

Belt Line Discussions and Next Steps

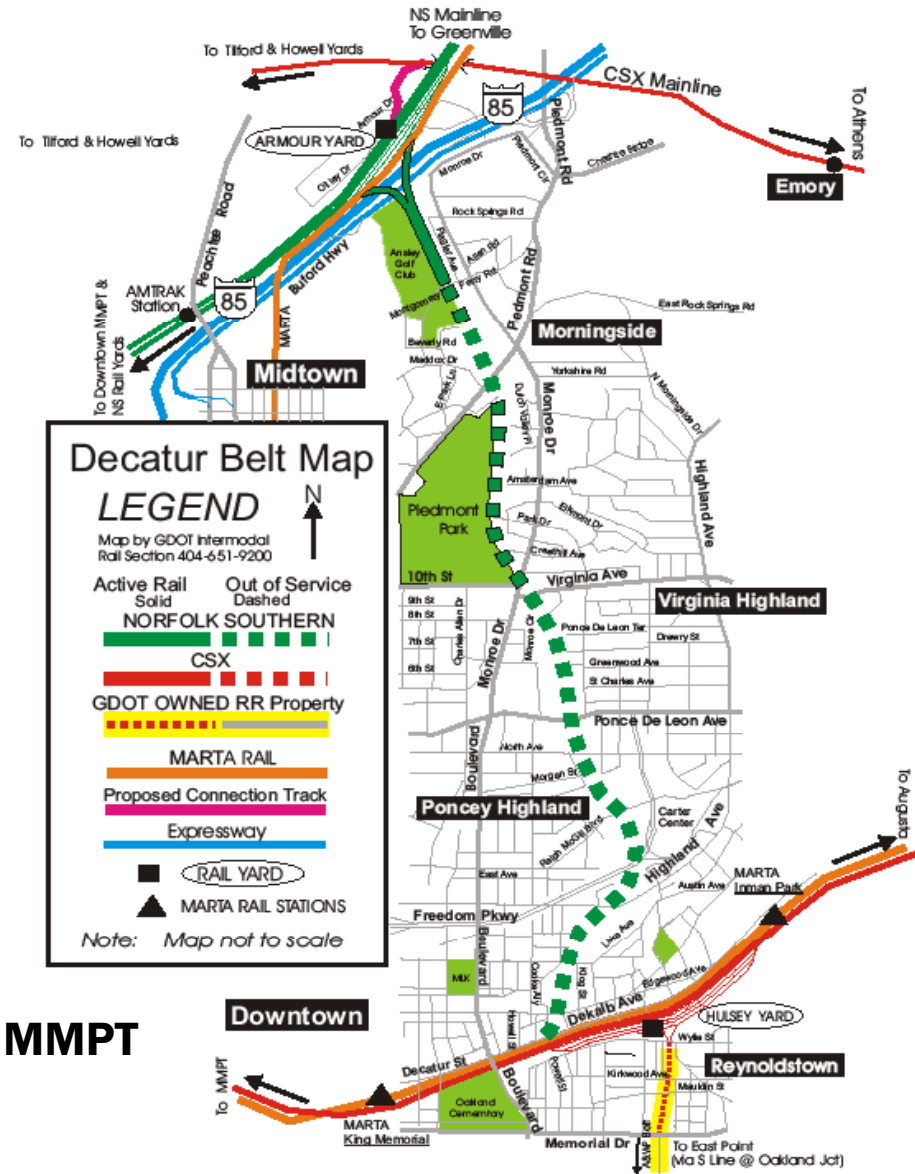
Erik Steavens
Intermodal Division Director



DESCRIPTION OF THE DECATUR BELT

- 4.3 mile rail spur once owned by Norfolk Southern (NS)
- Formerly serviced industrial sites in NE Atlanta
- Has not been in use in over 8 years
- Purchased in 2007 for use by the Atlanta BeltLine
- Accounts for 20% of the proposed 22 mile BeltLine corridor

The Decatur Belt



STATUS OF DECATUR BELT ABANDONMENT

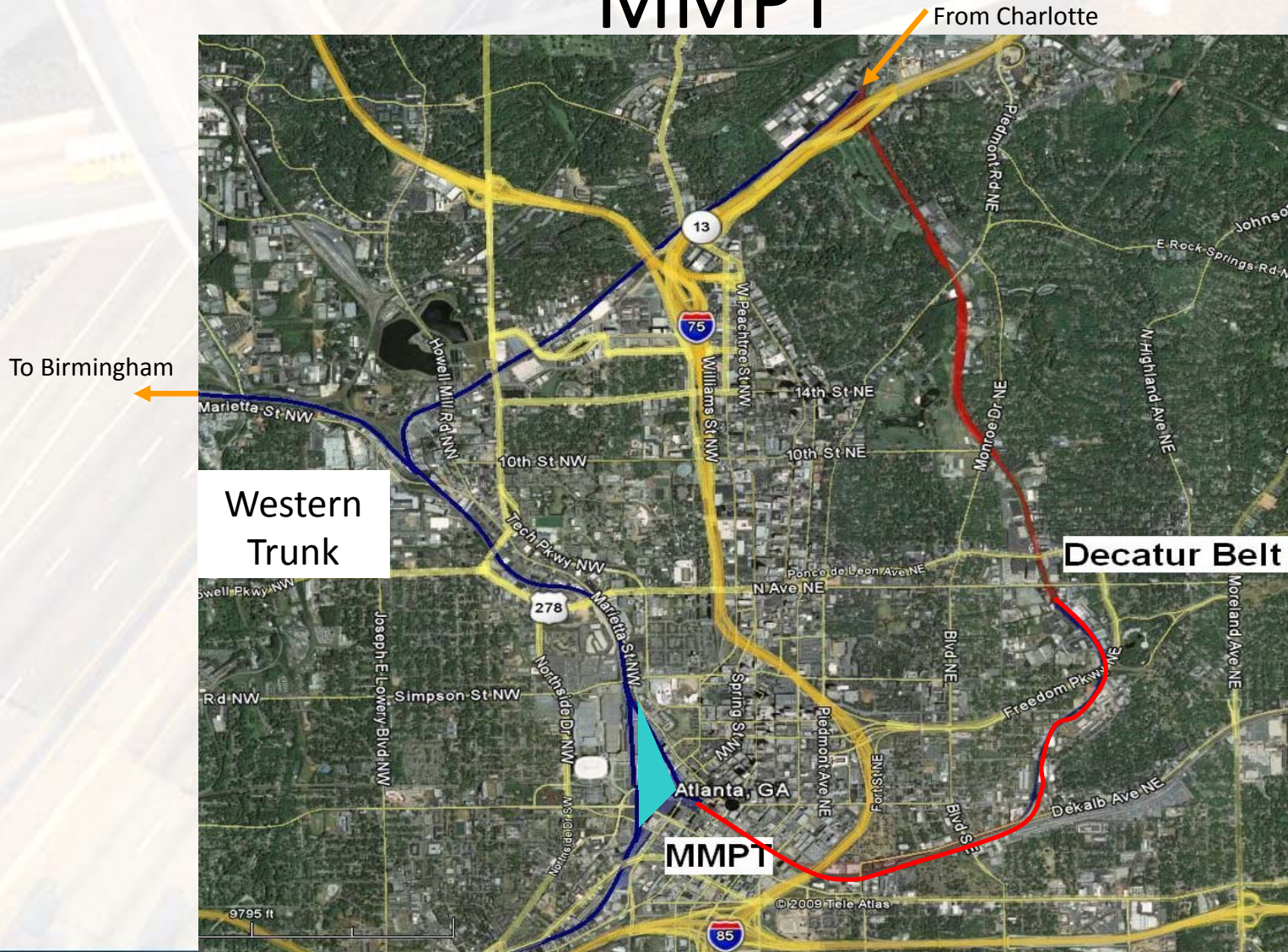
- Multi-agency meeting held on February 2, 2009
- Established a cross-discipline Technical Review Committee comprised of members of concerned agencies and tasked with reviewing alternatives for the BeltLine, commuter rail, intercity rail and high speed rail
- Supplemented with an Executive Committee to review weekly progress and findings of Technical Review Committee
- Agreed to a joint petition to STB requesting a 30 day hold on all actions related to the abandonment

EVALUATION CRITERIA

Technical Review Committee was tasked with addressing four questions:

- Is the Decatur Belt necessary for Amtrak to access the MMPT?
- Is the Decatur Belt necessary for commuter rail to access the MMPT?
- What is the best downtown location and configuration of the MMPT?
- Is the Decatur Belt necessary for high speed rail to access the MMPT?

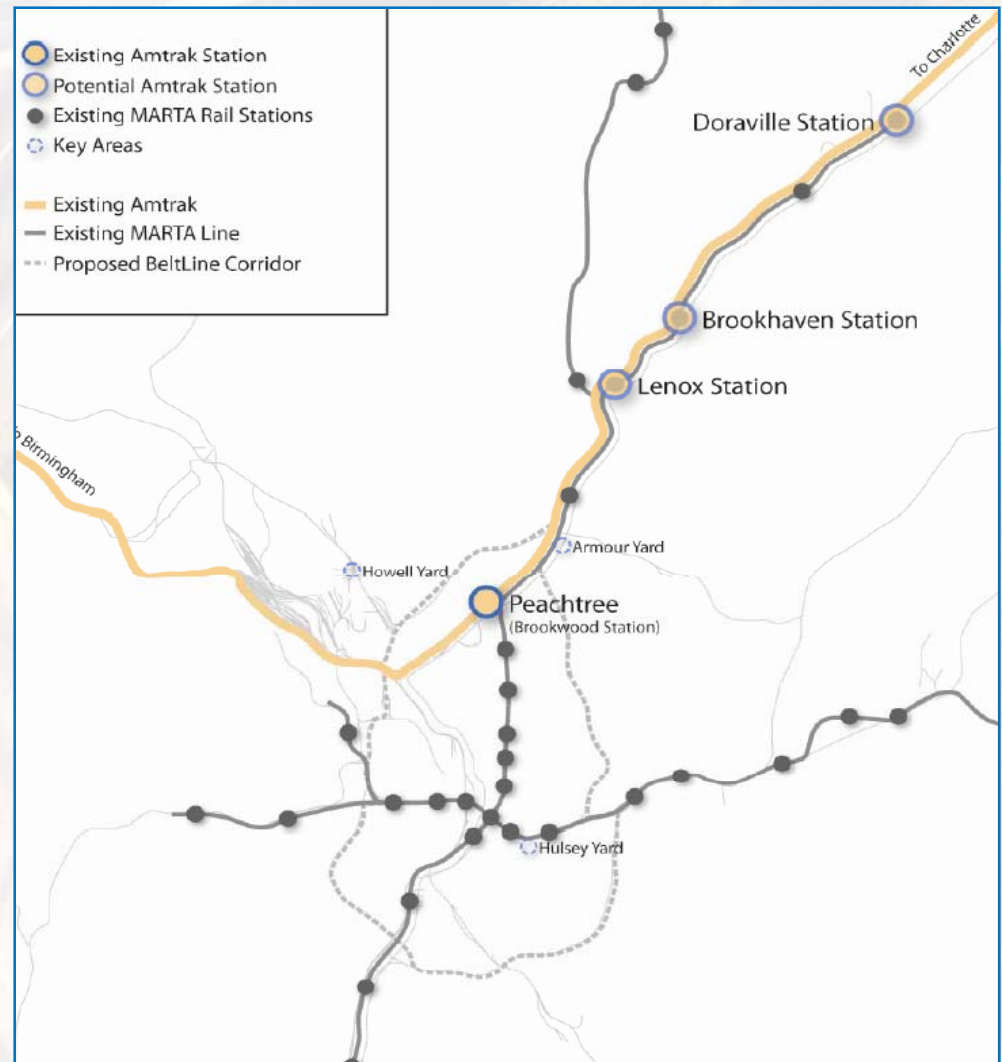
POSSIBLE ALTERNATIVES TO ACCESS MMPT



AMTRAK CONSIDERATIONS – WEST-BOUND SERVICE

- For existing and future west-bound service, a new station (other than the MMPT) may be suitable.
- Accommodates both intercity and high speed rail service

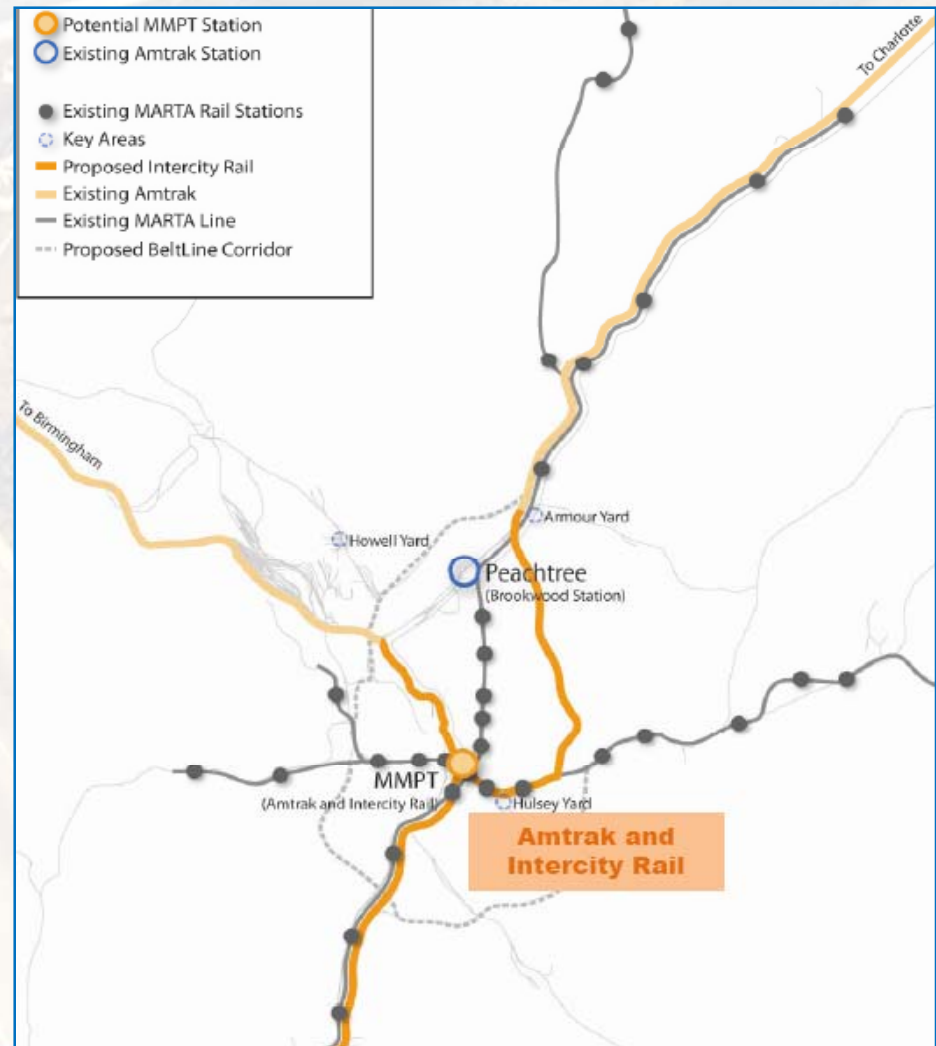
CONCLUSION: Amtrak may benefit from the construction of a intermodal station on MARTA's northeast line



AMTRAK CONSIDERATIONS – SOUTH-BOUND SERVICE

- Future south-bound passenger trains would still access MMPT
- Both west trunk and Decatur Belt could provide access to the MMPT

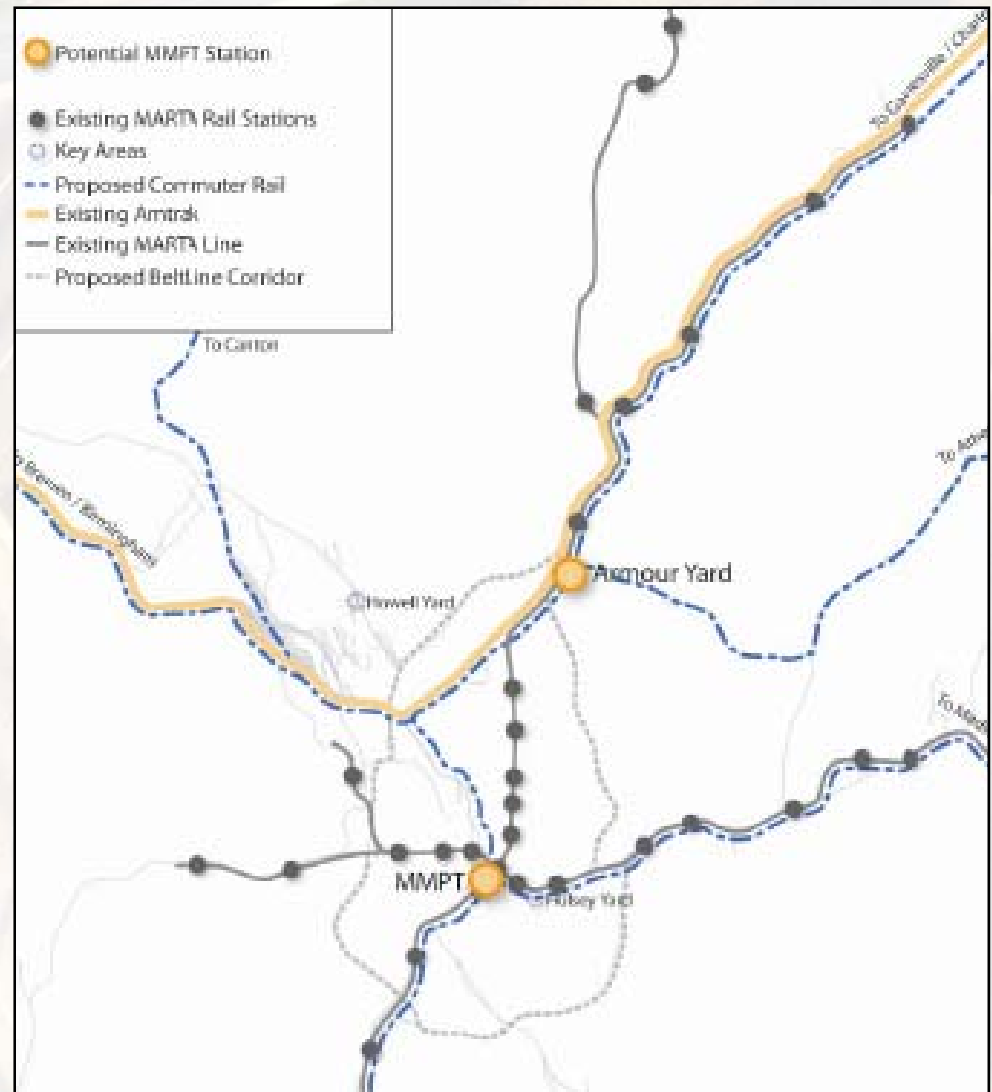
CONCLUSION: The Decatur Belt is not the only route to provide Amtrak intercity and high speed rail access to the MMPT



COMMUTER RAIL CONSIDERATIONS

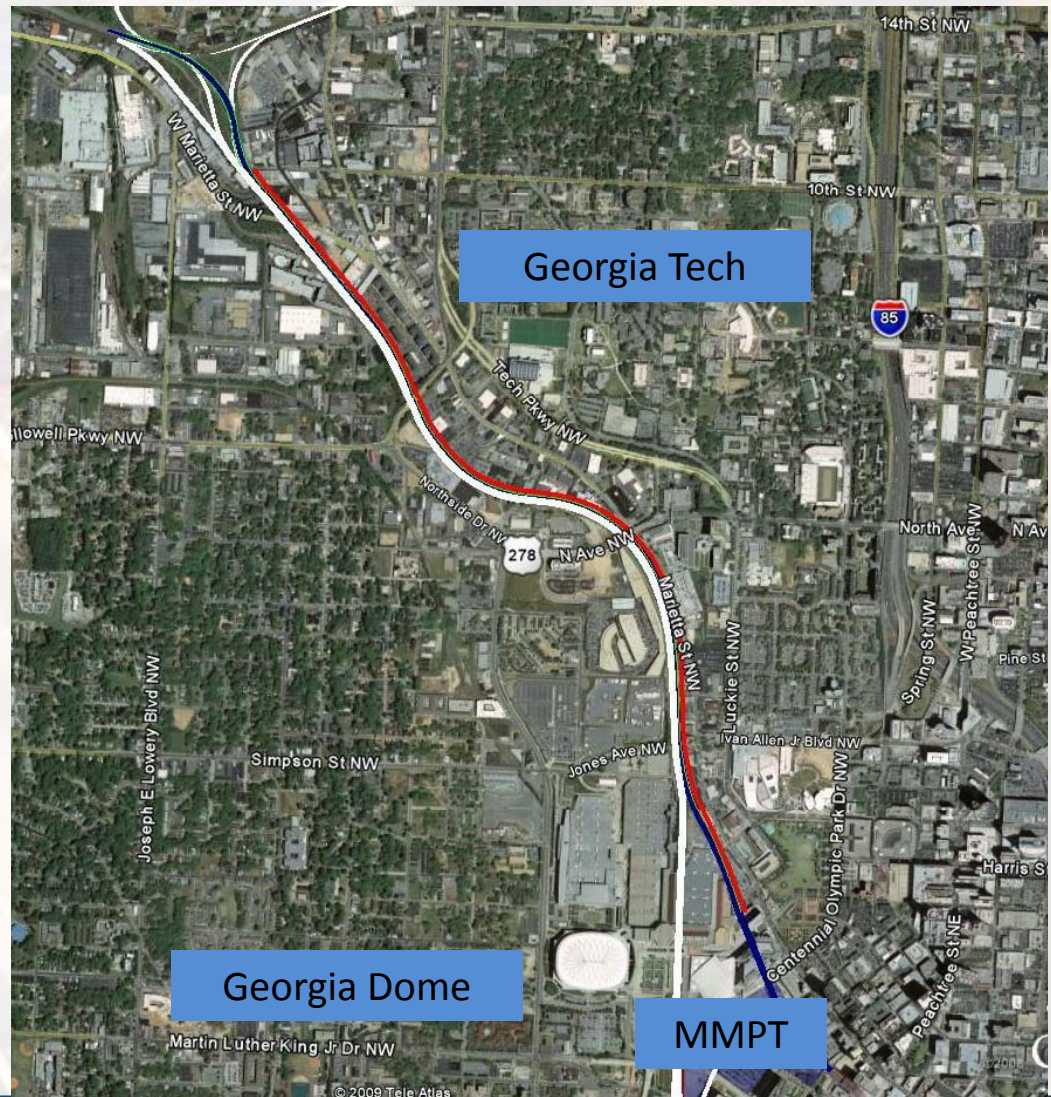
- Like Amtrak, the Gainesville line could utilize either a new station (Lenox, Brookhaven, Doraville) or could be routed along the west trunk

CONCLUSION: The Decatur Belt is not the only route to provide commuter rail access to the MMPT

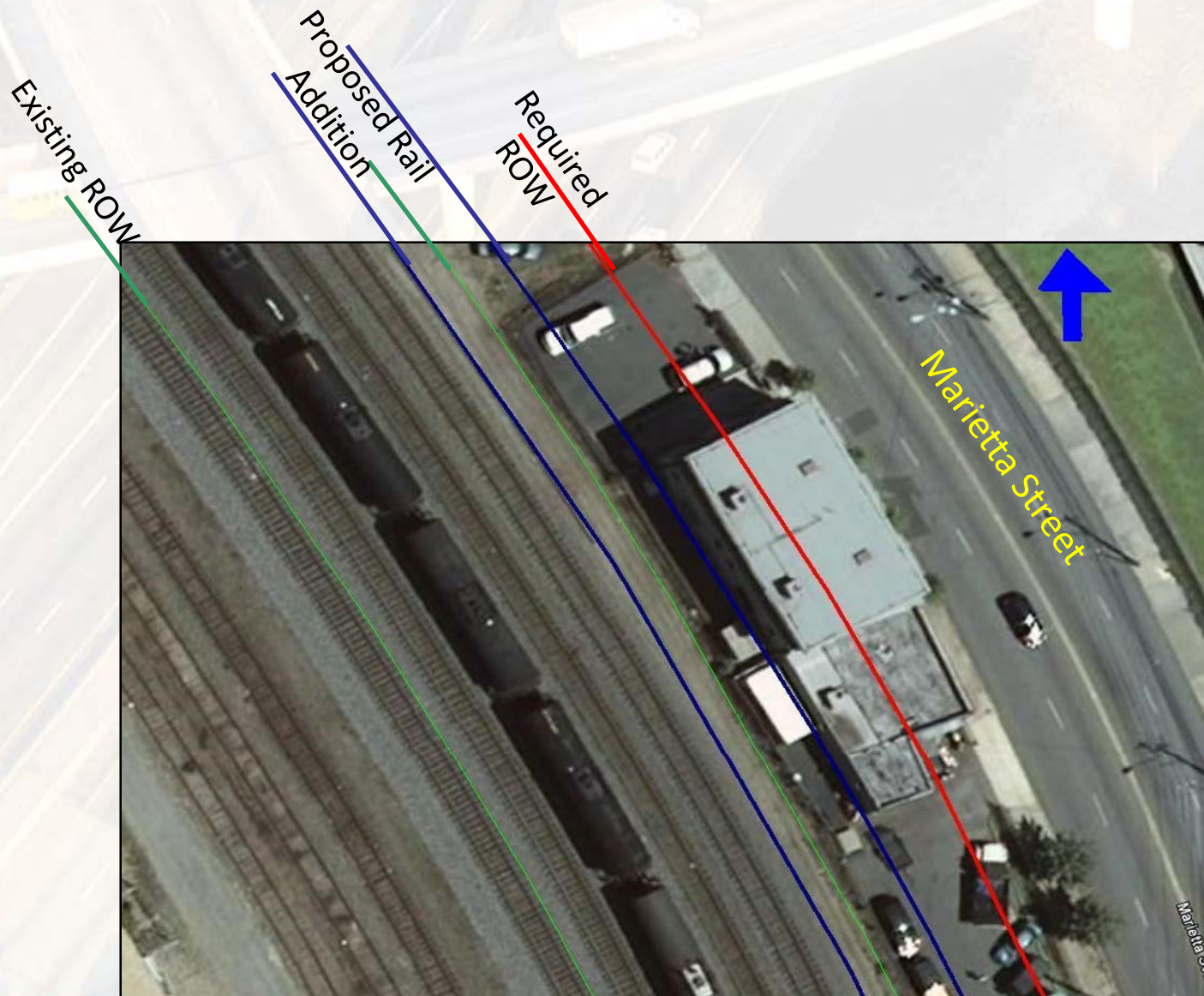


DESCRIPTION OF WEST TRUNK

- Owned by State of Georgia and leased to CSXT
- Heavily used freight corridor
- Direct connection to MMPT and north-south bound trains



ADDING CAPACITY TO WEST TRUNK



BENEFIT COMPARISON OF ROUTES

West Trunk

Advantages	Disadvantages
State-owned, available ROW	Strategic Freight corridor
Minimal structural impacts	Travels through major rail crossroad (Howell Junction)
Investment benefits state owned rail property	High Cost of Right of Way along Marietta Street.
Potential to improve MMPT operations	
Active rail corridor	

Decatur Belt

Advantages	Disadvantages
Maximizes future operational flexibility for passenger rail	Does not alleviate need to use west trunk line
Maximizes land use	High Cost of Right of Way along entire corridor.
Included in Federal studies for High Speed Rail	Operational impacts to Belt Line
	Generally higher costs (most configurations)
	Requires upgrades to CSX line to access MMPT
	Major improvements over Downtown connector

* Cost of the development of either option is nearly identical.

ORDER OF MAGNITUDE COSTS

Description	Cost
West Trunk Alternative ^{1,2}	
Construct 2 additional FRA in west trunk (+4 acres add'l ROW)	\$250M
Decatur Belt Alternatives ^{1,3}	
e. Construct 2 LRA at grade with 2 FRA in tunnel	\$2.9B
a. Construct 2 FRA, 2 LRA at grade (+5 acres add'l ROW)	\$260M
c. Construct 1 FRA, 2 LRA at grade	\$180M

Notes:

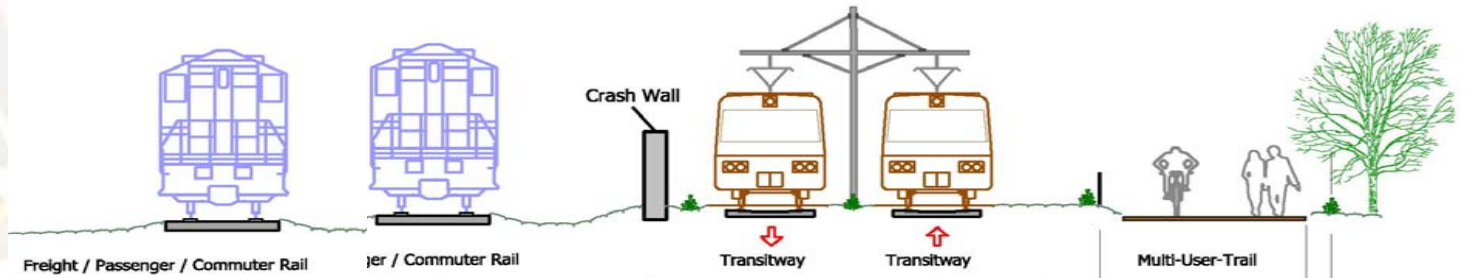
¹ Does not include cost for construction of BeltLine trail and transit or cost of acquiring additional ROW

² Includes \$100M for grade separation of Howell Junction

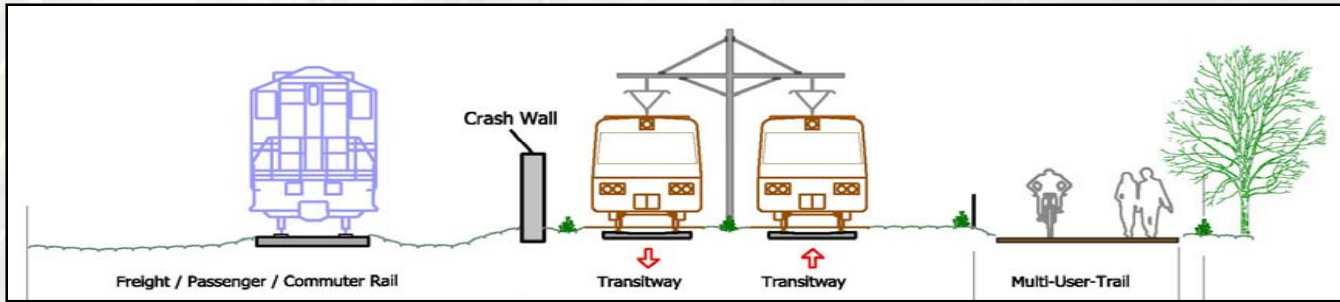
³ Includes \$100M for CSX rail improvements between Decatur Belt and MMPT

DECATUR BELT ALIGNMENT VARIATIONS

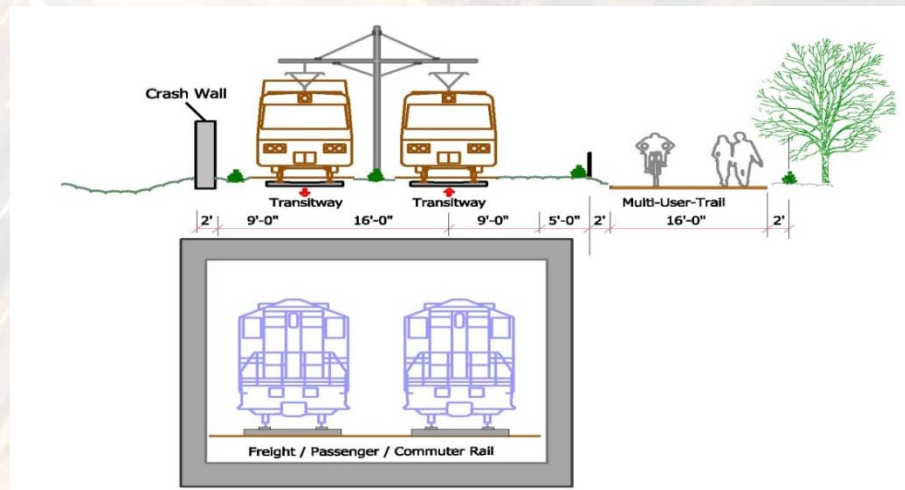
Option (a)



Option (c)



Option (e)



SUMMARY

- Neither Amtrak, high speed rail nor commuter rail is completely dependent on the Decatur Belt to access the MMPT
- Although co-existence on the Decatur Belt between the Belt Line and passenger rail is feasible, it is not optimal due to environmental, economic development and financial considerations
- The region should consider the construction of an intermodal station on MARTA's northeast line to better serve Amtrak's current and future west-bound needs
- The layout of the MMPT should include north-south rail passenger platforms to provide for more practical service in and through the terminal

ADDITIONAL RECOMMENDATIONS

- The use of the Decatur Belt for passenger rail would still necessitate the need to address capacity issues on the West Trunk
- The region can accommodate multiple intermodal stations, managed in a phased approach, to compliment the MMPT and to support the growth of GDOT's passenger rail program as it develops
- The cost associated with developing the Decatur Belt for passenger rail could be better used in improving capacity elsewhere
- The region needs investment in rail infrastructure to provide capacity and promote reliable rail service for both passenger and freight rail users

RECOMMENDED NEXT STEPS

- Formally dismiss objections to abandonment of Decatur Belt
- Adoption of the Framework Agreement for future transportation and redevelopment initiatives
- Conduct a State-wide rail capacity analysis for freight and passenger service
- Identify options for securing right-of-way necessary for additional rail capacity
- Conduct a more detailed analysis of identified Amtrak station locations along the northeast MARTA line
- Develop Concept 7 of the MMPT

FRAMEWORK AGREEMENT

By and Between

Georgia Department of Transportation
National Railroad Passenger Corporation
City of Atlanta, Georgia
Georgia Regional Transportation Authority
Atlanta Regional Commission
Atlanta Regional Transportation Implementation Board
Metropolitan Atlanta Rapid Transit Authority
Atlanta Development Authority

This Framework Agreement, dated as of March ___, 2009, among the National Railroad Passenger Corporation (Amtrak); Georgia Department of Transportation (GDOT); Georgia Regional Transportation Authority (GRTA); City of Atlanta, Georgia (“the City”); Atlanta Regional Commission (ARC); Atlanta Regional Transportation Implementation Board (TIB); the Metropolitan Atlanta Rapid Transit Authority (MARTA); and the Atlanta Development Authority (Development Authority) (collectively “the Parties”) sets forth the principles of cooperation agreed to among them regarding actions to advance certain transportation and redevelopment initiatives in the Atlanta Region.

WHEREAS, the City and certain of its associated development authorities/affiliates have plans to utilize properties known as the “Decatur Belt Line” along the northeastern side of Atlanta for the “Belt Line Project”, an innovative redevelopment effort that will combine greenspace, trails, light rail transit, and new development along 22 miles of historic rail segments that encircle Atlanta’s urban core; and

WHEREAS, redevelopment of the Decatur Belt Line requires Norfolk Southern Railway Company, which holds an easement for railroad operations over those properties, to obtain prior approval, or exemption from prior approval requirements, from the Surface Transportation Board (“STB”) so that it may abandon rail operations over the Decatur Belt Line and relinquish its easement; and

WHEREAS, GDOT and Amtrak have identified alternative transportation uses of the Decatur Belt Line for the purpose of providing access for intercity, commuter and high-speed passenger rail service to a planned downtown Atlanta intermodal station and hub, known as the Multi Modal Passenger Terminal (“MMPT”), and have opposed abandonment of railroad operations on the Decatur Belt Line; and

WHEREAS, the Parties agree that the Belt Line Project; the development of the MMPT; the development of a Northeast Atlanta Intermodal Station (“the Northeast IMS”); and the improvement of the railroad network in the Atlanta region to facilitate the movement and development of commuter rail, intercity, and high speed passenger rail service and freight rail service are mutually important, desirable for the improvement of transportation services within the Atlanta area, and necessary for the orderly future development of Atlanta and the surrounding region; and

WHEREAS, the Parties also agree that these projects should be pursued in a mutually compatible fashion in order to make it possible for the goals and benefits of all of them to be realized; and

WHEREAS, to achieve this objective, the Parties have agreed to focus their future efforts on actions that would enable commuter, intercity and high-speed passenger rail service that utilize the north-south railroad lines on the west side of downtown Atlanta known as the “Western Trunk” to access to the MMPT, and to jointly pursue certain other actions to improve the transportation network in the Atlanta area, and enhance mobility and intermodal connectivity, as described below.

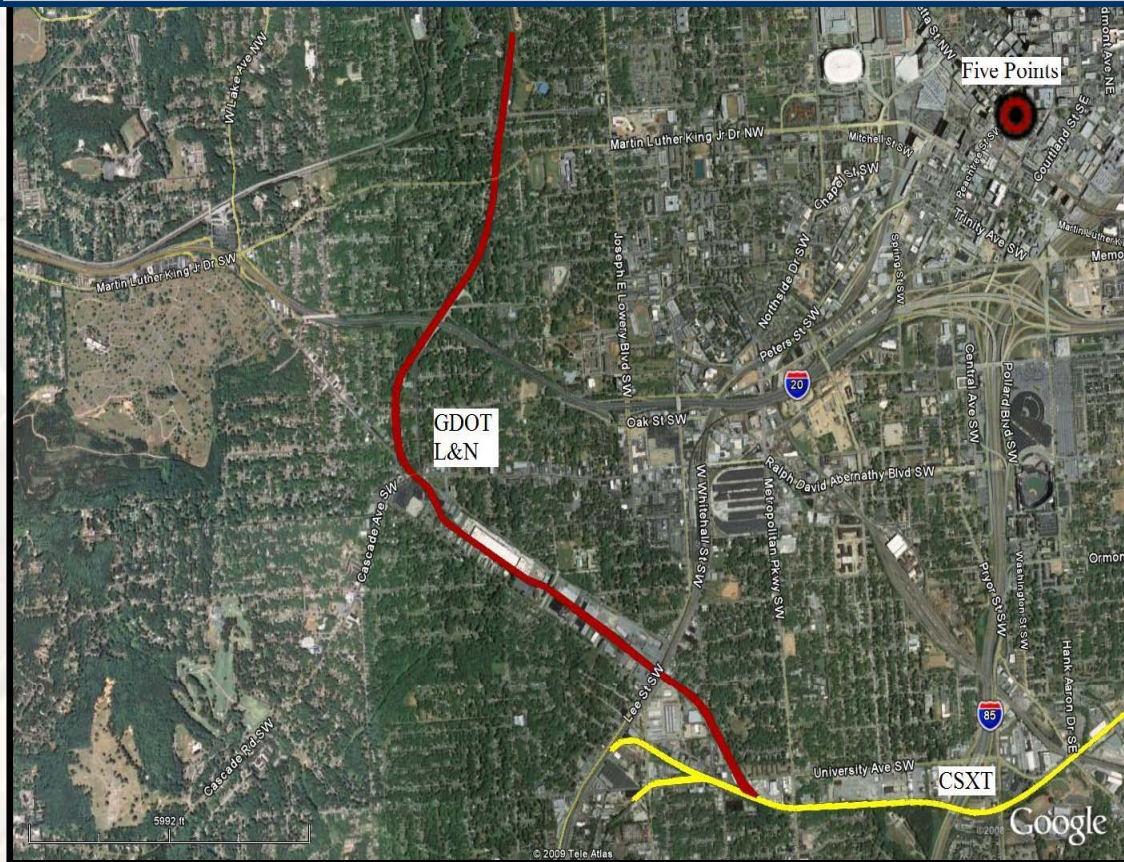
NOW THEREFORE, the Parties hereby agree as follows:

1. STB Proceedings
2. State Rail Plan
3. MMPT
4. Northeast IMS
5. Western Trunk
6. Acknowledgements
7. Coordination:

Board Action

- Direct staff to work with our partners to:
 - File with the STB that we remove our objections to the abandonment of the Decatur Belt
 - Develop a Scope of Work for a State Rail Plan
 - Secure funding for the Rail Plan Effort
 - Develop a revised conceptual plan for the MMPT

GDOT Department of Intermodal Rail Road Property—L&N Belt



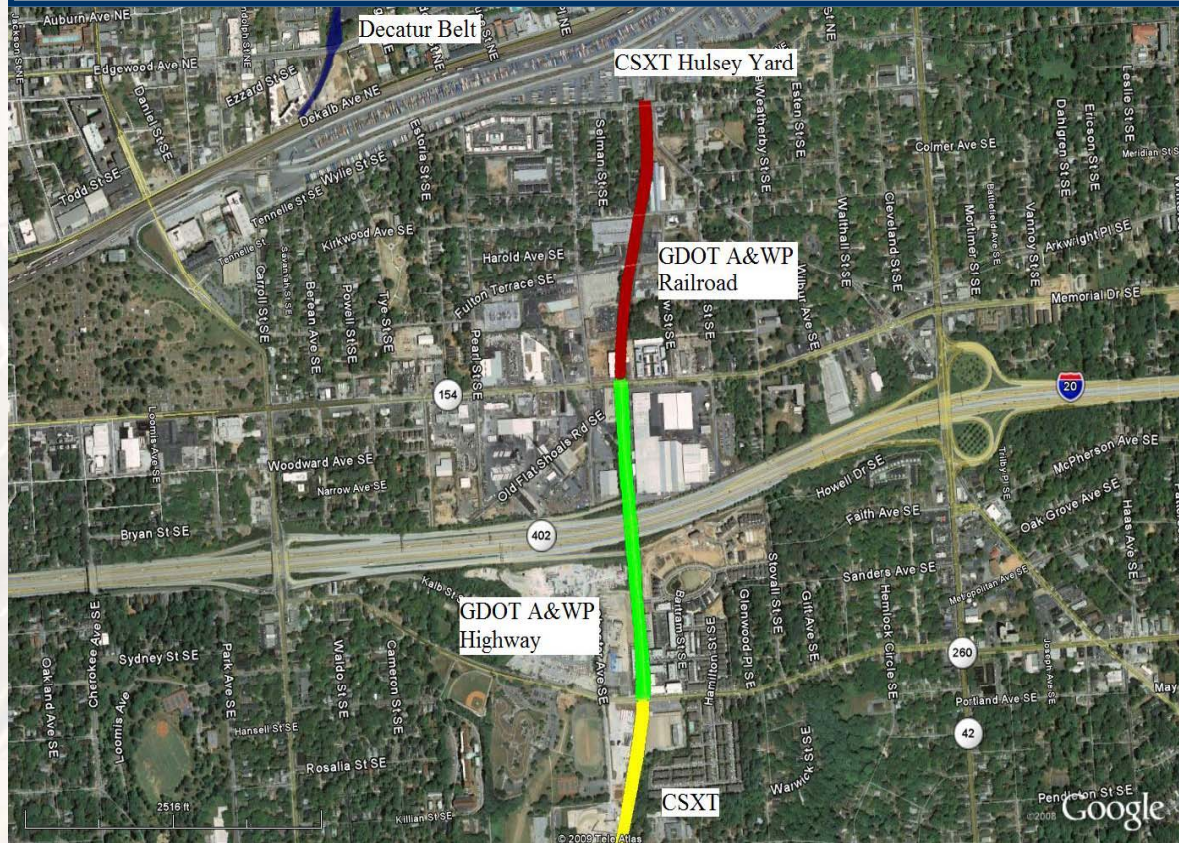
Property Description

Original Historic Name: L&N Belt
 Area: 46.25 Acres
 Total Length of Belt: 3.12 Miles
 Length Rail: 3.12 Miles

Road Crossings

Ollie Street	Mile Post 469.15
Interstate 20	Mile Post 470.44
Lee Street/SR 154	Mile Post 470.02
Allene Ave, SW	Mile Post 472.27

GDOT Department of Intermodal Rail Road Property—A&WP Belt



Property Description

Original Historic Name: A&WP Belt

Area: 4.05 Acres

Total Length of Belt: 0.81 Miles

Length Rail: 0.35 Miles

Length Roadway: 0.46 Miles

Road Crossings

Glenwood Avenue Milepost 4.41

Memorial Drive Milepost 4.87

Wylie Street Milepost 5.22