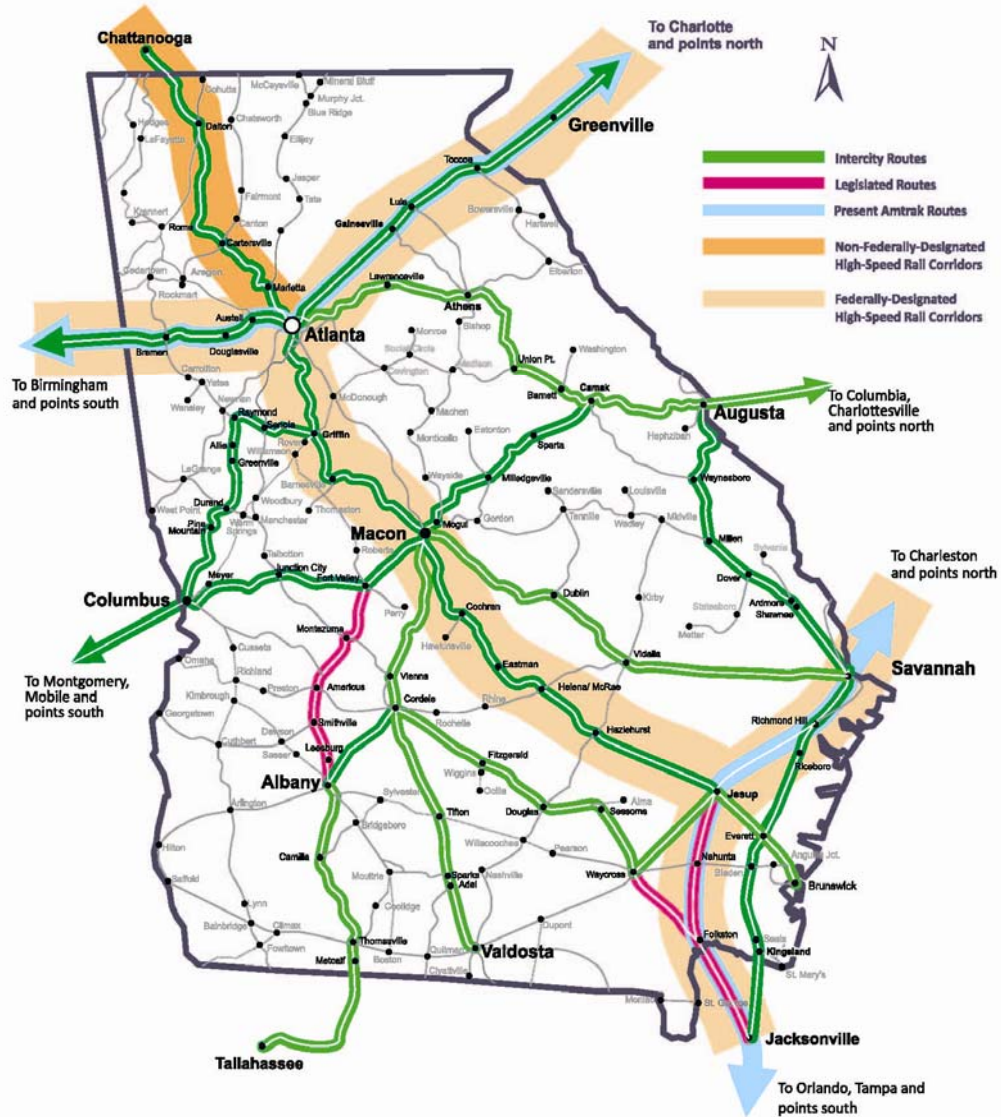
Forecasting intercity rail travel & revenue

- **Statewide intercity traveler surveys and new travel model development**
- **Comparison of air, bus, & driving time / cost to rail time / cost**
- **Market-driven selection of corridors, cities served, speeds, fares, & frequencies**
- **Goal of no operating support**

Intercity surveys and travel



GDOT Intercity/ High Speed Rail Vision



Current AMTRAK services

- **The Silver Meteor and the Silver Star** - Service between New York City and Florida through coastal Georgia
- **The Palmetto** – Service between New York City and Savannah, Georgia
- **The Crescent** – Service between New York City and New Orleans via Atlanta



High Speed Rail Corridors

Charlotte - Greenville - Atlanta - Macon - Jacksonville

Savannah - Jacksonville

Atlanta - Birmingham





Previous Passenger Rail Studies

- 1980's Commuter Rail Studies
- 1992-1995 ARC MMPT Feasibility Study, Reevaluation & FONSI
- 1995 Commuter Rail Plan
- 1997 Intercity Plan
- 1999 Georgia Rail Passenger Program (GRPP)
- 2001 MMPT Update, Macon FONSI
- 2002-2003 Macon Line Grade Crossing Safety Action Plan
- 2003 GRPP Update, and MMPT Concept 6 Design Report
- 2004 Athens FONSI & Macon line Initial Funding Plan
- 2005 Atlanta to Lovejoy Reevaluation & FONSI
- 2006 GRPP Update

Previous High Speed Rail Studies

- 2004 Macon to Charlotte Southeast High Speed Rail (SEHSR) Corridor Plan
- 2004 Atlanta-Macon-Jacksonville Intercity Rail Passenger Service Study
- 2008 Volpe Center SEHSR Feasibility Study

Next Steps Toward High Speed Rail

- Finalize the new MOU for future joint work working closely with NC, and SC
- Conduct new travel / intercept studies
- Conduct OD surveys of corridor travelers
- Update Ridership/Revenue model
- Begin NEPA Process

Other Elements of Rail Plan

Working on the following elements..

- Economic & Environmental Impacts of Rail Transportation
 - ✓ Passenger Station Planning
 - ✓ Land Use Policy
- Long Range Service & Investment Program
 - ✓ List of Rail Capital Projects
 - ✓ Projected Ridership
 - ✓ Detailed Funding Plan