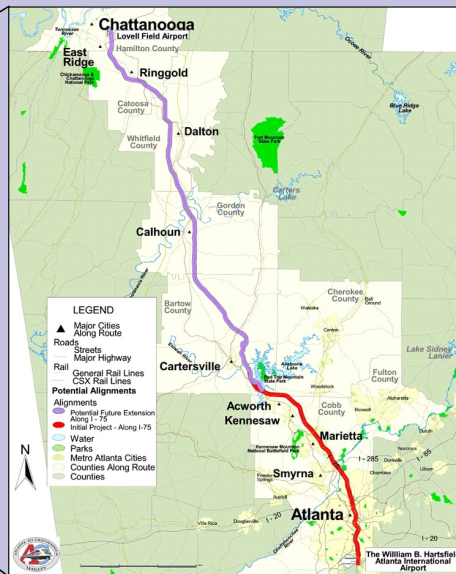
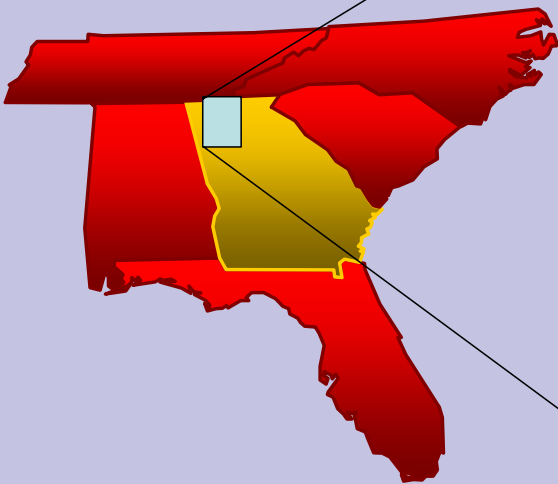


Joe Ferguson  
*Chairman of the US Maglev Coalition*

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 MDP Project



# Atlanta-Chatanooga MDP Project



**Atlanta to Chattanooga**

<b>End Stations</b>	Hartsfield Int'l Airport (Atlanta)	
	Lovell Field (Chattanooga)	
<b>Route length</b>	Initial Segment	31 miles (HIA-Town Center)
	Entire Corridor	117 miles
<b>Top Operating Speed</b>		255 mph
<b>Trip times</b>	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 Maglev Project Overview



## Atlanta Hartsfield to Chattanooga (Initial Segment)

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



# Atlanta-Chattanooga MDP Project



## Project Cost Estimates



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

*Length: 31 miles (Mostly Urban Setting)*

Estimated Initial Capital Cost:	\$2.187 billion
	\$71 million / mile
Estimated Annual Recurring Costs (incl. O&M) (2025):	\$48 million
Estimated Annual Recurring Revenue (incl. Fare Revenue) (2025):	\$106 million
Estimated Annual Operating Surplus (2025):	\$58 million

### Corridor Extension: Town Center – Chattanooga Lovell Field

*Length: 86 miles (Mostly Rural Setting)*

Estimated Incremental Capital Cost:	\$2.226 billion
	\$26 million / mile

# Atlanta-Chattanooga MDP Project



## Project Cost Estimates



### Entire Corridor: Atlanta Hartsfield Airport – Chattanooga Lovell Field

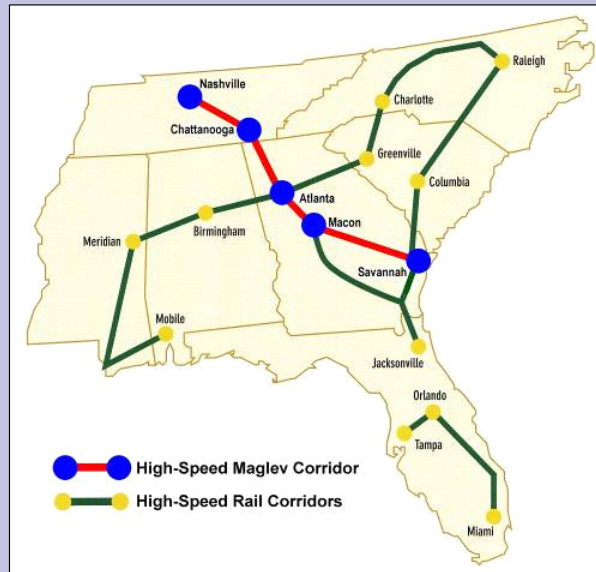
*Length: 117 miles*

Estimated Total Capital Investment:	\$4.413 billion
	\$38 million / mile
Estimated Annual Recurring Costs (incl. O&M) (2025):	\$110 million
Estimated Annual Recurring Revenue (incl. Fare Revenue) (2025):	\$237 million
Estimated Annual Operating Surplus (2025):	\$127 million

# 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



FISCAL YEAR	2004	2005	2006	2007	2008	2009	TOTALS
<b>Feasibility study phase</b>							
Nashville-Chattanooga	\$2M	\$1M					\$3M
Atlanta-Macon	\$2M	\$1M					\$3M
Macon-Savannah	\$2M	\$1M					\$3M
<b>EIS/PE/PPP</b>							
Atlanta-Chattanooga	\$5M DEIS	\$5M DEIS	\$4M FEIS/DBOM				\$14M
Nashville-Chattanooga			\$3M DEIS	\$3M DEIS	\$1M FEIS		\$7M
Atlanta-Macon-Savannah			\$3M DEIS	\$2M DEIS	\$2M FEIS		\$7M
<b>Construction</b>							
Atlanta-Chattanooga				\$200 M	\$200M	\$200M	\$600M
N-C & A-M-S						\$5M DBOM	\$5M
							\$642M

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)

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# 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



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# 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

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## 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

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## 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

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## 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

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# 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