

HIGH SPEED GROUND TRANSPORTATION

MAGLEV

Atlanta-Chattanooga-Nashville



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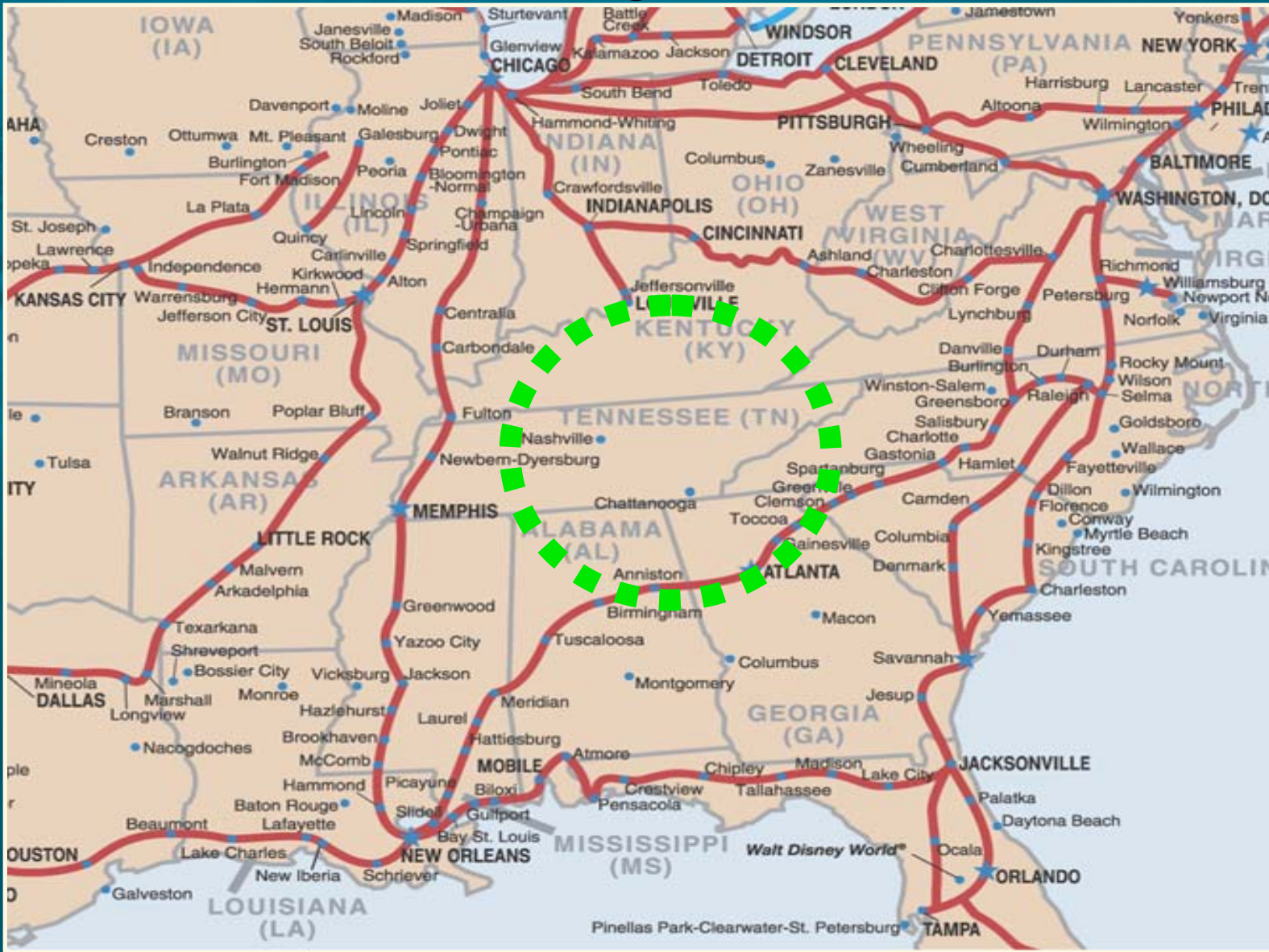


FUNDING

■ Atlanta-Chattanooga	\$6.7	Million Federal
	<u>1.2</u>	Million Match
Tier I EIS/Preliminary Engineering	\$7.9	Million
■ Chattanooga-Nashville	\$1.5	Million Federal
Maglev Corridor Feasibility	<u>0.4</u>	Match
	\$1.9	Million



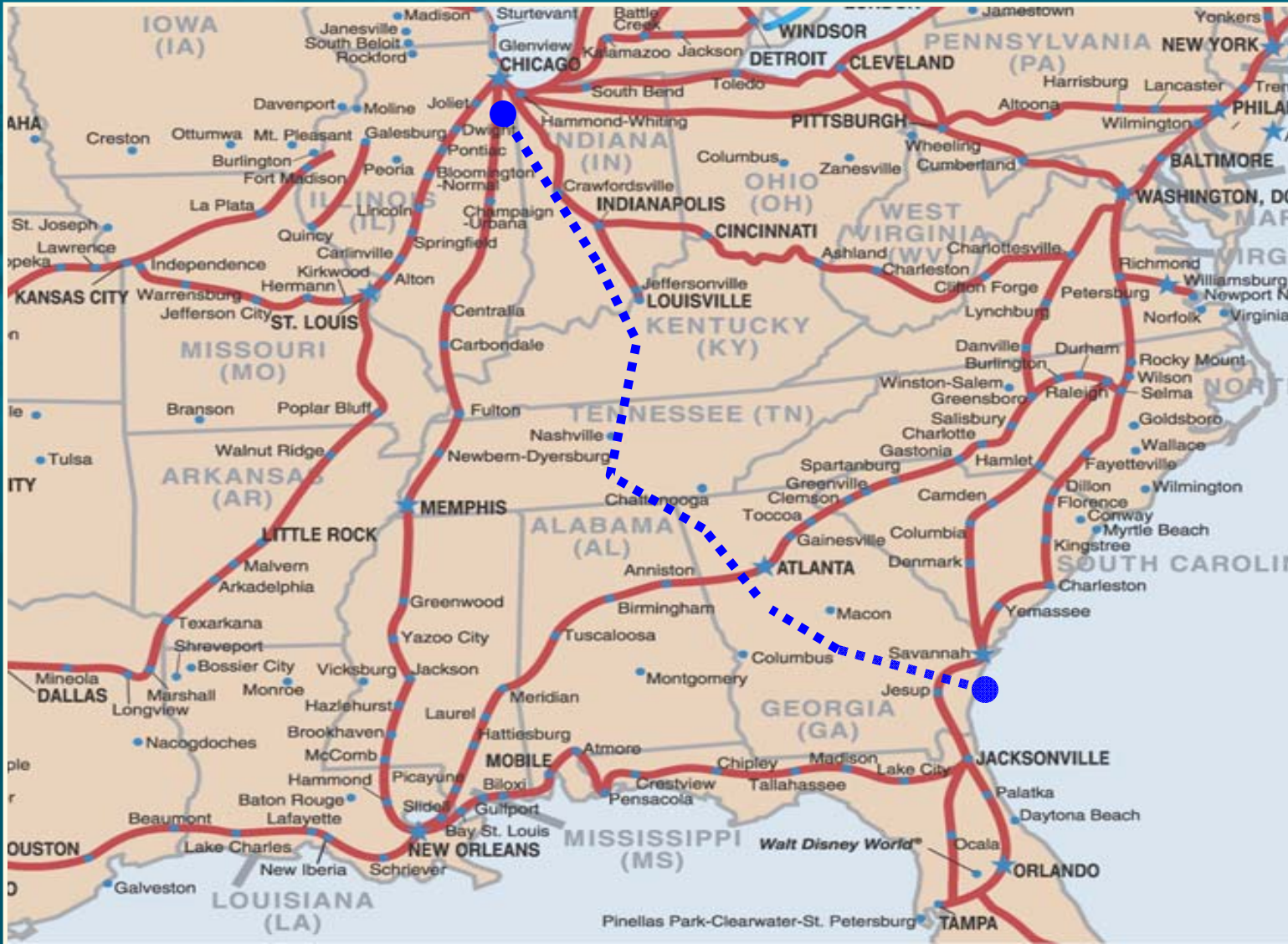
Current Passenger Rail Network



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OUR VISION



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The Chattanooga to Nashville Maglev Feasibility Study Project



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Key Tasks of Maglev Feasibility Study

- Chattanooga–Nashville Corridor Evaluation*
- Stakeholder Outreach
- Technology Orientation Tours

** Outline of Feasibility Study Report based on FRA Guidance Manual – Railroad Corridor Transportation Plans*



Chattanooga to Nashville Corridor Evaluation



















- Corridor Location
- Environmental Constraints
- Passenger Station Locations
- Travel Times
- Ridership Projections



Corridor Location

Corridor	Length (Miles)
I-24	149
US-41	154
CSX	167

Corridor Alternatives Matrix

Project Criteria	Corridor Alternative		
	I-24	US-41	CSX
Corridor Length			
Travel Time			
Environmental Impacts			
Right-of-way (ROW) Availability			
Potential Ridership			
Construction Costs			

Best  Worst 

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Environmental Constraints

- Land Use\Farmlands
- Threatened and Endangered Species
- Jurisdictional Waters (Wetlands and Streams)
- Hazardous Materials
- No Environmental 'Show Stoppers' for I-24 Corridor
- Full NEPA Documentation (EIS) process will be required



Passenger Station Locations

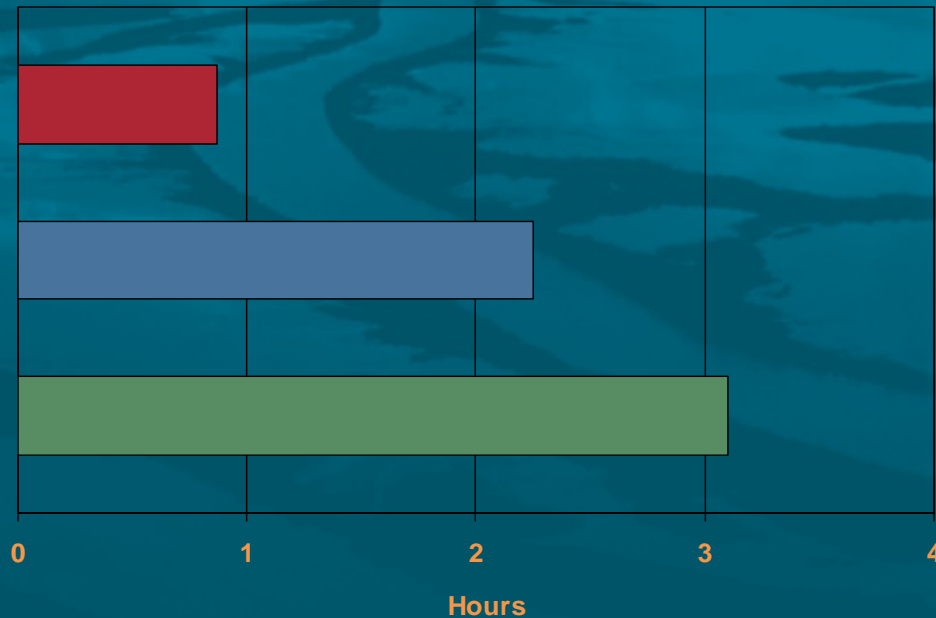
- Chattanooga Metropolitan Airport (CMA)
- Downtown Chattanooga
- Murfreesboro (I-24)
- Nashville International Airport (NIA)
- Downtown Nashville



Travel Times

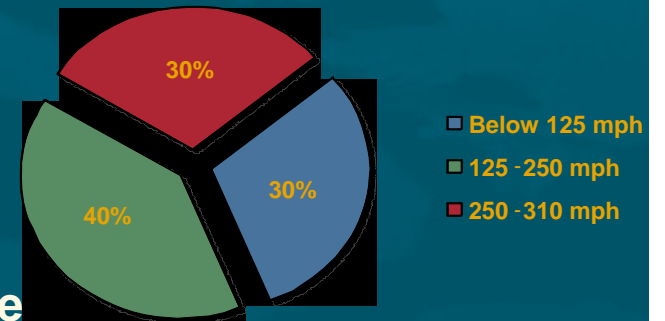
- Express train (CMA to Downtown Nashville) = 52 minutes

Corridor Travel Times
Nashville to Chattanooga



- Maglev (Future)
- Automobile (2008)
- Rail (1956)

Maglev Speed Based on
Percentage of Alignment



- Below 125 mph
- 125 - 250 mph
- 250 - 310 mph

- One-way trip time (5 stations) = 60 minutes



Ridership Projections

Fare	Year	Daily Ridership	Total Trips	Mode Share
\$0.30/mile	2003	3,400	33,697	10.1%
	2030	5,100	51,322	9.9%
\$0.50/mile	2003	2,800	33,697	8.3%
	2030	4,200	51,322	8.2%
\$0.75/mile	2003	2,300	33,697	6.8%
	2030	3,500	51,322	6.8%

Analysis based on 2003 TDOT Statewide Travel Demand Model.

Does not include projected ridership of Atlanta to Chattanooga HSGT corridor.

- **223.5 million annual passenger miles per year**



Stakeholder Outreach

- Project Logo\Tagline
- Project Newsletters\Press Releases
- Project Website (www.cnmaglev.com)
- Stakeholder Meetings
- Project Advisory Council



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Stakeholder Meetings

Name	Location	Date
■ Ironworkers Executive Committee	Nashville, TN	3-13-07
■ East TN Environmental Conference	Kingsport, TN	3-15-07
■ Chattanooga Technology Council	Chattanooga, TN	5-23-07
■ North GA Regional Development Center Board of Directors	Dalton, GA	5-24-07
■ Chattanooga Manufacturers Association	Chattanooga, TN	6-19-07
■ East TN Economic Council	Oak Ridge, TN	6-29-07
■ GA Senate/House Transportation Funding Committee Meeting	Dalton, GA	8-28-07
■ Presentation to the City of Chattanooga and Hamilton County Department Heads	Chattanooga, TN	10-03-07
■ Associated General Contractors of East Tennessee	Chattanooga, TN	10-24-07
■ Tri-State Regional Workforce Alliance	Chattanooga, TN	11-08-07
■ Rome Chamber of Commerce	Rome, GA	12-21-07
■ South Pittsburg Mayor Mike Killian	South Pittsburg, TN	1-21-08
■ Murfreesboro Mayor Tommy Bragg, City Manager, and P&E Dept. Manager	Murfreesboro, TN	1-22-08
■ Jasper Mayor Billy Simpson	Jasper, TN	1-24-08



Stakeholder Meetings (Cont'd)

Name	Location	Date
■ Tennessee House of Representatives, Transportation Committee	Nashville, TN	1-29-08
■ Nashville, Office of Paul Ballard, CEO Nashville MTA	Nashville, TN	2-06-08
– Raul Regalado – Nashville Airport Manager		
– Mal Baird – Vanderbilt University		
– Michael Skipper - Nashville MPO Director		
– Nashville MTA Board Members		
■ Tennessee State Senate Meeting	Nashville, TN	2-12-08
– State Senator Bo Watson		
– State Senator Jim Tracy		
■ Monteagle Mayor Charles Rollins	Monteagle, TN	3-17-08
■ TDOT Senior Staff (Ed Cole, Paul Degges, and others)	Nashville, TN	4-03-08
■ JFK Club	Chattanooga, TN	4-08-08
■ South Pittsburg Rotary Club	Jasper, TN	5-07-08
■ CARTA Board	Chattanooga, TN	5-15-08
■ Engineer's Club	Chattanooga, TN	6-02-08
■ AGC-Leadership Group	Chattanooga, TN	6-06-08

***More than 1,000 potential stakeholders have attended these meetings!**

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Project Advisory Council

- Council Chairman – Chattanooga Mayor Ron Littlefield
- Airport Managers (Chattanooga and Nashville)
- Mayors of ‘Corridor’ Cities including: Chattanooga, South Pittsburg, Jasper, Monteagle, Manchester, Murfreesboro, and Nashville
- TDOT Representative
- TN State Rep – Bill Harmon (Secretary of House Transportation Committee)



Technology Orientation Tours

- Tour of commercial maglev train in Shanghai, China

Track Length	19 miles
Operating Speed	270 mph
Trip Time	8 min
Headway	10 min
Vehicle	3
Start of Operation	2003



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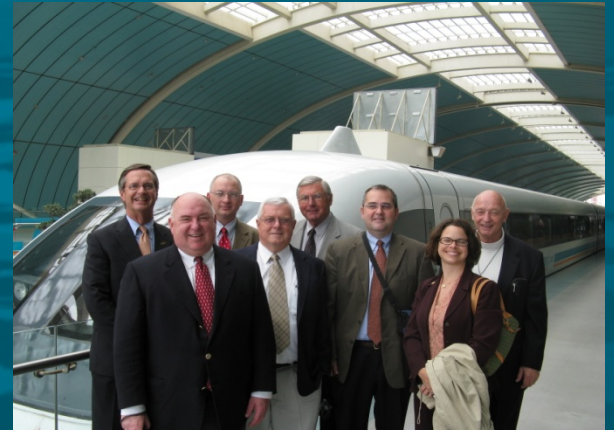
Technology Orientation Tours (Cont'd)

- Initial trip: November 28- December 2, 2007
- Attendees for initial trip:
 - Chattanooga Airport Manager (Mike Landguth)
 - GA State Senators (Jeff Mullis and Doug Stoner)
 - CARTA General Manager (Ron Sweeney)
 - CEO and Chairman of Board-National Safe Skies Alliance (Tom Jenson)



Technology Orientation Tours (Cont'd)

- Second trip: April 9- 13, 2008
- Attendees for second trip:
 - Murfreesboro Mayor (Tommy Bragg)
 - Nashville Mayor's Director of Intergovernmental Affairs (Eddie Davidson)
 - Nashville MTA Vice Chairman-Board of Directors (Bill Barnes)
 - Chattanooga/North Georgia Transportation Planning Organization (TPO) Director (Melissa Taylor)
 - CARTA Board Member (John Lively)
 - The Enterprise Center–President/CEO (Wayne Cropp)
- Additional trip scheduled for summer 2008.



Feasibility Study Conclusions

- Total Project Benefits = \$1.3 B^{1 2}
 - Creation of 15,000 jobs during construction
 - 110 jobs required annually for maglev operation
 - Reduced dependency on foreign oil
 - Reduced air pollution/greenhouse gases
 - Reduced potential highway fatalities
 - Promotion of economic development



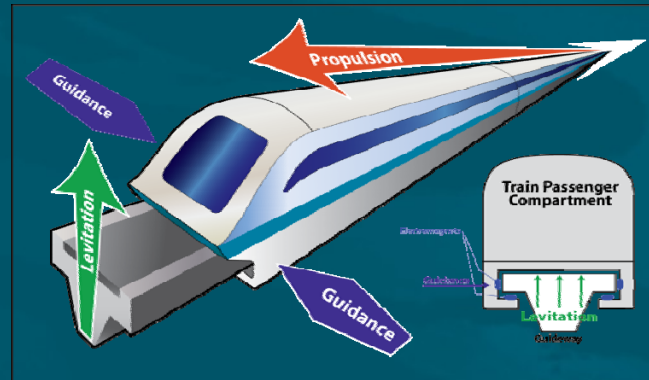
¹ Over a period of 40 years

² Excludes greenhouse gas reduction, reduced dependence on foreign oil, jobs created and induced, and economic development



Feasibility Study Conclusions (Cont'd)

- Total Project Costs
 - Capital Costs = \$36.2 M per mile (\$5.4 B for Chattanooga - Nashville corridor)
 - Operation & Maintenance (O&M) Costs = \$6.2 M per year
- Transportation Project Cost Comparisons
 - Latest airport expansion/runway addition at Atlanta Hartsfield-Jackson airport > \$5 B total project cost
 - Interstate highway on new location >\$25 M per mile average cost



Feasibility Study Conclusions (Cont'd)

- General Conclusive Statements
 - Growing need for alternative transportation modes
 - Ever increasing public support for shorter travel times offered by HSGT
 - Growing concern for commercial airline industry viability and reliability
 - Growing and sustaining political awareness and support for HSGT
 - Maglev transportation is the HSGT mode of choice in providing the highest speeds and shortest travel times
 - Maglev trains are a viable transportation mode, providing positive benefits to both users and non-users alike



Feasibility Study Conclusions (Cont'd)

- General Conclusive Statements (Cont'd)
 - Combining maglev transportation with the I-24 corridor provides the best potential for diverting passenger trips and freight volumes
 - The economic feasibility of the Chattanooga to Nashville corridor is dependent on further connection to Atlanta
 - Increased connectivity with other large metropolitan areas increases the economic feasibility of the Chattanooga to Nashville Maglev project



Future Tasks

- Successful completion of Atlanta-Chattanooga Tier 1 EIS and preliminary engineering project, October 2009
- Development of a strategic plan for overall corridor planning and EIS activities, Completion by October 31, 2008
- Secure funding to support corridor planning and EIS activities, First half of 2009
- Maintain and expand outreach and education efforts with key leadership both regionally and nationally to continue building support for high-speed ground transportation



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