

Alabama Rail Plan



**Bureau of Transportation
Planning and Modal Programs**

June 2014



2013 Alabama Rail Plan



Prepared for
Alabama Department of Transportation
Bureau of Transportation Planning and Modal Programs

Prepared by
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2013 Alabama Rail Plan

TABLE OF CONTENTS

<u>Chapter</u>	<u>Title</u>	<u>Page</u>
1	The Role of Rail in Alabama	1-1
	Introduction	1-1
	Purpose and Authority	1-1
	Goals	1-2
	Context and Role.....	1-2
	Institutional Governance Structure	1-3
	Rail Funding and Financing	1-4
	Rail Services, Initiatives and Plans	1-4
2	Alabama’s Existing Rail System	2-1
	Rail System Overview.....	2-1
	Overview of Existing Rail Traffic.....	2-11
	Rail Traffic Density	2-16
	Intermodal Connections	2-19
	Passenger Rail Objectives	2-19
	Public Financing	2-20
	Safety and Security	2-20
	Economic and Environmental Impacts	2-21
3	Trends and Forecasts	3-1
	Total Flows	3-1
	Domestic Rail Flows	3-10
	International Rail Flows	3-21
4	Rail Service Needs and Opportunities	4-1
5	Passenger Rail Improvements and Investments	5-1
	Introduction	5-1
	Intercity and Commuter Passenger Rail	5-1
	“Deep South” Regional Passenger Rail Activities.....	5-2
	Current Activities	5-6
6	Freight Rail Improvements and Investments	6-1
7	Alabama’s Rail Service and Investment Program	7-1
8	Coordination and Review	8-1

Appendix A—List of Stakeholders

2013 Alabama Rail Plan

LIST OF TABLES

<u>No.</u>	<u>Title</u>	<u>Page</u>
2-1	Railroad Abandonments in Alabama, 2008-2013	2-7
2-2	Railroad Abandonments in Alabama, 1971-2007	2-8
2-3	Alabama Tonnage Flows, 2011.....	2-11
2-4	Alabama Rail Traffic—Top 8 Originated and Terminated Commodities, 2011.....	2-12
2-5	Alabama Rail Traffic—Top 8 Intrastate and Overhead Commodities, 2011	2-13
2-6	Principal Overhead Traffic Flows through Alabama, 2011.....	2-13
2-7	Import/Export Tons by Area of the State, 2011	2-15
3-1	Alabama Total Rail Movements in Tons by Year	3-1
3-2	Rail Imports to Alabama and Exports from Alabama by State, 2040.....	3-1
3-3	Rail Imports and Exports by Commodity, 2040.....	3-4
3-4	Change in Exports by State, 2011 to 2040	3-5
3-5	Change in Imports by State, 2011 to 2040.....	3-6
3-6	Change in Commodities Exported, 2011 to 2040.....	3-7
3-7	Change in Commodities Imported, 2011 to 2040	3-9
3-8	Domestic Rail Movements in Tons by Year	3-10
3-9	Domestic Exports from Alabama to Other States in Tons, 2011 and 2040.....	3-11
3-10	Domestic Imports to Alabama from Other States in Tons, 2011 and 2040	3-13
3-11	Commodities Moved Domestically with an Origin in Alabama, 2011 and 2040.....	3-15
3-12	Commodities Moved Domestically with a Destination in Alabama, 2011 and 2040	3-17
3-13	Summary Comparison of Domestic Commodity Movement by Rail, 2011.....	3-19
3-14	Summary Comparison of Domestic Commodity Movement by Rail, 2040.....	3-20
3-15	Origin of International Imports to Alabama, 2011 and 2040.....	3-21
3-16	International Imports by Rail to Alabama by Commodity, 2011 and 2040.....	3-22
3-17	State of Entry for International Rail Freight Terminating in Alabama, 2011 and 2040.....	3-23
3-18	Destination of International Exports from Alabama, 2011 and 2040	3-24
3-19	International Exports by Rail from Alabama by Commodity, 2011 and 2040.....	3-25
3-20	State of Exit for International Rail Freight Originating in Alabama, 2011 and 2040.....	3-26
4-1	Comparison of Tons of Shipment by Category, 2015 and 2040.....	4-1
5-1	Population and Population Density Comparison	5-7

2013 Alabama Rail Plan

LIST OF FIGURES

<u>No.</u>	<u>Title</u>	<u>Page</u>
2-1	Railroads in Alabama: All Classes	2-2
2-2	BNSF and Its Connecting Railroads in Alabama.....	2-3
2-3	CN/IC and Its Connecting Railroads in Alabama.....	2-4
2-4	CSX and Its Connecting Railroads in Alabama	2-5
2-5	NS and Its Connecting Railroads in Alabama.....	2-6
2-6	State of Origin for Alabama Imports, Total Tons, 2011.....	2-14
2-7	State of Destination for Alabama Exports, Total Tons, 2011	2-14
2-8	Rail Freight Traffic Density in Alabama, 2011	2-17
2-9	High Volume Rail Lines and Highways in Alabama.....	2-18
3-1	State of Origin for Alabama Imports, Total Tons, 2040.....	3-3
3-2	State of Destination for Alabama Exports, Total Tons, 2040	3-3
3-3	Domestic Rail Flows.....	3-10
3-4	Alabama Domestic Exports, 2011	3-12
3-5	Alabama Domestic Exports, 2040	3-12
3-6	Alabama Domestic Imports, 2011	3-14
3-7	Alabama Domestic Imports, 2040	3-14
3-8	Commodities Moved Domestically with an Origin in Alabama, 2011.....	3-16
3-9	Commodities Moved Domestically with an Origin in Alabama, 2040.....	3-16
3-10	Commodities Moved Domestically with a Destination in Alabama, 2011	3-18
3-11	Commodities Moved Domestically with a Destination in Alabama, 2040.....	3-18
3-12	International Imports to Alabama, 2011.....	3-21
3-13	International Imports to Alabama, 2040.....	3-22
3-14	International Exports from Alabama, 2011.....	3-24
3-15	International Exports from Alabama, 2040.....	3-25

2013 Alabama Rail Plan

CHAPTER 1—THE ROLE OF RAIL IN ALABAMA

INTRODUCTION

The 2013 Alabama Rail Plan is being updated by the Alabama Department of Transportation (ALDOT) Bureau of Transportation Planning and Modal Programs with consultant assistance from J. R. Wilburn and Associates, Inc. (JRWA). The update responds to final Federal Railroad Administration (FRA) guidance dated September 17, 2013, to implement the Passenger Rail Investment and Improvement Act (PRIIA) enacted by Congress in October 2008. Building on previous requirements, the final guidance emphasizes the State's role in rail policy, planning and development for freight and passenger rail service. In compliance with the FRA State Rail Plan Guidance issued in draft in August 2012 and final on September 17, 2013, the 2013 Alabama Rail Plan recognizes that rail infrastructure and operations are private enterprise activities which call for public-private partnership and cooperation.

PURPOSE AND AUTHORITY

The Alabama Rail Plan is a component of the State's multimodal transportation planning program, reflecting the role of rail mobility in serving Alabama's passenger and freight demands. A companion to the Alabama Statewide Transportation Plan, the Rail Plan addresses the rail aspects of the transportation program. As with all transportation planning activities, rail planning is coordinated with Alabama's regional planning partners, particularly the Metropolitan Planning Organizations (MPOs) and Rural Planning Organizations (RPOs). This coordination ensures that publicly funded rail program investments are compatible with statewide and regional planning as required under 23 USC Section 134 and 135.

Development of the 2013 Alabama Rail Plan maintains consistency with the seven broad areas of concern that guide development of the Alabama Statewide Transportation Plan. These include:

- Support economic vitality
- Increase safety and security of the transportation system
- Increase accessibility and mobility options
- Protect and enhance the environment, energy conservation and quality of life
- Enhance the integration and connectivity of the transportation network
- Promote efficient system management and operations
- Emphasize the preservation of the existing system

Outreach to all private rail companies (larger Class I and smaller Class II and Class III operators) as well as other stakeholders, including State agencies responsible for passenger rail service studies is a key feature in development of the 2013 Rail Plan. The broad based outreach has been fruitful and efficient. The list of stakeholders is included in Appendix A. Outreach to rail operators was initiated as a part of updating of the Alabama Rail Directory, which provides a compendium of Alabama's rail operators and an overview of their operations.

To facilitate the distribution of information to stakeholders and the public, web links directly to the 2013 Rail Plan and Rail Directory documents were established on the ALDOT home page. Stakeholders and the public were encouraged to provide comments, make observations and share information. Subject specific webpages are an effective and economical way to provide information to a large audience throughout the update process.

2013 Alabama Rail Plan

GOALS

The previous Alabama State Rail Plan, completed in 2008, adopted the following goals:

- Maintain a viable rail freight and passenger transportation system that is essential to the economic viability and continued prosperity of all regions of Alabama.
- Ensure the maintenance of efficient rail service by promoting and relying on privately owned and operated rail common carriers.
- Participate in the planning and coordination for all modes of freight and passenger transportation in Alabama.
- Utilize available federal funding to develop short and long term solutions that promote economic development for all entities in the state as an alternative solution.
- Continue to promote and enforce safe railroad practices to ensure safety and operating conditions, the safe carriage of hazardous materials, and the maintenance of rail rolling stock and trackage.
- Solicit input from relevant railroads, rail users, governmental agencies, other organizations and the general public for performing rail transportation planning functions.
- Recognize the importance of the rail mode to support the economic development of Alabama, including the development of its energy resources, in the transportation planning process.
- Promote the viability of the private rail mode and possible modification of certain rail system components for increased effectiveness.
- Maintain a continuing and cooperative rail planning process.

Stakeholder comments received during the update process supported maintaining these goals in the current update. Consensus of opinion favored an approach that recognized ALDOT's primary mission as supporting the operations of the rail transportation system by working cooperatively with operators to improve intermodal connectivity, safety and expansion, where appropriate, for both freight and passenger service. Goals for the 2013 Rail Plan remained unchanged.

CONTEXT AND ROLE

American railroads are a force in the economy of the nation. The American Society of Civil Engineers' (ASCE's) *2013 Report Card* named America's railroads as "most improved" in operations. The organization attributed private investments which have resulted in greater rail efficiency and connectivity as a key reason for an improved grade in the nation's rail infrastructure. ASCE also highlighted the need to "support a regulatory and financial environment that encourages continued private investment in the nation's freight railroad system." The Association of American Railroads reports that freight railroads plan to invest \$24.5 billion in 2013 to build, maintain and upgrade America's rail network. Across the nation railroads are investing in projects that include intermodal terminals, new track/bridges/tunnels, modernized safety equipment, new locomotives and rail cars, and other components that ensure the US freight rail network remains the most reliable and efficient in the world. Freight movements have increased modestly in the past years and are linked to the nation's economic conditions.

Within Alabama there are 28 freight railroads that operate over 3,973 miles of track. A primary commodity transported by Alabama's rail freight operators is coal. In 2011, it represented 28 percent (9,411,000 tons and 82,700 carloads) of rail traffic originated in Alabama and 57 percent (26,906,000 tons and 231,700 carloads) of rail traffic terminated in Alabama. Railroads accounted for 79 percent of

2013 Alabama Rail Plan

coal deliveries in Alabama in 2011, most of which is used to generate electricity. Other commodities transported by Alabama railroads in 2011 included stone/sand/gravel, pulp/paper, chemicals, primary metal products, farm products and metallic ores (mainly iron ore). The role of railroads in the State's transportation network is very important given that railroads are four times more fuel efficient than trucks and one train can carry as much freight as several hundred trucks. The Association of American Railroads estimates that it would have taken approximately 9 million additional trucks to handle the 162.4 million tons of freight that originated in, terminated in, or moved through Alabama by rail in 2011.¹

Nationwide, passenger rail movements have also increased. From fiscal years 2010 to 2011, the increase in passenger rail ridership ranged from 3 to 9 percent in corridors that serve over 1 million passengers (these corridors are located in the Northeast and the West).² Rail passenger service in Alabama is discussed in detail later in this document. The role of railroads in passenger transportation is important to mobility and to providing access to intercity destinations. The Southern Rail Commission (SRC), working closely with State government agencies, represents Alabama's interest in expanding passenger rail services. The Commission has stated their main goals include supporting State Departments of Transportation, engaging with local governments, and encouraging Texas, Florida and Georgia to join and pursue funding for planning and implementation of rail passenger operations.

INSTITUTIONAL GOVERNANCE STRUCTURE

The PRIIA requires that, in developing a State Rail Plan, a "State Rail Transportation Authority" be established or designated "to ensure that the State rail plan documents the State's policy on freight and passenger rail transportation – including commuter rail – within the State's boundaries, establishes priorities and implementation strategies to enhance rail service in the public interest, and serves as the basis for Federal and State rail investment."³ In Alabama, the designee is the Alabama Department of Transportation (ALDOT). State legislation has designated ALDOT with planning for passenger and freight rail as well as receiving funds from USDOT for rail programs. In addition, ALDOT has primary responsibility to plan improvements, manage federal funding, coordinate with railroads, and construct rail crossing improvements. The PRIIA also requires the State to establish or designate a "State Rail Plan Approval Authority" (SRPAA) to review and provide final approval of the State Rail Plan. In Alabama, the designee is the Director of ALDOT.

Additional legislation regarding railroads has been enacted in Alabama over the years. The State Rail Preservation Act (Alabama Code Section 37 Chapter 10) gives ALDOT authority to "establish a state plan for rail transportation services as part of an overall plan for transportation services in the state" (Section 37-10-3 (1)). The Act also gives ALDOT the authority necessary to apply for and manage funds that may be available through the Federal Railroad Revitalization and Regulatory Reform Act of 1976. ALDOT authority to receive and administer a program of state and federal funds for rail improvements was again affirmed in 2008, when the Legislature passed the Alabama Shortline Railroad Infrastructure Rehabilitation Act (Section 37-10A). In 2009, the Legislature passed the Alabama Capital Assistance Stimulus for Rail Projects Act (Section 37-11B). The legislative purpose of this act was to construct and improve rail lines using state and federal funds. The law gives authority to the Alabama Department of

¹ "Freight Railroads in Alabama: Rail Fast Facts for 2011," Association of American Railroads

² *2012 Public Transportation Fact Book*, American Public Transportation Association

³ Draft State Rail Plan Guidance, Federal Railroad Administration, August 2012

2013 Alabama Rail Plan

Economic and Community Affairs (ADECA) to develop a “State Rail Plan” with freight and passenger components (Section 37-11B-3 (6)). ADECA is currently in the process of developing a rail feasibility study to assess possible passenger rail service between Birmingham and Montgomery.

U.S. Code Title 49 Chapter 221 addresses Local Freight Rail Assistance, with Section 22102 stipulating eligibility requirements for a long-established FRA rail freight grant assistance program pertaining to State planning and administration. A review of eligibility requirements confirmed ALDOT’s compliance with the stipulations.

RAIL FUNDING AND FINANCING

Funding for rail projects has been primarily from federal and private (the railroads) sources, with State funds used for the required match of federal funds. The State of Alabama receives federal funds for improvements to rail/highway grade crossings under the Section 130 program. Those funds are allocated to ALDOT as the authorized recipient of federal transportation funds. According to FHWA data, Alabama’s federal set-aside under the Section 130 program totaled \$4.5 million in FY2013.

The State also received \$100,000 in funding from FRA’s High Speed Intercity Passenger Rail (HSIPR) program under the Omnibus Appropriations Act of 2009 to conduct a feasibility study for the development of a proposed intercity passenger rail corridor between Birmingham and Montgomery, with a potential extension to Mobile. These funds are administered by ADECA in coordination with the SRC. Similarly, Georgia received approximately \$250,000 for a feasibility study of high-speed intercity passenger rail in the Atlanta-Birmingham corridor.

In recent years, ALDOT has supported applications from interested parties for federal grants to improve railroad infrastructure. In conjunction with the Greene County Industrial Development Authority (GCIDA), ALDOT secured a \$400,000 grant from FRA. This earmark provides for rail line relocation and improvements to a 6,600-foot section of track on the Industrial Park Rail in Greene County. ALDOT will be the grantee, project sponsor and facilitate the dispersal of funds for this project. In 2014, ALDOT submitted a TIGER grant application for critical main line upgrade improvements on the Alabama & Gulf Coast Railway (AGR). The project included modernization of 82 bridges on the AGR in Alabama, Florida and Mississippi. This railroad provides an important north-south linkage, connecting two key Gulf Coast ports with western Alabama, eastern Mississippi and the Florida panhandle. In addition to the long-term and significant infrastructure investment, the project would benefit western Alabama by attracting new industry to the region, expanding industrial sector employment and providing upwardly mobile jobs for residents. In 2010, ALDOT submitted a TIGER grant application for improvements along the Meridian & Bigbee Railroad (MNBR). The project consisted of the replacement of 65.8 miles of rail with new rail to significantly improve freight services through the Alabama Black Belt. The project would yield long-term state of good repair, economic competitiveness, sustainability, and safety benefits, with the direct benefit to the area expected to be 482 jobs. Neither TIGER grant application succeeded in an award.

RAIL SERVICES, INITIATIVES AND PLANS

State Level

Statewide rail planning within ALDOT is the responsibility of the Transportation Planning and Modal Programs Bureau. The task is coordinated with the state’s MPOs and RPOs. Rail planning activities span a broad range of topics from rail safety to rails-to-trails initiatives. Each makes an important contribution to Alabama’s multimodal transportation program.

2013 Alabama Rail Plan

The Rail Section of ALDOT's Transportation Planning and Modal Programs Bureau oversees development of the Alabama Rail Plan and the Alabama Rail Directory. The previous update of the Rail Plan and Directory was published in 2008. Other core areas of responsibility for the Rail Section include the rail/highway grade crossing inventory, construction program, Section 130 safety program, crossing closures, and developing agreements involving the railroads and highways. The Rail Section serves as a liaison between the railroads and ALDOT's Divisions to ensure overall Department goals are met.

As mentioned previously, ADECA, in coordination with the SRC, recently initiated a feasibility study of rail passenger service between Birmingham and Montgomery, with potential extension to Mobile. Sponsored by ADECA and jointly funded by the FRA (\$100,000) and the cities of Birmingham and Montgomery (\$100,000), the study considered possible routes, ridership forecasts, cost estimates, operations support facilities, capital improvements and other elements for passenger service between Birmingham and Montgomery. Expectation is that a second study will consider rail service between Montgomery and Mobile. The study will be the latest of a number of plans that the SRC has completed following the FRA guidance for rail passenger service implementation. A similar study related to the feasibility of initiating passenger rail service in the Birmingham-Atlanta corridor was conducted by Georgia DOT in partnership with the Regional Planning Commission of Greater Birmingham (RPCGB).

Also operating at the state level, the Alabama Railway Association (ARA) is a non-profit trade organization founded in 2003 to represent all railroads in Alabama, from shortlines to Class I railroads, along with those who supply services and materials to support operations. The ARA's purpose is to promote and support Alabama railroads, to assist in improving rail service within Alabama, to increase railroad safety awareness within the industry and to the public, and to provide for interchange of ideas and cooperation among railroad businesses and state and local governments. Members currently include 22 of Alabama's railroads and over 30 associated businesses.

Multi-State/Regional Level

Alabama is a member of the Southern Rail Commission (SRC), which is composed of representatives from the states of Alabama, Louisiana and Mississippi. Established in 1982, its stated mission is *"to support the establishment and advancement of high-speed and other passenger rail services and facilities, while improving rail safety in the states of Louisiana, Mississippi and Alabama."* The Commission promotes passenger rail transportation on a regional basis and has encouraged Florida, Georgia and Texas to join its ranks as advocates for high speed and/or other passenger rail service along the Gulf Coast. The Commission has completed selection for two major high-speed corridor routes, one between Mobile, AL and New Orleans, LA and the other between Lake Charles, LA and Meridian, MS. Plans developed by the SRC for these routes represent the first step in complying with FRA requirements for incremental implementation of service.

Alabama's Regional and Metropolitan Planning Agencies

The regional and metropolitan transportation planning agencies are responsible for multimodal transportation plans that include the rail mode. Alabama's counties are organized into 12 districts for regional planning purposes. In addition, transportation planning for urbanized areas is the responsibility of the Metropolitan Planning Organizations (MPOs) as required by federal legislation for areas with population exceeding 50,000 according to the current US Census.

2013 Alabama Rail Plan

The number of regional and metropolitan transportation planning organizations has changed in Alabama with the addition of a new MPO. The Eastern Shore MPO was formed in 2012 to include portions of Daphne, Fairhope, Spanish Fort and Loxley, as well as unincorporated areas near the municipalities. The Eastern Shore MPO works closely with the Florida-Alabama Transportation Planning Organization (TPO), which includes the Lillian and Orange Beach portions of Baldwin County, Alabama. Together they address transportation needs in the eastern Alabama/western Florida region.

Another change has placed the Decatur MPO under the umbrella of the City of Decatur. The Decatur MPO has responsibility for the transportation planning process in the urbanized area that includes the municipalities of Decatur, Hartselle, Priceville and Trinity, as well as Morgan and Limestone counties. Transportation planning for Decatur was previously carried out by the North Central Alabama Regional Council of Governments (NARCOG).

After recent changes, Alabama now has 14 MPOs, of which 12 are wholly within Alabama, one jointly with Georgia, and one jointly with Florida. Of these, 6 are based within the local municipal governments. MPO activities include maintaining and developing the 25-year long range transportation plan (LRTP), the 5-year short range program (the Transportation Improvement Program, or TIP), the Congestion Management Process (CMP), and the annual planning budget (the Unified Planning Work Program, or UPWP). The MPOs also work and coordinate with the Rural Planning Organizations (RPOs) to ensure the opportunity to maximize transportation investments to the benefit of both rural and urban transportation needs. The following lists Alabama's regional planning agencies, the MPOs within those regions, and the railroad companies that service these areas.

Region 1: Northwest Alabama Council of Local Governments (NACOLG)

The Northwest Alabama Council of Local Governments has responsibility for regional planning and intergovernmental coordination in the five-county region of Colbert, Franklin, Lauderdale, Marion, and Winston counties, including their municipalities. NACOLG also serves as the host agency for the Shoals Area MPO. MPO member governments are the cities and towns of Florence, Muscle Shoals, Sheffield, Tusculmbia, Killen, Leighton and St. Florian, as well as the urbanized portions of Colbert and Lauderdale counties.

Railroads operating within the NACOLG region include:

- Class I: Burlington Northern Santa Fe (BNSF); Norfolk Southern (NS)
- Class II: n/a
- Class III: Tennessee Southern Railroad (TSRR); Redmont Railway Company, Inc. (RRC)

There is currently no passenger rail service in the NACOLG region.

Region 2: West Alabama Regional Commission (WARC)

The West Alabama Regional Commission encompasses the 7 counties of Bibb, Fayette, Greene, Hale, Lamar, Pickens and Tuscaloosa, as well as 37 municipalities. WARC also hosts the Tuscaloosa MPO. The Tuscaloosa Area MPO has updated its Long Range Transportation Plan to 2035.

Railroads operating within the WARC region include:

- Class I: BNSF; CSX Transportation (CSXT); NS
- Class II: The Alabama & Gulf Coast Railway (AGR)
- Class III: Alabama Southern Railroad (ABS); Luxapalila Valley Railroad (LXVR)

2013 Alabama Rail Plan

Passenger rail service provided by Amtrak's *Crescent* Line between New York and New Orleans stops in Tuscaloosa twice daily (once in each direction). The Amtrak trains use tracks owned by NS. According to Amtrak statistics, 12,290 passengers boarded or disembarked the train in Tuscaloosa in FY2012. More about Amtrak's service in Alabama is provided in the rail passenger section of this report (Chapter 5).

Region 3: Regional Planning Commission of Greater Birmingham (RPCGB)

The Regional Planning Commission of Greater Birmingham is responsible for transportation planning in the six-county region including Blount, Chilton, Jefferson, Shelby, St. Clair and Walker counties. The Birmingham MPO, part of the RPCGB, manages the federally mandated multimodal transportation planning process for the urbanized portions of Jefferson and Shelby counties.

Railroads operating within the RPCGB region include:

- Class I: BNSF; CSXT; NS
- Class II: n/a
- Class III: Alabama & Tennessee River Railway (ATN); Alabama Warrior Railway (ABWR); Birmingham Terminal Railway (BHRR); Southern Electric Railroad Company (SERX)

Rail facilities in the Birmingham region reflect the city's strategic location to major rail traffic movements. The following offers highlights:

- NS operates the Birmingham Regional Intermodal Facility (BRIMF) near McCalla (off McAshan Drive) and the Jefferson Metropolitan Logistics Park. This facility allows transloading of both containers and trailers, with a capacity for 400 trucks per day. An auxiliary lane between McAshan Drive and I-459 is being constructed by ALDOT. Reconstruction of McAshan Drive from I-20/59 to BRIMF is needed to provide capacity and increased access to this facility.
- CSXT operates an intermodal container facility in Bessemer with parking spaces for 300 containers that provides local companies access to the Atlantic Ocean ports of Savannah and Charleston. CSXT's Boyles Yard serves as a hump yard and has a TRANSFLO facility (for transferring liquid and dry products between transportation modes).
- BNSF's intermodal facility is located at 401 Finley Boulevard in Birmingham. It also handles the shipment of automobiles. BNSF's East Thomas Yard is located at 1801 4th Street West and handles a mix of carload freight. The planned extension of Finley Avenue from SR 3 to SR 79 should help relieve congestion along the interstates in the area and would increase freight movement along both I-65 and I-20/59. This project was the highest rated project identified by members of the Birmingham Freight Stakeholder's group in 2011.
- Port Birmingham is an intermodal facility operated by Warrior & Gulf Navigation Co., with trackage for Birmingham Terminal Railway (BHRR, formerly Birmingham Southern Railway) at the Locust Fork of the Black Warrior River. This facility handles the transshipment of coal and iron ore. Additionally, Alabama Power (APOZ) operates an intermodal facility on the Locust Fork at its James H. Miller Steam Plant. Alabama Power utilizes this facility for the receipt of coal and delivery to its power plant. The planned widening of SR-269 is expected to improve truck access to Port Birmingham.
- Another 17 independent rail and truck transload facilities are located in Birmingham. Most of these intermodal facilities are clustered around 1st Avenue North, Finley Boulevard, I-20/59, Avenue W, and along the path of the planned Finley Boulevard extension.

2013 Alabama Rail Plan

Birmingham is served daily by Amtrak's *Crescent* passenger rail service between New York and New Orleans. According to Amtrak statistics, 48,734 passengers boarded or disembarked in Birmingham in FY2012. From 1989 to 1995, Amtrak's *Gulf Breeze* service originated from Birmingham to provide service south to Montgomery and Mobile. A recent study initiated by ADECA evaluated the feasibility of reintroducing intercity passenger rail service between Birmingham and Montgomery. Similarly, Georgia DOT, in partnership with RPCGB, completed a recent study that assessed the feasibility of developing passenger rail service in the Birmingham-Atlanta corridor.

The Heart of Dixie Railroad Museum in Calera runs the Calera & Shelby Railroad (CSMX) tourist train.

Region 4: East Alabama Regional Planning and Development Commission (EARPDC)

The East Alabama Regional Planning and Development Commission provides planning services for Calhoun, Chambers, Cherokee, Clay, Cleburne, Coosa, Etowah, Randolph, Talladega and Tallapoosa counties in the east central part of the state. It also staffs the Calhoun Area MPO, including the member jurisdictions of Oxford, Anniston, Hobson City, Weaver, Jacksonville and urbanized portions of Calhoun County.

The Gadsden/Etowah MPO is also located within the EARPDC region. The City of Gadsden manages transportation planning for the urbanized portions of Etowah County, including the municipalities of Attalla, Gadsden, Glencoe, Hokes Bluff, Rainbow City, Reece City, Southside and a small segment of northern Calhoun County. The Long Range Plan recommended continuing to monitor grade crossings for safety and upgrade needs.

Railroads operating within the EARPDC region include:

- Class I: CSXT; NS
- Class II: n/a
- Class III: ATN; Eastern Alabama Railway (EARY)

Anniston is served daily by Amtrak's *Crescent* passenger rail service. According to Amtrak statistics, 6,209 passengers boarded or disembarked in Anniston in FY2012. The Amtrak station forms a central component of Anniston's Multi-Modal Transportation Center, which is also utilized by the local fixed route system as the central transfer point for its four municipal routes. The local transit system also provides access to the Greyhound terminal in Oxford. The recent GDOT sponsored study on the feasibility of developing high-speed passenger rail service in the Atlanta-Birmingham corridor included a potential stop in Anniston.

The EARPDC has been very active in rail to trail conversion projects and is home to the Chief Ladiga Trail.

There is currently no passenger rail service or intermodal facilities in the Gadsden-Etowah MPO area.

Region 5: South Central Alabama Development Commission (SCADC)

The South Central Alabama Development Commission includes the counties of Bullock, Butler, Crenshaw, Lowndes, Macon, and Pike. There are no MPOs in this region. At this time SCADC does not have any active planning projects to address freight or passenger rail service or rail to trail initiatives.

Railroads operating within the SCADC region include:

- Class I: CSXT
- Class II: n/a

2013 Alabama Rail Plan

- Class III: Conecuh Valley Railway (COEH); Meridian & Bigbee Railroad (MNBR); Three Notch Railway (TNHR)

There is currently no passenger rail service in the SCADC region.

Region 6: Alabama Tombigbee Regional Commission (ATRC)

The Alabama Tombigbee Regional Commission is composed of the 10 counties of Choctaw, Clarke, Conecuh, Dallas, Marengo, Monroe, Perry, Sumter, Washington and Wilcox, as well as 47 municipalities within those counties. There is no urbanized area within this region and therefore no MPO.

Railroads operating within the ATRC region include:

- Class I: CSXT; NS
- Class II: AGR
- Class III: Alabama Railroad (ALAB); MNBR

There is currently no passenger rail service in the ATRC region.

Region 7: Southeast Alabama Regional Planning and Development Commission (SEARP&DC)

The Southeast Alabama Regional Planning and Development Commission serves the planning needs of Barbour, Coffee, Covington, Dale, Geneva, Henry and Houston counties. The SEARP&DC focuses its work on rural portions of the counties.

The Dothan Area MPO, known as Southeast Wiregrass MPO, is staffed by the City of Dothan Planning and Development Department. Members of the Southeast Wiregrass Area MPO include the municipalities of Dothan, Ashford, Cowarts, Grimes, Headland, Kinsey, Midland City, Napier Field, Pinckard, Rehobeth, Taylor and Webb, as well as urbanized areas of Dale, Henry and Houston counties. The 2035 Long Range Transportation Plan identified freight needs, including those of railroads in their area. These were focused on evaluation of safety issues relating to at-grade rail/highway crossings and a recommendation to prepare a MPO Freight Plan to identify issues and opportunities related to goods movement. There is no passenger rail service in the Wiregrass MPO area.

Railroads operating within the SEARP&DC region include:

- Class I: CSXT
- Class II: n/a
- Class III: The Bay Line Railroad (BAYL); Chattahoochee Bay Railroad (CHAT); Georgia Southwestern Railroad (GSWR); TNHR; Wiregrass Central Railway (WGCR)

There is currently no passenger rail service in the ATRC region.

Region 8: South Alabama Regional Planning Commission (SARPC)

The South Alabama Regional Planning Commission member governments are the counties of Mobile, Baldwin and Escambia, and 29 municipalities therein. The region is home to three MPOs—the Mobile Area, Eastern Shore, and Florida-Alabama Transportation Planning Organization (TPO). SARPC staffs the Mobile Area MPO. Freight planning is part of the SARPC program, and the 25-year long range plan includes a freight element. The Freight Plan models freight movement in the MPO area and outlines SARPC's development of new freight planning tools in the planning process.

The Eastern Shore MPO was formed in 2012 to include portions of Daphne, Fairhope, Spanish Fort and Loxley, as well as unincorporated areas near the municipalities. The Eastern Shore MPO works closely

2013 Alabama Rail Plan

with the Florida-Alabama Transportation Planning Organization (TPO), which includes the Lillian and Orange Beach portions of Baldwin County, Alabama.

Railroads operating within the SARPC region include:

- Class I: CSXT; NS; Canadian National's Illinois Central (IC)
- Class II: AGR
- Class III: ALAB; CG Railway (CGR); Terminal Railway Alabama State Docks (TASD)

A significant rail intermodal operation exists in the Mobile Bay area due to its location on the Gulf of Mexico. This has been enhanced by the Alabama State Port Authority's construction of the Choctaw Point and Garrows Bend facilities at the Port of Mobile. In FY 2012, the Port of Mobile handled 133,105 rail cars. In January 2013, the Alabama State Port Authority's board of directors approved expenditures for the construction, inspection and testing of a rail access bridge that will connect five Class I railroads (AGR/BNSF, CN/KCS, CSXT, NS) and the Authority's Terminal Railway (TASD) to an Intermodal Container Transfer Facility (ICTF), a rail intermodal facility and the second leg of the Authority's Choctaw Point intermodal program. The Port Authority will let \$11.5 million in contracts for the construction, inspection and testing of the rail access bridge into the intermodal rail facility. The ICTF will service import/export containerized cargoes moving through the Port, as well as domestic containerized cargoes from regional manufacturers. The project is expected to enhance the Port of Mobile's competitive position and make shipping containerized freight more efficient and economical.

A Quiet Zone is in place along the CSXT line at Government Street, Dauphin Street, Monroe Street, and Eslava Street. This railroad noise mitigation measure provides automobiles and pedestrians with a safe corridor by which to cross the rail line while eliminating the routine sounding of train horns.

Passenger rail service in the SARPC region has been suspended since 2005 when Hurricane Katrina disrupted rail service across the Gulf Coast and flooded the Mobile station. CSXT sold the station property to a developer in 2006, who subsequently razed the building; however, the site plan provides for a future station nearby. Restoration of daily passenger rail service between New Orleans and Jacksonville is strongly supported by local officials in the SARPC region as well as by other Gulf Coast communities. Mobile's Long Range Transportation Plan includes development of an Intermodal Passenger Terminal to handle daily passenger rail service. In addition, the Florida-Alabama TPO recently joined together with four other northwest Florida regional planning councils to sign original resolutions supporting restoration of passenger rail service along the suspended route.

From 1989 to 1995, the station was also the southern terminus for the *Gulf Breeze* service from Birmingham to Mobile via Montgomery. One option currently being investigated is reintroducing rail passenger service from Birmingham to Montgomery and then to Mobile.

Region 9: Central Alabama Regional Planning and Development Commission (CARPDC)

The Central Alabama Regional Planning and Development Commission includes Autauga, Elmore and Montgomery counties. The Montgomery Area MPO oversees transportation planning for the urbanized area, which encompasses portions of Autauga, Elmore, and Montgomery counties.

Railroads operating within the CARPDC region include:

- Class I: CSXT
- Class II: n/a

2013 Alabama Rail Plan

- Class III: Autauga Northern Railroad (AUT)

There is currently no passenger rail service in the CARPDC region, but rail passenger service is an area of interest. From 1989 to 1995, Montgomery was a stop on Amtrak's *Gulf Breeze* service between Birmingham and Mobile. An ADECA sponsored study recently considered the feasibility of reintroducing passenger rail service between Birmingham and Montgomery, with possible future extension to Mobile.

Region 10: Lee-Russell Council of Governments (LRCOG)

The Lee-Russell Council of Governments manages a broad span of programs for member governments including Lee and Russell counties and the cities of Auburn, Opelika and Phenix City. LRCOG hosts the Auburn-Opelika MPO, which includes the cities of Auburn and Opelika and parts of Lee County. The Long Range Transportation Plan for 2035 identified safety at rail/highway grade crossings as a major need of the rail program.

A second MPO, the Columbus-Phenix City MPO (C-PCMPO), covers the Georgia counties of Muscogee and Chattahoochee as well as parts of Russell and Lee counties. The 2035 Long Range Plan included recommendation to study rail passenger service in the Columbus area, as well as possible rail to trail conversion projects. Other rail related needs identified in the transportation network included: rail bridges in Lee County and Phenix City warranting further attention to ensure their safety, selective grade separation at freight rail/highway grade crossings (there are 87 crossings in Lee County and 76 crossings in Russell County), and the need for a rail spur connection in Phenix City to the NS.

Railroads operating within the LRCOG region include:

- Class I: CSXT; NS
- Class II: n/a
- Class III: Columbus & Chattahoochee Railroad (CCHA)

There is currently no passenger rail service in the LRCOG region.

Region 11: North Central Alabama Regional Council of Governments (NARCOG)

The North Central Alabama Regional Council of Governments consists of the counties of Cullman, Lawrence and Morgan. The City of Decatur has assumed responsibility for managing the urbanized area's transportation planning process through the MPO, which includes the municipalities of Decatur, Hartselle, Priceville and Trinity, as well as portions of Morgan and Limestone counties.

Railroads operating within the NARCOG region include:

- Class I: CSXT; NS
- Class II: n/a
- Class III: n/a

CSXT has the primary north-south line and NS the primary east-west line running through the planning area, with both corporations having major rail yard facilities in the City of Decatur. CSXT's railroad bridge is a major crossing of the Tennessee River, with an average of 50-70 trains a day. An Intermodal Rail Center, located at Huntsville International Airport in adjacent Madison County, is used by local industries to ship both raw materials and finished products throughout the world. The Center yards, located 12 miles from downtown Decatur along I-565, have parking for 1,700 wheeled units. A Railroad Quiet Zone is located along the NS line in Decatur's Vine Street area.

2013 Alabama Rail Plan

Needs identified by the 2035 Long Range Transportation Plan include railroad/highway grade crossing enhancements and safety measures, Quiet Zone corridor development, and improved railroad grade crossings. NARCOG's Comprehensive Economic Development Strategy for a Sustainable Future (2012-2017) identified transportation goals and objectives that included a role for rail freight operations in economic development. NARCOG's strategy seeks to encourage expansion of use and capacity for rail serving industrial areas. Other recommendations include increasing north-south capacity for CSXT and developing an intermodal CSXT rail yard. The strategy also recommends replacing two non-functioning culverts under an NS bridge in Hillsboro (Lawrence County) which currently flood, presenting a safety and health problem.

There is currently no passenger rail service in the NARCOG region. However, the Comprehensive Economic Development Strategy supports passenger rail service along a north-south rail line to Mobile.

Region 12: Top of Alabama Regional Council of Governments (TARCOG)

Top of Alabama Regional Council of Governments includes five northeastern Alabama counties—DeKalb, Jackson, Limestone, Madison and Marshall—and their municipalities. The Huntsville MPO, formally the Huntsville Area Transportation Study (HATS), is responsible for urbanized area planning. It includes the municipalities of Huntsville, Madison, Owens Cross Roads and Triana, as well as Madison County.

Railroads operating within the TARCOG region include:

- Class I: CSXT; NS
- Class II: n/a
- Class III: ATN; Huntsville & Madison County Railroad Authority (HMCR); Sequatchie Valley Railroad (SQVR)

The Huntsville-Madison County Airport Authority (HMAQ) owns and operates 6.2 miles of industrial switching track off the NS spur into the International Intermodal Center (IIC). The IIC provides a single hub location specializing in receiving, transferring, storing, and distributing international and domestic cargo via rail and highway. The trackage serving the IIC has the capability to extend rail southward to any potential riverport facility, bring total track to approximately 12 miles. The IIC also features a US Customs & Border Protection Port of Entry with Customs Officials, US Department of Agriculture Inspectors, and Custom Brokers on site.

A Quiet Zone is in place on Shelton Road in Madison along the NS line.

There is currently no passenger rail service in the NARCOG region. However, the North Alabama Railroad Museum in Chase, east of Huntsville, runs the Mercury & Chase Railroad (NARZ) tourist train.

Rails to Trails

The rails to trails program in Alabama consists of a growing number of trails that have been planned or developed along abandoned rail corridors. Rails to trails efforts are spearheaded at the local level by private and/or public groups.

- **Chattahoochee Valley Trail** is a 7-mile trail in the City of Valley in Chambers County.
- **Chief Ladiga Trail**, the state's first and longest rails to trails conversion project, is a 33-mile facility running from the Anniston area of Calhoun County east to the Georgia state line, where it connects to the Silver Comet Trail to continue to Atlanta. Previously a CSXT rail line, the trail is maintained by the cities of Piedmont, Jacksonville, Weaver and Anniston. New initiatives for the

2013 Alabama Rail Plan

extension of the Chief Ladiga Trail into the City of Anniston proper have begun, including efforts to reassemble the segment of former Norfolk Southern corridor known as the “N” line. This would extend the Chief Ladiga Trail south from its current terminus in Weaver to the 4th Street Amtrak station in Anniston. Negotiations with Norfolk Southern have been initiated to acquire an additional 1.8 miles of corridor in West Anniston stretching from Blue Mountain south to Pipe Street. Additional opportunities under consideration include a 3.3-mile L & N corridor from Blue Mountain north to the Hall’s Chapel Road community, as well as a 19.5-mile Norfolk Southern corridor from the Amtrak station south to the City of Talladega.

- **Wild Horse Creek Trail** is located in Dora in Walker County and is a 3.2 mile facility. The project was developed with federal Transportation Enhancement funds and is maintained by the City of Powder Springs in Walker County.
- **Marion Walking Trail**, located in central Perry County, uses a 1-mile portion of abandoned rail bed.
- **Old Railroad Bed Trail**, an early rails to trails project, is a 2-mile crushed stone trail developed and maintained by the Land Trust of Huntsville. This scenic trail connects to the Monte Santo Preserve in Madison County.
- **Richard Martin Trail (Limestone Trail)** is an 8-mile crushed stone and gravel trail maintained by the Limestone County Parks and Recreation Department.
- **Robertsdale Trail** is a 2-mile trail that makes partial use of a longer abandoned rail corridor. In addition, the MPO for Baldwin County reports future plans to extend some very short trails in Foley and Summerdale, with the ultimate goal of creating a trail extending from Foley to Bay Minette and connecting to the current Robertsdale Trail.
- **TVA Nature Loop** is a 2.5-mile paved trail that connects Colbert County to the Tennessee River near the community of Thunder.
- **Vulcan Trail** is a well-used 1-mile trail located near the Vulcan Museum in the City of Birmingham.
- **Geneva Trail** follows an abandoned rail bed for 4 miles on a levee along the Choctawhatchee River in Geneva County.

Rails to trails projects have become very popular in Alabama and are being actively considered by planning agencies across the state. In the future, more rails to trails initiatives will be considered as part of metropolitan and rural planning programs.

2013 Alabama Rail Plan

CHAPTER 2—ALABAMA’S EXISTING RAIL SYSTEM

Alabama’s railroads are actively working businesses, continuously changing in response to evolving state and national economic conditions. Since the 2008 Rail Plan was developed, a number of events have revised the complexion of rail transportation. Alabama’s rail resources are an important component of a multimodal network that provides transportation for new industries and helps established ones grow.

RAIL SYSTEM OVERVIEW

Passenger Rail

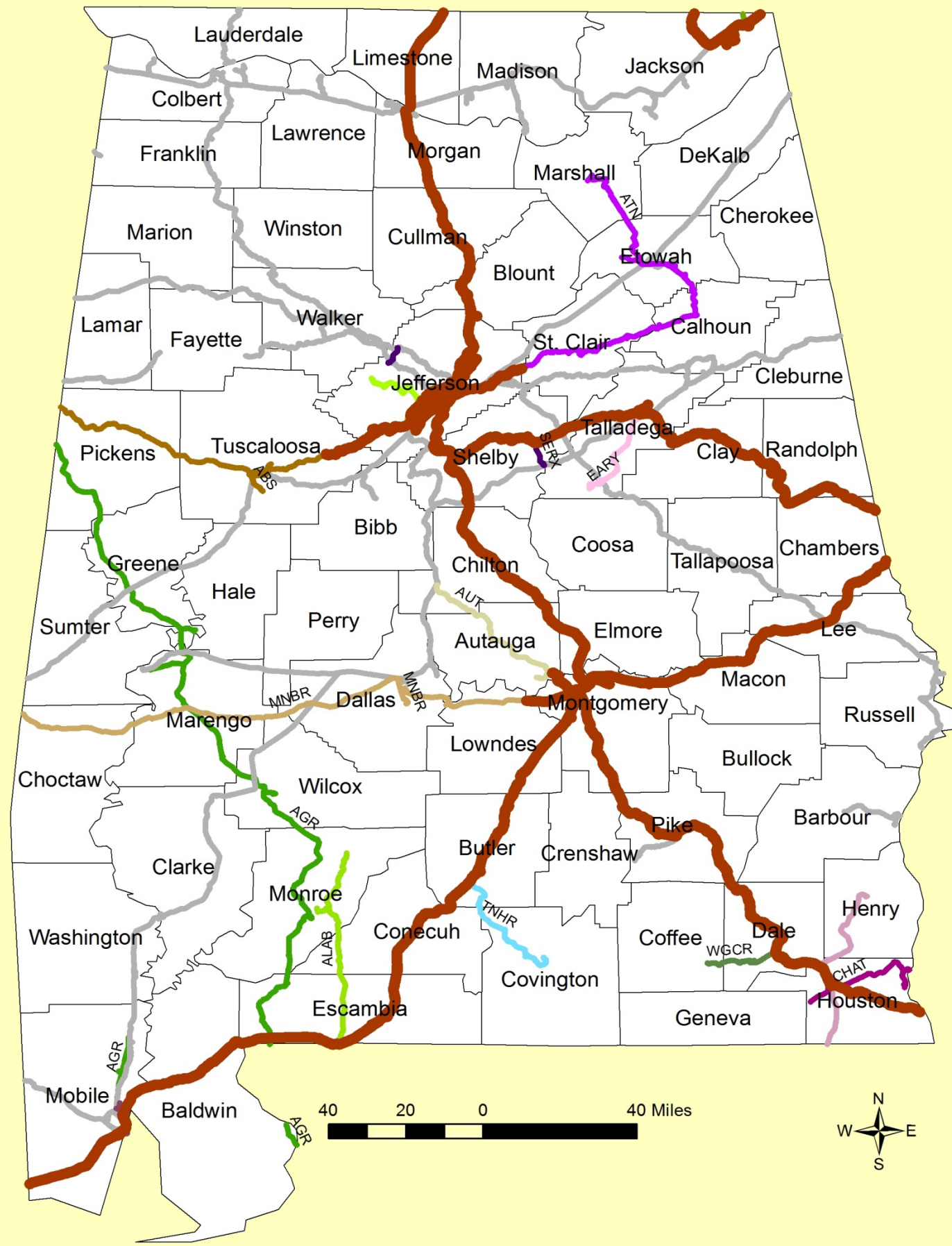
Amtrak currently runs passenger rail service along an existing NS line in Alabama. The *Crescent* travels over 1,300 miles on its 30-hour journey between New York and New Orleans once per day in each direction. It stops in three cities—Anniston, Birmingham and Tuscaloosa—as it crosses the central portion of the state from east to west. According to Amtrak, *Crescent* passenger ons/off in Alabama totaled 67,233 in Fiscal Year (FY) 2012, including 48,734 in Birmingham, 12,290 in Tuscaloosa, and 6,209 in Anniston.

Before Hurricane Katrina in 2005, the *Sunset Limited* crossed the extreme southern portion of Alabama on the existing CSXT rail line, stopping in Mobile and Atmore as it traveled between Orlando and Los Angeles. Service on this line east of New Orleans has been suspended since 2005. From 1989 to 1995, Mobile was the southern terminus for the *Gulf Breeze* service, along an existing CSXT facility from Birmingham to Mobile via Montgomery. This service was discontinued as part of broad cost-cutting measures, but a recent ADECA study considers the feasibility of its reestablishing service between Birmingham and Montgomery, with potential extension to Mobile.

Freight Rail

Alabama’s freight rail network is composed of 3,973 freight rail miles operated by 28 Class I, II and III railroads. Railroads are classified by the Surface Transportation Board (STB) based on operating revenue threshold figures that are adjusted annually for inflation using the base year of 1991. Class I railroads represent the largest of the US railroads and account for 67 percent of the industry’s mileage, 89 percent of its employees, and 93 percent of its freight revenue. In 2012, Class I railroads were defined by annual operating revenues of at least \$452.7 million. There are seven Class I railroads nationwide, four of which have a presence in Alabama—Burlington Northern Santa Fe (BNSF), Canadian National Illinois Central (CN/IC), CSX Transportation (CSXT), and Norfolk Southern (NS). Class I rail lines account for approximately 72 percent of track mileage in Alabama. Class II railroads, also called regional railroads, typically operate over several hundred miles of track in two or three states. Class II railroads are defined by a 2012 revenue threshold of at least \$36.2 million. The Alabama & Gulf Coast Railway (AGR) is Alabama’s only Class II railroad. It accounts for approximately 8 percent of Alabama’s total track mileage. Class III railroads address local demands and frequently operate fewer than 100 miles of line. Alabama has 23 Class III railroads, which account for approximately 20 percent of total track mileage. Figure 2-1 shows the statewide rail network. Figures 2-2 through 2-5 highlight each Class I railroad and the locations served in Alabama. The Alabama Rail Directory, a companion document to the Alabama Rail Plan, provides a more detailed overview of each railroad’s operations in the state.





RAILROAD: CLASS III

- Alabama & Tennessee Railway, LLC (ATN)
- Alabama Railroad Co (ALAB)
- Alabama Southern Railroad (ABS)
- Alabama Warrior Railway (ABWR)
- Autauga Northern Railroad, LLC (AUT)
- The Bay Line Railroad, LLC (BAYL)
- Birmingham Terminal Railway (BHRR)
- Central Gulf Railway, Inc (CGR)
- Chattahoochee Bay Railroad, Inc (CHAT)
- Columbus & Chattahoochee Railroad, Inc. (CCHA)
- Conecuh Valley Railroad, LLC (COEH)
- Eastern Alabama Railway, LLC (EARY)
- Georgia Southwestern Railroad, Inc (GSWR)
- Huntsville & Madison Co RR Auth (HMCR)
- Luxapalila Valley Railroad, Inc (LXVR)
- Meridian & Bigbee Railroad, LLC (MNBR)
- Redmont Railway Co, Inc (RRC)
- Sequatchie Valley Railroad (SQVR)
- Southern Electric Railroad Co, Inc (SERX)
- Tennessee Southern Railroad Co (TSRR)
- Terminal Railway At State Docks (TASD)
- Three Notch Railway, LLC (TNHR)
- Wiregrass Central Railway, LLC (WGCR)

RAILROAD: CLASS I

- Burlington Northern Santa Fe Ry (BNSF)
- CSX Transportation, Inc (CSX)
- Canadian National Illinois Central (CN/IC)
- Norfolk Southern Corp (NS)

RAILROAD: CLASS II

- Alabama & Gulf Coast Railroad, LLC (AGR)



Figure 2-4. CSX and Its Connecting Railroads in Alabama
 Data Provided by ALDOT
 Date: November 7, 2013



RAILROAD: CLASS III

- Alabama & Tennessee Railway, LLC (ATN)
- Alabama Railroad Co (ALAB)
- Alabama Southern Railroad (ABS)
- Alabama Warrior Railway (ABWR)
- Autauga Northern Railroad, LLC (AUT)
- The Bay Line Railroad, LLC (BAYL)
- Birmingham Terminal Railway (BHRR)
- Central Gulf Railway, Inc (CGR)
- Chattahoochee Bay Railroad, Inc (CHAT)
- Columbus & Chattahoochee Railroad, Inc. (CCHA)
- Conecuh Valley Railroad, LLC (COEH)
- Eastern Alabama Railway, LLC (EARY)
- Georgia Southwestern Railroad, Inc (GSWR)
- Huntsville & Madison Co RR Auth (HMCR)
- Luxapalila Valley Railroad, Inc (LXVR)
- Meridian & Bigbee Railroad, LLC (MNBR)
- Redmont Railway Co, Inc (RRC)
- Sequatchie Valley Railroad (SQVR)
- Southern Electric Railroad Co, Inc (SERX)
- Tennessee Southern Railroad Co (TSRR)
- Terminal Railway At State Docks (TASD)
- Three Notch Railway, LLC (TNHR)
- Wiregrass Central Railway, LLC (WGCR)

RAILROAD: CLASS I

- Burlington Northern Santa Fe Ry (BNSF)
- CSX Transportation, Inc (CSX)
- Canadian National Illinois Central (CN/IC)
- Norfolk Southern Corp (NS)

RAILROAD: CLASS II

- Alabama and Gulf Coast Railroad, LLC (AGR)



Figure 2-5. NS and Its Connecting Railroads in Alabama
 Data Provided by ALDOT
 Date: November 7, 2013

2013 Alabama Rail Plan

Mergers and Acquisitions

Alabama railroads have a long history of mergers and acquisitions. This trend continues, with a number of mergers and acquisitions occurring since the 2008 Rail Plan. The most recent such acquisition impacting rail operations in Alabama was the 2012 agreement by Genesee & Wyoming, Inc. to acquire RailAmerica, Inc., thereby combining the two largest shortline and regional rail operators in North America. The acquisition brought Genesee & Wyoming's ownership of Class II and III railroads in Alabama to a total of 11, or nearly half of the Class II and III railroads currently operating in Alabama.

In many cases, mergers and acquisitions have been key to continuing service on shortline railroads. There are more than 500 North American shortline and regional freight railroads. These are small, service-focused businesses that have carved out specialized niches within the overall US rail network. In the process, they have saved thousands of miles of rail lines that were near abandonment.⁴

Approximately 29 percent of rail mileage in the US is owned, maintained and operated by non-Class I railroads. A change in the law in 1980 (The Staggers Act) revised the line sale mechanism and abandonment regulations. The effect has been to encourage the sale of lines that were identified as surplus or slated for abandonment by their Class I owner. Entrepreneurs bought hundreds of light density lines across the country. Following business plans that focus on service and lower operating costs, shortline operators have been able to make a majority of these lines efficient and productive.

Rail lines across the country made the transition from being candidates for abandonment to viable small businesses for their new owners. In the process, many thousands of miles of rail lines have been preserved and rail jobs have been saved, predominantly in rural areas. Traffic using these rails benefits the entire rail system, including the Class I railroads, by moving freight the Class II and III railroads originate or terminate. The light density network feeds traffic to the high volume trunk line core system. The operators of the new Class II and III railroads are able to efficiently and economically provide specialized, community-oriented service not practical for the Class I railroads. The communities served by these railroads keep rail services that help local businesses stay competitive.

Out-of-Service or Rail Banked Assets

Railroads continuously review their service infrastructure for efficiency and make decisions to abandon rail segments that are no longer needed. Abandoned rail segments can be sold to shortlines, rail banked to preserve them for future use, converted to multi-use trails, or remain dormant. There has been a decreasing trend in rail abandonments since the 1980s. Alabama does not have any rail banked segments at this time. Table 2-1 presents abandonments in Alabama from 2008 to 2013.

Table 2-1: Railroad Abandonments in Alabama, 2008-2013

Owner	Location (MP=Milepost)	Distance	STB Docket No.	Date Abandoned
Norfolk Southern Railway	MP 55.24-N at Fort McClellan to 61.1-N at Anniston Calhoun Co.	5.8 miles	AB-290 (Sub-No. 265X)	2/26/2008
Alabama & Florida Railway	MP 581.3 at Andalusia to 624.2 at Geneva Geneva/Coffee/ Covington Co.	42.9 miles	AB -1073X	7/15/2011

⁴ American Short Line and Regional Railroad Association

2013 Alabama Rail Plan

Owner	Location (MP=Milepost)	Distance	STB Docket No.	Date Abandoned
CSX Transportation	MP ORA-676.27 to ORA-677.79, in Hybart Monroe Co.	1.50 miles	AB-55 (Sub-No. 713X)	9/9/2011
Wiregrass Central Railway	MP 820 to 821.2, near Enterprise Coffee Co.	1.2 miles	AB-1077X	11/9/2011
Norfolk Southern Railway (Formerly Eastern Alabama Railway)	MP LAM 508.8 to LAM 509.89 Calhoun Co.	1.81 miles	AB-290 (Sub-No. 334X)	10/30/2012
Norfolk Southern Railway (Alabama Great Southern Railway)	MP 2.40 AG to 5.50 AG Etowah Co.	3.10 miles	AB-290 (Sub-No. 335X)	11/6/2012
Norfolk Southern Railway (Tennessee, Alabama and Georgia Railway)	MP TA 90.30 to TA 91.45 Etowah Co.	1.15 miles	AB 290 (Sub-No. 340X)	11/6/2012
Norfolk Southern Railway	MP 241.3 to 242.1 in Demopolis Marengo Co.	0.8 miles	AB-290 (Sub-No. 347X)	6/13/2013
Alabama Railroad	MP 655.2 (east of SR 21 at Tunnel Springs) to 662.62 (west of Main St., in Beatrice) Monroe Co.	7.42 miles	AB-463 (Sub-No. 1X)	3/1/2013
Norfolk Southern Railway (Central of Georgia Railroad Company)	MP H 411.50 to MP H 413.62 Montgomery Co.	2.12 miles	AB-290 (Sub-No. 278X)	5/14/2014

Table 2-2 lists abandonments between 1971 and 2007. The information was obtained from the 2008 *Alabama Rail Plan Update*.

Table 2-2: Railroad Abandonments in Alabama, 1971-2007

Railroad	Location (MP=Milepost)	County	Mileage	Date
SOU/SBD	City of Birmingham	Jefferson	2.27	04/19/1971
C of G	Eufaula to Union Springs	Barbour, Bullock	36.32	05/19/1972
CHV	All of Lee, part of Chambers	Chambers, Lee	18.80	12/07/1972
C of G	Lafayette to Roanoke	Chambers, Randolph	18.76	08/06/1975
SLSF	Bridge spanning Tombigbee River	Pickens	0.10	08/06/1975
ICG	Tuscaloosa to Boyles Yard	Jefferson, Tuscaloosa	60.90	12/15/1975
LN	Opp to Florala	Covington	17.70	01/15/1976
LN	Talladega to Coldwater	Talladega	17.30	08/02/1976
SOU	Atlanta Jct., GA to Piedmont, AL	Calhoun, Cherokee	14.10	11/16/1976
C of G	Clayton to Ozark	Dale, Barbour	39.00	07/27/1977
SLSF	Aliceville to Reform	Pickens	20.35	12/21/1977
LN	Fayetteville to Coosa River	Talladega	3.10	02/14/1978
LN	Coosa River to Shelby	Shelby	5.80	02/22/1978
SLSF	Cochrane to York	Pickens, Sumter	41.50	09/04/1979
SOU	Parrish to Highlevel	Walker	4.80	11/10/1979
LN	Columbiana to Calera	Shelby	16.30	03/11/1980

2013 Alabama Rail Plan

Railroad	Location (MP=Milepost)	County	Mileage	Date
BS	Dolonah Branch	Jefferson	2.50	07/26/1981
ICG	Navco Spur	Mobile	1.70	11/09/1981
LN	Readers Gap Branch	Jefferson	1.80	12/14/1981
LN	Holt Junction	Tuscaloosa	2.00	12/16/1981
SOU	Ewing to Georgia State Line	Cherokee	23.80	03/10/1982
ICG	Pratt City to Bessemer	Jefferson	10.90	07/17/1982
SOU	Goshen to Gantt	Crenshaw, Covington	30.80	09/13/1982
LN	Tacoa to Gurnee Jct.	Shelby	9.90	12/16/1982
SBD	Chetopa to Maxine	Jefferson, Walker	15.10	06/08/1983
BN	Pratt City to Bessemer	Jefferson	10.90	08/29/1983
BN	Birmingham Zone 500	Jefferson	2.40	09/04/1983
SBD	Boyles to Ruffner	Jefferson	4.20	10/03/1983
SBD	Elmore to Wetumpka	Elmore	6.38	12/27/1983
SBD	Huntsville to Tennessee State Line	Madison	22.03	12/07/1983
BN	Winfield to Brookside	Marion	8.46	12/09/1983
SBD	Geneva to Florida State Line	Geneva	11.30	01/16/1984
SBD	Monmouth to Kimberly	Jefferson	6.70	02/08/1984
SBD	Bay Minette to Foley	Baldwin	36.50	04/13/1984
SBD	Fayetteville to Gantt	Talladega	5.50	04/14/1984
SBD	Elba to Enterprise	Coffee	16.10	08/13/1984
SOU	Marion to Akron	Hale, Perry	39.00	11/11/1984
SBD	Camden to Camden Jct.	Wilcox	16.00	06/04/1985
SBD	Corduroy to Western Jct.	Monroe, Wilcox, Dallas	50.00	06/01/1985
C of G	Union Springs to Montgomery	Bullock, Montgomery	36.80	07/23/1985
M&G	Brownsville to Buhl	Tuscaloosa	11.00	07/24/1985
SBD	Anniston to Coldwater	Calhoun, Talladega	7.18	08/24/1985
SOU	Boothton to Blocton	Bibb	17.14	09/15/1985
ASR	York to Lilita	Sumter	10.30	10/28/1985
ICG	Tuscaloosa to Maplesville	Tuscaloosa, Bibb, Chilton	50.00	12/09/1985
C of G	White Oak to Clayton	Barbour	6.10	02/28/1986
BN	Thomas Jct. to 18 th Street	Jefferson	5.15	03/20/1986
SBD	Athens to Tennessee State Line	Limestone	10.20	04/12/1986
SBD	Mahrt to Eastmont	Montgomery, Macon, Russell	71.95	04/20/1986
SBD	End of line at Monroeville	Monroe	1.46	08/13/1986
SC	Lilita to Bellamy	Sumter	3.10	08/15/1986
SOU	Ensley Jct. to Valley Creek Jct.	Jefferson	5.60	11/13/1987
CSXT	Chetopa to Vulcan	Jefferson	3.92	11/05/1987
A&C	Andalusia to Gantt	Covington	8.00	12/04/1987
CSXT	Lockart to Florida State Line	Covington	2.50	12/09/1987
SOU	Marion Jct. to Marion	Dallas, Perry	13.80	12/21/1987

2013 Alabama Rail Plan

Railroad	Location (MP=Milepost)	County	Mileage	Date
SOU	Gadsden to Ewing	Cherokee, Etowah	18.30	02/04/1988
CSXT	Parkwood to Bessemer	Jefferson	6.00	04/15/1988
CSXT	Wellington to Maxwellborn	Calhoun	12.70	06/22/1988
SOU	Sheffield to Florence	Colbert	3.90	08/12/1988
SOU	Isbell to Rockwood	Franklin	2.63	09/26/1988
CSXT	Birmingham	Jefferson	2.90	11/06/1988
C of G	Hurtsboro to Troy	Russell, Bullock, Pike	45.96	03/08/1989
SOU	Jacksonville to Piedmont	Calhoun	14.00	02/19/1989
C of G	Lafayette to Roanoke	Randolph, Chambers	18.18	01/28/1989
AF	Opp & Geneva	Covington, Geneva	1.70	01/24/1989
SOU	Gurnee Jct. to Boothton	Bibb	3.02	01/16/1989
CSXT	Maxwellborn to Georgia State Line	Calhoun, Cleburne	28.65	01/13/1989
C of G	Eufaula to Union Springs	Barbour, Bullock	35.70	06/25/1989
BN	Dora to Debardeleben	Walker	9.40	03/27/1989
C of G	Central Junction to McCombs	Jefferson	5.31	10/13/1989
NS	Vulco to Blocton	Bibb	5.10	12/31/1999
NS	Piedmont to Georgia State Line	Calhoun, Cherokee	11.00	05/23/1990
CSXT	Beatrice to Hybart	Monroe	13.96	05/24/1990
CHV	Entire Line	Chambers	9.23	11/20/1991
HS	Taylor to Hartford	Houston, Geneva	16.00	04/29/1992
SR	Whistler to Mississippi State Line	Mobile, Washington	58.00	05/25/1992
WGRC	MP 821 to end of line	Coffee	2.00	07/10/1992
EARY	MP 507.73 to MP 508.1, and MP 511.7 to MP 522.79	Calhoun	12.66	10/01/1992
EARY	MP 508.1 to MP 511.7 Service only	Calhoun	2.40	10/01/1992
NS	MP 571.0 to MP IC-604.0	Franklin, Marion, Winston	33.0	12/1992
BNSF	Boligee to York, and York to Bucks	Greene, Sumter, Choctaw, Washington, Mobile	150.7	08/25/1993
BNSF	ES 0.00 N to ES 58+98N, and ES 0+00 STO to ES 103+53S	(Record incomplete)	3.08	11/1993
NS	Burstall to Rat Valley Creek Jct.	Jefferson	2.20	08/1994
NS	Jacksonville to Fort McClellan	Calhoun	7.10	08/1995
ALAB	Beatrice to Corduroy	Escambia, Monroe	3.68	11/1995
CSXT	MP 968.3 to MP 967.4 in Parkwood	Jefferson	0.90	07/1996
NS	Covin to Belk	Fayette	22.10	12/29/1997
BS	MP 146+97 to end of line	Jefferson	3.84	12/1997
CSXT	Near Athens	Limestone	0.56	11/30/2001
PBRR	Hurtsboro to Nuckols	Russell, Bullock, Macon	25.00	06/22/2002
CN/IC	MP 3.367 to MP 4.70 in Prichard	Mobile	1.03	01/16/2004
PBRR	Roanoke Jct. to Lafayette	Chambers, Lee	17.4	01/21/2004
NS	Fort McClellan to Anniston	Calhoun	5.80	01/2006

2013 Alabama Rail Plan

Railroad	Location (MP=Milepost)	County	Mileage	Date
CSXT	Black Creek to West Jefferson	Jefferson	16.47	10/16/2006
BS	Old Port Branch to Ergon Terminaling Inc.'s rail line	Jefferson	0.18	01/29/2007
GSWR	MP 334.46 to MP 339.00 in Eufaula	Barbour	4.54	04/25/2007

Source: 2008 Alabama Rail Plan Update

OVERVIEW OF EXISTING RAIL TRAFFIC

Rail traffic in Alabama was analyzed using the US Surface Transportation Board Rail Waybill Sample for 2011. Table 2-3 provides a summary of Alabama traffic flows for 2011.

Table 2-3: Alabama Tonnage Flows, 2011

From	To	Tons	Percent
Alabama	Out of State	26,366,641	15.9
Out of State	Alabama	36,478,988	22.1
Alabama	Alabama	13,392,231	8.1
Out of State	Out of State	89,044,155	53.9
TOTAL		165,282,015	100.0

Source: US Surface Transportation Board, Rail Waybill Sample, 2011

Total rail traffic that originated in Alabama for 2011 amounted to 26,366,641 tons. The top 8 commodity shipments originating in Alabama were: primary metal products, non-metallic minerals, pulp/paper, chemicals, clay, miscellaneous mixed shipments, transportation equipment, and lumber/wood products.

Traffic terminating in Alabama totaled 36,478,988 tons. The top 8 commodity shipments terminating in Alabama were: coal, farm products, metallic ores, chemicals, waste scrap, primary metal products, food products, and miscellaneous mixed shipments. Table 2-4 provides the tonnage and relative percentage of total traffic for the top eight originated and terminated commodities.

2013 Alabama Rail Plan

Table 2-4: Alabama Rail Traffic—Top 8 Originated and Terminated Commodities, 2011

Originated			Terminated		
Freight	Tonnage	% of Total	Freight	Tonnage	% of Total
33-Primary Metal Products	5,154,904	19.6	11-Coal	17,627,117	48.3
14-Non-Metallic Minerals	5,006,180	19.0	1-Farm Products	3,696,855	10.1
26-Pulp, Paper	4,252,980	16.1	10-Metallic Ores	2,672,268	7.3
28-Chemicals	3,582,948	13.6	28-Chemicals	2,481,590	6.8
32-Clay	1,839,500	7.0	40-Waste Scrap	2,142,164	5.9
46-Misc. Mixed Shipments	1,270,240	4.8	33-Primary Metal Products	1,701,580	4.7
37-Transportation Equipment	1,180,093	4.5	20-Food Products	1,522,728	4.2
24-Lumber and Wood Products	1,139,236	4.3	46-Misc. Mixed Shipments	1,059,520	2.9

NOTE: Flows internal to Alabama are not included.

Source: US Surface Transportation Board, Rail Waybill Sample, 2011

Intrastate traffic is that which begins and ends in Alabama. A total of 13,392,231 tons of freight originated and terminated in Alabama. The top 8 commodity shipments originating and terminating in Alabama were: coal, chemicals, non-metallic minerals, printed products, articles of base metal, miscellaneous manufactured products, clay, and transportation equipment.

Traffic that travels through Alabama without either originating or terminating in the state is called overhead traffic. A total of 89,044,155 tons of overhead freight passed through Alabama in 2011. Alabama's top 8 overhead commodity shipments were: coal, chemicals, miscellaneous mixed shipments, food products, pulp/paper, farm products, primary metal products, and petroleum. Table 2-5 provides the tonnage and relative percentage of total traffic for the top eight intrastate and overhead commodities.

2013 Alabama Rail Plan

Table 2-5: Alabama Rail Traffic—Top 8 Intrastate and Overhead Commodities, 2011

Intrastate			Overhead		
Freight	Tonnage	% of Total	Freight	Tonnage	% of Total
11-Coal	9,279,155	69.3	11-Coal	25,781,834	28.9
28-Chemicals	872,992	6.5	28-Chemicals	19,051,748	21.4
14-Non-Metallic Minerals	691,940	5.2	46-Misc. Mixed Shipments	7,949,784	8.9
29-Printed Products	659,736	4.9	20-Food Products	7,492,518	8.4
33-Articles of Base Metal	443,512	3.3	26-Pulp, Paper	5,496,116	6.2
40-Misc. Manufactured Products	422,576	3.2	1-Farm Products	4,764,482	5.4
32-Clay	295,880	2.2	33-Primary Metal Products	4,585,197	5.1
37-Transportation Equipment	198,692	1.5	29-Petroleum	3,383,512	3.8

Source: US Surface Transportation Board, Rail Waybill Sample, 2011

Coal continues to be a dominant freight staple for Alabama rail traffic, comprising 69 percent of total intrastate traffic. Coal also accounts for 48 percent of rail traffic terminating in Alabama and 29 percent of overhead traffic. Much of the coal activity is found in and around the mines in Birmingham, serving electric utility plants, and at McDuffie Terminal at the Port of Mobile.

Overhead traffic comprises 54 percent of total tonnage using Alabama rails. Much of this traffic is intermodal containers and trailers traveling between Tennessee-Georgia, Illinois-Florida, and Kentucky-Florida. A review of overhead traffic volumes shows concentrations in NS's Atlanta-New Orleans corridor and in northeast Alabama where CSXT has a 10-mile corridor that connects Nashville and Atlanta. Table 2-6 shows principal overhead traffic flow routes.

Table 2-6: Principal Overhead Traffic Flows through Alabama, 2011

Origin / Destination of Overhead Traffic through Alabama	Net Tons
LA, TX and FL, GA, SC, NC, VA	10,344,320
OH, IN, MI, IL, WI, MO, IA, MN and LA, TX, MS, TN, GA, FL	15,859,805
KY, TN and GA, FL	21,198,968
CA, OR, WA and FL, GA, SC, NC, VA	2,760,264

Source: US Surface Transportation Board, Rail Waybill Sample, 2011

2013 Alabama Rail Plan

Figures 2-6 and 2-7 illustrate total tons by state of origin/destination for Alabama imports/exports for year 2011, respectively.

Figure 2-6: State of Origin for Alabama Imports, Total Tons, 2011

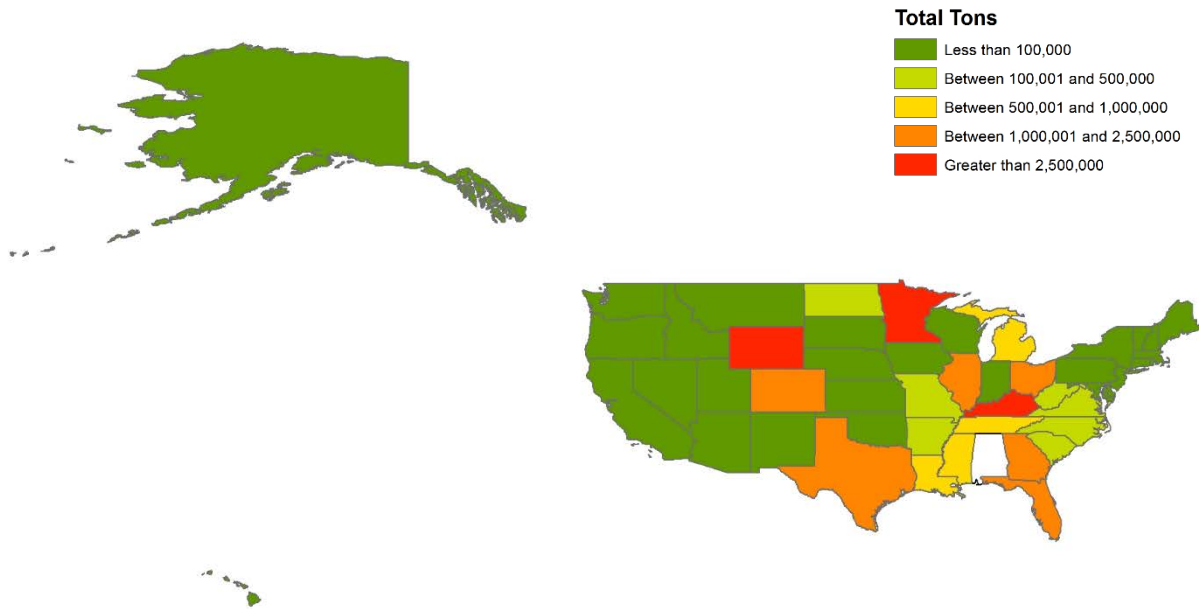
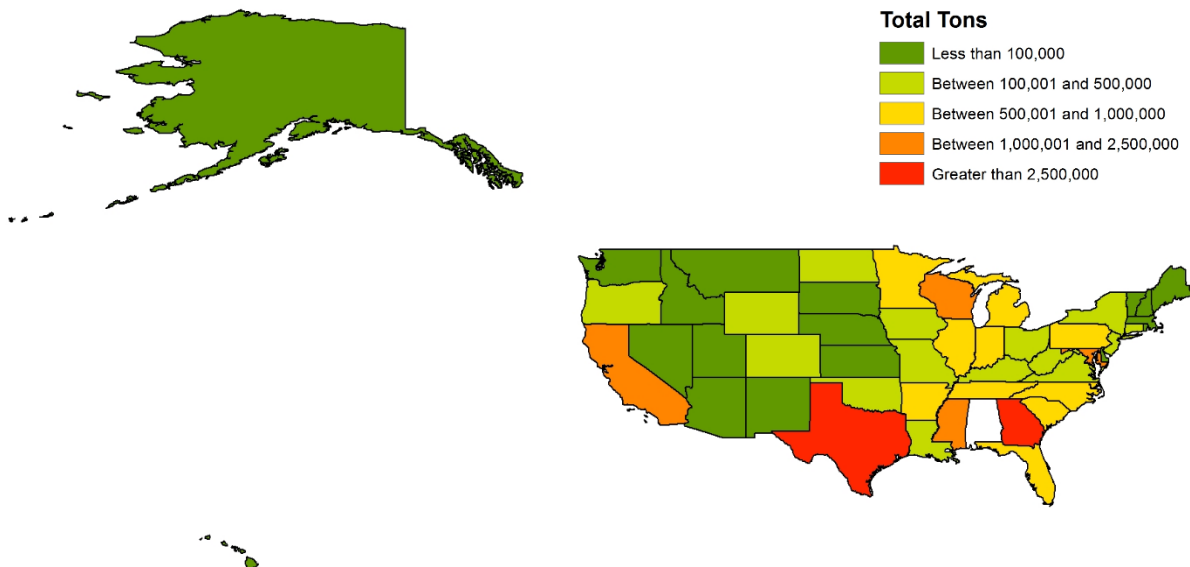


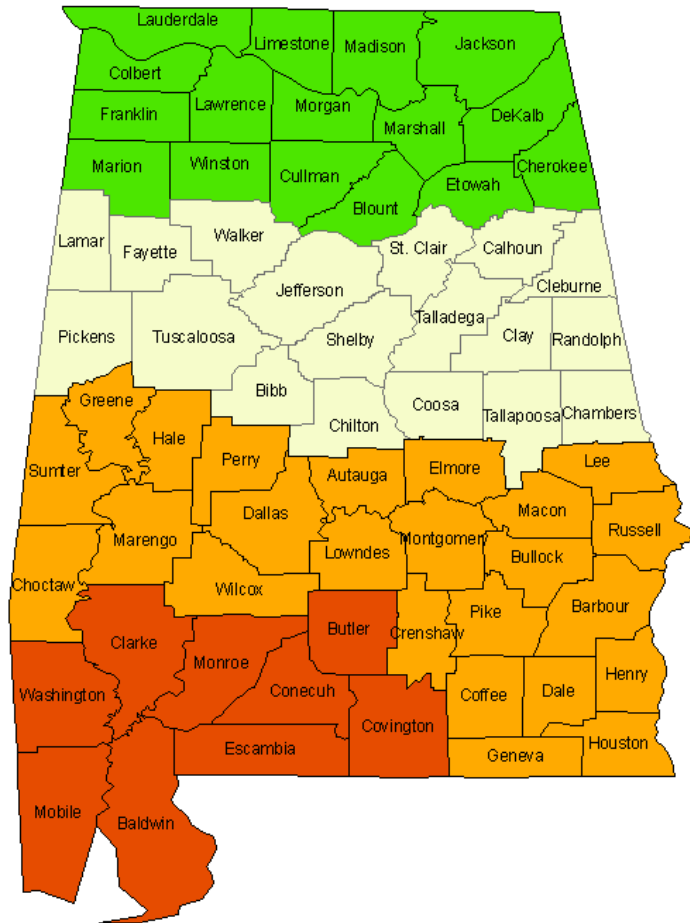
Figure 2-7: State of Destination for Alabama Exports, Total Tons, 2011



2013 Alabama Rail Plan

Table 2-7 identifies import and export tons for 2011 by area of the state.

Table 2-7: Import/Export Tons by Area of the State, 2011



Area of Alabama	Import Tons 2011	Export Tons 2011
North	5,642,989	3,864,420
North Central	28,046,130	23,218,552
South	3,097,683	6,077,189
Gulf Coast	13,084,417	6,598,711

2013 Alabama Rail Plan

RAIL TRAFFIC DENSITY

Traffic density for different segments of track was developed to provide a visual reference regarding the amount of freight moving on the rail system in Alabama. The values for each section of track were derived from the Waybill Sample data and assigned to the track using a manual routing technique. This technique examined the origin/destination locations, divided by track owner, at the state level for pass-through freight. The Waybill Sample data was then entered into Microsoft Excel for analysis by state of origin, state of destination, and total tons moved. Additionally, because rail movements are constrained by track, the data could be filtered by railroad owner. To assist in the process, a map of the states surrounding Alabama and the Class I railroads was employed to determine the most likely track being used for interstate rail movement.

As this process assumed the most likely route for the freight based on the specific railroad's track location and connectivity, potential inaccuracies in the output exist. An example of the error created by the manual process would be a minor movement involving a few rail cars shipping from Florida to Arkansas. Although the direct route from Florida to Arkansas was assumed, those few rail cars may actually have been shipped first into Georgia to be added to another train heading to Arkansas. The end result is that its tonnage was assigned to a different track when passing through Alabama. By displaying the freight tonnage in wide ranges, the impact of such inaccuracies has been minimized.

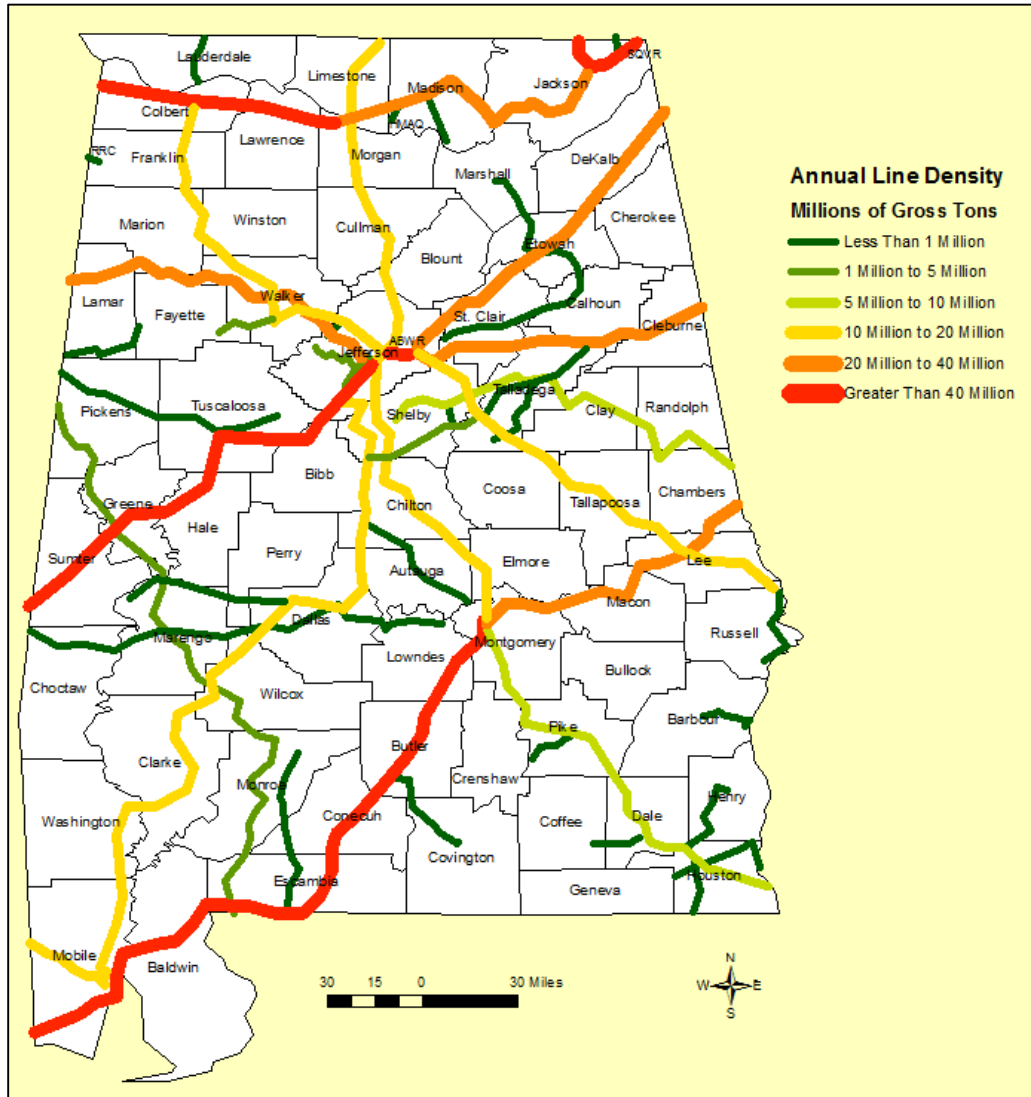
When examining the tonnage that originated and/or terminated in Alabama, the county designation (FIPS code) was used to determine the origin and destination locations. As previously, the process examined the most likely route between origin and destination, based on the owner of the track recording the movement. Again, possible errors in the process exist, but the output ranges help negate individual movement errors.

The result of this process—annual gross tons moved on the railroads within Alabama—is shown in Figure 2-8. As can be seen from the map, the four major sections of track with respect to tonnage are:

- CSXT line in the northeast corner of Alabama, where the track between Nashville and Atlanta dips into Alabama
- NS line in northwest Alabama from the Mississippi state line to Morgan County
- NS line in west central Alabama from Birmingham to Mississippi
- CSXT line from Montgomery to Mississippi via Mobile

2013 Alabama Rail Plan

Figure 2-8: Rail Freight Traffic Density in Alabama, 2011



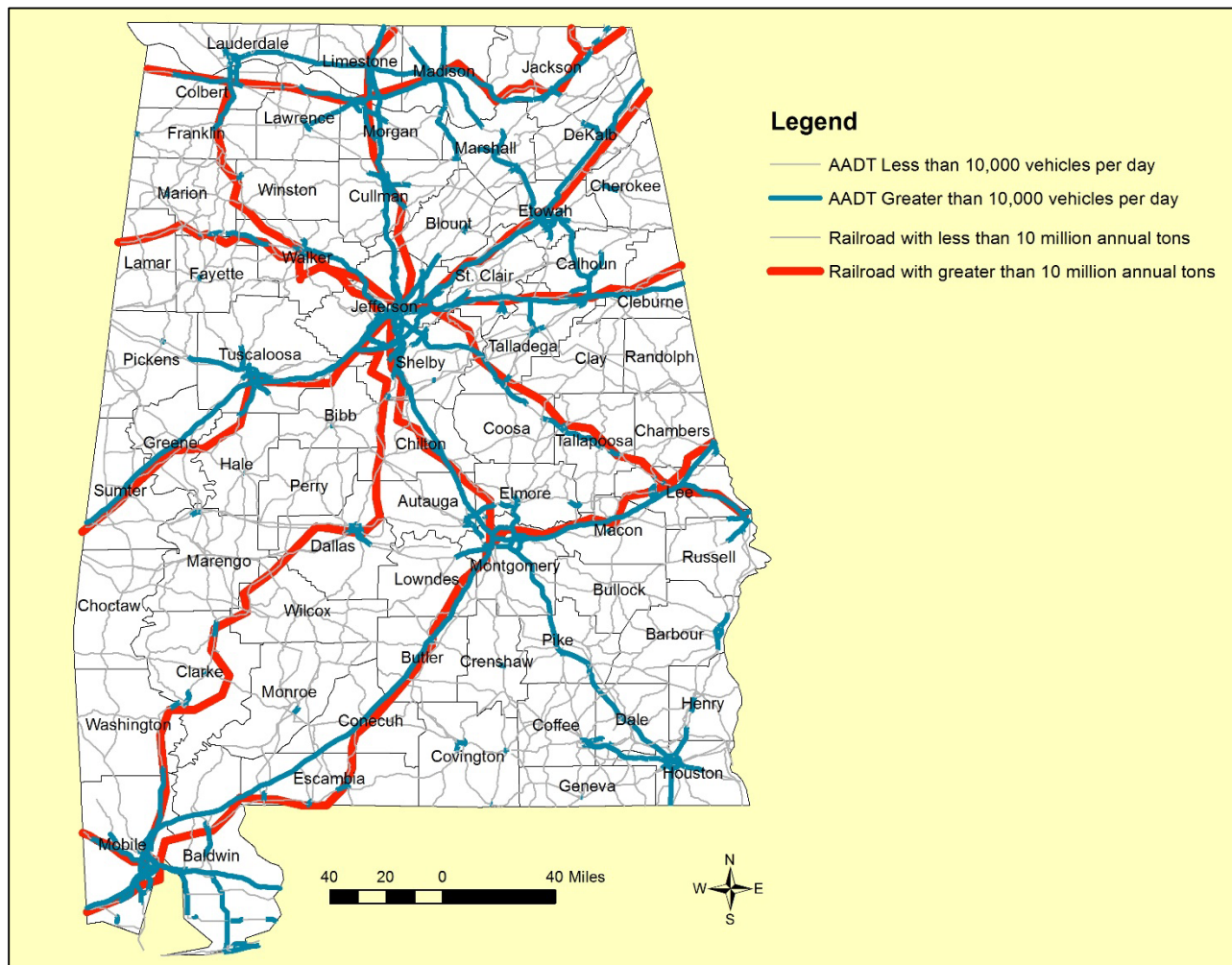
Source: Developed from US Surface Transportation Board, Rail Waybill Sample, 2011

NOTE: Rail line locations are approximated.

2013 Alabama Rail Plan

One interesting use of line density information involves an examination of rail line density compared to Annual Average Daily Traffic (AADT) on the highway system. Figure 2-9 overlays higher volume rail lines with the highest volume highways in Alabama. Pinpointing locations within corridors where high volume roadways and high tonnage railroads intersect or parallel each other could facilitate ALDOT's identification of locations which may warrant closer monitoring. At these locations in particular, grade separation bridges and at-grade crossings should remain in good repair/condition because any incident would likely disrupt both rail and roadway traffic, resulting in significant negative impact to goods and people movement. A similarly useful comparison would overlay high volume rail lines against hurricane evacuation routes in coastal Alabama.

Figure 2-9: High Volume Rail Lines and Highways in Alabama



Source: Developed from US Surface Transportation Board, Rail Waybill Sample, 2011

NOTE: Rail line locations are approximated.

2013 Alabama Rail Plan

INTERMODAL CONNECTIONS

Each transportation mode has its strengths and role in facilitating mobility. The interaction of the modes occurs at intermodal connections that facilitate the interaction of modes and the opportunity to benefit from each in getting freight to market on time and economically. Intermodal facilities are located in Birmingham, Mobile, Montgomery, and Huntsville.

- Port of Mobile (Alabama State Port Authority)—Owned and operated by the Port of Mobile, the port handles bulk and general cargo such as coal, liquid bulk, forest products, iron and steel products. The 4,000 acre complex includes McDuffie Island and Choctaw Point. In FY 2012 this facility handled approximately 133,000 revenue rail cars.
- Port of Huntsville (International Intermodal Center)—Comprised of the Huntsville International Airport, the International Intermodal Center and the Jetplex Industrial Park, the International Intermodal Center located in the Port of Huntsville Global Logistics Park provides a single hub location specializing in receiving, transferring, storing, and distributing international and domestic cargo via air, rail, and highway.
- Norfolk Southern's Birmingham Regional Intermodal Facility—Located in McCalla, the \$97.5 million facility was opened in 2012 on a 316-acre site adjacent to the Jefferson Metropolitan Park. The facility is a critical component of NS's multi-state Crescent Corridor initiative to establish an efficient, high-capacity intermodal freight rail route between the Gulf Coast and the Northeast.
- BNSF's Finley Boulevard Yard—Finley Boulevard yard in Birmingham is an important part of the BNSF intermodal network handling freight for the Southeast region. BNSF's business strategy includes alliances with shortline railroads that can serve any of three roles: connections with industrial centers; switching customers and interchanging revenue traffic with Class I railroads; or operate a switching or terminal service transferring cars between railroads or group of facilities.⁵
- CSXT's Boyles Yard—This major rail yard for CSXT located in Birmingham offers TRANSFLO terminal services, providing logistics management of rail shipments nationwide.
- CSXT's Central Alabama Intermodal Container Transfer Facility (CAICTF)—This intermodal container transfer facility is located approximately 15 miles southwest of Birmingham in Bessemer, with service to international customers between CAICTF and the ports of Charleston and Savannah.

Intermodal facilities are discussed in more detail in Chapter 1 as part of the regional planning programs.

PASSENGER RAIL OBJECTIVES

Alabama has long had an interest in rail passenger service. Alabama's continued involvement in the Southern Rail Commission (SRC) reflects the desire of many to restore the passenger rail service along the Gulf Coast that was interrupted by Hurricane Katrina in 2005, as well as to establish high speed and other passenger rail service in key corridors. In pursuit of this goal, the SRC has completed two major Railroad Corridor Transportation Plans following FRA's guidance for incremental implementation of service. The plans cover the Mobile to New Orleans and Lake Charles to Meridian routes.

⁵ "Shortline Connection a Long-Term BNSF Strategy," *Railway: The Employee Magazine of Team BNSF*, Winter 2013

2013 Alabama Rail Plan

The mission of the SRC includes supporting Departments of Transportation, engaging local governments, encouraging additional states to join the Commission alliance (specifically Texas, Florida and Georgia), and pursuing funding for the planning and implementation of rail passenger service along the Gulf Coast.

Other potential corridors in Alabama for future passenger rail include:

- Birmingham-Montgomery-Mobile
- Atlanta-Birmingham-New Orleans
- Birmingham-Nashville
- Birmingham-Chattanooga
- New Orleans-Mobile-Jacksonville-Orlando-Miami

Ongoing capital projects that support passenger rail expansion in Alabama include the Birmingham and Anniston intermodal stations. Through its Great American Stations program, Amtrak helps communities discover and develop the economic power of America's train stations. Amtrak established the Great American Stations Project in 2006 to educate communities on the benefits of redeveloping train stations, offer tools to community leaders to preserve their stations, and provide the appropriate Amtrak resources.⁶ In addition, federal funding through FHWA is competitively awarded under the Transportation Alternatives Program (TAP), the MAP-21 replacement for the former Transportation Enhancement (TE) Program. One of the types of projects eligible to receive TAP funding (and previously TE funding) is the historic preservation and rehabilitation of historic transportation facilities.

PUBLIC FINANCING

Alabama has not designated public capital and operating funding sources for railroad projects. The State has encouraged private associations and groups to become involved in the rail programs. To date, private funding for rail has not had great success.

At the federal level, FRA supports passenger and freight railroading through a variety of competitive grant, dedicated grant, and loan programs. One of the competitive discretionary programs is the High-Speed Intercity Passenger Rail Program (HSIPR), through which the previously mentioned Birmingham-Montgomery and Birmingham-Atlanta feasibility studies were funded. A popular loan program is the Railroad Rehabilitation & Improvement Financing (RRIF) program, which provides direct loans and loan guarantees to finance development of railroad infrastructure, with approximately 20 percent of the available funding reserved for projects benefiting freight railroads other than Class I carriers. Eligible borrowers include railroads, state and local governments, government-sponsored authorities and corporations, joint ventures that include at least one railroad, and limited option freight shippers who intend to construct a new rail connection. Alabama does not currently have any RRIF loan activity.

SAFETY AND SECURITY

The primary ongoing program administered by ALDOT to improve the safety and security of rail transportation is the Section 130 program, which is intended for the elimination of hazards at railway-highway crossings. Section 130 funds are allocated to ALDOT as the authorized recipient of federal transportation funds. According to FHWA data, Alabama has 2,744 public railway/highway crossings and its federal funding set-aside under the Section 130 program totaled \$4.5 million in FY 2013.

⁶ Amtrak, www.greatamericanstations.com

2013 Alabama Rail Plan

To increase safety at public rail/highway grade crossings, the federal Train Horn Rule (49 CFR Part 222) requires locomotive engineers to sound train horns at least 15 seconds, and no more than 20 seconds, in advance of all public grade crossings. The final rule also provides an opportunity for localities to mitigate the effects of train horn noise by establishing “Quiet Zones.” In a Quiet Zone, railroads are directed to cease the routine sounding of horns when approaching public highway-rail grade crossings (although train horns may still be used in emergency situations or to comply with other federal regulations or railroad operating rules). Localities desiring to establish a Quiet Zone are first required to mitigate the increased risk caused by the absence of a horn. Alabama currently has three Quiet Zones—Vine Street in Decatur (NS line), Shelton Road in Madison (NS line), and Government Street, Dauphin Street, Monroe Street and Eslava Street in Mobile (CSXT line).

In addition to ALDOT’s role in railroad safety, the Alabama Public Service Commission (PSC) enforces federal safety regulations under terms of 49CFR, Part 212, State Participation. Since 1975 the PSC has had certified inspectors in both track and motive power/equipment disciplines.

Privately, the national non-profit Operation Lifesaver supports the efforts of states to raise awareness of highway-rail grade crossing safety issues. Originally started in 1972 as a six-week public awareness educational campaign in Idaho and created as a national non-profit in 1986, Operation Lifesaver’s free rail safety education programs are co-sponsored by federal, state and local government agencies, highway safety organizations and America's railroads. Programs promote the three E's - education, enforcement and engineering - to keep people safe around the tracks and railway crossings. ALDOT contributes \$50,000 annually to Operation Lifesaver for its rail safety initiatives in Alabama. More information on the organization and its activities can be found at www.oli.org.

Rail security, particularly as it affects national security, involves ongoing coordination between federal agencies such as FRA and the Department of Homeland Security with State/local law enforcement and emergency management personnel. Much of that information is not available for the general public for security reasons.

ECONOMIC AND ENVIRONMENTAL IMPACTS

The railroad industry’s contributions to the economic and environmental well-being of Alabama are numerous. The industry employs over 3,600 workers in Alabama, with average wages and benefits estimated at \$104,670 per year. Retired railroad beneficiaries in the state are estimated at 9,262, with railroad retirement benefits paid estimated to be \$176 million.⁷ The Association of American Railroads (AAR) estimates that nationwide each freight rail job supports 4.5 jobs elsewhere in the economy.

In 2012, America’s railroads moved a ton of freight an average of 476 miles on one gallon of fuel, which is equivalent to traveling between Birmingham and Indianapolis. On average, railroads are four times more fuel efficient than trucks and one train can carry as much freight as several hundred trucks, resulting in reduced greenhouse gas emissions. The AAR estimates that it would have taken approximately 9 million additional trucks to transport the 162.4 million tons of freight that originated in, terminated in or moved through Alabama by rail in 2011.⁸

⁷ “Freight Railroads in Alabama: Rail Fast Facts for 2011,” Association of American Railroads

⁸ Ibid

CHAPTER 3—TRENDS AND FORECASTS

The future of rail transportation in Alabama is projected in the Freight Analysis Framework Version 3 (FAF3) available from the USDOT. The data contain tons of freight moved by commodity for multiple years; this study uses 2011 and 2040 for comparison purposes. The data is presented in FAF zones or by state and is available for total flows, domestic flows and international flows. This chapter of the report provides details regarding the rail flows for the state of Alabama using these levels of analysis. The chapter begins by examining total flows, imports and exports for Alabama, and then continues to examine domestic flows and finally international flows. The end of the chapter presents a summary of the projection data. It should be noted that a slight difference in values for 2011 tons exists between Chapter 3 and Chapter 2 due to the different data sources used (FAF3 versus US Surface Transportation Board Rail Waybill Sample). It was decided to utilize FAF3 in Chapter 3 to provide consistency between the 2011 and 2040 data because only the FAF3 database contains a projection for 2040.

TOTAL FLOWS

The FAF3 database was used to examine the total flows for future years 2015 to 2040 in five-year increments. Table 3-1 provides the total rail tonnage associated with Alabama for internal (starts and ends in Alabama), imported (destination is in Alabama) and exported (originates in Alabama) shipments.

Table 3-1: Alabama Total Rail Movements in Tons by Year

Year	Internal Tons	Imported Tons	Exported Tons
2015	28,108,230	27,310,650	27,310,680
2020	30,015,890	31,794,050	31,224,360
2025	30,485,790	34,314,030	31,456,420
2030	30,475,290	35,097,340	31,012,630
2035	32,035,830	35,761,310	31,004,620
2040	34,519,380	31,977,920	36,859,290

Source: USDOT Freight Analysis Framework Version 3

Table 3-2 presents the geographic distribution of rail movement associated with any tonnage that either originates or terminates in Alabama. International crossings are contained in the data so that a shipment bound for Mexico through Texas will be associated with Texas as the destination. The states that provide the highest tonnage imported into Alabama are Kentucky, Minnesota and Wyoming. The states that represent the greatest destination locations for rail freight that originates in Alabama are Georgia and Texas. It is important to note that both the tons imported to Alabama from Alabama and the tons exported from Alabama to Alabama are equivalent to the total tons shipped internal to Alabama. Although the total amount of tons shipped remains the same in both instances, its relative percentage of total imports or exports varies due to the difference in total tons imported or exported.

Table 3-2: Rail Imports to Alabama and Exports from Alabama by State, 2040

State	Import Tons	Import Percent	Export Tons	Export Percent
Alabama	34,519,380	51.9	34,519,380	48.4
<i>Note: Imports/exports from/to Alabama equals total internal tons for Alabama.</i>				
Arizona	0	0.0	176,360	0.2
Arkansas	420,670	0.6	946,860	1.3
California	89,310	0.1	2,052,640	2.9

2013 Alabama Rail Plan

State	Import Tons	Import Percent	Export Tons	Export Percent
Colorado	88,830	0.1	366,920	0.5
Connecticut	0	0.0	149,760	0.2
Delaware	0	0.0	47,110	0.1
Florida	2,483,150	3.7	1,545,860	2.2
Georgia	1,428,480	2.1	5,024,610	7.0
Idaho	40,850	0.1	10,860	0.0
Illinois	2,464,430	3.7	878,770	1.2
Indiana	838,990	1.3	816,060	1.1
Iowa	46,220	0.1	294,400	0.4
Kansas	266,160	0.4	52,950	0.1
Kentucky	5,825,410	8.8	289,830	0.4
Louisiana	1,226,410	1.8	783,370	1.1
Maine	25,640	0.0	14,010	0.0
Maryland	37,490	0.1	723,630	1.0
Massachusetts	840	0.0	86,010	0.1
Michigan	767,600	1.2	1,309,040	1.8
Minnesota	5,258,510	7.9	1,039,370	1.5
Mississippi	244,140	0.4	1,881,470	2.6
Missouri	174,010	0.3	297,190	0.4
Montana	101,900	0.2	1,800	0.0
Nebraska	0	0.0	55,080	0.1
New Hampshire	260	0.0	2,570	0.0
New Jersey	0	0.0	317,470	0.4
New Mexico	20	0.0	1,170	0.0
New York	15,360	0.0	1,122,930	1.6
North Carolina	191,110	0.3	1,067,520	1.5
North Dakota	474,100	0.7	978,060	1.4
Ohio	1,159,660	1.7	311,630	0.4
Oklahoma	76,760	0.1	248,430	0.3
Oregon	29,830	0.0	266,940	0.4
Pennsylvania	37,680	0.1	1,201,220	1.7
Rhode Island	0	0.0	780	0.0
South Carolina	812,010	1.2	1,388,280	1.9
South Dakota	0	0.0	1,250	0.0
Tennessee	1,139,950	1.7	1,631,860	2.3
Texas	1,770,410	2.7	5,863,520	8.2
Utah	0	0.0	116,250	0.2
Vermont	90	0.0	0	0.0
Virginia	109,220	0.2	463,240	0.6
Washington	174,870	0.3	6,860	0.0
West Virginia	46,010	0.1	296,970	0.4
Wisconsin	156,490	0.2	2,546,490	3.6
Wyoming	3,955,050	5.9	181,880	0.3

Source: USDOT Freight Analysis Framework Version 3

2013 Alabama Rail Plan

Figures 3-1 and 3-2 illustrate total tons by state of origin/destination for Alabama imports/exports for year 2040, respectively.

Figure 3-1: State of Origin for Alabama Imports, Total Tons, 2040

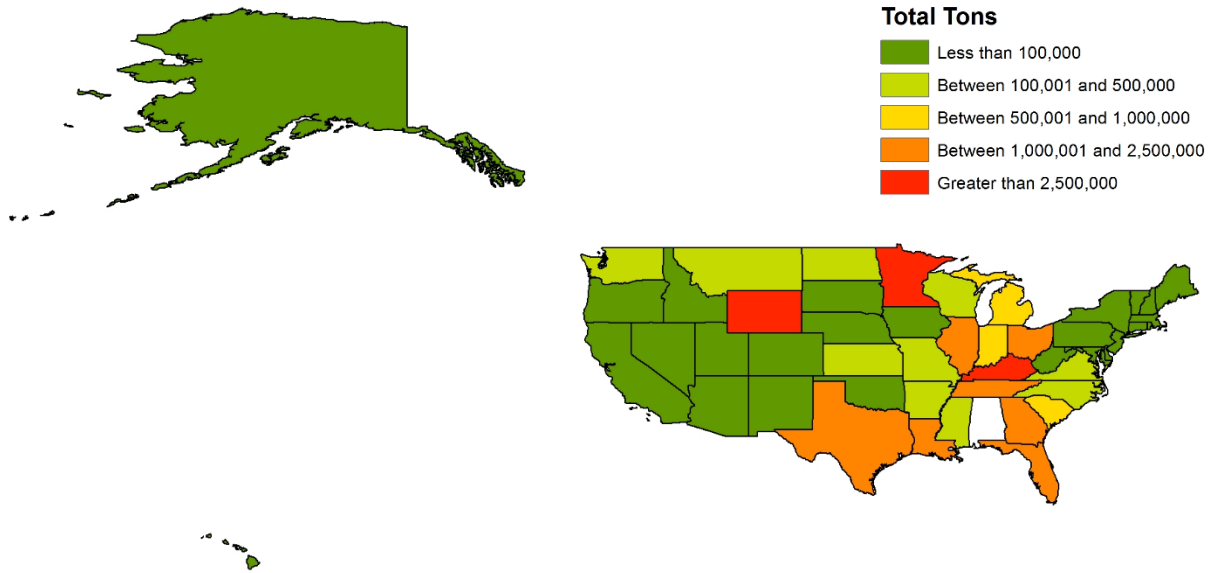
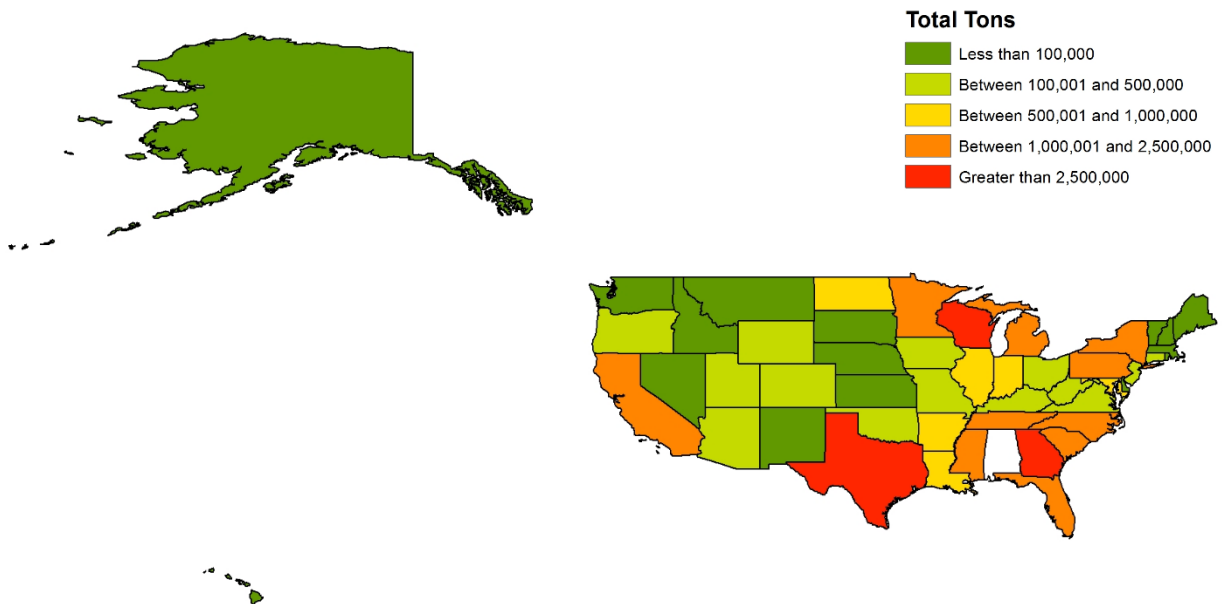


Figure 3-2: State of Destination for Alabama Exports, Total Tons, 2040



2013 Alabama Rail Plan

Examining the commodities projected to be moved by rail in 2040, coal is identified as the dominate commodity, as shown in Table 3-3. For imports, implying the destination is Alabama regardless of origin, almost 60 percent of the rail traffic is coal. The other key import commodities are metallic ores and waste/scrap. For exports, implying the origin is Alabama regardless of destination, over 40 percent of the rail traffic is coal. The other key export commodities are gravel, base metals and basic chemicals. Because values are presented regardless of state of origin or destination, internal tons are factored in.

Table 3-3: Rail Imports and Exports by Commodity, 2040

Commodity Imported	Tons Imported	Percent	Commodity Exported	Tons Exported	Percent
Coal	39,834,560	59.9	Coal	30,262,900	42.4
Metallic ores	4,151,520	6.2	Gravel	10,530,380	14.8
Waste/scrap	2,878,750	4.3	Base metals	6,663,120	9.3
Basic chemicals	2,296,780	3.5	Basic chemicals	6,579,180	9.2
Gravel	2,174,550	3.3	Newsprint/paper	3,869,300	5.4
Cereal grains	1,819,730	2.7	Nonmetal min. prods.	2,037,270	2.9
Nonmetallic minerals	1,723,600	2.6	Waste/scrap	1,910,250	2.7
Plastics/rubber	1,616,980	2.4	Wood products	1,693,260	2.4
Newsprint/paper	1,553,800	2.3	Nonmetallic minerals	1,670,950	2.3
Fertilizers	1,300,330	2.0	Coal-n.e.c. ¹	1,614,800	2.3
Base metals	1,237,090	1.9	Metallic ores	1,492,000	2.1
Other ag products	997,990	1.5	Articles-base metal	707,750	1.0
Coal-n.e.c. ¹	997,110	1.5	Chemical products	689,010	1.0
Animal feed	897,960	1.4	Other ag products	563,830	0.8
Wood products	574,040	0.9	Paper articles	479,980	0.7
Nonmetal min. prods.	502,470	0.8	Plastics/rubber	290,060	0.4
Milled grain products	335,610	0.5	Motorized vehicles	135,430	0.2
Natural sands	323,750	0.5	Logs	47,070	0.1
Other foodstuffs	321,070	0.5	Unknown	41,470	0.1
Chemical products	244,500	0.4	Fertilizers	39,220	0.1
Articles-base metal	140,750	0.2	Crude petroleum	15,130	0.0
Motorized vehicles	133,200	0.2	Other foodstuffs	10,810	0.0
Paper articles	118,190	0.2	Misc. mfg. products	9,180	0.0
Fuel oils	103,940	0.2	Animal feed	7,110	0.0
Furniture	44,940	0.1	Transport equipment	4,000	0.0
Logs	43,060	0.1	Precision instruments	3,670	0.0
Unknown	41,460	0.1	Gasoline	2,410	0.0
Electronics	20,540	0.0	Machinery	2,210	0.0
Machinery	17,030	0.0	Furniture	2,180	0.0
Textiles/leather	16,370	0.0	Alcoholic beverages	1,750	0.0
Mixed freight	14,360	0.0	Mixed freight	950	0.0
Alcoholic beverages	8,370	0.0	Electronics	800	0.0
Transport equipment	5,920	0.0	Printed products	350	0.0
Gasoline	2,420	0.0	Building stone	240	0.0
Printed products	1,160	0.0	Milled grain products	220	0.0

2013 Alabama Rail Plan

Commodity Imported	Tons Imported	Percent	Commodity Exported	Tons Exported	Percent
Crude petroleum	1,120	0.0	Cereal grains	210	0.0
Building stone	930	0.0	Textiles/leather	170	0.0
Misc. mfg. products	830	0.0	Live animals/fish	30	0.0
Meat/seafood	300	0.0	Pharmaceuticals	30	0.0
Precision instruments	80	0.0	Meat/seafood	20	0.0
Live animals/fish	60	0.0	Tobacco products	0	0.0
Pharmaceuticals	50	0.0	Natural sands	0	0.0
Tobacco products	10	0.0			

NOTE: Values presented regardless of origin state or destination state; therefore, internal tons are factored in.

Source: USDOT Freight Analysis Framework Version 3

¹ Coal-n.e.c. is Coal-Not Elsewhere Classified

The change in geographical distribution of freight exported from or imported to Alabama between 2011 and 2040 was examined. Table 3-4 shows the states from which exports are expected to increase or decrease. Table 3-5 shows the states to which imports are expected to increase or decrease. Note that the values for Alabama in Tables 3-4 and 3-5 are reflective of the internal tons moved.

Table 3-4: Change in Exports by State, 2011 to 2040

State	2011 Tons	2040 Tons	Percent Change
Alabama¹	24,556,230	34,519,380	40.6
Arizona	94,080	176,360	87.5
Arkansas	693,380	946,860	36.6
California	1,363,830	2,052,640	50.5
Colorado	245,100	366,920	49.7
Connecticut	112,810	149,760	32.8
Delaware	32,710	47,110	44.0
Florida	824,090	1,545,860	87.6
Georgia	3,582,390	5,024,610	40.3
Idaho	23,370	10,860	-53.5
Illinois	817,690	878,770	7.5
Indiana	963,100	816,060	-15.3
Iowa	247,640	294,400	18.9
Kansas	35,540	52,950	49.0
Kentucky	215,570	289,830	34.4
Louisiana	360,660	783,370	117.2
Maine	11,840	14,010	18.3
Maryland	1,109,370	723,630	-34.8
Massachusetts	72,360	86,010	18.9
Michigan	822,500	1,309,040	59.2
Minnesota	690,830	1,039,370	50.5
Mississippi	1,416,430	1,881,470	32.8
Missouri	266,780	297,190	11.4
Montana	390	1,800	361.5

2013 Alabama Rail Plan

State	2011 Tons	2040 Tons	Percent Change
Nebraska	52,100	55,080	5.7
New Hampshire	2,500	2,570	2.8
New Jersey	222,920	317,470	42.4
New Mexico	1,010	1,170	15.8
New York	378,530	1,122,930	196.7
North Carolina	785,300	1,067,520	35.9
North Dakota	206,020	978,060	374.7
Ohio	293,120	311,630	6.3
Oklahoma	218,020	248,430	13.9
Oregon	290,250	266,940	-8.0
Pennsylvania	992,130	1,201,220	21.1
Rhode Island	3,830	780	-79.6
South Carolina	882,110	1,388,280	57.4
South Dakota	3,730	1,250	-66.5
Tennessee	793,070	1,631,860	105.8
Texas	2,826,830	5,863,520	107.4
Utah	76,680	116,250	51.6
Vermont	0	0	0
Virginia	274,680	463,240	68.6
Washington	1,810	6,860	279.0
West Virginia	167,250	296,970	77.6
Wisconsin	1,423,160	2,546,490	78.9
Wyoming	132,240	181,880	37.5

Source: USDOT Freight Analysis Framework Version 3

¹ Alabama values are reflective of the internal tons moved

Table 3-5: Change in Imports by State, 2011 to 2040

State	2011 Tons	2040 Tons	Percent Change
Alabama¹	24,556,230	34,519,380	40.6
Arizona	0	0	0
Arkansas	241,110	420,670	74.5
California	85,090	89,310	5.0
Colorado	1,202,930	88,830	-92.6
Connecticut	0	0	0
Delaware	0	0	0
Florida	1,193,040	2,483,150	108.1
Georgia	1,790,780	1,428,480	-20.0
Idaho	20,060	40,850	103.6
Illinois	2,062,700	2,464,430	19.5
Indiana	757,000	838,990	10.8
Iowa	53,900	46,220	-14.2
Kansas	93,040	266,160	186.1
Kentucky	6,207,980	5,825,410	-6.2

2013 Alabama Rail Plan

State	2011 Tons	2040 Tons	Percent Change
Louisiana	867,410	1,226,410	41.1
Maine	11,770	25,640	117.8
Maryland	47,160	37,490	-20.5
Massachusetts	2,280	840	-63.2
Michigan	586,150	767,600	31.0
Minnesota	5,225,110	5,258,510	0.6
Mississippi	519,530	244,140	-53.0
Missouri	144,080	174,010	20.8
Montana	42,110	101,900	142.0
Nebraska	0	0	0
New Hampshire	110	260	136.4
New Jersey	0	0	0
New Mexico	20	20	0
New York	5,460	15,360	181.3
North Carolina	145,070	191,110	31.7
North Dakota	250,860	474,100	89.0
Ohio	1,087,360	1,159,660	6.6
Oklahoma	62,600	76,760	22.6
Oregon	19,700	29,830	51.4
Pennsylvania	48,240	37,680	-21.9
Rhode Island	0	0	0
South Carolina	265,850	812,010	205.4
South Dakota	0	0	0
Tennessee	816,510	1,139,950	39.6
Texas	1,281,450	1,770,410	38.2
Utah	0	0	0
Vermont	40	90	125.0
Virginia	177,820	109,220	-38.6
Washington	75,630	174,870	131.2
West Virginia	191,150	46,010	-75.9
Wisconsin	50,840	156,490	207.8
Wyoming	5,542,010	3,955,050	-28.6

Source: USDOT Freight Analysis Framework Version 3

¹ Alabama values are reflective of the internal tons moved

The change in commodities exported from or imported to Alabama between 2011 and 2040 was examined. Table 3-6 shows the expected increase or decrease of export commodities. Table 3-7 shows the expected increase or decrease of import commodities. Because values are presented regardless of state of origin or destination, internal tons are factored in.

Table 3-6: Change in Commodities Exported, 2011 to 2040

Commodity	2011 Tons	2040 Tons	Percent Change
Coal	22,388,490	30,262,900	35.2
Gravel	7,396,710	10,530,380	42.4

2013 Alabama Rail Plan

Commodity	2011 Tons	2040 Tons	Percent Change
Base metals	4,229,340	6,663,120	57.5
Basic chemicals	4,206,730	6,579,180	56.4
Newsprint/paper	3,450,760	3,869,300	12.1
Coal-n.e.c. ¹	2,017,940	1,614,800	-20.0
Waste/scraps	796,410	1,910,250	139.9
Nonmetal mineral products	702,090	2,037,270	190.2
Other ag products	581,390	563,830	-3.0
Wood products	531,980	1,693,260	218.3
Metallic ores	526,220	1,492,000	183.5
Nonmetallic minerals	508,130	1,670,950	228.8
Articles-base metal	475,010	707,750	49.0
Chemical products	231,200	689,010	198.0
Plastics/rubber	164,400	290,060	76.4
Paper articles	148,180	479,980	223.9
Fertilizers	107,020	39,220	-63.4
Motorized vehicles	70,040	135,430	93.4
Logs	19,220	47,070	144.9
Crude petroleum	11,270	15,130	34.3
Other foodstuffs	7,330	10,810	47.5
Unknown	4,280	41,470	868.9
Animal feed	2,980	7,110	138.6
Misc. mfg. products	2,380	9,180	285.7
Gasoline	2,150	2,410	12.1
Transport equipment	890	4,000	349.4
Furniture	850	2,180	156.5
Machinery	380	2,210	481.6
Precision instruments	360	3,670	919.4
Cereal grains	340	210	-38.2
Alcoholic beverages	320	1,750	446.9
Printed products	270	350	29.6
Mixed freight	270	950	251.9
Electronics	240	800	233.3
Building stone	190	240	26.3
Textiles/leather	80	170	112.5
Milled grain products	80	220	175.0
Meat/seafood	20	20	0
Tobacco products	10	0	-100.0
Pharmaceuticals	10	30	200.0
Live animals/fish	10	30	200.0
Natural sands	0	0	0

NOTE: Data contains the internal movement of tons.

Source: USDOT Freight Analysis Framework Version 3

¹ Coal-n.e.c. means Coal-Not Elsewhere Classified

2013 Alabama Rail Plan

Table 3-7: Change in Commodities Imported, 2011 to 2040

Commodity	2011 Tons	2040 Tons	Percent Change
Coal	34,212,140	39,834,560	16.4
Metallic ores	4,585,520	4,151,520	-9.5
Waste/scrap	2,694,510	2,878,750	6.8
Basic chemicals	2,179,470	2,296,780	5.4
Coal-n.e.c. ¹	1,891,870	997,110	-47.3
Cereal grains	1,634,630	1,819,730	11.3
Fertilizers	1,127,780	1,300,330	15.3
Newsprint/paper	1,021,730	1,553,800	52.1
Other ag products	912,820	997,990	9.3
Plastics/rubber	907,020	1,616,980	78.3
Base metals	892,100	1,237,090	38.7
Gravel	848,920	2,174,550	156.2
Animal feed	655,110	897,960	37.1
Nonmetallic minerals	367,850	1,723,600	368.6
Nonmetal mineral products	282,980	502,470	77.6
Wood products	273,000	574,040	110.3
Milled grain products	255,240	335,610	31.5
Fuel oils	198,040	103,940	-47.5
Natural sands	188,700	323,750	71.6
Other foodstuffs	183,720	321,070	74.8
Articles-base metal	120,840	140,750	16.5
Chemical products	105,490	244,500	131.8
Paper articles	57,050	118,190	107.2
Motorized vehicles	51,880	133,200	156.7
Unknown	14,980	41,460	176.8
Textiles/leather	14,950	16,370	9.5
Logs	14,880	43,060	189.4
Furniture	10,250	44,940	338.4
Machinery	6,540	17,030	160.4
Mixed freight	5,370	14,360	167.4
Electronics	5,090	20,540	303.5
Alcoholic beverages	2,930	8,370	185.7
Gasoline	2,160	2,420	12.0
Crude petroleum	1,480	1,120	-24.3
Transport equipment	1,310	5,920	351.9
Printed products	1,070	1,160	8.4
Building stone	340	930	173.5
Misc. mfg. products	20	830	315.0
Meat/seafood	110	300	172.7
Tobacco products	30	10	-66.7
Live animals/fish	30	60	100.0
Precision instruments	20	80	300.0

2013 Alabama Rail Plan

Commodity	2011 Tons	2040 Tons	Percent Change
Pharmaceuticals	10	50	400.0

NOTE: Data contains the internal movement of tons.

Source: USDOT Freight Analysis Framework Version 3

¹ Coal-n.e.c. means Coal-Not Elsewhere Classified

DOMESTIC RAIL FLOWS

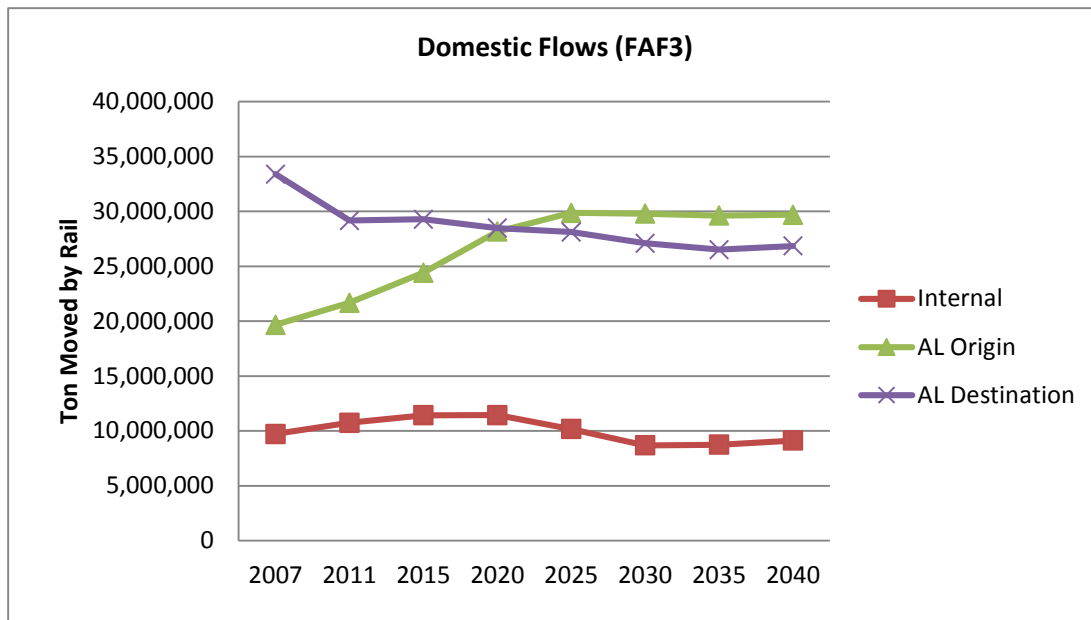
The following summarizes the domestic flows from the FAF3 database. These are rail flows that are internal to the United States and thus have both the origin and destination inside the US. Table 3-8 summarizes domestic rail movements while Figure 3-3 shows the trends. The trend is that rail exported from Alabama is projected to grow in the next ten years before leveling off, while rail imports are projected to have a slight decline.

Table 3-8: Domestic Rail Movements in Tons by Year

Year	Internal	AL Origin	AL Destination
2007	9,717,520	19,665,870	33,400,020
2011	10,739,300	21,670,240	29,171,880
2015	11,420,270	24,424,290	29,290,880
2020	11,440,860	28,170,060	28,484,440
2025	10,170,250	29,869,620	28,128,380
2030	8,678,270	29,803,720	27,098,830
2035	8,738,280	29,626,910	26,516,720
2040	9,114,930	29,703,100	26,850,510

Source: USDOT Freight Analysis Framework Version 3

Figure 3-3: Domestic Rail Flows



Source: USDOT Freight Analysis Framework Version 3

2013 Alabama Rail Plan

An examination of the data on Alabama exports to other states indicates that Georgia is by far the largest rail destination. Table 3-9 shows the tons moved from Alabama to other states for 2011 and 2040. Figures 3-4 and 3-5 graphically show all the states Alabama exports product to by rail and the tons exported in 2011 and 2040, respectively.

Table 3-9: Domestic Exports from Alabama to Other States in Tons, 2011 and 2040

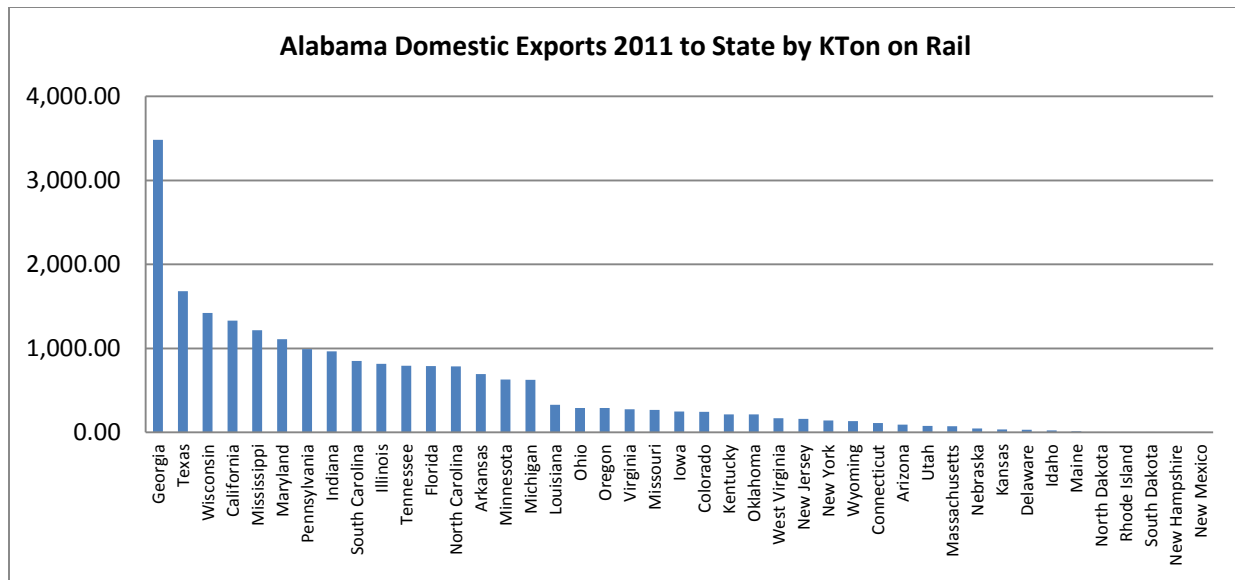
State	2011 Tons	2040 Tons	Percent Change
Georgia	3,481,960	4,796,270	37.7
Texas	1,679,730	2,737,600	63.0
Wisconsin	1,422,870	2,545,830	78.9
California	1,332,200	1,942,620	45.8
Mississippi	1,215,510	1,515,810	24.7
Maryland	1,107,820	721,270	-34.9
Pennsylvania	992,080	1,201,130	21.1
Indiana	963,100	816,060	-15.3
South Carolina	849,330	1,333,150	57.0
Illinois	816,550	875,770	7.3
Tennessee	793,050	1,631,810	105.8
Florida	787,980	1,469,120	86.4
North Carolina	784,470	1,066,070	35.9
Arkansas	693,350	946,760	36.5
Minnesota	628,300	769,500	22.5
Michigan	623,890	529,850	-15.1
Louisiana	329,940	722,350	118.9
Ohio	291,750	308,800	5.8
Oregon	290,250	266,940	-8.0
Virginia	274,610	463,060	68.6
Missouri	266,740	297,130	11.4
Iowa	247,610	294,310	18.9
Colorado	245,100	366,910	49.7
Kentucky	215,570	289,830	34.4
Oklahoma	213,120	240,220	12.7
West Virginia	167,250	296,970	77.6
New Jersey	160,730	166,830	3.8
New York	140,810	198,760	41.2
Wyoming	132,240	181,880	37.5
Connecticut	112,810	149,760	32.8
Arizona	93,360	172,570	84.8
Utah	76,680	116,250	51.6
Massachusetts	72,360	86,010	18.9
Nebraska	48,110	43,040	-10.5
Kansas	35,030	51,240	46.3
Delaware	32,710	47,110	44.0
Idaho	23,230	10,090	-56.6

2013 Alabama Rail Plan

State	2011 Tons	2040 Tons	Percent Change
Maine	11,840	14,010	18.3
North Dakota	5,330	15,170	184.6
Rhode Island	3,820	780	-79.6
South Dakota	3,730	1,250	-66.5
New Hampshire	2,310	2,040	-11.7
New Mexico	1,010	1,170	15.8

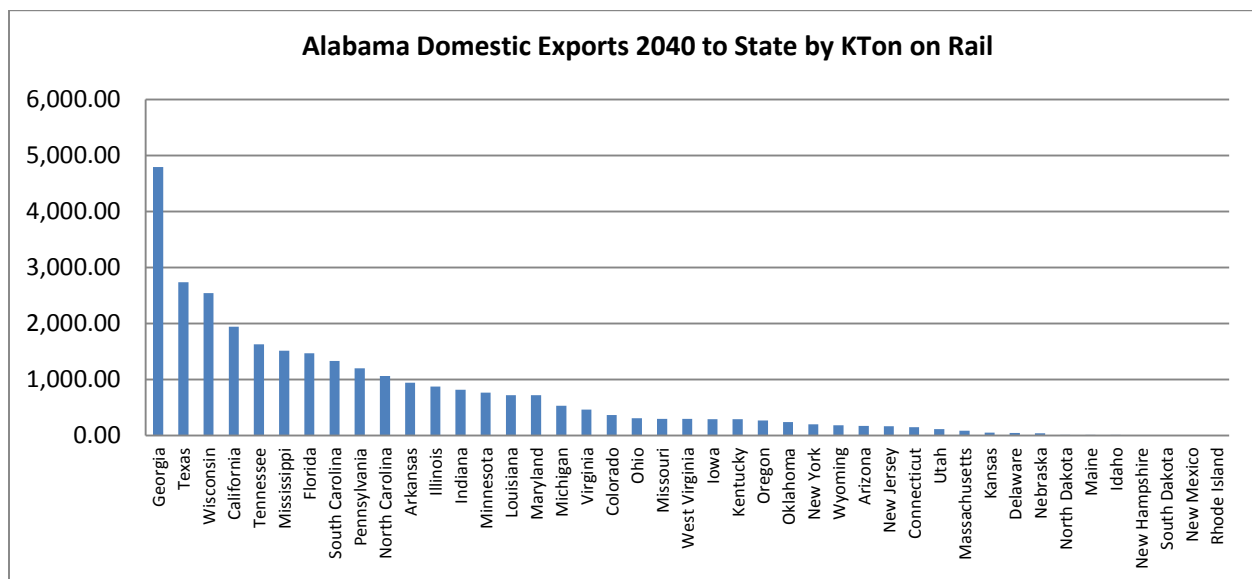
Source: USDOT Freight Analysis Framework Version 3

Figure 3-4: Alabama Domestic Exports, 2011



Source: USDOT Freight Analysis Framework Version 3

Figure 3-5: Alabama Domestic Exports, 2040



Source: USDOT Freight Analysis Framework Version 3

2013 Alabama Rail Plan

When examining the domestic imports to Alabama, Kentucky is the state with the highest tonnage of product brought into Alabama by rail. Table 3-10 shows the tons moved into Alabama from other states for 2011 and 2040. Figures 3-6 and 3-7 graphically show the states from which Alabama imports product by rail and the tons imported for 2011 and 2040, respectively.

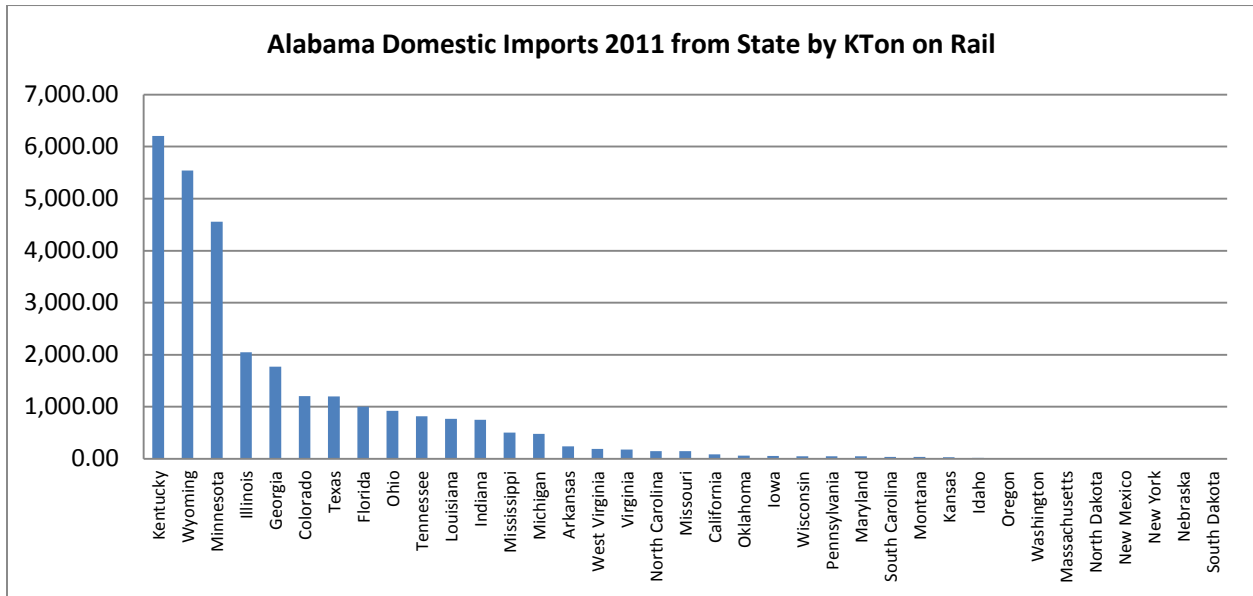
Table 3-10: Domestic Imports to Alabama from Other States in Tons, 2011 and 2040

State	2011 Tons	2040 Tons	Percent Change
Kentucky	6,207,890	5,825,180	-6.2
Wyoming	5,540,830	3,950,830	-28.7
Minnesota	4,554,270	4,111,350	-9.7
Illinois	2,049,090	2,414,840	17.8
Georgia	1,770,460	1,362,400	-23.0
Colorado	1,202,930	88,830	-92.6
Texas	1,201,430	1,540,080	28.2
Florida	1,004,470	1,330,960	32.5
Ohio	921,700	962,680	4.4
Tennessee	815,230	1,133,970	39.1
Louisiana	771,050	956,040	24.0
Indiana	751,470	830,500	10.5
Mississippi	506,050	226,600	-55.2
Michigan	481,340	501,700	4.2
Arkansas	241,110	420,670	74.5
West Virginia	191,150	46,010	-75.9
Virginia	177,810	109,210	-38.6
North Carolina	144,860	190,560	31.5
Missouri	144,080	174,010	20.8
California	84,010	85,120	1.3
Oklahoma	62,600	76,760	22.6
Iowa	53,900	46,220	-14.2
Wisconsin	50,840	156,490	207.8
Pennsylvania	48,240	37,680	-21.9
Maryland	47,160	37,490	-20.5
South Carolina	36,570	29,310	-19.9
Montana	36,250	93,550	158.1
Kansas	29,820	35,690	19.7
Idaho	20,060	40,850	103.6
Oregon	12,750	16,960	33.0
Washington	10,140	17,130	68.9
Massachusetts	2,240	720	-67.9
North Dakota	40	90	125.0
New Mexico	20	20	0
New York	20	10	-50.0
Nebraska	0	0	0
South Dakota	0	0	0

Source: USDOT Freight Analysis Framework Version 3

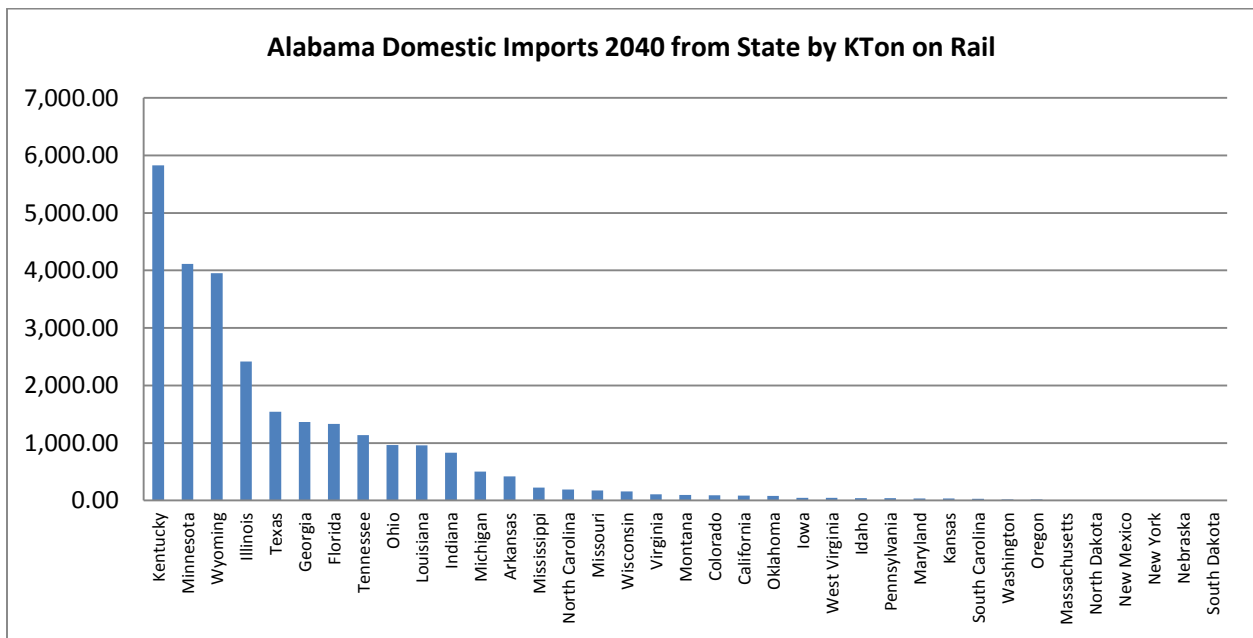
2013 Alabama Rail Plan

Figure 3-6: Alabama Domestic Imports, 2011



Source: USDOT Freight Analysis Framework Version 3

Figure 3-7: Alabama Domestic Imports, 2040



Source: USDOT Freight Analysis Framework Version 3

2013 Alabama Rail Plan

Examining the commodities moved by rail from the FAF3 database, coal comprises the largest commodity by tonnage when considering the domestic movement goods by rail. Table 3-11 shows the tons moved domestically by commodity from Alabama to all other states, Alabama included, for 2011 and 2040. For 2011, the top six commodities moved account for almost 90 percent of the total tonnage moved by rail that originates in Alabama. These commodities—Coal, Gravel, Base Metals, Basic Chemicals, Newsprint/Paper, and Coal-n.e.c.¹—represent the major stakeholders for rail movements that originate in Alabama and are sent to domestic locations. In 2040, the projected commodity that will originate in Alabama and move domestically with the greatest tonnage will be gravel. Figures 3-8 and 3-9 graphically shows the commodities exported for 2011 and 2040, respectively.

Table 3-11: Commodities Moved Domestically with an Origin in Alabama, 2011 and 2040

Commodity	2011 Tons	2011 Percent	Commodity	2040 Tons	2040 Percent
Coal	8,880,300	27.4	Gravel	10,529,120	27.1
Gravel	7,395,320	22.8	Base metals	5,809,180	15.0
Base metals	3,996,040	12.3	Coal	5,807,980	15.0
Basic chemicals	3,821,640	11.8	Basic chemicals	5,184,780	13.4
Newsprint/paper	2,980,770	9.2	Newsprint/paper	3,193,670	8.2
Coal-n.e.c. ¹	1,830,170	5.6	Nonmetal min. prods.	2,004,960	5.2
Nonmetal min. prods.	695,350	2.1	Wood products	1,627,070	4.2
Other ag products	562,080	1.7	Coal-n.e.c. ¹	973,710	2.5
Wood products	513,740	1.6	Nonmetallic minerals	761,570	2.0
Articles-base metal	451,480	1.4	Waste/scrap	736,630	1.9
Waste/scrap	440,440	1.4	Chemical products	687,050	1.8
Nonmetallic minerals	325,860	1.0	Articles-base metal	623,310	1.6
Chemical products	230,760	0.7	Other ag products	537,230	1.4
Plastics/rubber	147,920	0.5	Plastics/rubber	232,420	0.6
Fertilizers	106,680	0.3	Logs	43,920	0.1
Logs	16,190	0	Fertilizers	38,840	0.1
Crude petroleum	11,270	0	Crude petroleum	15,130	0
Misc. mfg. products	2,350	0	Misc. mfg. products	9,080	0
Furniture	660	0	Furniture	1,160	0
Mixed freight	270	0	Mixed freight	950	0
Printed products	250	0	Printed products	280	0

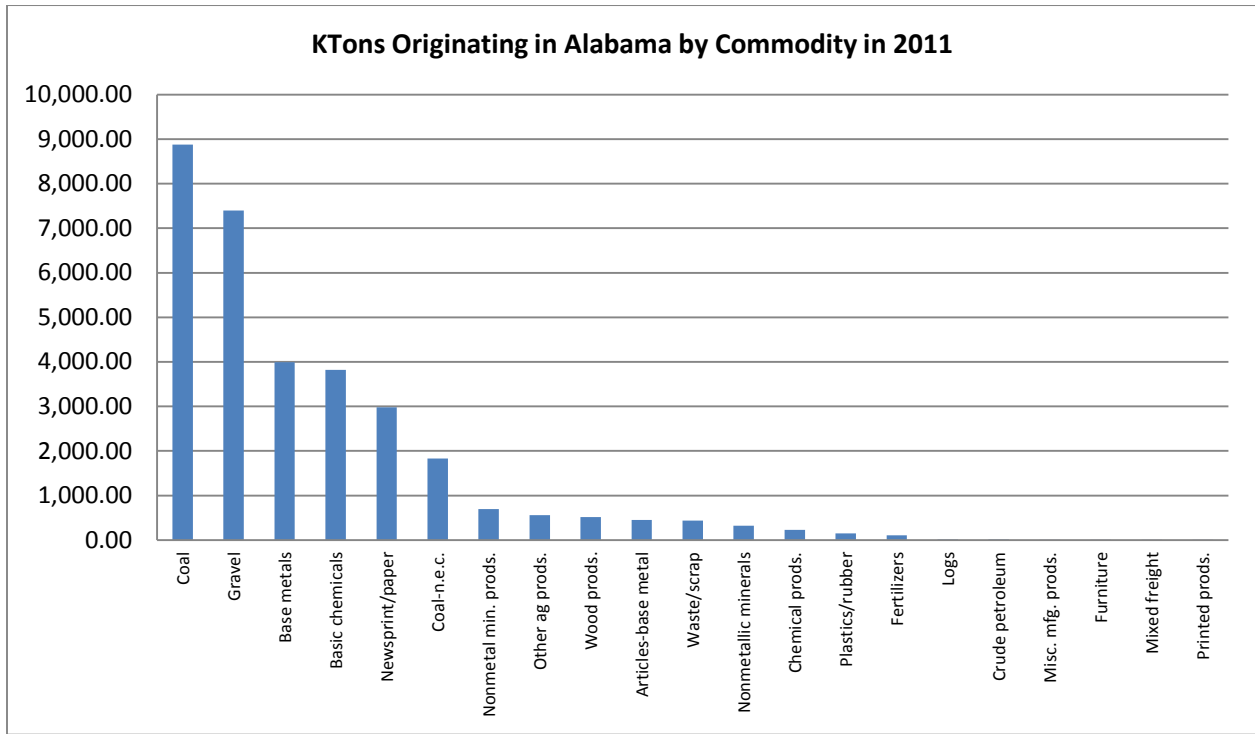
NOTE: Values presented include all movements originating in Alabama; therefore, internal tons are factored in.

Source: USDOT Freight Analysis Framework Version 3

¹ Coal-n.e.c. means Coal-Not Elsewhere Classified

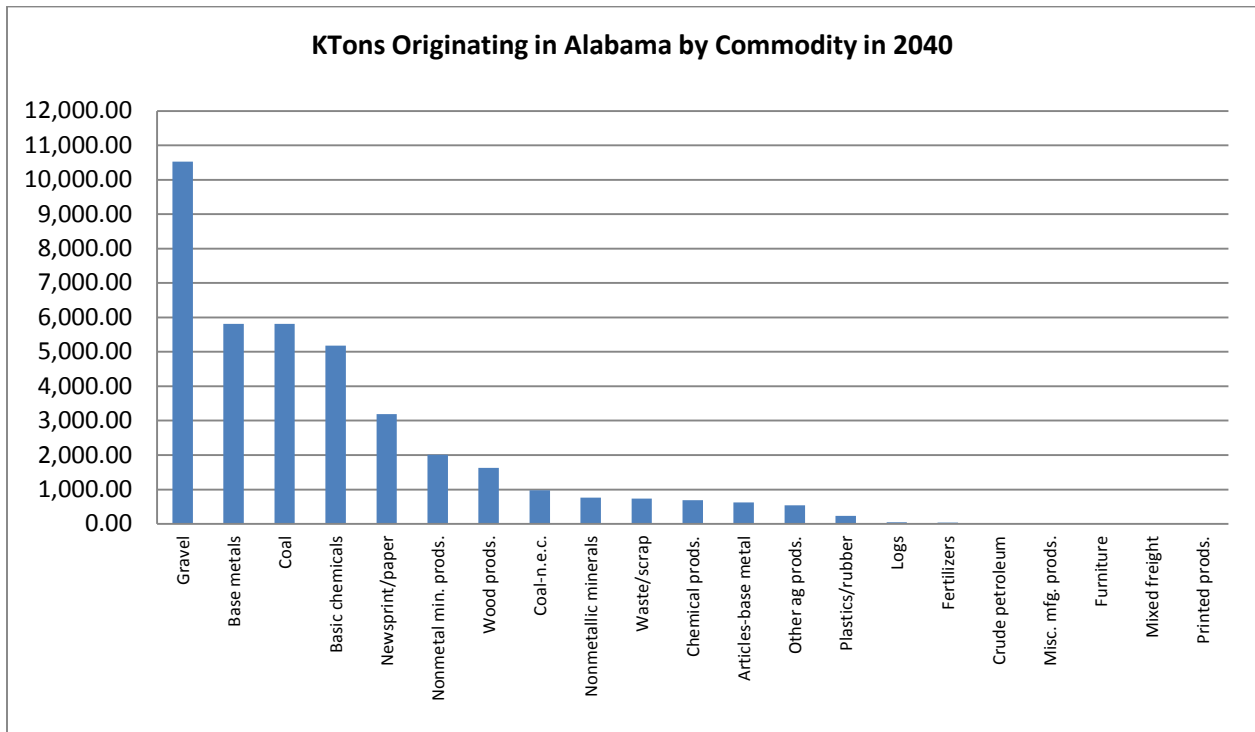
2013 Alabama Rail Plan

Figure 3-8: Commodities Moved Domestically with an Origin in Alabama, 2011



Source: USDOT Freight Analysis Framework Version 3

Figure 3-9: Commodities Moved Domestically with an Origin in Alabama, 2040



Source: USDOT Freight Analysis Framework Version 3

2013 Alabama Rail Plan

The rail freight terminating in Alabama from all other states, Alabama included, by commodity for 2011 and 2040 is shown in Table 3-12 and graphically shown in Figures 3-10 and 3-11, respectively.

Table 3-12: Commodities Moved Domestically with a Destination in Alabama, 2011 and 2040

Commodity	2011 Tons	2011 Percent	Commodity	2040 Tons	2040 Percent
Coal	20,753,890	52.0	Coal	15,179,390	42.2
Metallic ores	4,571,750	11.5	Metallic ores	4,127,590	11.5
Waste/scrap	2,335,560	5.9	Gravel	2,174,550	6.0
Basic chemicals	1,980,400	5.0	Waste/scrap	1,751,060	4.9
Coal-n.e.c. ¹	1,885,910	4.7	Basic chemicals	1,743,690	4.8
Cereal grains	1,340,660	3.4	Plastics/rubber	1,558,390	4.3
Other ag products	902,740	2.3	Cereal grains	1,272,900	3.5
Plastics/rubber	890,580	2.2	Base metals	1,034,750	2.9
Gravel	848,920	2.1	Newsprint/paper	1,020,700	2.8
Base metals	809,090	2.0	Coal-n.e.c. ¹	984,490	2.7
Newsprint/paper	704,090	1.8	Other ag products	975,320	2.7
Animal feed	647,830	1.6	Animal feed	880,040	2.4
Fertilizers	576,250	1.4	Fertilizers	648,280	1.8
Nonmetal min. prods.	282,400	0.7	Nonmetal min. prods.	500,360	1.4
Milled grain products	255,230	0.6	Milled grain products	335,590	0.9
Fuel oils	197,940	0.5	Natural sands	323,610	0.9
Natural sands	188,570	0.5	Other foodstuffs	317,810	0.9
Other foodstuffs	181,430	0.5	Nonmetallic minerals	298,430	0.8
Nonmetallic minerals	138,580	0.3	Chemical products	220,830	0.6
Articles-base metal	112,940	0.3	Wood products	154,280	0.4
Wood products	107,480	0.3	Motorized vehicles	130,480	0.4
Chemical products	99,950	0.3	Articles-base metal	116,220	0.3
Motorized vehicles	50,710	0.1	Fuel oils	103,780	0.3
Unknown	14,680	0.0	Unknown	39,060	0.1
Textiles/leather	14,640	0.0	Logs	26,990	0.1
Machinery	6,430	0.0	Machinery	16,530	0.0
Logs	5,280	0.0	Textiles/leather	15,260	0.0
Mixed freight	4,170	0.0	Mixed freight	11,800	0.0
Crude petroleum	1,480	0.0	Printed products	1,130	0.0
Printed products	1,060	0.0	Crude petroleum	1,120	0.0
Furniture	520	0.0	Furniture	940	0.0
Misc. mfg. products	20	0.0	Misc. mfg. products	60	0.0
Alcoholic beverages	10	0.0	Alcoholic beverages	0	0.0

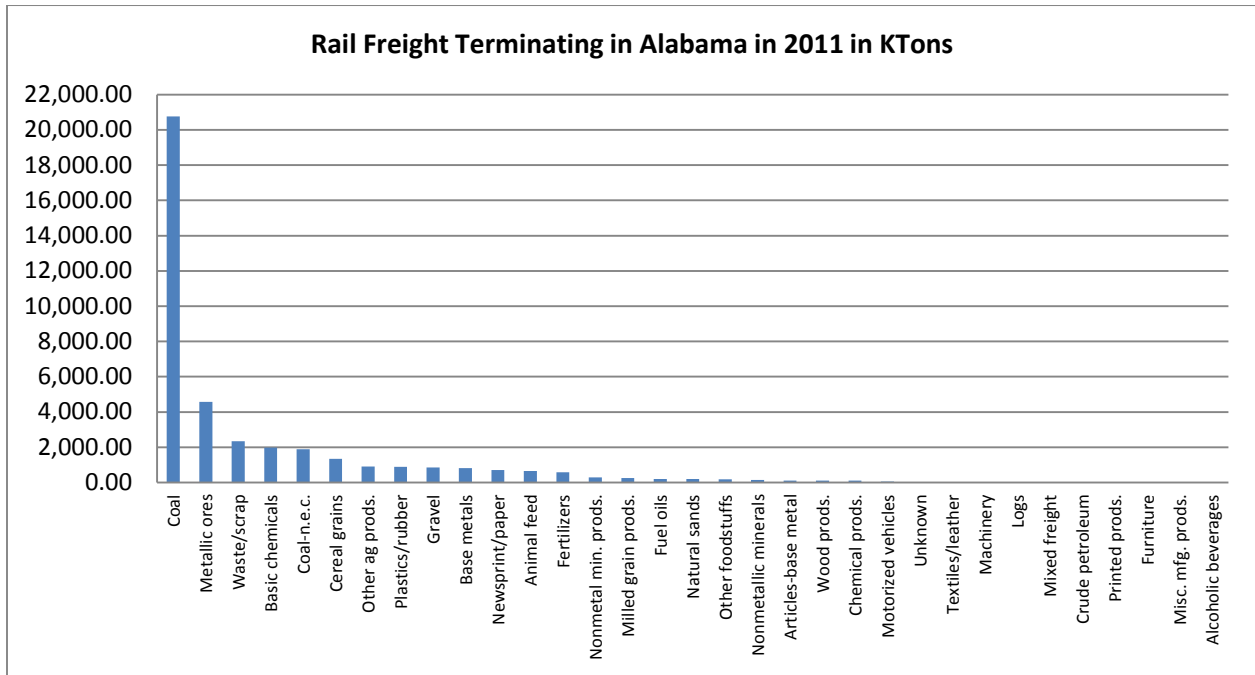
NOTE: Values presented include all movements terminating in Alabama; therefore, internal tons are factored in.

Source: USDOT Freight Analysis Framework Version 3

¹ Coal-n.e.c. means Coal-Not Elsewhere Classified

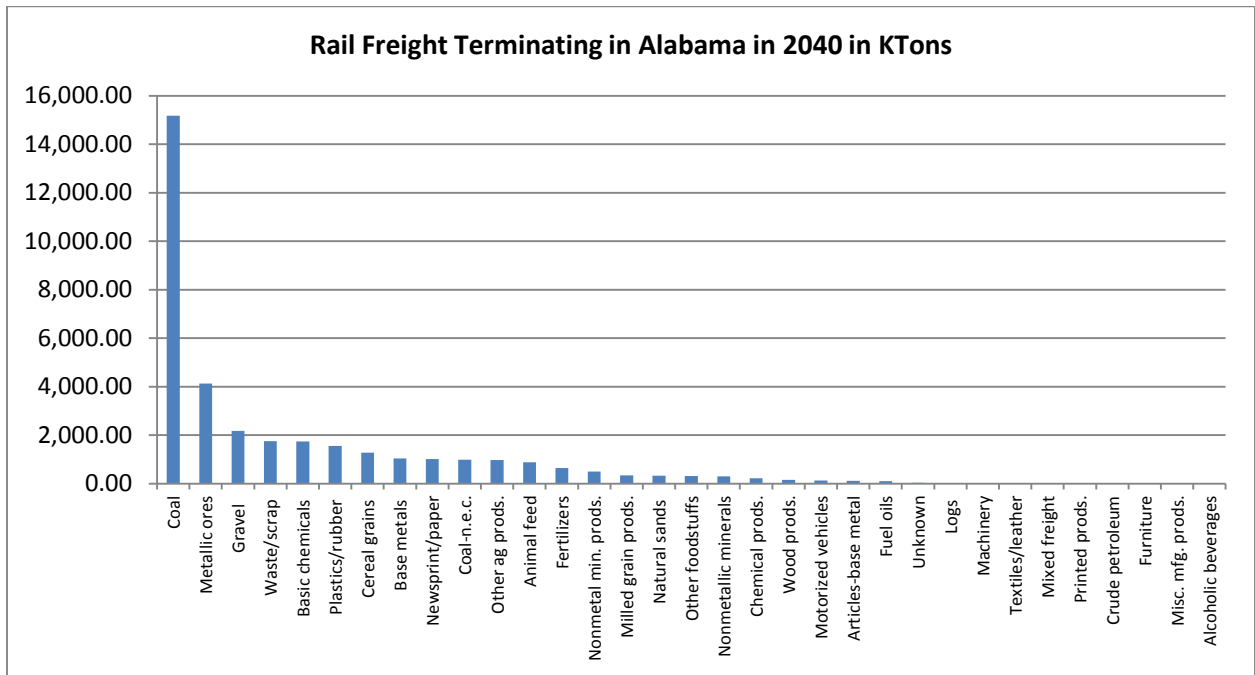
2013 Alabama Rail Plan

Figure 3-10: Commodities Moved Domestically with a Destination in Alabama, 2011



Source: USDOT Freight Analysis Framework Version 3

Figure 3-11: Commodities Moved Domestically with a Destination in Alabama, 2040



Source: USDOT Freight Analysis Framework Version 3

2013 Alabama Rail Plan

Table 3-13 summarizes the originating, terminating and intrastate domestic commodity movement by rail data for 2011.

Table 3-13: Summary Comparison of Domestic Commodity Movement by Rail, 2011

Commodity	Originating		Terminating		Intrastate	
	Tons	Percent	Tons	Percent	Tons	Percent
Cereal grains	0	0.0	1,340,660	4.6	0	0.0
Other ag products	475,570	2.2	816,230	2.8	86,510	0.8
Animal feed	0	0.0	647,830	2.2	0	0.0
Milled grain products	0	0.0	255,230	0.9	0	0.0
Other foodstuffs	0	0.0	181,430	0.6	0	0.0
Alcohol beverages	0	0.0	10	0.0	0	0.0
Natural sands	0	0.0	188,570	0.6	0	0.0
Gravel	6,561,320	30.3	14,920	0.1	834,000	7.8
Nonmetallic minerals	325,860	1.5	138,580	0.5	0	0.0
Metalic ores	0	0.0	4,571,750	15.7	0	0.0
Coal	1,112,870	5.1	12,986,460	44.5	7,767,430	72.3
Crude petroleum	10,550	0.0	760	0.0	720	0.0
Fuel oils	0	0.0	197,940	0.7	0	0.0
Coal-n.e.c. ¹	668,000	3.1	723,740	2.5	1,162,170	10.8
Basic chemicals	3,547,270	16.4	1,706,030	5.8	274,370	2.6
Fertilizers	106,680	0.5	576,250	2.0	0	0.0
Chemical products	108,580	0.5	4,770	0.0	95,180	0.9
Plastics/rubber	122,690	0.6	865,350	3.0	25,230	0.2
Logs	15,350	0.1	4,440	0.0	840	0.0
Wood products	512,080	2.4	105,820	0.4	1,660	0.0
Newsprint/paper	2,822,890	13.0	546,210	1.9	157,880	1.5
Printed products	0	0.0	810	0.0	250	0.0
Textiles/leather	0	0.0	14,640	0.1	0	0.0
Nonmetal min. prods.	540,070	2.5	126,760	0.4	155,280	1.4
Base metals	3,896,120	18.0	709,170	2.4	99,920	0.9
Articles-base metal	451,480	2.1	112,940	0.4	0	0.0
Machinery	0	0.0	6,430	0.0	0	0.0
Motorized vehicles	0	0.0	50,710	0.2	0	0.0
Furniture	140	0.0	0	0.0	520	0.0
Misc. mfg. products	2,350	0.0	20	0.0	0	0.0
Waste/scrap	363,090	1.7	2,258,210	7.7	77,350	0.7
Mixed Freight	27,000	0.1	4,170	0.0	0	0.0
Unknown	0	0.0	14,680	0.1	0	0.0
TOTAL	21,669,960		29,171,520		10,739,310	

Source: USDOT Freight Analysis Framework Version 3

¹ Coal-n.e.c. means Coal-Not Elsewhere Classified

2013 Alabama Rail Plan

Table 3-14 summarizes the originating, terminating and intrastate domestic commodity movement by rail data for 2040.

Table 3-14: Summary Comparison of Domestic Commodity Movement by Rail, 2040

Commodity	Originating		Terminating		Intrastate	
	Tons	Percent	Tons	Percent	Tons	Percent
Cereal grains	0	0.0	1,272,900	4.7	0	0.0
Other ag products	422,110	1.4	860,200	3.2	115,120	1.3
Animal feed	0	0.0	880,040	3.3	0	0.0
Milled grain products	0	0.0	335,590	1.2	0	0.0
Other foodstuffs	0	0.0	317,810	1.2	0	0.0
Alcohol beverages	0	0.0	0	0.0	0	0.0
Natural sands	0	0.0	323,610	1.2	0	0.0
Gravel	8,431,620	28.4	77,050	0.3	2,097,500	23.0
Nonmetallic minerals	761,570	2.6	298,430	1.1	0	0.0
Metalic ores	0	0.0	4,127,590	15.4	0	0.0
Coal	769,150	2.6	10,140,560	37.8	5,038,830	55.3
Crude petroleum	14,690	0.0	680	0.0	440	0.0
Fuel oils	0	0.0	103,780	0.4	0	0.0
Coal-n.e.c. ¹	394,710	1.3	405,490	1.5	579,000	6.4
Basic chemicals	4,909,900	16.5	1,468,810	5.5	274,880	3.0
Fertilizers	38,840	0.1	648,280	2.4	0	0.0
Chemical products	481,660	1.6	15,440	0.1	205,390	2.3
Plastics/rubber	187,380	0.6	1,513,350	5.6	45,040	0.5
Logs	42,480	0.1	25,550	0.1	1,440	0.0
Wood products	1,622,340	5.5	149,550	0.6	4,730	0.1
Newsprint/paper	3,029,830	10.2	856,860	3.2	163,840	1.8
Printed products	0	0.0	850	0.0	280	0.0
Textiles/leather	0	0.0	15,260	0.1	0	0.0
Nonmetal min. prods.	1,649,630	5.6	145,030	0.5	355,330	3.9
Base metals	5,659,730	19.1	885,300	3.3	149,450	1.6
Articles-base metal	623,310	2.1	116,220	0.4	0	0.0
Machinery	0	0.0	16,530	0.1	0	0.0
Motorized vehicles	0	0.0	130,480	0.5	0	0.0
Furniture	220	0.0	0	0.0	940	0.0
Misc. mfg. products	9,080	0.0	60	0.0	0	0.0
Waste/scrap	653,900	2.2	1,668,330	6.2	82,730	0.9
Mixed Freight	950	0.0	11,800	0.0	0	0.0
Unknown	0	0.0	39,060	0.1	0	0.0
TOTAL	29,703,100		26,850,490		9,114,940	

Source: USDOT Freight Analysis Framework Version 3

¹ Coal-n.e.c. means Coal-Not Elsewhere Classified

2013 Alabama Rail Plan

INTERNATIONAL RAIL FLOWS

The international rail flow data represent flows that originate or terminate between Alabama and another country. These data represent rail movements within the United States; the mode of transport outside the United States is not examined and is most likely a combination of rail and water.

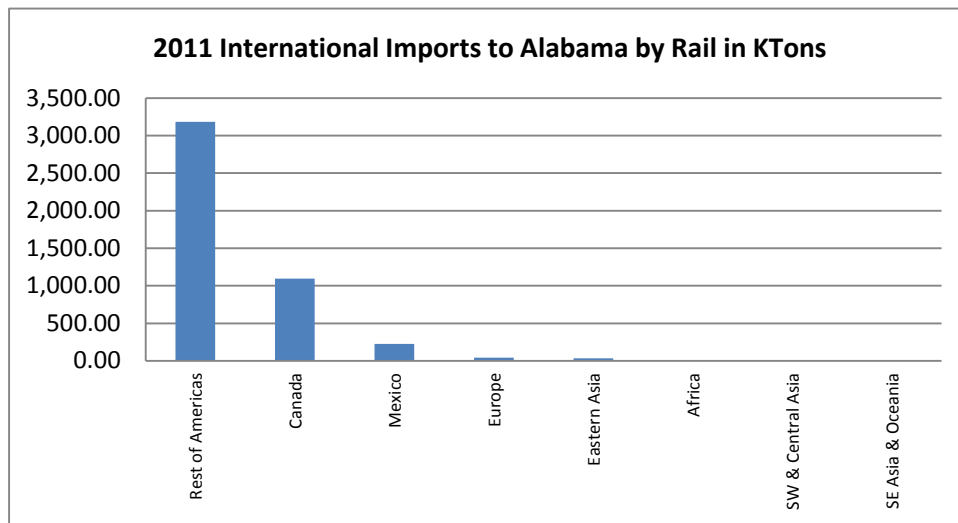
Table 3-15 and Figures 3-12 and 3-13 show the originating country/location for international freight tonnage that uses rail within the United States and enters Alabama for 2011 and 2040.

Table 3-15: Origin of International Imports to Alabama, 2011 and 2040

Location	2011 Tons	2040 Tons
Rest of Americas	3,184,420	10,243,400
Canada	1,096,100	2,062,110
Mexico	226,180	1,337,200
Europe	43,510	107,510
Eastern Asia	33,630	103,440
Africa	6,720	10,280
SW & Central Asia	4,260	11,970
SE Asia & Oceania	2,620	9,860

Source: USDOT Freight Analysis Framework Version 3

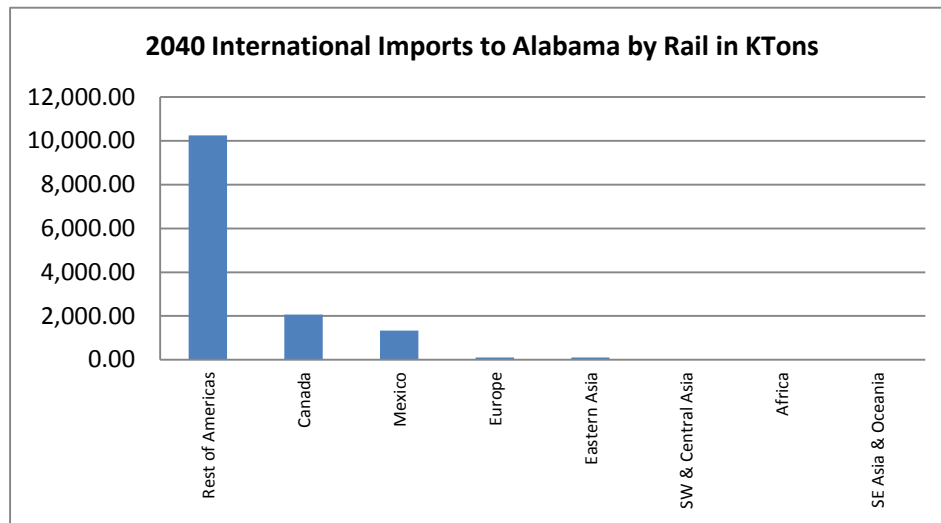
Figure 3-12: International Imports to Alabama, 2011



Source: USDOT Freight Analysis Framework Version 3

2013 Alabama Rail Plan

Figure 3-13: International Imports to Alabama, 2040



Source: USDOT Freight Analysis Framework Version 3

Table 3-16 identifies the commodities internationally imported to Alabama and traveling by rail in 2011 and 2040. In both 2011 and 2040, those commodities are primarily coal, fertilizer and nonmetallic minerals. Almost all of the coal moved by rail is brought into the state from the Rest of the Americas through the Port of Mobile.

Table 3-16: International Imports by Rail to Alabama by Commodity, 2011 and 2040

Commodity	2011 Tons	2011 Percent	Commodity	2040 Tons	2040 Percent
Coal	2,996,400	65.2	Coal	10,005,700	72.1
Fertilizers	531,990	11.6	Nonmetallic minerals	1,424,670	10.3
Nonmetallic minerals	229,130	5.0	Fertilizers	604,770	4.4
Waste/scrap	169,780	3.7	Basic chemicals	432,010	3.1
Wood products	161,870	3.5	Wood prods.	409,690	3.0
Basic chemicals	147,180	3.2	Base metals	201,320	1.4
Newsprint/paper	83,480	1.8	Waste/scrap	200,980	1.4
Base metals	82,620	1.8	Newsprint/paper	161,250	1.2
Paper articles	57,030	1.2	Paper articles	118,160	0.9
Cereal grains	54,890	1.2	Cereal grains	80,210	0.6
Plastics/rubber	13,960	0.3	Plastics/rubber	48,280	0.3
Metallic ores	13,030	0.3	Furniture	43,980	0.3
Furniture	9,720	0.2	Articles-base metal	24,110	0.2
Articles-base metal	7,780	0.2	Chemical prods.	23,500	0.2
Animal feed	7,250	0.2	Metallic ores	20,850	0.2
Coal-n.e.c. ¹	5,960	0.1	Electronics	20,540	0.1
Chemical products	5,500	0.1	Animal feed	17,870	0.1
Electronics	5,090	0.1	Coal-n.e.c. ¹	12,610	0.1
Alcoholic beverages	2,930	0.1	Alcoholic beverages	8,360	0.1

2013 Alabama Rail Plan

Commodity	2011 Tons	2011 Percent	Commodity	2040 Tons	2040 Percent
Other foodstuffs	2,270	0.0	Transport equip.	5,010	0.0
Gasoline	2,150	0.0	Other foodstuffs	3,200	0.0
Logs	1,460	0.0	Logs	3,160	0.0
Mixed freight	1,200	0.0	Motorized vehicles	2,680	0.0
Motorized vehicles	1,160	0.0	Mixed freight	2,560	0.0
Transport equipment	1,160	0.0	Gasoline	2,400	0.0
Other ag products	740	0.0	Nonmetal min. prods.	2,120	0.0
Nonmetal min. prods.	580	0.0	Other ag prods.	2,060	0.0
Building stone	340	0.0	Textiles/leather	1,110	0.0
Textiles/leather	310	0.0	Building stone	930	0.0
Misc. mfg. products	180	0.0	Misc. mfg. prods.	770	0.0
Fuel oils	10	0.0	Machinery	50	0.0
Machinery	10	0.0	Fuel oils	15	0.0
Live animals/fish	3	0.0	Precision instruments	8	0.0
Tobacco products	3	0.0	Live animals/fish	6	0.0
Precision instruments	2	0.0	Pharmaceuticals	5	0.0
Milled grain products	1	0.0	Printed prods.	3	0.0
Pharmaceuticals	1	0.0	Milled grain prods.	2	0.0
Printed products	1	0.0	Meat/seafood	1	0.0
Meat/seafood	0	0.0	Tobacco prods.	1	0.0
Gravel	0	0.0	Gravel	0	0.0

Source: USDOT Freight Analysis Framework Version 3

¹ Coal-n.e.c. means Coal-Not Elsewhere Classified

Table 3-17 shows the state of entry for international rail freight terminating in Alabama in 2011 and 2040. The majority enters directly to Alabama through the Port of Mobile.

Table 3-17: State of Entry for International Rail Freight Terminating in Alabama, 2011 and 2040

State of Entry	2011 Tons	2011 Percent	State of Entry	2040 Tons	2040 Percent
Alabama	2,976,600	64.7	Alabama	9,553,600	68.8
California	1,080	0.0	California	4,180	0
Florida	185,390	4.0	Florida	1,144,620	8.2
Georgia	14,440	0.3	Georgia	51,190	0.4
Illinois	10	0.0	Illinois	2	0
Louisiana	47,890	1.0	Louisiana	160,410	1.2
Maine	11,770	0.3	Maine	25,640	0.2
Massachusetts	50	0.0	Massachusetts	120	0
Michigan	99,270	2.2	Michigan	256,280	1.8
Minnesota	670,840	14.6	Minnesota	1,147,160	8.3
Mississippi	110	0.0	Mississippi	330	0
Montana	5,860	0.1	Montana	8,340	0.1

2013 Alabama Rail Plan

State of Entry	2011 Tons	2011 Percent	State of Entry	2040 Tons	2040 Percent
New Hampshire	110	0.0	New Hampshire	260	0
New York	5,440	0.1	New York	15,350	0.1
North Dakota	250,820	5.5	North Dakota	4,740	3.4
Ohio	1,760	0.0	Ohio	6,330	0
South Carolina	210,510	4.6	South Carolina	717,620	5.2
Tennessee	60	0.0	Tennessee	120	0
Texas	49,920	1.1	Texas	162,340	1.2
Vermont	40	0.0	Vermont	90	0
Virginia	0	0.0	Virginia	10	0
Washington	65,490	1.4	Washington	157,740	1.1

Source: USDOT Freight Analysis Framework Version 3

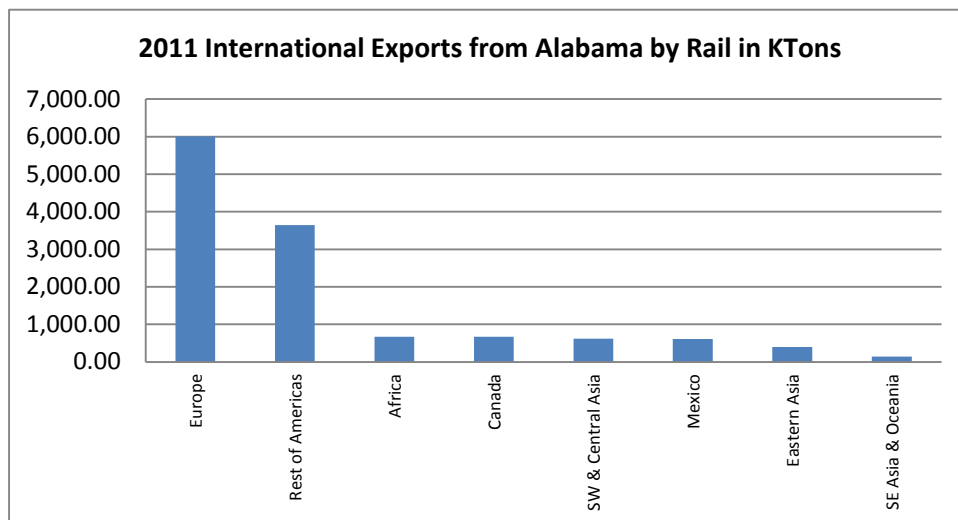
Table 3-18 and Figures 3-14 and 3-15 show the destination country/location for international freight tonnage exported from Alabama by rail to the rest of the world for 2011 and 2040.

Table 3-18: Destination of International Exports from Alabama, 2011 and 2040

Location	2011 Tons	2040 Tons
Europe	6,008,420	8,655,270
Rest of Americas	3,646,570	5,524,150
Africa	672,990	1,227,260
Canada	668,590	2,873,940
SW & Central Asia	616,840	1,247,100
Mexico	608,190	1,563,480
Eastern Asia	394,690	842,020
SE Asia & Oceania	142,150	173,190

Source: USDOT Freight Analysis Framework Version 3

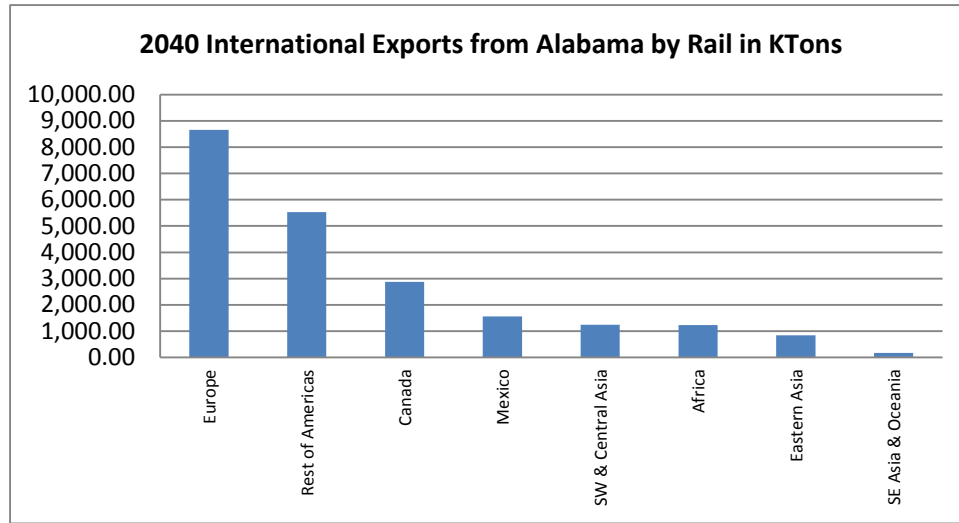
Figure 3-14: International Exports from Alabama, 2011



Source: USDOT Freight Analysis Framework Version 3

2013 Alabama Rail Plan

Figure 3-15: International Exports from Alabama, 2040



Source: USDOT Freight Analysis Framework Version 3

Table 3-19 identifies the commodities exported internationally from Alabama by rail in 2011 and 2040. In both 2011 and 2040, coal dominates Alabama’s export commodities.

Table 3-19: International Exports by Rail from Alabama by Commodity, 2011 and 2040

Commodity	2011 Tons	2011 Percent	Commodity	2040 Tons	2040 Percent
Coal	10,461,910	82.0	Coal	14,649,610	66.3
Metallic ores	482,300	3.8	Metallic ores	1,427,900	6.5
Newsprint/paper	469,900	3.7	Basic chemicals	1,297,770	5.9
Basic chemicals	347,710	2.7	Waste/scrap	975,340	4.4
Waste/scrap	188,780	1.5	Nonmetallic minerals	856,030	3.9
Coal-n.e.c. ¹	178,300	1.4	Newsprint/paper	675,500	3.1
Nonmetallic minerals	173,380	1.4	Base metals	669,090	3.0
Paper articles	148,020	1.2	Coal-n.e.c. ¹	622,840	2.8
Base metals	145,370	1.1	Paper articles	479,640	2.2
Motorized vehicles	69,110	0.5	Motorized vehicles	133,440	0.6
Articles-base metal	20,150	0.2	Articles-base metal	72,720	0.3
Other ag products	19,260	0.2	Wood products	64,610	0.3
Wood products	17,450	0.1	Plastics/rubber	56,900	0.3
Plastics/rubber	16,260	0.1	Unknown	41,470	0.2
Nonmetal min. products	6,580	0.1	Nonmetal min. products	31,890	0.1
Unknown	4,280	0.0	Other ag products	26,470	0.1
Logs	3,030	0.0	Animal feed	7,110	0.0
Animal feed	2,980	0.0	Precision instruments	3,610	0.0
Transport equipment	560	0.0	Logs	3,150	0.0
Other foodstuffs	450	0.0	Transport equipment	2,710	0.0
Gravel	430	0.0	Machinery	2,180	0.0

2013 Alabama Rail Plan

Commodity	2011 Tons	2011 Percent	Commodity	2040 Tons	2040 Percent
Chemical products	430	0.0	Chemical products	1,920	0.0
Machinery	370	0.0	Other foodstuffs	1,390	0.0
Cereal grains	340	0.0	Alcoholic beverages	970	0.0
Precision instruments	340	0.0	Furniture	820	0.0
Fertilizers	260	0.0	Fertilizers	310	0.0
Furniture	160	0.0	Cereal grains	210	0.0
Building stone	80	0.0	Gravel	190	0.0
Textiles/leather	70	0.0	Textiles/leather	140	0.0
Alcoholic beverages	60	0.0	Electronics	10	0.0
Electronics	30	0.0	Misc. mfg. products	10	0.0
Milled grain products	20	0.0	Milled grain products	7	0.0
Printed products	20	0.0	Building stone	5	0.0
Misc. mfg. products	20	0.0	Printed products	5	0.0
Live animals/fish	10	0.0	Live animals/fish	3	0.0
Meat/seafood	10	0.0	Pharmaceuticals	3	0.0
Tobacco products	10	0.0	Gasoline	2	0.0
Gasoline	10	0.0	Meat/seafood	1	0.0
Pharmaceuticals	10	0.0	Tobacco products	0	0.0
Natural sands	0	0.0	Natural sands	0	0.0

Source: USDOT Freight Analysis Framework Version 3

¹ Coal-n.e.c. means Coal-Not Elsewhere Classified

Table 3-20 examines the state through which international rail freight originating in Alabama leaves the US in 2011 and 2040.

Table 3-20: State of Exit for International Rail Freight Originating in Alabama, 2011 and 2040

State of Entry	2011 Tons	2011 Percent	State of Entry	2040 Tons	2040 Percent
Alabama	10,840,330	85.0	Alabama	15,850,840	71.7
Arizona	720	0.0	Arizona	3,790	0.0
California	21,480	0.2	California	89,720	0.4
Florida	18,900	0.1	Florida	40,520	0.2
Georgia	28,250	0.2	Georgia	65,530	0.3
Idaho	150	0.0	Idaho	770	0.0
Illinois	0	0.0	Illinois	0	0.0
Louisiana	29,440	0.2	Louisiana	58,990	0.3
Maryland	1,350	0.0	Maryland	1,880	0.0
Michigan	165,380	1.3	Michigan	708,280	3.2
Minnesota	62,520	0.5	Minnesota	269,840	1.2
Mississippi	6,830	0.1	Mississippi	12,550	0.1
Montana	390	0.0	Montana	1,800	0.0
New Hampshire	90	0.0	New Hampshire	320	0.0
New Jersey	2,750	0.0	New Jersey	24,520	0.1

2013 Alabama Rail Plan

State of Entry	2011 Tons	2011 Percent	State of Entry	2040 Tons	2040 Percent
New York	237,720	1.9	New York	924,160	4.2
North Carolina	420	0.0	North Carolina	70	0.0
North Dakota	200,690	1.6	North Dakota	962,890	4.4
Ohio	0	0.0	Ohio	10	0.0
Oregon	0	0.0	Oregon	0	0.0
Pennsylvania	50	0.0	Pennsylvania	10	0.0
South Carolina	32,570	0.3	South Carolina	54,270	0.2
Texas	1,106,620	8.7	Texas	3,027,990	13.7
Washington	1,810	0.0	Washington	6,860	0.0
Wisconsin	20	0.0	Wisconsin	0.07	0.0

Source: USDOT Freight Analysis Framework Version 3

The projected rail movements for Alabama are likely to remain focused on a few key states—Georgia, Texas and Kentucky. Similarly, the dominate commodity being moved is expected to remain coal. Future projections indicate no significant shift in rail traffic is expected, only increases in volumes.

CHAPTER 4—RAIL SERVICE NEEDS AND OPPORTUNITIES

In general, the rail program in Alabama has remained stable since the 2008 Alabama Rail Plan. The analysis of FAF information through 2040 assisted in identifying several major trends, which are further explained in the following paragraphs.

Table 4-1 presents a comparison of shipments in 2015 and 2040. As indicated, the total tonnage (internal/imported/exported) shipped on rail in Alabama will increase by 25 percent from 2015 to 2040. However, the relative amounts of each type of shipment will continue to remain balanced at approximately one-third of the total shipments each. Internal shipments will comprise 34 percent of total shipments in 2015 and 33 percent in 2040. Imported shipments will represent 33 percent of total shipments in 2015 and 31 percent in 2040. Exported shipments will account for 33 percent of total shipments in 2015 and 36 percent in 2040.

Table 4-1: Comparison of Tons of Shipment by Category, 2015 and 2040

	Internal	Imported	Exported	Total
2015	28,108,230	27,310,650	27,310,680	82,729,560
2040	34,519,380	31,977,920	36,859,290	103,356,590
Percent Increase	23%	17%	35%	25%

Another trend noted in the analysis was that coal remains the major freight commodity. In 2040, coal will comprise 60 percent of Alabama imports and 42 percent of exports. Gravel will become the second largest export at 15 percent. Transportation of these two commodities will continue to represent a large portion of the state’s rail market.

FAF predictions indicate that 52 percent of imported shipments in Alabama in 2040 will be internal within the state. This reflects the prominent role the Port of Mobile plays as a key point of entry for imports into the state. Imports entering through the Port of Mobile represent 65 percent of imports in 2011, growing to 69 percent of imports in 2040. Florida’s ports are also expected to play a more important role in Alabama rail shipments in the future. The 2011 FAF data indicates that Florida is a point of entry for 4 percent of imports, increasing to an 8 percent share by 2040.

Imports from other states will show significant growth between 2011 and 2040, particularly from Florida (52 percent), Indiana (99 percent) and South Carolina (67 percent). However, the largest absolute values in volume of import shipments will continue to be from Kentucky (5.8 million tons) and Minnesota (5.3 million tons), respectively.

Internationally, the largest portion of imports to Alabama in 2040 will be 10.2 million tons from the “Rest of Americas.” The next largest market, Canada, is expected to increase shipments by 88 percent to 2.1 million tons by 2040. Although not as large in total tons, Mexico will increase its share of import shipments by 490 percent to 1.4 million tons and European imports will also increase 147 percent by 2040.

2013 Alabama Rail Plan

Alabama exports to other states will increase between 2011 and 2040, with the largest growth in exports to Montana and North Dakota (79 percent each). The largest export markets in total number of tons will continue to be Texas (5.8 million tons) and Georgia (5 million tons).

International exports from Alabama in 2040 are expected to remain predominantly destined to Europe (8.7 million tons), a 44 percent increase over 2011 amounts. Export tonnage to “Rest of Americas” will remain in second place at 5.5 million tons, an increase of 52 percent. The greatest increases in exports will be to Canada and Mexico, which will show increases of 330 percent and 157 percent, respectively. A majority of shipments bound for Mexico will travel into Texas and across the border.

A review of current and future trends shows that the rail mode will continue to have a prominent role in hauling coal and other raw materials for internal, import and export markets. Nevertheless, several unknowns may impact the strength of the rail program in the state as we consider the future to 2040. Federal policy direction has emphasized “green” energy resources. The end result of this federal initiative may be the potential dampening of the coal market and freight movements of coal. This possibility should be considered given coal’s current prominence in commodity shipments in Alabama.

Other elements of rail operations in Alabama also remain unsettled. As highlighted in Chapter 5, passenger rail service is generating a lot of interest and support in the Southeast and in Alabama. The future of passenger rail service relies heavily on the potential for federal funding. Several current studies are considering passenger rail service within the state, and similar efforts in adjacent states aim to extend/expand existing services and establish a high speed rail corridor. The future success of these efforts will guide the possibilities for passenger rail programs in Alabama. Funding for passenger rail improvements will also impact the development of passenger rail options.

CHAPTER 5—PASSENGER RAIL IMPROVEMENTS AND INVESTMENTS

INTRODUCTION

The federal government enacted the Passenger Rail Investment and Improvement Act (PRIIA) in October 2008. Among its many elements, it reauthorized the National Railroad Passenger Corporation (Amtrak) and focused the federal rail passenger program on intercity and commuter rail service. Amtrak, a publicly funded service operated and managed as a for-profit corporation, began operations on May 1, 1971, to provide intercity passenger train service throughout the United States. The PRIIA provided for enhanced State involvement in rail policy, planning and development efforts, inclusive of passenger rail service, within the context of an individual State's overall transportation system. This was in recognition of the interdependency of passenger and freight rail programs to cooperatively establish operations which typically run on common track (Class I, regional and shortline railroads). This legislation also standardized the State Rail Plan format and data requirements, including an inventory, and validated the need for State Rail Plans to be updated every five years.

This update of the Rail Plan included a review of passenger rail activities in six peer states in the "Deep South" to provide a more meaningful comparison with Alabama. The states were Georgia, Louisiana, Mississippi, North Carolina, South Carolina and Tennessee. Their respective involvement runs the entire gamut from almost no activity in Mississippi to a very active program in North Carolina.

It is also important to note two interstate coalition programs currently in existence among these states: the Southern Rail Commission (SRC) and the Southeast High Speed Rail Corridor (SEHSR) Coalition. In 1982 the Southern Rapid Rail Transit Commission, sanctioned by an Act of Congress, was formed through the respective legislatures of Louisiana, Mississippi and Alabama. Its purpose was to study the feasibility of rapid rail transit service between the member states. The Commission has changed names and is now called the Southern Rail Commission (SRC). The SRC is a strong advocate for the expansion of passenger rail service throughout the South, including restoration of daily passenger rail service along the Gulf Coast between New Orleans, LA and Jacksonville, FL. The SEHSR Coalition was first formed in 1994 to facilitate the development of the SEHSR corridor. The states of Virginia, North Carolina, South Carolina, Georgia, Florida, Alabama and Tennessee joined together with the business communities in each state with the intent to plan, develop and implement high speed rail in the Southeast. The major portions of the SEHSR Corridor are: Washington, DC—Charlotte, NC; Richmond, VA—Hampton Roads, VA; Charlotte, NC—Atlanta, GA—Jacksonville, FL; and Raleigh, NC—Columbia, SC—Jacksonville, FL. Each portion of the corridor is at a different point in the planning process. In June 2013, Georgia DOT announced a study to extend the SEHSR into Georgia. The *Atlanta to Charlotte Passenger Rail Corridor Investment Plan* will be conducted in "tiers." The Tier 1 EIS (Environmental Impact Statement) will analyze passenger service between Atlanta and Charlotte on a broad scale.⁹

INTERCITY AND COMMUTER PASSENGER RAIL

Intercity passenger service is characteristically located in densely populated areas of the United States. Amtrak operates more than 300 trains each day on 21,200 miles of track at speeds up to 150 mph, connecting more than 500 destinations in 46 states and 3 Canadian provinces. In fiscal year 2012, Amtrak served a record 31.2 million passengers and had \$2.02 billion in revenue while employing more than 20,000 people.

⁹ www.sehsr.org

2013 Alabama Rail Plan

Amtrak currently operates several routes throughout the Southeast, although none of Amtrak's busiest stations are located in this region. The top three stations for passenger loadings are New York, Washington, DC and Philadelphia. Service on the Northeast Corridor includes the *Acela* high speed train.

Amtrak routes in the Southeast include:

- *Auto Train* from Lorton, VA to Sanford, FL, with stops in Richmond, Fayetteville, Charleston, Savannah, Jacksonville and Orlando
- *City of New Orleans* from Chicago to New Orleans
- *Crescent* from New York to New Orleans, stopping in Alabama at Anniston, Birmingham and Tuscaloosa
- *Silver Service/Palmetto* from New York to Tampa/Miami via Washington, DC, Charleston, Savannah, Jacksonville, and Orlando

Fifteen states have contract operations for commuter/intercity rail service, either whole or in part, with Amtrak. Those in the Southeast contracting with Amtrak for operations include:

- North Carolina, for operations of the *Carolinian* and *Piedmont* (Raleigh-Charlotte)
- Virginia, for operations of the *Northeast Regional* (Lynchburg & Norfolk)
- Maryland, for operation of the *Maryland Area Regional Commuter* (MARC)
- Florida, for dispatching service for the *Tri-Rail* service (Miami-West Palm Beach)

"DEEP SOUTH" REGIONAL PASSENGER RAIL ACTIVITIES

Alabama

Alabama has long expressed an interest in rail passenger service and participates in the Southern Rail Commission (SRC). Established by Congress, the Commission has encouraged Florida, Georgia and Texas to join its ranks and advocate for high speed and/or other passenger service along the Gulf Coast. The SRC has completed a selection for high speed routes along the Mobile, AL to New Orleans, LA and Lake Charles, LA to Meridian, MS corridors. Plans developed by the SRC for these routes represent the first step in complying with FRA requirements for incremental implementation of service.

Passenger rail service has also been explored in various Alabama cities. ADECA sponsored a recent study to assess route alternatives, ridership, costs and revenue of passenger train service between Birmingham and Montgomery, with potential extension to Mobile. A similar study sponsored by Georgia DOT assessed the feasibility of high-speed intercity passenger rail service in the Atlanta-Birmingham corridor.

From early 1993 through late August 2005, Amtrak's *Sunset Limited* service between Los Angeles, CA and New Orleans, LA continued eastward to Orlando, FL. During this time it was the only true transcontinental passenger train in American history. Operations through Alabama were suspended in the wake of Hurricane Katrina due to lingering effects of substantial storm damage to the rail infrastructure along the Gulf Coast. At that time, service reverted to the original Los Angeles to New Orleans routing.

Restoring daily passenger rail service between New Orleans and Jacksonville is strongly supported by local officials in the Gulf Coast communities of Alabama, Mississippi and Florida. Mobile's Long Range Transportation Plan includes development of an Intermodal Passenger Terminal to handle daily passenger rail service, as well as passenger ferry service on Mobile Bay. In addition, the Boards of five

2013 Alabama Rail Plan

regional planning councils in northwest Florida, including the Florida-Alabama TPO that includes portions of Baldwin County, have signed original resolutions supporting restoration of passenger rail service along the suspended route.

Currently, Amtrak's *Crescent* service runs one train per day in each direction with stops in Anniston, Birmingham and Tuscaloosa. A total of 67,233 passengers boarded or disembarked in Alabama in FY2012, which represented an increase of almost 6 percent from FY2010.

Georgia

Georgia has explored development and expansion of both intercity high speed and commuter passenger rail service with current initiatives focused on high speed rail service between Atlanta and Charlotte, NC. The implementation of this effort has progressed to a Tier 1 Environmental Impact Statement (EIS) that will result in selection of a preferred corridor and details of proposed operations. Another recent study considered the feasibility of a high-speed passenger rail corridor between Birmingham and Atlanta, which would serve as a connection between the Gulf Coast High-Speed Rail Corridor (New Orleans-Birmingham-Atlanta) and the Southeast High-Speed Rail Corridor (Atlanta-Charlotte-Raleigh-Washington D.C.).

In other activities, Georgia has initiated work on development of a terminal passenger station in the "Gulch" area of Atlanta. The station will serve as a coordination point for the Atlanta streetcar network (currently under development), local bus service, intercity bus service and intercity rail service. A two-year contract for \$12 million is being led by a private developer team. This terminal passenger station will also serve as the hub for potential future commuter rail service. Recently these efforts reached an impasse when Norfolk Southern wrote to the State to advise them that there was insufficient rail infrastructure to accommodate intercity passenger rail service. This latest development will delay progress made towards establishing a Southeast High Speed Rail Corridor.

Commuter rail in Georgia has been the subject of plans since the 1970s. A Commuter Rail Plan was developed that identified priorities for implementation with first priority intended for the following corridors: Atlanta-Macon-Griffin (via Lovejoy); Savannah-Jacksonville; Macon-Savannah; and Macon-Albany. As of the date of this study, commuter rail has not been developed in Georgia. Other intercity rail studies have evaluated the feasibility of high speed/monorail service from Atlanta to Chattanooga. However, these remain potentials for future consideration conditioned on the availability of funding.

Amtrak's daily *Crescent* trains between New York and New Orleans in both directions stop in Toccoa, Gainesville and Atlanta.

Louisiana

The Marine and Rail Section falls under the Deputy Assistant Secretary for Intermodal Transportation of the Louisiana Department of Transportation and Development (LA DOTD). Louisiana's rail system consists of approximately 3,600 miles of track with intermodal connections interfacing with marine and river ports as well as local transit facilities. As of October 2012, passenger boardings and alightings amounted to approximately 245,000 annually. A Louisiana Statewide Rail System Plan was completed for the LA DOTD in May 2003 and an updated rail plan is currently being conducted in accordance with the Passenger Rail Investment and Improvement Act (PRIIA) of 2008.

Amtrak operates three routes that either traverse or terminate in Louisiana. All but one of these experienced an increase in ridership from 2010 to 2011. These routes and cities/towns with stops are:

2013 Alabama Rail Plan

- *Sunset Limited* (New Orleans to Los Angeles) – New Orleans, Schriever, New Iberia, Lafayette, Iowa Junction and Lake Charles (three trains in each direction daily)
- *Crescent* (New York City to New Orleans) – Slidell and New Orleans (one train in each direction daily)
- *City of New Orleans* (Chicago to New Orleans) – Hammond and New Orleans (one train in each direction daily)

Due to funding constraints at the state level, rail activity is somewhat limited. However, the state legislature has recently authorized local initiatives for intercity passenger rail service and currently two exploratory efforts have begun: from New Orleans to Baton Rouge and from Dallas, TX to Shreveport.

Future passenger service concepts include:

- A line across the top of the state from Monroe to Shreveport
- High speed rail route alternatives including Baton Rouge and Gonzales
- Gulf Coast high speed rail corridors

Mississippi

The Mississippi Department of Transportation rail planning is focused on freight rail transportation. Their involvement in rail passenger service is largely through the Southern Rail Commission and its efforts to establish a high speed rail corridor in the Southeast.

Two Amtrak routes currently traverse Mississippi. The north-south *City of New Orleans* stops in Greenwood, Yazoo City, Jackson, Hazlehurst, Brookhaven and McComb on its daily trips between Chicago and New Orleans. Similarly, the cities of Meridian, Laurel, Hattiesburg and Picayune are stops on the daily *Crescent* service running between New Orleans and New York.

North Carolina

The state of North Carolina has a vibrant passenger rail program inclusive of two state-owned Amtrak trains that run daily between Charlotte and Raleigh. These two trains, the *Piedmont* and the *Carolinian*, are operated as a partnership between Amtrak and the North Carolina Department of Transportation (NCDOT). The Rail Division of NCDOT is the office of prime responsibility for rail activities in North Carolina.

North Carolina has over 3,300 miles of track serving both freight and passenger trains, and over 900,000 passenger boardings were recorded in 2011. Twelve passenger trains serve the state daily with stops in 16 cities. NCDOT has invested approximately \$300 million in intercity passenger rail service, including station construction and renovation, track work improvements and corridor preservation. Additionally, all North Carolina stations are staffed. The state-owned service between Raleigh and Charlotte began in 1995 and travel time has been reduced by one hour since its inception.

The *Piedmont* makes two round trips per day between Charlotte and Raleigh, servicing the following seven cities on its route: Cary, Durham, Burlington, Greensboro, High Point, Salisbury and Kannapolis. There is also a shuttle service between downtown Winston-Salem and the High Point Amtrak station that makes three round trips daily. The *Piedmont* service experienced a ridership of 163,000 passengers in the 12 months ending in September 2012, a 16 percent increase over year 2011 ridership.

The *Carolinian* runs one northbound and one southbound train between Charlotte and Raleigh daily. It connects with the national Amtrak for further points northeast (with a final destination of New York

2013 Alabama Rail Plan

City) and southeast. Other cities in North Carolina serviced by this route are Selma, Wilson and Rocky Mount.

In addition to the *Carolinian*, Amtrak operates four other passenger trains that service North Carolina cities/towns:

- *Crescent* (New Orleans to New York City) – Gastonia, Charlotte, Salisbury, High Point and Greensboro
- *Palmetto* (New York City to Savannah) – Fayetteville, Selma, Wilson and Rocky Mount
- *Silver Meteor* (New York City to Miami) – Fayetteville and Rocky Mount
- *Silver Star* (New York City to Miami) – Hamlet, Southern Pines, Cary, Raleigh and Rocky Mount

South Carolina

The South Carolina Public Railways (SCPR) Division of the South Carolina Department of Commerce is the office of prime responsibility for rail activities in South Carolina. The South Carolina Department of Transportation (SCDOT) has an Intermodal Programs Manager that works in tandem with the Department of Commerce on rail planning activities. Other state agencies that work closely with the SCPR Division are the State Ports Authority and the Aeronautics Division of the SC Department of Commerce.

A rail plan completed in October 2008 met in part the requirements established by the Passenger Rail Investment and Improvement Act of 2008 (PRIIA) and an update of this study is currently underway. It did, however, reference another study looking at a coastal connection linking Florence, Myrtle Beach and Charleston to the SEHSR corridor using existing tracks.

In 2001 the South Carolina Southeast High Speed Rail Corridor Improvement Study identified two routes through South Carolina, one from Charlotte to Atlanta through Greenville and the other from Raleigh to Savannah through Columbia. A previous study had determined that travel demand was more lucrative along the upstate route, which is where current focus seems to be prevalent. The state of Georgia is taking the lead in this portion of the SEHSR corridor activity and is currently engaged with a consulting firm to conduct an EIS (see Georgia's synopsis). Although alignment is still being determined, it appears that a stop might be in the vicinity of the Greenville-Spartanburg International Airport.

Commuter rail and light rail transit are two of the several alternatives being looked at in the I-26 Regional Fixed Guideway Transit Alternatives Analysis study currently underway in the Charleston region. The focus of this corridor extends from both Summerville and Moncks Corner along I-26 into downtown Charleston. Two commuter rail or rail-transit efforts are being investigated in the Columbia region as well. One extends from Newberry into Columbia and the other travels from Camden into Columbia.

The same four passenger trains operated by Amtrak in North Carolina pass through South Carolina once daily each way, serving the following cities/towns:

- *Crescent* (New Orleans to New York City) – Clemson, Greenville and Spartanburg
- *Palmetto* (New York City to Savannah to Miami) – Yemassee, Charleston, Kingstree, Florence and Dillon
- *Silver Meteor* (New York City to Miami) – Yemassee, Charleston, Kingstree and Florence
- *Silver Star* (New York City to Miami) – Camden, Columbia and Denmark

2013 Alabama Rail Plan

Tennessee

Memphis and Newbern-Dyersburg, both in the westernmost portion of Tennessee, are the only Amtrak stations in the state. They are serviced daily by the *City of New Orleans* runs between Chicago and New Orleans.

The 2003 Tennessee State Rail Plan identified potential rail corridors, including the following four corridors: Memphis-Nashville; Louisville-Nashville-Chattanooga; Chattanooga-Knoxville-Bristol; and Nashville-Knoxville-Bristol. The plan also estimated capital and operating costs in recognition that funds were not presently available.

Memphis has developed a “Main Street Trolley” passenger rail service that circulates within the core area and provides access to Midtown, medical facilities and the riverfront. Focused on in-town circulation, the service has been successful in attracting local ridership.

Other initiatives in Tennessee have focused on commuter, intra-city circulation. Nashville launched the Music City Star commuter rail service in 2006, providing connection from Lebanon, TN to the Nashville Riverfront. The six-station commuter train works in coordination with a regional bus system and the Metropolitan Transit Authority.

CURRENT ACTIVITIES

State legislation was passed to create the Alabama Capital Stimulus for Rail Projects Act of 2009 to require ADECA, with the assistance of the SRC, to establish and operate a program to promote passenger rail travel and service. A major goal of the study initiated by ADECA is to restore intercity passenger rail service on the *Gulf Breeze* between Birmingham and Mobile. Recently completed, the study evaluated four alternatives, three along the former *Gulf Breeze* corridor owned by CSXT and one in a newly constructed corridor along I-65. Each alternative was evaluated for ridership and cost estimates, required infrastructure improvements, equipment types and station locations.

In 2010, Birmingham regional leaders announced a \$500,000 feasibility study to create a high-speed train connecting Birmingham to Atlanta. This particular rail corridor was included in the 1997 *High-Speed Ground Transportation for America* report and is one of the 11 federally-designated high-speed rail corridors. Georgia DOT, in partnership with the Regional Planning Commission of Greater Birmingham (RPCGB), analyzed this route segment as a connection between the Gulf Coast High-Speed Rail Corridor (New Orleans-Birmingham-Atlanta) and the Southeast High-Speed Rail Corridor (Atlanta-Charlotte-Raleigh-Washington D.C.). The study assessed speed and technology, ridership, operating and maintenance costs and economic impact. The final report, published in March 2012, concluded that high-speed rail is feasible in the Atlanta-Birmingham Corridor and further recommended that a Tier 1 NEPA Document and Service Development Plan be pursued for high-speed rail service within the corridor.¹⁰

Passenger rail service works best in corridors that have high density development. All of Amtrak’s most successful passenger lines are located in areas characterized by dense land development and population concentrations. Alabama does not currently have intercity corridors with population densities sufficient to generate sustainable rail passenger ridership. Table 5-1 compares population and population density in key Alabama cities with those in North Carolina.

¹⁰ *Birmingham to Atlanta High-Speed Rail Study Final Report*, March 2012, www.rpcgb.org/transportation/transit/

2013 Alabama Rail Plan

Table 5-1: Population and Population Density Comparison

City	Population	Population Density
Raleigh, NC	403,892	2804.8 / sq. mi.
Charlotte, NC	731,424	2440.8 / sq. mi.
Birmingham, AL	212,237	1428.1 / sq. mi.
Montgomery, AL	205,764	1270.7 / sq. mi.
Mobile, AL	195,111	1085.3 / sq. mi.

Another factor indicative of support for passenger rail service involves journey to work statistics. The US Census' county-to-county work trip flow files for year 2000 provide daily intercity trip making between the Birmingham-Montgomery-Mobile metropolitan areas:

- Jefferson County
 - To Montgomery County 337 commuter trips
 - To Mobile County 110 commuter trips
- Mobile County
 - To Montgomery County 127 commuter trips
 - To Jefferson County 141 commuter trips
- Montgomery County
 - To Mobile County 64 commuter trips
 - To Jefferson County 259 commuter trips

In comparison, the reported number of daily commutes traveling from Raleigh (Wake County) to Charlotte (Mecklenburg County) was 417, and 230 traveling the opposite direction. These numbers are more than three times greater than those between Montgomery and Mobile, yet they are the same distance apart (approximately 170 miles by car). This level of trip making would make it difficult for Alabama to meet federal qualifications criteria for rail investments.

While interest in passenger rail service in Alabama is keen, its prospects will depend on future development and growth that supports conditions for passenger rail investment. Alabama has no current funding earmark to support passenger rail. ADECA, in coordination with the SRC, is currently conducting initial feasibility studies, which will fully investigate the possibility for passenger rail service. Additional such opportunities should continue to be explored.

CHAPTER 6—FREIGHT RAIL IMPROVEMENTS AND INVESTMENTS

Rail operations in Alabama are a private sector enterprise. Private sector improvements and investments are made by each railroad to address its needs and business goals. In an attempt to assess the anticipated level of investments for Alabama rail systems, a request for information regarding investments planned or under consideration was sent to all rail operators in the state. None of the respondents had any investments to specifically include herein.

The State's primary involvement in rail improvements and investments is to ensure public safety through the FHWA Section 130 and bridge inspection programs. The Section 130 program funds improvements to eliminate railway-highway crossing hazards. Under the bridge inspection program, all roadway bridges statewide, including those over rail lines, are evaluated and rated for sufficiency to remain in service.

ALDOT also cooperates with the Governor's office and other State agencies, particularly ADECA, to support industrial/economic development initiatives as appropriate. Examples of ALDOT's role in these efforts could be rerouting existing roadways to improve efficiency or decrease potential safety implications of at-grade railway crossings, widening roads to four lanes, or constructing/reconstructing interchanges on the interstate system. In addition, ALDOT's Innovative Programs Bureau oversees the Industrial Access Road and Bridge Program, which provides funds limited to construction, construction engineering and inspection costs to provide public access to new or expanding distribution, manufacturing and industrial firms. The industry must be committed to new investment and the creation of new jobs, and the new access must be on public right of way for public use.

MAP-21 has provisions for States to develop Freight Plans consistent with the national freight network. This could have an effect on the effort to manage future rail freight improvements and investments.

CHAPTER 7—ALABAMA’S RAIL SERVICE AND INVESTMENT PROGRAM

According to the PRIIA guidance, the Rail Service and Investment Program (RSIP) is essentially an action plan laying out the State’s long-range, 20-year vision for the passenger and freight rail system and how that vision will be implemented and integrated with other statewide and regional transportation plans. The RSIP should also identify and prioritize specific improvements and financial investments to achieve the vision in both the short-range and long-term horizons.

VISION

Alabama’s long-range vision for freight and passenger rail services over the next 20 years can be summarized as follows:

The State of Alabama desires a safe, robust rail transportation system that supports the economic vitality of the State’s residents and businesses while providing increased transportation mobility and accessibility. Acting through the Department of Transportation, the State of Alabama supports the operations of the rail transportation system by working cooperatively with operators to improve intermodal connectivity, safety and service expansion, where appropriate, for both freight and passenger rail service.

This vision is consistent with the goals adopted for the Rail Plan (page 1-2), as well as the seven broad areas of concern that guide development of the Alabama Statewide Transportation Plan (page 1-1). Primary objectives, which support the vision and goals as well as any prioritization activities, would address system maintenance, safety and economic development.

ALDOT’s primary role will be to continue administrating the Section 130 Program, which is funded by FHWA, for installation of safety upgrades at rail-highway grade crossings. This program will continue to be the mainstay of the State’s rail investment activities.

PROGRAM COORDINATION

ALDOT participates extensively in coordination of the transportation planning process across all modes, at all levels – neighboring states, and regional and local MPOs. Similarly, ALDOT participates in other agencies’ studies and initiatives on expanding passenger service. Of particular note are the two joint/multi-state MPOs, with Georgia and Florida. Finally, Alabama is a member of the multi-state Southern Rail Commission (SRC), which advocates for passenger rail service within the southern US. Additional details on these initiatives and program coordination were provided in previous chapters of the report.

RAIL AGENCIES

In accordance with the fact that the State of Alabama does not own, operate or fund any rail services in Alabama, the State does not have a rail agency. No changes to this situation are proposed for the short or long-term.

PROGRAM EFFECTS

ALDOT recognizes the important role that rail transportation plays in Alabama and the many benefits it provides to state residents and businesses. ALDOT’s role is to support the operators to the best of its ability, within the limits of its authority and means. State participation in the Section 130 program resulted in the authorization of 84 rail/highway grade crossing safety projects across the state from 2008-2013, with funding totaling \$19,763,070. Alabama’s FY 2013 federal set-aside under this program

2013 Alabama Rail Plan

was \$4,498,277. Federal funding for this program is expected to increase at approximately 3 percent per year.

PASSENGER ELEMENT

Several recent studies, summarized in earlier chapters of this report, have addressed the potential expansion of passenger rail service in the state, including the financial viability and phased implementation of services. Specific details about the future effects of potential passenger rail services in the Birmingham-Montgomery and Birmingham-Atlanta corridors can be found within the study documentation associated with each initiative.

- *Birmingham to Montgomery Passenger Rail Feasibility Study*, prepared for the Alabama Department of Economic and Community Affairs (ADECA) by HDR Engineering, Inc., December 2013
 - Final Report, http://www.adeca.alabama.gov/Divisions/ced/Documents/BHM-MGM%20Passenger%20Rail%20Study_FINAL.pdf
- *High Speed Rail Planning Services*, prepared for the Georgia Department of Transportation (GDOT) by HNTB Corporation, March 2012
 - Final Report, <http://www.dot.ga.gov/travelingingeorgia/rail/Documents/HighSpeedRail/Final%20Report.pdf>
 - Atlanta-Birmingham Executive Summary, <http://www.dot.ga.gov/travelingingeorgia/rail/Documents/HighSpeedRail/Executive%20Summaries.pdf>

Restoring passenger rail service along the Gulf Coast between Jacksonville, FL and New Orleans, LA via the Alabama stations of Mobile and Atmore has been the subject of local government and regional planning agency resolutions within the last several years. The most recent study report on service restoration was prepared by Amtrak in response to legislation passed in 2008. The report offered three service options. Details are available within the study documentation:

- *P.R.I.I.A. Section 226 Gulf Coast Service Plan Report*, prepared by Amtrak, July 2009
 - <http://www.amtrak.com/ccurl/904/671/GulfCoastServicePlanReport.pdf>

FREIGHT ELEMENT

No publicly financed freight rail services operate in Alabama, and the results of Alabama's participation in the Section 130 program were summarized previously in this chapter of the plan.

As part of the stakeholder outreach for this update of the Alabama Rail Plan, each railroad was asked to provide available information on future improvements to their operations, including any major mainline improvements on their system in/near Alabama or industry/shipper connections in Alabama over the next five years. Information was received about specific potential future improvements from one Class I railroad, targeted at better connecting to existing or future terminals/customers. Alabama DOT will continue to respond to any information requests that might be received regarding the state's rail system.

2013 Alabama Rail Plan

RAIL STUDIES AND REPORTS

ALDOT has no immediate plans to undertake any short or long-term rail studies or reports upon completion of this plan. ALDOT will continue to coordinate with entities such as ADECA, neighboring State DOTs, the Southern Rail Commission, and others as they proceed with their rail planning initiatives.

In 2009, ALDOT initiated the *Statewide Freight Study and Action Plan* to analyze current and future multimodal freight movements into and out of the state, as well as the condition, operations and safety of the multimodal system. All modes of freight movement—truck, rail, air and water—were examined, although only highway infrastructure falls under the direct responsibility of ALDOT. Due to its significance with regard to share of overall freight movement and impact on the general traveling public, truck freight movement underwent analysis at an additional level of detail. One element of the larger Freight Study, the *Shortline Rail Rehabilitation Program Technical Memorandum*, was developed in response to the Alabama Shortline Railroad Infrastructure Rehabilitation Act (Act 2008-382, Effective May 16, 2008) passed by the Alabama Legislature. This Act empowers ALDOT to identify rehabilitation funding needs, create the Shortline Railroad Infrastructure Rehabilitation Fund, and potentially make grants and no-cost loans for shortline rehabilitation. To this end, the consultant team researched the operations and needs of Alabama's 23 shortline railroads (shortlines) prior to moving forward towards program development. The information would be used to develop a prioritization scheme, identify recommendations, and propose a program for improving shortline rail systems in Alabama. Currently, the Legislature has not authorized funding for this program.

PASSENGER AND FREIGHT RAIL CAPITAL PROGRAM

As Alabama does not own, operate or fund any passenger or freight rail services in the state, there are no plans to undertake any capital projects in the short or long-term.

CHAPTER 8—COORDINATION AND REVIEW

The 2013 Alabama Rail Plan was developed in coordination with public and private sector stakeholders. In an effort to involve a wide range of interested parties, a Stakeholder Committee was established to provide input throughout the plan's development. The Stakeholder Committee was composed of each rail operator in the state (Class I, Class II and Class III), staff from Alabama's regional MPOs/RPOs and other relevant State agencies (with ADECA being a principal participant), and representatives from a number of rail-focused organizations and associations.

The study relied heavily on email and the ALDOT website to share study information with stakeholders and the public. The study team reached out to stakeholders via postal letter and email on a number of occasions to solicit input and encourage communication. ALDOT's website was utilized to post draft versions of the Rail Plan and Rail Directory in order to facilitate timely stakeholder review. Comments and input to the study have been documented and taken into consideration in the development of the Plan and Directory.

Stakeholders were very generous with their input to the plan. MPO and RPO staffs provided detailed accounts of their current activities and shared copies of resolutions, reports and documents addressing passenger and/or freight rail service in their areas. Similarly, rail operators were a primary data source for development of the individual operator profiles contained in the Rail Directory. They provided information, reviewed documents, and communicated on a variety of activities.

In addition, the Federal Railroad Administration provided information regarding the draft State Rail Plan Guidance that was used to develop the current Alabama Rail Plan, as well as in providing clarification on several questions that arose.

APPENDIX A—LIST OF STAKEHOLDERS

**2013 Alabama Rail Plan
APPENDIX A--LIST OF STAKEHOLDERS
Rail Lines**

Entity Name	Abbrev.	Website	Name	Position	Company	Address	City	State	Zip	Email
CLASS I RAILROADS										
Burlington Northern Santa Fe Railway	BNSF	www.bnsf.com	Michael Garriga	Executive Director, State Government Affairs	Burlington Northern Santa Fe Railway	5280 East Shelby Drive	Memphis	TN	38118	michael.garriga@bnsf.com
Canadian National	CN	www.cn.ca	Jim Kvedaras	Director, US Government Affairs	Canadian National	17641 Ashland Avenue	Homewood	IL	60430	Jim.Kvedaras@cn.ca
CSX Transportation, Inc.	CSX	www.csx.com	Jane Covington	Resident Vice President	CSX Transportation, Inc.	5200 Maryland Way	Brentwood	TN	37027	jane_covington@csx.com
Norfolk Southern Railway Company	NS	www.nscorp.com	Elizabeth Lawlor	Manager, Government Relations	Norfolk Southern Railway Company	770 Washington Avenue, Suite 192	Montgomery	AL	36104-3816	Elizabeth.lawlor@nscorp.com
CLASS II (REGIONAL) RAILROADS										
Alabama & Gulf Coast Railway	AGR	www.gwrr.com	Jerry Vest	Vice President, Government & Industry Affairs	Genesee & Wyoming Inc.	PO Box 38652	Pittsburgh	PA	15238	jvest@gwrr.com
CLASS III (LOCAL/SHORTLINE) RAILROADS										
Alabama & Tennessee River Railway, LLC	ATN	www.omnitrax.com	Wes Mundy	General Manager	Alabama & Tennessee River Railway, LLC	3425 Forrest Avenue	Gadsden	AL	35904	wmundy@omnitrax.com
Alabama Railroad Co.	ALAB	www.pioneer-railcorp.com	Shane Cullen	VP of Operations	Alabama Railroad Co.	1318 S. Johnson Road	Peoria	IL	61607	scullen@pioneer-railcorp.com
Alabama Railroad Co.	ALAB	www.pioneer-railcorp.com	Nathan Johns	Marketing Manager	Alabama Railroad Co.	1318 S. Johnson Road	Peoria	IL	61607	njohns@pioneer-railcorp.com
Alabama Southern Railroad	ABS	www.watcocompanies.com	Anwar Aikins	General Manager	Alabama Southern Railroad	1208 Ty Rogers Jr. Avenue	Tuscaloosa	AL	35401	tjohns@watcocompanies.com
Alabama Warrior Railway	ABWR	www.watcocompanies.com	Adam Harper	General Manager	Alabama Warrior Railway	4200 F. L. Shuttlesworth Drive	Birmingham	AL	35207	aharper@watcocompanies.com
Autauga Northern Railroad	AUT	www.watcocompanies.com	Anthony Kirkland	Acting General Manager	Autauga Northern Railroad	1330 Southern Drive	Prattville	AL	36067	akirkland@watcocompanies.com
Bay Line Railroad, LLC	BAYL	www.gwrr.com	Jerry Vest	Vice President, Government & Industry Affairs	Genesee & Wyoming Inc.	PO Box 38652	Pittsburgh	PA	15238	jvest@gwrr.com
Birmingham Terminal Railway	BHRR	www.watcocompanies.com	David Tarwater	General Manager	Birmingham Terminal Railway	5700 Valley Road	Fairfield	AL	35064	dtarwater@watcocompanies.com
Chattahoochee Bay Railroad	CHAT	www.gwrr.com	Jerry Vest	Vice President, Government & Industry Affairs	Genesee & Wyoming Inc.	PO Box 38652	Pittsburgh	PA	15238	jvest@gwrr.com
Columbus & Chattahoochee Railroad Co.	CCHA	www.gwrr.com	Jerry Vest	Vice President, Government & Industry Affairs	Genesee & Wyoming Inc.	PO Box 38652	Pittsburgh	PA	15238	jvest@gwrr.com
CG Railway, Inc.	CGR	www.cgrailway.com	Kevin Wild	Senior Vice President	CG Railway, Inc.	11 North Water Street, Suite 18290	Mobile	AL	36602	wildkm@intship.com
Conecuh Valley Railroad	COEH	www.gwrr.com	Jerry Vest	Vice President, Government & Industry Affairs	Genesee & Wyoming Inc.	PO Box 38652	Pittsburgh	PA	15238	jvest@gwrr.com
Eastern Alabama Railway	EARY	www.gwrr.com	Jerry Vest	Vice President, Government & Industry Affairs	Genesee & Wyoming Inc.	PO Box 38652	Pittsburgh	PA	15238	jvest@gwrr.com
Georgia Southwestern Railroad, Inc.	GSWR	www.gwrr.com	Jerry Vest	Vice President, Government & Industry Affairs	Genesee & Wyoming Inc.	PO Box 38652	Pittsburgh	PA	15238	jvest@gwrr.com
The Huntsville & Madison County Railroad Authority	HMCR	www.hmcrr.com	Karen Monroe	General Manager	The Huntsville & Madison County Railroad Authority	P.O. Box 18925	Huntsville	AL	35804	karen@hmcrr.com
Luxapalila Valley Railroad	LXVR	www.gwrr.com	Jerry Vest	Vice President, Government & Industry Affairs	Genesee & Wyoming Inc.	PO Box 38652	Pittsburgh	PA	15238	jvest@gwrr.com
Meridian & Bigbee Railroad	MNBR	www.gwrr.com	Jerry Vest	Vice President, Government & Industry Affairs	Genesee & Wyoming Inc.	PO Box 38652	Pittsburgh	PA	15238	jvest@gwrr.com
Redmont Railway Company, Inc.	RRC	www.sunshinemills.com	Dan Bostick	N/A	Redmont Railway Company, Inc.	P.O. Box 676	Red Bay	AL	35582	dbostick@sunshinemills.com
Sequatchie Valley Railroad	SQVR	N/A	Byron Clinton	N/A	Sequatchie Valley Railroad	P.O. Box 296	Bell Buckle	TN	37020	bclinton@bellsouth.net
Southern Electric Railroad Company, Inc.	SERX	www.southernco.com	Jeremy Cole, PE	Vice President & General Manager	Southern Electric Railroad Company, Inc.	PO Box 10266, Bin 14N-8162	Birmingham	AL	35202	jcole@southernco.com
Tennessee Southern Railroad	TSRR	www.patriotrail.com	Scott Davis	Sales & Marketing	Patriot Rail/Tennessee Southern Railroad	P.O. Box 32	Mt. Pleasant	TN	38474	scott.davis@patriotrail.com
Terminal Railway Alabama State Docks	TASD	www.asdd.com	Mike Russell	General Manager	Terminal Railway Alabama State Docks	P.O. Box 1588	Mobile	AL	36633	mrussell@asdd.com
Three Notch Railroad	TNHR	www.gwrr.com	Jerry Vest	Vice President, Government & Industry Affairs	Genesee & Wyoming Inc.	PO Box 38652	Pittsburgh	PA	15238	jvest@gwrr.com
Wiregrass Central Railroad	WGCR	www.gwrr.com	Jerry Vest	Vice President, Government & Industry Affairs	Genesee & Wyoming Inc.	PO Box 38652	Pittsburgh	PA	15238	jvest@gwrr.com

**2013 Alabama Rail Plan
APPENDIX A--LIST OF STAKEHOLDERS
MPOs and RPOs**

Company	Website	Name	Position	Address	City	State	Zip	Email
MPOs								
Gadsden Etowah Metropolitan Planning Organization	www.cityofgadsden.com	Nick Hall	Director of Planning	P.O. Box 267	Gadsden	AL	35902	nhall@cityofgadsden.com
Gadsden Etowah Metropolitan Planning Organization	www.cityofgadsden.com	Meinrad Tabengwa	Transportation Planner	P.O. Box 267	Gadsden	AL	35902	mtabengwa@cityofgadsden.com
Department of Urban Development Planning Division	www.huntsvilleal.gov	Shane Davis	Executive Director	P.O. Box 308	Huntsville	AL	35804	Shane.davis@huntsvilleal.gov
Department of Urban Development Planning Division	www.huntsvilleal.gov	Tanjie Kling	Planner III, Transportation	P.O. Box 308	Huntsville	AL	35804	Tanjie.Kling@huntsvilleal.gov
Decatur Area MPO	www.decalur-al.gov	Dewayne Hellums	Director of Transportation Planning	P.O. Box 488	Decatur	AL	35602	dhellums@decalur-al.gov
Northwest Alabama Council of Local Governments (NACOLG)	www.nacolg.org	Keith Jones	Executive Director	P.O. Box 2603	Muscle Shoals	AL	35662	kjones@nwsc.edu
Northwest Alabama Council of Local Governments (NACOLG)	www.nacolg.org	Jesse Turner	MPO/RPO Director	P.O. Box 2603	Muscle Shoals	AL	35662	jturner@nacolg.org
Regional Planning Commission of Great Birmingham (RPCGB)	www.rpcgb.org	Charles Ball	Executive Director	2 Twentieth Street N., Suite 1200	Birmingham	AL	35203	cball@rpcgb.org
Regional Planning Commission of Great Birmingham (RPCGB)	www.rpcgb.org	Scott Tillman	Director of Planning and Operations	2 Twentieth Street N., Suite 1200	Birmingham	AL	35203	stillman@rpcgb.org
Regional Planning Commission of Great Birmingham (RPCGB)	www.rpcgb.org	Marshall Farmer	Senior GIS Analyst/Freight Planner	2 Twentieth Street N., Suite 1200	Birmingham	AL	35203	mfarmer@rpcgb.org
Lee-Russell Council of Governments	www.lrcog.com	Suzanne Burnette	Executive Director	2207 Gateway Drive	Opelika	AL	36801-6834	Suzanne.burnette@adss.alabama.gov
Lee-Russell Council of Governments	www.lrcog.com	Keith Bryan	Transportation Planner/GIS	2207 Gateway Drive	Opelika	AL	36801-6834	Keith.bryan@adss.alabama.gov
East Alabama Regional Planning & Development Commission (EARPDC)	www.earpdc.org	Bill Curtis	Executive Director	P.O. Box 2186	Anniston	AL	36202	Bill.curtis@earpdc.org
East Alabama Regional Planning & Development Commission (EARPDC)	www.earpdc.org	Jack Plunk	Principal Planner	P.O. Box 2186	Anniston	AL	36202	jack.plunk@earpdc.org
Columbus Consolidated Government	www.columbusga.org	Rick Jones, AICP	Director of Planning	P.O. Box 1340	Columbus	GA	31902	RJones@Columbusga.org
Columbus-Phenix City MPO Department of Planning	www.columbusga.org	Lynda Temples	Principal Transportation Planner	P.O. Box 1340	Columbus	GA	31902	ltemples@Columbusga.org
West Alabama Regional Commission (WARC)	www.westal.org	Robert Lake	Executive Director	P.O. Box 509	Northport	AL	35476	robert.lake@westal.org
West Alabama Regional Commission (WARC)	www.westal.org	David Norris	Transportation Planning Director	P.O. Box 509	Northport	AL	35476	David.norris@westal.org
City of Montgomery	www.montgomeryal.gov	Robert Smith	Director of Planning	25 Washington Avenue, 4th Floor	Montgomery	AL	36104	rsmith@montgomeryal.gov
City of Montgomery	www.montgomeryal.gov	April Delchamps	Transportation Planner	P.O. Box 1111	Montgomery	AL	36104	adelchamps@montgomeryal.gov
Southeast Wiregrass Area MPO	www.dothan.org	Todd McDonald	Director	P.O. Box 2128	Dothan	AL	36302	tmcdonald@dothan.org
Southeast Wiregrass Area MPO	www.dothan.org	Reginald Franklin	Planning	P.O. Box 2128	Dothan	AL	36302	rbfranklin@dothan.org
Eastern Shore MPO	www.baldwincountyal.gov	Matthew Brown	ESMPO Coordinator	1100 Fairhope Avenue	Fairhope	AL	36532	msbrown@baldwincountyal.gov
South Alabama Regional Planning Commission (SARPC)	www.sarpc.org	Russ Wimberly	Executive Director	P.O. Box 1665	Mobile	AL	36633	russwimberly@sarpc.org
South Alabama Regional Planning Commission (SARPC)	www.sarpc.org	Chris Miller	Deputy Executive Director	P.O. Box 1665	Mobile	AL	36633	cmiller@sarpc.org
South Alabama Regional Planning Commission (SARPC)	www.sarpc.org	Kevin Harrison	MPO Director	P.O. Box 1665	Mobile	AL	36633	kharrison@sarpc.org
West Florida Regional Planning Council	www.wfrpc.org	Terry Joseph	Executive Director	4081 E. Olive Road, Suite A	Pensacola	FL	32514	terry.joseph@wfrpc.org
West Florida Regional Planning Council	www.wfrpc.org	Mary Robinson	Transportation Director	4081 E. Olive Road, Suite A	Pensacola	FL	32514	Mary.robinson@wfrpc.org
West Florida Regional Planning Council	www.wfrpc.org	Mary Beth Washnock	Senior Planner/TPO Coordinator	4081 E. Olive Road, Suite A	Pensacola	FL	32514	Marybeth.washnock@wfrpc.org
West Florida Regional Planning Council	www.wfrpc.org	Vikki Garrett	Regional Transportation Planner II	4081 E. Olive Road, Suite A	Pensacola	FL	32514	vikki.garrett@wfrpc.org
RPOs								
Northwest Alabama Council of Local Governments	www.nacolg.org	Keith Jones	Executive Director	P.O. Box 2603	Muscle Shoals	AL	35662	kjones@nwsc.edu
Northwest Alabama Council of Local Governments	www.nacolg.org	Jesse Turner	MPO/RPO Director	P.O. Box 2603	Muscle Shoals	AL	35662	jturner@nacolg.org
West Alabama Regional Commission	www.westal.org	Robert Lake	Executive Director	P.O. Box 509	Northport	AL	35476	Robert.lake@adss.alabama.gov
West Alabama Regional Commission	www.westal.org	David Norris	Transportation Planning Director	P.O. Box 509	Northport	AL	35476	David.norris@westal.org
Regional Planning Commission of Great Birmingham	www.rpcgb.org	Charles Ball	Executive Director	2 Twentieth Street N., Suite 1200	Birmingham	AL	35203	cball@rpcgb.org
Regional Planning Commission of Great Birmingham	www.rpcgb.org	Darrell Howard	Deputy Director of Planning	2 Twentieth Street N., Suite 1200	Birmingham	AL	35203	dhoward@rpcgb.org
East Alabama Regional Planning & Development Commission	www.earpdc.org	Bill Curtis	Executive Director	P.O. Box 2186	Anniston	AL	36202	Bill.curtis@earpdc.org
East Alabama Regional Planning & Development Commission	www.earpdc.org	Dawn Landholm	Principal Planner	P.O. Box 2186	Anniston	AL	36202	Dawn.Landholm@earpdc.org
South Central Alabama Development Commission	www.scadc.net	Tyson Howard	Executive Director	5900 Carmichael Place	Montgomery	AL	36117	Tyson.howard@adss.alabama.gov
South Central Alabama Development Commission	www.scadc.net	Tiffany Horton	Program Manager	5900 Carmichael Place	Montgomery	AL	36117	Tiffany.horton@adss.alabama.gov
Alabama-Tombigbee Regional Commission	www.atcregion6.com	John Clyde Riggs	Executive Director	107 Broad Street	Camden	AL	36726	Jcriggs50@gmail.com
Alabama-Tombigbee Regional Commission	www.atcregion6.com	Brandy Wilkerson	Planning Director	107 Broad Street	Camden	AL	36726	Brandy.wilkerson@adss.alabama.gov
Southeast Alabama Regional Planning & Development Commission	www.searpdc.org	Thomas Solomon	Executive Director	P.O. Box 1406	Dothan	AL	36302	tsolomon@searpdc.org
Southeast Alabama Regional Planning & Development Commission	www.searpdc.org	Andrew Windham	Regional Planner	P.O. Box 1406	Dothan	AL	36302	awindham@searpdc.org
South Alabama Regional Planning Commission	www.sarpc.org	Russell Wimberly	Executive Director	P.O. Box 1665	Mobile	AL	36633	russwimberly@sarpc.org
South Alabama Regional Planning Commission	www.sarpc.org	Tom Piper	Senior Transportation Planner	P.O. Box 1665	Mobile	AL	36633	tpiper@sarpc.org
Central Alabama Regional Planning & Development Commission	www.carpdc.com	Greg Clark	Executive Director	430 South Court Street	Montgomery	AL	36104	gclark@carpdc.com
Central Alabama Regional Planning & Development Commission	www.carpdc.com	Katherine Ennis	Planning Director	430 South Court Street	Montgomery	AL	36104	kennis@carpdc.com
Lee-Russell Council of Governments	www.lrcog.com	Suzanne Burnette	Executive Director	2207 Gateway Drive	Opelika	AL	36801-6834	Suzanne.burnette@adss.alabama.gov
Lee-Russell Council of Governments	www.lrcog.com	Barbara Scott	Planning and Economic Development Specialist	2207 Gateway Drive	Opelika	AL	36801-6834	Barbara.scott@adss.alabama.gov
North-central Alabama Regional Council of Governments	www.narcog.org	Lona Johns	Executive Director	P.O. Box C	Decatur	AL	35602	Lona.johns@adss.alabama.gov
North-central Alabama Regional Council of Governments	www.narcog.org	Robby Cantrell	Transportation Planner	P.O. Box C	Decatur	AL	35602	robb.cantrell@adss.alabama.gov
North-central Alabama Regional Council of Governments	www.narcog.org	Joseph Hester, AICP	Director of Planning & Economic Development	P.O. Box C	Decatur	AL	35602	joey.hester@adss.alabama.gov
Top of Alabama Regional Council of Governments	www.tarcog.us	Robert Culver	Executive Director	5075 Research Drive NW	Huntsville	AL	35805	Bob.culver@tarcog.us
Top of Alabama Regional Council of Governments	www.tarcog.us	Robert Culver	Planning Director	5075 Research Drive NW	Huntsville	AL	35805	Jeff.Pruitt@tarcog.us
Top of Alabama Regional Council of Governments	www.tarcog.us	Falguni Patel	Transportation Planner	5075 Research Drive NW	Huntsville	AL	35805	Falguni.patel@tarcog.us

**2013 Alabama Rail Plan
APPENDIX A--LIST OF STAKEHOLDERS
Other Stakeholders**

Entity Name	Abbrev.	Website	Name	Position	Address	City	State	Zip	Email
Alabama Public Service Commission		www.psc.state.al.us	Chris Longcrier	Railway Safety Administrator	PO Box 304260	Montgomery	AL	36130	jlongcrier@frasafety.net
Rail Passenger Association of Alabama	RPAA	N/A	Billy McFarland	Commissioner	PO Box 850	Huntsville	AL	35804	bmcfarland@uwa.edu
Southeast Association of Rail Shippers	SEARS	www.serailshippers.com	Lynn Courtwright	Business Director	3444 Arete Court	Roswell	GA	30075	lmcourtwright@att.net
Alabama State Port Authority	ASPA	www.asdd.com	Jimmy Lyons	Director / CEO	P.O. Box 1588	Mobile	AL	36633	jlyons@asdd.com
Alabama State Port Authority	ASPA	www.asdd.com	Hal Hudgins	Vice President, Security & Port Planning	P.O. Box 1588	Mobile	AL	36633	hhudgins@asdd.com
Alabama State Port Authority	ASPA	www.asdd.com	Judith Adams	VP, Marketing	P.O. Box 1588	Mobile	AL	36633	jadams@asdd.com
Alabama State Port Authority	ASPA	www.asdd.com	Chuck Camp	Logistics Manager	P.O. Box 1588	Mobile	AL	36633	ccamp@asdd.com
Alabama Trucking Association	ATA	www.alabamatrucking.org	Frank Filgo, CAE	President & CEO	P.O. Box 242337	Montgomery	AL	36124-2337	ffilgo@alabamatrucking.org
Economic Development Partnership of Alabama	EDPA	www.edpa.org	Bill Taylor	President	500 Beacon Parkway West	Birmingham	AL	35209	btaylor@edpa.org
Economic Development Partnership of Alabama	EDPA	www.edpa.org	Vicki Hewett	Executive Administrative Assistant	500 Beacon Parkway West	Birmingham	AL	35209	vhewett@edpa.org
USDA Rural Development	USDA	www.rurdev.usda.gov/al	Ronald Davis	State Director	4121 Carmichael Road, Suite 601	Montgomery	AL	36106-3683	ronnie.davis@al.usda.gov
Economic Development Association of Alabama	EDAA	www.edaa.org	Regina Pickron	Executive Assistant	210 Medical Center Drive	Prattville	AL	36066	regina@edaa.org
Economic Development Association of Alabama	EDAA	www.edaa.org	Valerie Gray	President	Chambers County Development Authority, P.O. Box 269	Lanett	AL	36863	vgray@chambersida.com
Alabama Development Office		www.ado.alabama.gov	Greg Canfield	Secretary	401 Adams Avenue, Suite 670	Montgomery	AL	36104	greg.canfield@commerce.alabama.gov
Alabama Development Office		www.ado.alabama.gov	Linda Swann	Assistant Secretary of Commerce	P.O. Box 304106	Montgomery	AL	36130-4106	linda.swann@commerce.alabama.gov
Alabama Department of Economic and Community Affairs	ADECA	www.adeca.alabama.gov	Jim Byard, Jr.	Director	P.O. Box 5690	Montgomery	AL	36103-5690	
Alabama Department of Economic and Community Affairs	ADECA	www.adeca.alabama.gov	Brenda Jones	Program Coordinator, Waterway, Rail and Multi Modal Unit	401 Adams Avenue, Suite 434	Montgomery	AL	36103	Brenda.jones@adeca.alabama.gov
Manufacture Alabama	MA	www.manufacturealabama.org	George Clark	President	401 Adams Avenue, Suite 701	Montgomery	AL	36104	george@manufacturealabama.org
Association of County Commissions of Alabama	ACCA	www.alabamacounties.org	Sonny Brasfield	Executive Director	P.O. Box 5040	Montgomery	AL	36103-5040	sbrasfield@alabamacounties.org
Alabama League of Municipalities	ALM	www.alalm.org	Ken Smith	Executive Director	PO Box 1270	Montgomery	AL	36104	kens@alalm.org
International Intermodal Center, Port of Huntsville		www.hsvairport.org	Mitch Bradley	Director	1000 Glenn Hearn Blvd, Box 20008	Huntsville	AL	35824	
Alabama Railway Association		www.alabamarailwayassociation.org	Maeci Martin	Executive Director	445 Dexter Avenue, Suite 4025	Montgomery	AL	36104	mmartin@christiestrategygroup.com
Federal Railroad Administration	FRA	www.fra.dot.gov	Randall Brown	Project Manager, Southeast High Speed Rail	1200 New Jersey Avenue, SE	Washington	DC	20590	Randall.brown@dot.gov
Federal Railroad Administration	FRA	www.fra.dot.gov	Catherine Dobbs	Regional Manager	1200 New Jersey Avenue, SE	Washington	DC	20590	Catherine.Dobbs@dot.gov
Federal Railroad Administration	FRA	www.fra.dot.gov	Kyle Gradinger	Transportation Industry Analyst	1200 New Jersey Avenue, SE	Washington	DC	20590	Kyle.gradinger@dot.gov