ABSTRACT: Chattanooga background & future; Chattanooga & maglev; Hopes for US support did not materialize; Need to band together for support; USMC revitalized; Mission of the USMC; Want to work with you & partner with you.
Atlanta-Chattanooga Maglev Project

**Project Overview**

**Atlanta Hartsfield to Chattanooga**

- **Project length**: 50 km / 31 miles
- **Corridor length**: 188 km / 117 miles
- **Stations**: 4
- **Trip time**: 23 minutes
- **Vehicles**: 6 (4 sections each)
- **Capital cost**: $2.2 billion (Price Level 2002)
- **Extensions**: Nashville, Savannah
- **Status**: Project reorganizing, EIS preparation work, Competing for $45M SAFETEA-LU funding

**End Stations**

- Hartsfield Int'l Airport (Atlanta)
- Lovell Field (Chattanooga)

**Route length**

- Initial Segment: 31 miles (HIA-Town Center)
- Entire Corridor: 117 miles

**Top Operating Speed**: 255 mph

**Trip times**

- Downtown Atlanta - Chattanooga: 51 min.
- Hartsfield Airport - Chattanooga: 60 min.
- Hartsfield Airport - Downtown Atlanta: 7 min.
- Hartsfield Airport - Atlanta Town Center: 23 min.
## Atlanta-Chattanooga MDP Project

### Project Cost Estimates

#### Initial Operation Segment: Atlanta Hartsfield Airport – Town Center

*Length: 31 miles (Mostly Urban Setting)*

<table>
<thead>
<tr>
<th>Description</th>
<th>Cost</th>
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</thead>
<tbody>
<tr>
<td>Estimated Initial Capital Cost</td>
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<tr>
<td>Estimated Annual Recurring Costs (incl. O&amp;M) (2025):</td>
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<td>Estimated Annual Recurring Revenue (incl. Fare Revenue) (2025):</td>
<td>$106 million</td>
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<td>Estimated Annual Operating Surplus (2025):</td>
<td>$58 million</td>
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#### Corridor Extension: Town Center – Chattanooga Lovell Field

*Length: 86 miles (Mostly Rural Setting)*

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<td>Estimated Annual Recurring Costs (incl. O&amp;M) (2025):</td>
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#### Entire Corridor: Atlanta Hartsfield Airport – Chattanooga Lovell Field

*Length: 117 miles*

<table>
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<td>Estimated Total Capital Investment</td>
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<td>Estimated Annual Recurring Revenue (incl. Fare Revenue) (2025):</td>
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<td>Estimated Annual Operating Surplus (2025):</td>
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Atlanta-Chattanooga EIS Report December 2002
Southeast Maglev Development

Complements Southeast High-Speed Ground Transportation Initiative

Southeast Maglev Development

Re-characterize Atlanta-Chattanooga Project as Southeast Regional Network connecting Nashville-Chattanooga-Atlanta-Macon-Savannah

Secure EIS / PE and construction funds for Atlanta-Chattanooga

Secure Feasibility Study and EIS / PE funds for Nashville-Chattanooga and Atlanta-Macon-Savannah segments
Southeast Maglev Development

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EIS = Environmental Impact Statement
DEIS = Draft Environmental Impact Statement
FEIS = Final Environmental Impact Statement
DBOM = Design/Build/Operate/Maintain Procurement
PE = Preliminary Engineering
PPP = Public/Private Partnering (single purpose authority)

SAFETEA-LU Maglev Deployment Program

SAFETEA-LU included Funding for the Maglev Deployment Program, August 2005:

$90 million in guaranteed contract authority funding
- $15 million each for FY 2006, 2007
- $30 million each for FY 2008, 2009

Earmarks:
- 50% for California-Nevada Project (Las Vegas)
- 50% for an east coast project

TIFIA:
Maglev transportation systems specifically included
Technology Transfer & Cooperation for A-C Project

- System Elements/ Local Content
- Guideway Beams
- Aerodynamic, Noise & Vibration Improvements
- Station Design, Urban Planning

Current Project Status

- Background – ARC studies & findings
- Currently available funds & sources
- Goals & Objectives – Tier 1 EIS
- GADOT lead in RFQ
- Steering Committee
- Next Steps
Background

- Congress created the US Maglev Deployment Program (MDP) in 1998
- The Atlanta Regional Commission conducted a Feasibility Study on behalf of Atlanta and Chattanooga
- Study found that it is financially feasible to construct a 117-mile connection that will not require public operating subsidies

Funds & Sources

- $5 Million provided in 1998 TEA-21 for high-speed alternatives analysis between Atlanta and Chattanooga
- Additional federal funds provided by U.S. Congress at Rep. Wamp’s request
- Up to $850,000 local match from the Cumberland Community Improvement District (north Atlanta)
- $300,000 match from City of Chattanooga
Goals & Objectives

• Combine Federal/local/private funds
• Georgia DOT will select contractor
• Perform Tier 1 Environmental Impact Statement (EIS)
• Tier 1 EIS establishes:
  – Preferred corridor and alignment
  – Preferred technology
  – Preferred station locations

GADOT Lead

• Georgia DOT will lead the study for itself and Tennessee DOT
• GADOT will issue a Request for Qualifications for teams to perform EIS
• RFQ not yet public
• Presumed that chosen Team will have expertise in environment, rail and maglev, ridership and revenue modeling, and innovative financing
Next Steps

• Combine Federal and matching funds
• Steering Committee approves RFQ
• RFQ issued, leading to selection of Team
• Tier 1 EIS work begins
• GADOT, Steering Committee monitor progress
• Project supporters secure available federal funds