

# Georgia Department of Transportation

Tier I Environmental Impact Statement  
Atlanta-Chattanooga High Speed Ground  
Transportation (HSGT) Study

PTSCO-0023-00-002; PI No: T001684

## **EXISTING CONDITIONS REPORT**

## **FINAL REPORT**

*Prepared for:*

*Georgia Department of Transportation  
Office of Environment/Location  
3993 Aviation Circle  
Atlanta, Georgia 30336*

*Prepared by:*

*Earth Tech, Inc.  
1455 Old Alabama Road, Suite 170  
Roswell, GA 30076*

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TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA HIGH-SPEED GROUND TRANSPORTATION STUDY

Table of Contents

ES.1.1 Background..... 1

ES.1.2 Overview..... 1

ES.1.3 Population ..... 2

ES.1.4 Socioeconomic Factors ..... 2

ES.1.5 Travel Demand/Capacity ..... 2

    ES.1.5.1 Existing Highway Capacity ..... 3

    ES.1.5.2 Other Modes ..... 3

ES.1.6 Visitors..... 4

ES.1.7 Planned/ Programmed Improvements ..... 4

ES.1.8 Air Quality..... 4

ES.1.9 Summary ..... 5

1.1 Previous Studies ..... 6

1.2 Background..... 6

    1.2.1 Atlanta to Chattanooga MagLev Deployment Study EA ..... 7

        1.2.1.1 Alignments Studied ..... 7

        1.2.1.2 EA Preferred Alignment ..... 8

        1.2.1.3 Station Locations ..... 8

        1.2.1.4 Environmental Impacts ..... 8

        1.2.1.5 Project Description Alignment..... 9

        1.2.1.6 Key Findings ..... 9

    1.2.2 Atlanta to Chattanooga MagLev Deployment Study Phase II EIS..... 9

        1.2.2.1 Alignments Studied ..... 9

        1.2.2.2 Preferred Alignment..... 10

        1.2.2.3 Station Locations ..... 10

        1.2.2.4 The Preferred Technology ..... 10

    1.2.3 Atlanta to Chattanooga MagLev Deployment Study Phase II Addendum ... 13

    1.2.4 Atlanta-Macon-Jesup-Jacksonville Intercity Rail Passenger Service Study 13

        1.2.4.1 Alternatives Evaluated ..... 13

        1.2.4.2 Recommendations ..... 13

    1.2.5 Finding of No Significant Impact and Final EA Macon to Atlanta Commuter Rail and Express Bus ..... 14

    1.2.6 High Speed Trains Nashville-Chattanooga -Atlanta ..... 14

    1.2.7 Intercity Rail Plan Final Report ..... 15

    1.2.8 Intermodal Program for Rail Passenger Service in Georgia ..... 15

**TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA HIGH-SPEED GROUND TRANSPORTATION STUDY**

1.2.9	Macon - Charlotte Southeast HSR Corridor Study .....	16
1.2.10	Concept Design Report for the Multi-Modal Passenger Terminal .....	16
1.2.11	I-75/I-575 Corridor Project Alternatives Analysis/Draft EIS .....	17
1.2.12	Tennessee Rail System Plan .....	18
1.2.13	Chattanooga, Hamilton County / North Georgia Trans Plan 2030 LRTP .	18
1.2.14	Southern Crescent Transportation Service Center Feasibility Study .....	19
1.2.15	Southern Regional Accessibility Study.....	19
1.2.16	Envision 6 Needs Assessment Report.....	20
1.2.17	US 411 and Connector EIS.....	21
<b>2.1</b>	<b>Travel Demand in the Corridor .....</b>	<b>22</b>
2.1.1	Current and Projected Traffic Volumes .....	22
2.1.2	Area Population Growth .....	25
2.1.3	Area by Income .....	26
2.1.4	Area by Race.....	28
2.1.5	The Visitors Travel Market – Chattanooga .....	30
2.1.6	Tourism and Atlanta .....	30
2.1.7	The Transit Market .....	30
2.1.7.1	Metropolitan Atlanta Rapid Transit Authority (MARTA).....	30
2.1.7.2	Cobb Community Transit (CCT).....	30
2.1.7.3	Georgia Regional Transportation Authority (GRTA).....	31
2.1.7.4	Clayton County Transit System ( C-Tran ) .....	31
2.1.7.5	City of Rome Transit Department (RTD).....	31
2.1.7.6	Chattanooga Area Regional Transportation Authority (CARTA).....	31
2.1.8	Inter-Urban Bus Service .....	31
2.1.9	The Air Travel Market.....	31
2.1.10	Commuting Patterns .....	32
2.1.11	Accident Data I-75 .....	32
<b>3.1</b>	<b>Capacity Supply in the Corridor.....</b>	<b>34</b>
3.1.1	Planned and Programmed Improvements .....	34
<b>3.2</b>	<b>Hartsfield-Jackson Atlanta International Airport.....</b>	<b>34</b>
3.2.1	Aviation Travel Demand .....	34
3.2.2	Airlines.....	34
3.2.3	Passenger Origins and Destinations- .....	43
3.2.4	Aircraft Operations and Enplanement History .....	43
3.2.5	HJAIA Aircraft Operations Delay Statistics for 2004 -2006.....	43
<b>3.3</b>	<b>Hartsfield-Jackson Atlanta International Airport Capacity .....</b>	<b>45</b>
3.3.1	Master Plan Summary .....	45
3.3.2	Current Parking Capacity.....	45
3.3.3	Planned Roadway Improvements.....	46
<b>3.4</b>	<b>Chattanooga Metropolitan Airport Lovell Field.....</b>	<b>46</b>

**TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA HIGH-SPEED GROUND TRANSPORTATION STUDY**

3.4.1	Lovell Field Capacity .....	46
3.4.2	Origins and Destinations .....	46
3.4.3	Passenger Origins and Destinations.....	46
3.4.4	Enplanement History .....	48
3.4.5	Delay Statistics .....	48
3.4.6	Existing Parking Capacity .....	49
3.4.7	Future Expansion Plans.....	49
<b>3.5</b>	<b>Railroads .....</b>	<b>50</b>
3.5.1	Identification of Railroad Segments.....	50
3.5.2	Freight Traffic Considerations .....	51
3.5.3	Alignment Considerations.....	51
<b>4.1</b>	<b>Downtown Atlanta Multi-Modal Connections.....</b>	<b>53</b>
<b>5.1</b>	<b>Geographic Information Systems Data Collection .....</b>	<b>55</b>
<b>6.1</b>	<b>Key Development Nodes At Proposed Stations .....</b>	<b>56</b>
6.1.1	Cumberland CID.....	56
6.1.2	Livable Centers Initiative .....	56
6.1.3	Chattanooga Enterprise Center.....	58
6.1.4	Town Center Area Community Improvement District .....	58
6.1.5	Bus Rapid Transit (BRT) Station Development .....	59
<b>7.1</b>	<b>Air Quality and Attainment Status .....</b>	<b>60</b>
7.1.1	Air Quality in Georgia Portion of HSGT Corridor .....	60
7.1.2	Air Quality in Tennessee Portion of HSGT Corridor .....	61
7.1.3	CAA Requirements for Nonattainment Areas .....	61
<b>8.1</b>	<b>Conclusion .....</b>	<b>62</b>

**Figures**

Figure 1:	Atlanta-Chattanooga HSGT Alignments and Stations North.....	11
Figure 2:	Atlanta-Chattanooga HSGT Alignments and Stations South .....	12
Figure 3:	Level of Service North Portion of HSGT Corridor.....	23
Figure 4:	Level of Service South Portion of HSGT Corridor .....	24
Figure 5:	Railroad Alignments Along HSGT Corridor .....	52
Figure 6:	MMPT Station Concept Design.....	54
Figure 7:	BRT Station Conceptual Drawing .....	59

# TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA HIGH-SPEED GROUND TRANSPORTATION STUDY

## Tables

Table 1: Overall HSGT Corridor Population Growth 1990-2006.....	25
Table 2: Corridor County Population County Growth 1990-2006.....	26
Table 3: Corridor County Income and Poverty 2000 Census.....	27
Table 4: Overall Corridor Income and Poverty 2000 Census.....	28
Table 5: Racial Population Data for Counties in the Atlanta-Chattanooga HSGT Corridor.....	29
Table 6: Racial Population Data for Cities in the Atlanta-Chattanooga HSGT Corridor.....	29
Table 7: I-75 Accident Data.....	33
Table 8: Programmed Improvements to I-75 North.....	35
Table 9: Programmed Improvements to US 41 and Other Major Roads.....	39
Table 10: Programmed Improvements to HJAIA and Downtown Atlanta.....	41
Table 11: HJAIA Top 10 Destination Airports and Number of Passengers.....	43
Table 12: HJAIA On-time Statistics and Delay Causes 2004.....	44
Table 13: HJAIA On-time Statistics and Delay Causes 2005.....	44
Table 14: HJAIA On-Time Statistics and Delay Causes 2006.....	44
Table 15: Lovell Field Non-Stop Flights and Number of Passengers.....	47
Table 16: Lovell Field Top 25 Passenger Origins and Destinations.....	47
Table 17: Lovell Field 5-Year Enplanement Data.....	48
Table 18: Lovell Field On-Time Statistics and Delay Causes 2004.....	48
Table 19: Lovell Field On-Time Statistics and Delay Causes 2005.....	49
Table 20: Lovell Field On-Time Statistics and Delay Causes 2006.....	49
Table 21: Atlanta/Chattanooga HSGT GIS DATA Collected.....	55
Table 22: LCI Uses in Atlanta Area.....	57

## Attachments

Attachment 1: List of Related Studies.....	65
Attachment 2: LOS, PHV and V/C Ratios Tables.....	74
Attachment 3: CCT Transit Schedule.....	78
Attachment 4: Cobb County Transit Map.....	80
Attachment 5: HJAIA Fact Sheet.....	81
Attachment 6: HJAIA Traffic Report.....	82
Attachment 7: HJAIA Passenger Airlines.....	84
Attachment 8: HJAIA Operating Statistics.....	85
Attachment 9: Map of Recommended Plan for HJAIA.....	86
Attachment 10: Lovell Field Fact Sheet.....	87
Attachment 11: Cumberland Community Improvement District.....	88
Attachment 12: LCI Map of Atlanta Study Area.....	89
Attachment 13: Town Center Area CID Map.....	90
Attachment 14: Town Center Area Transportation Plan.....	91

# TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA HIGH-SPEED GROUND TRANSPORTATION STUDY

## EXECUTIVE SUMMARY

### ES.1.1 Background

The concept of high-speed ground transportation (HSGT) service between Atlanta, Georgia and Chattanooga, Tennessee has been a subject of study for ten years. The purpose of this report is to present summaries of previous studies along with related transportation systems documentation and socioeconomic factors along the corridor. This existing conditions and background document is one of the first tasks in a Tier 1 Environmental Impact Statement (EIS) work plan for the Atlanta-Chattanooga HSGT study.

Initially, Georgia Department of Transportation (GDOT) studied this corridor as part of a 1997 Intercity Rail Plan. The Atlanta Regional Commission analyzed the 110-mile Atlanta-Chattanooga corridor over a four-year period from 1999 to 2003, exploring mobility options and the opportunity for high-speed passenger service. The Tennessee Department of Transportation prepared a statewide rail plan in 2003, which recommended high-speed rail connectivity with neighboring states. With high-speed rail corridors in the planning stages to the east, west, and south of the Atlanta-Chattanooga corridor, this corridor is a major piece in the completion of a future hub system of high-speed train service from Atlanta throughout the Southeast.

### ES.1.2 Overview

A search for existing studies related to the I-75 corridor between Atlanta and Chattanooga revealed over 100 studies, maps and documents related to transportation and land use. Of those studies, 18 were determined to be highly relevant background information for the Atlanta-Chattanooga HSGT Study. The below listed documents, as well as the various Federal, state and regional studies, and city and county comprehensive plans, will be utilized for existing and future analysis throughout this study. A list of all the related studies is provided in **Attachment 1**.

- Atlanta to Chattanooga Magnetic Levitation (MagLev) Deployment Study Environmental Assessment (EA) (February 2000)
- Atlanta to Chattanooga MagLev Project Description (June 2000)
- Atlanta to Chattanooga MagLev Deployment Study Phase II EIS (March 2002)
- Atlanta to Chattanooga MagLev Deployment Study Phase II Addendum (March 2002)
- Creating Mobility – Atlanta to Chattanooga MagLev and High Speed Rail (March 2002 promotional brochure)
- Atlanta-Macon-Jesup-Jacksonville Intercity Rail Passenger Service Study (July 2004)
- Finding of No Significant Impact and Final EA Macon to Atlanta Commuter Rail and Express Bus (November 2001)
- High Speed Trains Nashville – Chattanooga – Atlanta (November 2003)
- Intercity Rail Plan Final Report (March 1997)
- Inter-modal Program for Rail Passenger Service in Georgia (November 1999)
- Macon – Charlotte Southeast High-speed Rail Corridor Study (May 2004)
- Concept Design Report for the Multi-Modal Passenger Terminal (February 2002)
- I-75/I-575 Corridor Project Alternatives Analysis/Draft EIS (April 2007)
- Tennessee Rail System Plan (September 2003)
- Chattanooga Hamilton County/North Georgia Trans Plan 2030 Long Range Transportation Plan (June 2005)

## **TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA HIGH-SPEED GROUND TRANSPORTATION STUDY**

- Southern Crescent Transportation Service Center Feasibility Study (1998)
- Southern Regional Accessibility Study (December 2005)
- Envision 6/Mobility 2030 Regional Transportation Plan (RTP) (May 2006)

### **ES.1.3 Population**

According to data from the US Census Bureau, the population in the study corridor has grown from 2,102,653 in 1990 to 3,226,452 in 2006, which is a 53.45% increase over the 16-year period. The counties with the highest growth rates are Paulding, Cherokee, Douglas, Bartow and Murray. The Paulding County population jumped from 41,611 in 1990 to an estimated 121,530 in 2006 for an increase of 192%. Cherokee County more than doubled its population in 16 years, from 90,204 in 1990 to an estimated 195,327 in 2006 or a 116.53% increase. Bartow County had a population increase of 63.22% and Murray County grew 58.32%. The cities that experienced the largest population increase from 1990 to 2006 are Kennesaw (246.95%) and Smyrna (56.91%).

The largest population concentrations are found at the south and north end of the corridor, near the major metropolitan population centers. On the south end of the corridor, the counties with the largest populations are Fulton and Cobb, while at the north end of the corridor Hamilton County had the greatest population growth.

### **ES.1.4 Socioeconomic Factors**

The average income for the counties in the corridor (\$43,353) is greater than the average incomes for Georgia (\$42,433) and Tennessee (\$36,360). The cities with the average highest incomes, Kennesaw (\$60,404) and Smyrna (\$47,572), are located in Cobb County (\$58,289 average income).

The average percentage of households living below the poverty level in the project corridor is 10.77%, which is slightly above the percentage of Georgia and Tennessee households that are below the poverty level (9.90% and 10.30%, respectively). In the cities along the corridor, the highest percentages of residents living in poverty are in Atlanta (24.40%) and Rome (20.30%). In 2000 the percentage of population with incomes below the poverty level in Floyd, Fulton, Hamilton, Murray and Whitfield Counties was greater than the Georgia and Tennessee state averages. The Clayton County percentage of population with incomes below the poverty level also exceeded the Georgia sub-poverty level percentage population.

The project corridor has a higher percentage of whites (80.50%) than Georgia (65.07%) and Tennessee (80.19%). The black population is the second largest racial group along the corridor (13.91%). The black population in the corridor is roughly one-half the percentage of black Georgia residents (28.61%) and 2.43% less than the percentage of black population for Tennessee (16.34%). The percentage of Hispanic or Latinos in the project corridor (5.08%) is slightly less than the Georgia Hispanic population (5.25%), but greater than the Hispanic population of Tennessee (2.20%). The smallest racial group in the corridor is the Asian population at 1.61%.

### **ES.1.5 Travel Demand/Capacity**

Information contained in this Existing Conditions Report regarding travel demand in the corridor includes, current and projected traffic volumes, tourism, use of other transit modes and commuting patterns.

# TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA HIGH-SPEED GROUND TRANSPORTATION STUDY

## ES.1.5.1 Existing Highway Capacity

With regard to highway travel and congestion, roadways or highways are rated from A to F to indicate how well that facility is handling traffic. Roads with a Level of Service (LOS) "F" are generally considered to be having major issues.

The two large highway corridors that parallel the study corridor were analyzed for traffic capacity. Interstate 75 and Highway 41 segments were identified for each county along the HSGT corridor. LOS, volume to capacity ratios and peak hour volumes were calculated for both the years 2005 and 2030.

Of the 57 segments analyzed on I-75, six segments currently are operating at LOS E and four segments at LOS F. In 2030, 7 segments would be operating at LOS E and 37 segments at LOS F with no new improvements to I-75. On Hwy 41, twenty-eight segments were analyzed. All the segments are currently operating at acceptable LOS, however, only five segments would operate at LOS F in the year 2030.

## ES.1.5.2 Other Modes

Travel demand can be evaluated by the existing modes of travel and the usage. There is Greyhound bus service operating between Atlanta and Chattanooga, with eight daily departures from Atlanta Monday through Saturday and six departures on Sundays. Air travel records indicate that 517,104 passengers traveled between Hartsfield-Jackson Atlanta International Airport (HJAIA) and Chattanooga's Lovell Field in 2002<sup>1</sup>. Total aircraft operations at HJAIA in 2005 were 980,386, which included both domestic and international operations. This accounted for a total of 85,907,423 total enplaned passengers (arriving, departing, and direct transit) and 725,446 metric tons of freight. The Chattanooga Metropolitan Airport, also known as Lovell Field (CHA), currently operates five commercial gates with non-stop service to ten major airports. A total of 503,468 passengers enplaned and deplaned in Chattanooga in 2006. This places CHA 155th among all U.S. airports in terms of total passengers.

The following transit systems are operating along or near the corridor; Metropolitan Atlanta Rapid Transit Authority (MARTA), Cobb Community Transit (CCT), Georgia Regional Transportation Authority (GRTA), Clayton County's Transit System (C-Tran), City of Rome Transit Department (RTD), and Chattanooga Area Regional Transportation Authority (CARTA).

MARTA operates 464 buses, 812 rail cars and 98 demand response vehicles for 142,385,899 trips annually. CCT operates 54 buses and 12 demand response vehicles offering an estimated 3,854,413 annual trips to its riders. GRTA operates 58 buses, 55 vanpools and 4 demand response vehicles offering 2,231,859 trips for its passengers annually. C-Tran operates 24 buses and 5 routes within Clayton County, Georgia. RTD operates 24 buses, and 4 demand response vehicles providing 830,502 annual trips to its riders. CARTA operates 49 buses, 12 demand response vehicles, and 2 sky-rail trains providing 2,529,157 annual trips to its passengers.

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<sup>1</sup> HJAIA -CY 2002 GIS Survey

## **TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA HIGH-SPEED GROUND TRANSPORTATION STUDY**

### **ES.1.6 Visitors**

The Atlanta and the Chattanooga areas combined have over 23 million visitors to their cities each year. According to the Atlanta Convention and Visitor's Bureau, 20 million visitors come to the Atlanta area annually. The Chattanooga area draws 3.3 million visitors each year. Atlanta and Chattanooga offer multiple visitor attractions, such as aquariums, historic features and natural features such as mountain ranges and state parks, and multiple venues for business conventions. These visitors add to the transportation congestion in the corridor due to increased traffic from rental cars.

### **ES.1.7 Planned/ Programmed Improvements**

Presently, there are 83 roadway improvements or expansions planned or currently in progress along the 110-mile corridor. Many of these improvements are along I-75, which is the most frequently traveled of all of the highways within the corridor. In addition, GDOT and the Federal Highway Administration (FHWA) are completing plans for the U.S. 411 Connector, which will provide a crucial link between US 411 from Rome to I-75 in Bartow County and I-85 in Gwinnett County.

At HJAIA there is \$6.2 billion in capital investment planned over the next 10 years.

A Multi-Modal Passenger Terminal is proposed to be located on a key site in downtown Atlanta immediately west of the MARTA Five Points Station, the hub of the Atlanta region's rapid rail system, and at the crossroads of the various railroads serving the Atlanta region and the southeastern part of the United States.

### **ES.1.8 Air Quality**

The following counties within the corridor are currently designated nonattainment areas for ozone and particulate matter under the Federal Clean Air Act National Ambient Air Quality Standards (NAAQS): Bartow, Catoosa, Cherokee, Clayton, Cobb, Douglas, Floyd, Fulton, Hamilton and Paulding.

The GRTA 2005 Air Quality Report indicates that air quality in Georgia has improved since the year 2000. Between 2000 and 2004, total ozone-producing pollution generated by highways in the 20-county Atlanta Nonattainment Area, which includes Bartow, Cherokee, Clayton, Cobb, Douglas, Fulton and Paulding Counties, dropped approximately 20%. This improvement occurred at the same time that the area added over 500,000 residents.

Floyd County constitutes the Rome Nonattainment Area for PM<sub>2.5</sub> (particulate matter with an aerodynamic diameter of less than 2.5 microns). Murray County was a designated nonattainment area for ozone until October 16, 2007 when the U.S. Environmental Protection Agency (EPA) redesignated it as a maintenance area. EPA also approved a revision to the Georgia State Implementation Plan including the Murray County 8-hour maintenance plan on this date.

In 2004, Hamilton County was one of the 18 counties in Tennessee designated as a nonattainment area for the 8-hour ozone. Catoosa and Hamilton County are also part of the Chattanooga Nonattainment Area for PM<sub>2.5</sub> and are part of the Chattanooga Early Action Compact (EAC) area for ozone. This EAC requires the development of a comprehensive air quality plan to implement control strategies to achieve and maintain the 8-hour ozone NAAQS.

## **TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA HIGH-SPEED GROUND TRANSPORTATION STUDY**

EAC areas must meet all terms and milestones in their EACs to defer the effective date of a nonattainment designation. To date all EAC milestones have been met and as long as this continues, the nonattainment designation for this EAC will be deferred until April 15, 2008.

### **ES.1.9      Summary**

This report is intended to present a summary of existing conditions in the Atlanta -Chattanooga corridor. Also included are highlights of previous studies dealing with the potential for establishing high-speed passenger service between the cities. Maps, charts, data and other information from sources referenced in the report will be examined as part of the effort to develop a Tier 1 EIS for consideration by the Federal Railroad Administration and FHWA.

# TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA HIGH-SPEED GROUND TRANSPORTATION STUDY

## 1.1 Previous Studies

The concept of high-speed ground transportation (HSGT) service between Atlanta, Georgia and Chattanooga, Tennessee has been a subject of study for the past ten years. The purpose of this section of the report is to present summaries of previous studies along with related transportation systems documentation and socio-economic factors along the corridor. This existing conditions and background document is one of the first tasks in this Tier 1 Environmental Impact Statement (EIS) work plan for Atlanta - Chattanooga high speed ground transportation.

## 1.2 Background

The Georgia Department of Transportation (GDOT) studied this corridor as part of a 1997 Intercity Rail Plan and the Atlanta Regional Commission (ARC) analyzed the Atlanta-Chattanooga corridor over a four-year period from 1999 to 2003, exploring mobility options and the opportunity for high-speed passenger service. The Tennessee Department of Transportation prepared a statewide rail plan in 2003, which recommended high-speed rail connectivity with neighboring states.

A search for existing studies related to the I-75 corridor between Atlanta and Chattanooga revealed nearly one hundred studies, maps and documents related to transportation and land use. Of those studies, seventeen were determined to be highly relevant background information for the Atlanta to Chattanooga study, a list of those studies and review of existing documents are in **Attachment 1**. The documents that are listed below, as well as the various Federal state and regional studies, and city and county comprehensive plans, will be utilized for existing and future conditions analysis throughout this study. The key initial documents include:

- Atlanta to Chattanooga Magnetic Levitation (MagLev) Deployment Study Environmental Assessment (EA) (February 2000)
- Atlanta to Chattanooga MagLev Project Description (June 2000)
- Atlanta to Chattanooga MagLev Deployment Study Phase II EIS (March 2002)
- Atlanta to Chattanooga MagLev Deployment Study Phase II Addendum (March 2002)
- Creating Mobility – Atlanta to Chattanooga MagLev and High-Speed Rail (HSR) (March 2002)
- Atlanta-Macon-Jesup-Jacksonville Intercity Rail Passenger Service Study (July 2004)
- Finding of No Significant Impact and Final EA Macon to Atlanta Commuter Rail and Express Bus (November 2001)
- High Speed Trains Nashville – Chattanooga – Atlanta (November 2003)
- Intercity Rail Plan Final Report (March 1997)
- Intermodal Program for Rail Passenger Service in Georgia (November 1999)
- Macon – Charlotte Southeast HSR Corridor Study (May 2004)
- Concept Design Report for the Multi-Modal Passenger Terminal (February 2002)
- I-75/I-575 Corridor Project Alternatives Analysis/Draft EIS (April 2007)
- Tennessee Rail System Plan (September 2003)

## TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA HIGH-SPEED GROUND TRANSPORTATION STUDY

- Chattanooga Hamilton County/North Georgia Trans Plan 2030 Long Range Transportation Plan (LRTP) (June 2005)
- Southern Crescent Transportation Service Center Feasibility Study (2006)
- Southern Regional Accessibility Study –(December 2005)
- Envision 6/Mobility 2030 Regional Transportation Plan –(May 2006)
- Hwy 411 and Connector Final Supplemental EIS (August 2007)

The above listed studies are briefly summarized in the following pages.

### 1.2.1 Atlanta to Chattanooga MagLev Deployment Study EA

An EA of MagLev high-speed passenger service was initiated in the 110-mile Atlanta to Chattanooga corridor in August of 1999. Federal Rail Administration (FRA) initiated the Magnetic Levitation Transportation Technology Deployment Program in an effort to demonstrate the feasibility of MagLev technology in the United States. The study was administered by ARC who was selected in a national competition by the FRA to be one of seven areas in the United States to demonstrate the feasibility of MagLev technology as measured by the following seven selection criteria:

- A project is nationally significant, including the extent to which the project will demonstrate the feasibility of deployment of MagLev technology throughout the United States;
- Timely implementation of the project will reduce congestion in other modes of transportation and reduce the need for additional highway or airport construction;
- States, regions, and localities financially contribute to the project; implementation of the project will create new jobs in traditional and emerging industries;
- The project will augment MagLev networks identified as having partnership potential;
- Financial assistance will foster public and private partnerships for infrastructure development and attract private debt or equity investment;
- Financial assistance would foster the timely implementation of a project; and
- Life cycle costs in design and engineering are considered and enhanced.

#### 1.2.1.1 Alignments Studied

The study examined potential alignments for high-speed passenger service in the corridor for engineering, environmental, and economic feasibility as well as local support for particular connections and destinations. The seven alignment segments studied include:

Segment A: begins at the proposed Atlanta Multi-Modal Passenger Terminal (MMPT) and extends northward to the Cartersville area, along I-75.

Segment B: continues from Cartersville to Lovell Field Airport in Chattanooga, generally following I-75.

Segment C: begins at the west end of the Hartsfield-Jackson Atlanta International Airport (HJIA) paralleling the Metropolitan Atlanta Rapid Transit

## **TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA HIGH-SPEED GROUND TRANSPORTATION STUDY**

Authority (MARTA) rail line, then west to Camp Creek Parkway and north to I-285, then joins the Segment A and B routes at I-75.

Segment D: begins at the proposed Southern Crescent Transportation Service on the east side of HJAIA, then heads south and west to follow I-285 along the perimeter of the airport to Camp Creek Parkway where it extends northward joining Segment B.

Segment E: an alternative to Alignment B, departing from the I-75 corridor in Cartersville and follows the CSX Railroad corridor north. Near Chatsworth, the alignment turns northward toward I-75, then connects to and follows Segment B to Lovell Field in Chattanooga.

Segment F: an alternative to the southern portion of Segment A, beginning at the Southern Crescent Transportation Service Center and heading north along I-75. Just north of University Avenue, this alignment heads northwest, following the Norfolk Southern (NS) rail line to the vicinity of the proposed MMPT.

Segment G: Segment G represents a shift of the downtown portions of segments A and F westward to follow a segment of Northside Drive in the area of World Congress Center, Phillips Arena and the Georgia Dome.

### 1.2.1.2 EA Preferred Alignment

Discussion of choosing the preferred alignment mentions a preference to serve downtown Atlanta instead of following I-285. Segments A through F met this criterion. The preferred alignment follows Segment F from the east side of the HJAIA and heads north until it reaches Interstate 20, where the recommended alignment transitions to Segment G. At the north end of Segment G, the recommended alignment follows Segment A, northward to Town Center (the terminus of the project in the EA Alignment). If the project were constructed, the MagLev System would continue northward on Segment A, and then follow Segment B to Chattanooga.

### 1.2.1.3 Station Locations

Four station locations were identified and designed for MagLev trains at HJAIA, Vine City, Galleria, and Town Center. The EA did not explore station locations north of Town Center.

### 1.2.1.4 Environmental Impacts

Environmental Impacts discussed in the EA were at the corridor (more general) level. Impacts explored include the required minimal level of assessment of Land Use, Population, Socio-Economics, Wetlands and Floodplains, Habitat of Endangered Species, Historic and Archaeological Resources, Section 4(f) Parklands and Recreation Opportunities, Section 4(f) applicability, Noise and Vibration, Air and Water Quality, Solid Waste, Ecology, Transportation and Traffic, Public Health and Safety, and Construction Impacts.

# TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA HIGH-SPEED GROUND TRANSPORTATION STUDY

## 1.2.1.5 Project Description Alignment

The final report, the *Project Description*, completed in June 2000, described a preferred alignment beginning at the proposed Southern Crescent Transportation Service Center at HJAI A following I-75 until it crosses I-20, then transitioning to Northside Drive on the west side of downtown Atlanta. A connection is made to MARTA and a proposed downtown automated people mover at the Vine City Station. From this station the alignment parallels Northside Drive adjacent to the Georgia Dome, the World Congress Center and Philips Arena, transitioning northeasterly in a tunnel under Howell Mill Road until it meets with I-75. The alignment then becomes aerial paralleling I-75 to the Galleria Station and the Town Center Station where it connects with two transit circulator systems serving the two Community Improvement Districts (CID). Should the "Corridor" eventually be constructed northward along I-75 to the Tennessee/Georgia State Line it would leave the corridor to make the connection at Lovell Field.

## 1.2.1.6 Key Findings

The findings of this first study were that the "Project" met all applicable FRA criteria established for MagLev technology. Although, the Atlanta-Chattanooga project was not selected for full funding for an EIS and Preliminary Engineering (PE), it was made eligible for some additional funding for selected elements of an EIS for the corridor segment from Town Center north to Chattanooga.

## 1.2.2 Atlanta to Chattanooga MagLev Deployment Study Phase II EIS

The ARC received funding for the additional environmental and planning work and began the study in mid 2001. The additional work studied alternative alignments and train technologies in greater detail between Town Center and Lovell Field in Chattanooga, using MagLev technology as the baseline. Other technologies studied were Accelerail 90, 110, 125 and 150, and New High-Speed Rail. The promotional brochure *Creating Mobility – Atlanta to Chattanooga MagLev and HSR*, was created to summarize the corridor concepts for the public involvement outreach effort and was included as the Executive Summary in the Phase II Addendum report. This study did not examine environmental impacts by alignment and did not screen environmental impacts for the preferred alignment.

### 1.2.2.1 Alignments Studied

Five alignments were reviewed and recommended for further study. Options included the I-75 alignment (the June 2002 Project Description alignment), the CSX Railroad alignment, two western alignment options (Alignment WA and WB) which connect to Rome, Georgia and an eastern alignment (Alignment EA) through Chatsworth, Georgia. These alignments were assessed based on their capital costs and financial performance relative to ridership projections and cost recovery abilities relative to the capabilities of the various technologies.

# TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA HIGH-SPEED GROUND TRANSPORTATION STUDY

## 1.2.2.2 Preferred Alignment

A preferred alignment, which generally follows the I-75 highway alignment (the Project Description alignment) was selected due to several factors, including optimal grades necessary to achieve top MagLev design speeds, while maximizing potential ridership and revenue. Because significant ridership would relate to HJAIA, the study concluded that a corridor route must offer direct service to HJAIA. Use of existing railroad corridors in the study area was not recommended.

## 1.2.2.3 Station Locations

More detailed station-area plans were developed in this study at four locations: Town Center, Cartersville/Cassville, Dalton/Carbondale, and Lovell Field. It appears that a station at Ringgold was discussed, but not explored in any detail.

## 1.2.2.4 The Preferred Technology

MagLev technology was selected as the “Preferred Technology” due to its ability to attract a higher number of passengers (because of theoretical faster travel times) and a greater ability to self-fund, including capital leases and potential for joint development. However, it was surmised that the relatively close performance of new HSR technology compared with MagLev warranted further consideration, especially if it allowed a connection with a larger regional network of train service. Accelerail 150 was also identified as an alternate technology.

A major finding that led to a narrowing of the alternatives was that travel times on the train between Town Center and Chattanooga could not exceed 65 minutes without losing riders to an alternate travel mode, such as high-speed automotive alternatives. That study concluded that significantly higher capital cost of MagLev (at \$2.2 billion compared to \$1.5 billion for new HSR and \$1.6 billion for Accelerail 150) was offset by the higher ridership and revenue forecasts for the faster technology. However, detailed investment level capital costs, operations and maintenance costs and patronage forecasting was not completed for this study

Travel time comparisons between Atlanta and Chattanooga airports by technology and by alignment varied from a low of 29.2 minutes for MagLev on the I-75 alignment to a high of 113.1 minutes with New HSR on the WA alignment. All technologies performed well with higher speeds on the I-75 alignment compared with other alignments.

**Figures 1 and 2** show the different alignments and station locations considered during the corridor study.

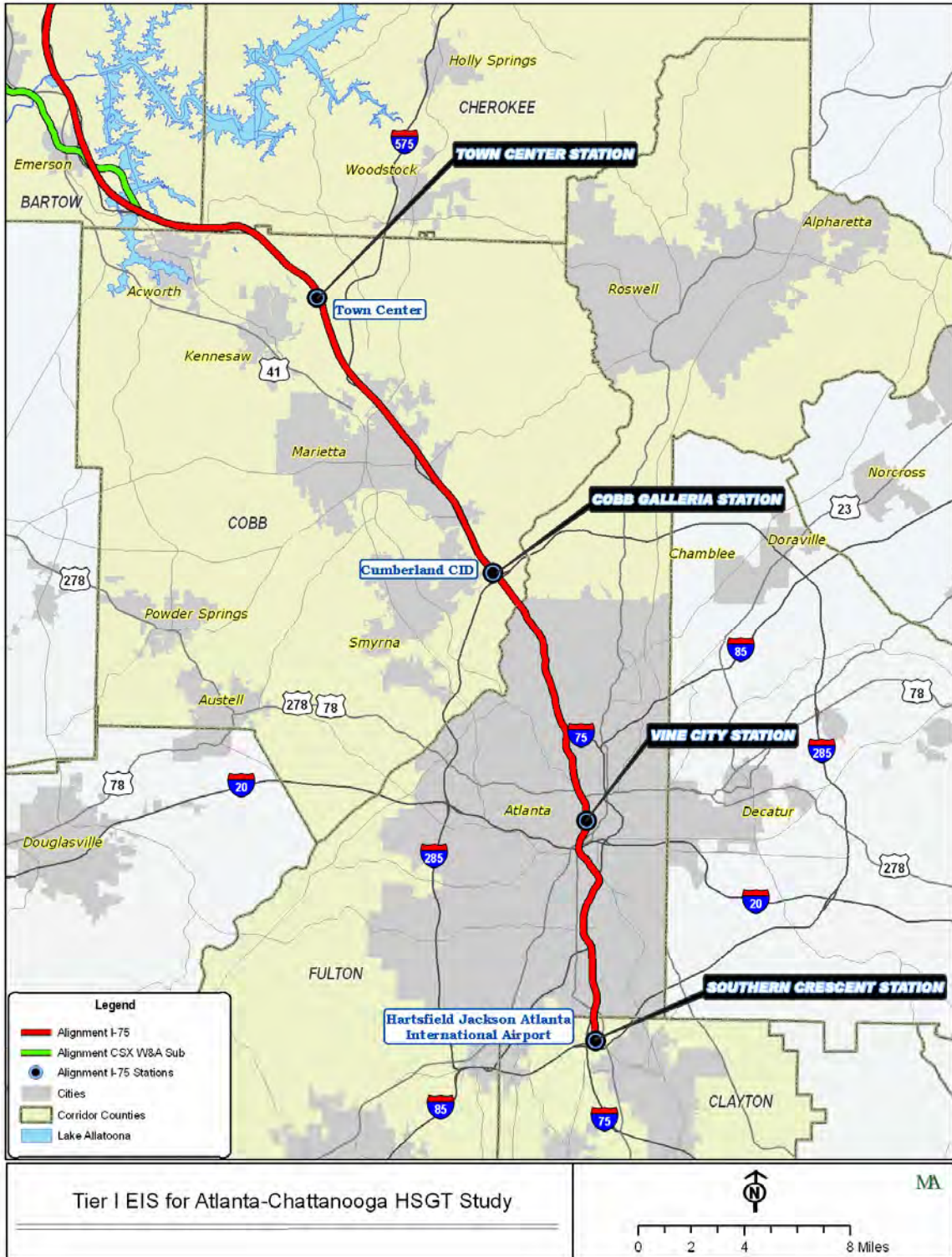
# TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA HIGH-SPEED GROUND TRANSPORTATION STUDY

Figure 1: Atlanta-Chattanooga HSGT Alignments and Stations North



# TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA HIGH-SPEED GROUND TRANSPORTATION STUDY

Figure 2: Atlanta-Chattanooga HSGT Alignments and Stations South



# TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA HIGH-SPEED GROUND TRANSPORTATION STUDY

## 1.2.3 Atlanta to Chattanooga MagLev Deployment Study Phase II Addendum

This document summarizes the findings of the Phase II planning and environmental study and provides detailed alignment maps and station plans as well as operating and cost comparisons between alternatives. The final chapter of the addendum explores a timeline for MagLev implementation.

## 1.2.4 Atlanta-Macon-Jesup-Jacksonville Intercity Rail Passenger Service Study

This study was funded by the Georgia State Legislature in 2001, and directed the Georgia Rail Passenger Authority (GRPA) to make an evaluation of potential intercity passenger train service between Atlanta, Georgia and Jacksonville, Florida, via Macon and Jesup, Georgia. The evaluation was completed with a Final Draft Report in 2002 and an update was completed in the winter of 2003.

### 1.2.4.1 Alternatives Evaluated

Three passenger rail alternatives were developed for this study:

- a. Conventional Service operating one round-trip daily at 79 miles per hour (mph) providing six-hour service between Atlanta and Jacksonville. Two train sets would be required to provide the service.
- b. Moderate Service operating a minimum of three round trips daily at 79 miles per hour, providing six-hour service between Atlanta and Jacksonville. Four train sets would be required to provide the service.
- c. High Speed Service operating a minimum of three round trips daily using tilting trains that achieve speeds of 110 mph, providing five-hour travel times between Atlanta and Jacksonville. Three train sets would be required to provide the service.

The study identified a range of costs for the new service, from \$7.4 million to \$24.5 million and a need for funding commitments at the federal, state and local levels to pay for the new service. Several funding options were explored.

### 1.2.4.2 Recommendations

The study strongly recommended assessing the potential travel market to Savannah via Jesup and the potential market to Brunswick and Waycross from Jesup and to Savannah via Dublin and Vidalia. The next steps in this corridor would include an EA, station and operations planning, bridge, track and signals engineering, grade crossing evaluations south of Macon and public outreach on the project.

## **TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA HIGH-SPEED GROUND TRANSPORTATION STUDY**

### **1.2.5 Finding of No Significant Impact and Final EA Macon to Atlanta Commuter Rail and Express Bus**

In the November 1999 document, *Inter-modal Program for Rail Passenger Service in Georgia* prepared by the Georgia Rail Consultants (GRC), the Macon to Atlanta Corridor was identified as one of the first priorities for passenger rail service by the Georgia Rail Passenger Program Management Team (PMT). The approximately 85-mile long corridor generally follows US Highway 19 and Highway 41 between the NS "S" line to the west, the NS "H" line to the east and centers along I-75.

The alternatives considered in the EA included a No-Build Alternative, an Express Bus only alternative (Baseline Alternative) and a Commuter Rail with express bus alternative. The study unanimously recommended the Commuter Rail alternative using the NS "S" line as the locally preferred alternative, along with Express Bus service in the I-75 corridor. The project description includes up to 12 rail and 4 express bus stations, including the MMPT as the Atlanta terminal.

The EA studied the required level of social, economic and environmental impacts to this corridor and transportation impacts of the Express Bus and the Commuter Rail alternatives. Two rounds of public involvement meetings recorded public comments on the study alternatives.

The Federal Transit Administration (FTA) determined the project would not have significant impacts on the social, physical, natural and cultural environment. Since the FTA made a Finding of No Significant Impact (FONSI), further analysis at the level of an EIS was unnecessary.

### **1.2.6 High Speed Trains Nashville-Chattanooga -Atlanta**

In December 2000, TDOT developed the Rail Plan for Tennessee. The Intercity Passenger Rail component of the Rail Plan was completed in early 2003. A key conclusion of that study was the recommendation that the Federally designated high-speed rail corridor from Atlanta to Chattanooga be extended to include Nashville, with an eventual connection from Nashville to Louisville, Kentucky.

Technology alternatives for high-speed ground transportation were not explored in this study. An assumption of steel wheel technology was used as the basis for travel time estimates, ridership forecasts and public benefits. A goal for the project was to meet the FRA's criteria of sustained running speeds of 90 mph or greater in the corridor. Alternatives were not evaluated for the Chattanooga to Atlanta segment because this portion was covered in the earlier MagLev study.

Two alignments were studied between Nashville and Chattanooga; an alignment using a portion of the CSX railroad alignment and one using a portion of Interstate 24 right of way (ROW). The study found that grades of up to 6 percent through the Monteagle, Tennessee area along I-24 necessitated tunneling through the mountain for steel-wheeled technology, but was not required for the MagLev technology. The CSX alignment was more circuitous and 29.5 miles longer than the I-24 alignment. There were also expected delays on the CSX alignment resulting from sharing tracks with freight and passenger movements, and the slower travel speeds necessitated by the geometric limitations of the route.

## TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA HIGH-SPEED GROUND TRANSPORTATION STUDY

A computer simulation program was used to predict operating speeds of the train. The simulation results indicated that both alignments could support speeds of 90 mph or greater. The I-24 alignment from Nashville to Chattanooga can support these speeds over 84 percent of its length and the I-75 alignment from Chattanooga to Atlanta can support the high speeds for 82 percent of its length. The alternate CSX alignment between Nashville and Chattanooga can sustain high speeds for an estimated 79 percent of its length.

Total annual ridership for the Nashville to Atlanta corridor was projected to reach 2 million passengers for the year 2020 for the 12-daily round trip scenario, representing 6.39% of total trips in the corridor.

### 1.2.7 Intercity Rail Plan Final Report

This study was commissioned by the GDOT in June of 1994 to assess the potential for serving longer distance rail passenger trips using existing rail lines. The study focused on “intercity” rail passenger trips, defined as those greater than 60 miles long in Georgia and adjacent states. Intercity travel characteristics were determined from over 17,000 traveler surveys at key locations for Amtrak, air, auto and bus locations.

After identifying potential core and extended rail networks, the study goes on to assess each line’s potential for carrying high-speed trains, their ridership and revenue potential, as well as benefits and costs to the regional economy. The Atlanta to Chattanooga rail line was identified early in the study as a possible intercity corridor for an extended network, but was eliminated from further analysis because it did not meet the thresholds.

Conclusions and recommendations from this study emphasize the need for high-speed service (such as the 180 mph typical of high-speed rail) in order to attract large numbers of auto users.

### 1.2.8 Intermodal Program for Rail Passenger Service in Georgia

This 37-page document outlines the policy structure in Georgia responsible for rail system decision-making and implementation. A work plan is outlined for rail program implementation including estimated capital and operating costs, identified funding sources, and task descriptions for program management. Specific city pairs recommended include:

- Athens to Atlanta
- Bremen to Atlanta
- Canton to Atlanta
- Covington to Atlanta
- Gainesville to Atlanta
- Senoia to Atlanta

The final Commuter Rail Plan includes trains on six lines, with a total of 39 stations in 22 counties, which are expected to contain over 70% of the entire State of Georgia’s population in 2010. One additional line was anticipated between Atlanta and Griffin.

## **TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA HIGH-SPEED GROUND TRANSPORTATION STUDY**

The estimated cost of implementation, excluding the MMPT, is \$550 million (in 1999 dollars). It was projected that seven lines carrying 1.6 million passengers in 2020 would generate over \$70 million dollars annually in passenger revenue, exceeding operating costs by \$26.7 million.

### **1.2.9 Macon - Charlotte Southeast HSR Corridor Study**

This study, conducted by GRC evaluated the costs and revenues associated with improving and upgrading the existing NS freight right-of-way to operate new high-speed passenger train service between Macon and Atlanta, Greenville, Spartanburg and Charlotte, North Carolina, with continuing service into Virginia and the Washington-New York-Boston Northeast Corridor.

The scope of the study did not allow evaluations of new alignments, which would allow much faster train speeds, attract much higher ridership, and lower or eliminate the operating subsidy requirements of high-speed rail. Of the 328 curves on the line between Charlotte and Atlanta, 249 limit speeds to 80-85 mph, and heavy freight density of 20 to 30 trains per day would severely restrict the speeds and frequencies of high-speed trains on this alignment.

The same problems exist in the segment of tracks between Atlanta and Macon. Track curvature currently limits speeds to 25 mph, and 158 grade crossings exist in this segment, requiring slower speeds and raising safety issues. Even improvements in the condition of the tracks and closing a number of grade crossings top speeds between stations are estimated at only 79 mph is generally thought to be insufficient to compete with door to door automobile travel times.

### **1.2.10 Concept Design Report for the Multi-Modal Passenger Terminal**

An oversight committee comprised of GDOT board members, the Georgia Regional Transportation Authority (GRTA), and GRPA, formed the PMT. The PMT members adopted Concept 6 of the MMPT project as the official Concept Design of the MMPT project.

Five component parts of the MMPT include:

1. A main terminal for trains of both the Georgia Rail Passenger Program and Amtrak with a regional Commuter Bus Terminal A-North, consisting of 10 stalls above the tracks and train terminal concourse.
2. Commuter Regional Bus Terminal B-South consisting of 10 stalls on top of the MMPT parking deck providing 700 parking spaces.
3. An Intercity Bus Terminal on top of the Replacement Parking Deck, (replaces the existing 1850 space Cable News Network (CNN) deck to accommodate the new commuter rail track layout).
4. Direct pedestrian connections to MARTA's Five Points Station fare gate level, MARTA's Philips Arena Station plaza level, and between the Regional Bus Terminal B and the Main Train Terminal.

## **TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA HIGH-SPEED GROUND TRANSPORTATION STUDY**

5. Two additional roadways – Alabama Street Extension (between Forsyth street and Centennial Olympic Park Drive) and the new North-South Street (between Martin Luther King (MLK) Drive and Alabama Street extension) to accommodate increased bus and other vehicular traffic in the immediate MMPT area.

The net square feet programmed for the MMPT is 1,118,168 for two buildings and site structures (train and bus platforms, new roadways, etc.) including the two parking decks. Order-of-magnitude cost estimate for the full-build design is \$309 million. A potential “Phase I” operational segment to accommodate the first two commuter rail lines could be built for about \$25 million dollars. The MMPT is planned for the years 2010 to 2025 with a phased construction during that period.

### 1.2.11 I-75/I-575 Corridor Project Alternatives Analysis/Draft EIS

This study, jointly funded by the Federal Highway Administration (FHWA), GDOT, the FTA and GRTA, considers a range of transportation improvements to I-75 and I-575 in the Northwest Corridor in the Atlanta metropolitan region. The project limits of this study are from Cumberland Galleria Mall/Akers Mill Road to Hickory Grove Road on I-75 (for High Occupancy Vehicles (HOV)/Truck Only Lanes (TOL) in Cobb County and to Sixes Road just south of Holly Springs on I-575 (for HOV) in Cherokee County. This EIS also evaluated transit routes in Midtown and Downtown Atlanta.

There was some discussion about operating the Truck Only Lanes as Truck Only Toll (TOT) Lanes to generate revenue to offset the costs of constructing and operating the lanes. This option also improved throughput better than High Occupancy Toll (HOT) lanes and had the best results of the cost-benefits analysis. However, voluntary use by truckers was not thought to generate sufficient lane-use, and mandatory use of toll lanes is strongly contested by the trucking industry.

In addition to new special-purpose travel lanes, improvements have been recommended to Bus Rapid Transit (BRT) and Park & Ride stations located along I-75, including the interchange at Franklin Road and at Roswell Road (Marietta Station) and Big Shanty Road (Town Center Station). The HOV/TOL/Reduced BRT alternative would provide for improvements at the MARTA Arts Center Station in Midtown. Park & Ride capacity improvements would include a total of 1,129 spaces at the Marietta Transfer Center, 60 spaces at the Franklin BRT Station, and 247 spaces at Cumberland.

A fairly extensive environmental analysis and cost/benefit analysis has been conducted on the four alternative combinations. Of the transit alternatives, the HOV/TOL/BRT Alternative produces more benefits, but it also represents the highest costs. The financial feasibility of this alternative is dependent on New Starts funding. The Alternatives Analysis and Draft EIS were released in May 2007. Three public hearings on the project were scheduled in May/June 2007. A preferred build alternative may be selected by GDOT and GRTA following the 45-day public review and comment period after the public hearing. The locally preferred alternative and any options will be carried forward for further evaluation in the Final EIS, which is expected to begin in Summer of 2008.

## **TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA HIGH-SPEED GROUND TRANSPORTATION STUDY**

### 1.2.12 Tennessee Rail System Plan

The Tennessee Rail System Plan forecasts of future freight traffic on Tennessee railroads show that traffic will increase by 50 percent from 2002 to 2020, anticipating more, faster, and longer freight trains in the future. Two corridors are identified to meet forecast needs for passenger and freight transportation: the Basic Freight Rail Connection and the Planning Horizon Scenario.

The Basic Freight Rail Connection follows Interstate Highway 40 along sections of abandoned, non-operational and existing operational short-line track. The capital cost of the Basic Freight Rail Connection is approximately \$118,041,839. The Basic Freight Rail Connection cannot offer service levels adequate to support passenger rail.

The Planning Horizon Scenario envisions improvements made by the States of Tennessee and Virginia, resulting in a multi-state east-west rail connection. Capital costs to accomplish the Planning Horizon Scenario are estimated at \$841,989,167 for both freight and passenger rail service between Memphis and Knoxville. The cost of the I-81 corridor improvements between Knoxville and the Virginia border are estimated at \$399 million. A total cost estimate for this scenario, including rolling stock and station development, which would be necessary for rail passenger service between Bristol and Memphis is \$1.24 billion.

Chattanooga to Bristol is mentioned as a strategic railroad investment opportunity for interstate freight diversion. Chattanooga-Nashville-Louisville and Chattanooga-Nashville-Bristol are mentioned as strategic investment opportunities for rail passenger service.

### 1.2.13 Chattanooga, Hamilton County / North Georgia Trans Plan 2030 LRTP

The Chattanooga Urban Area's transportation planning boundary includes the municipalities of Chattanooga, Collegedale, East Ridge, Lakesite, Lookout Mountain, Red Bank, Ridgeside, Signal Mountain, Soddy-Daisy and Walden and unincorporated Hamilton County in Tennessee. It also includes the north Georgia counties of Dade, Walker and Catoosa Counties. The cities of Rossville, Fort Oglethorpe, Lookout Mountain, Chickamauga, and Ringgold fall within this north Georgia boundary.

Population in this four-county area is expected to increase by almost 32 percent over the 30-year planning horizon, and employment forecasts indicate a nearly 37% increase over the same time period. The base model network (no-build scenario) shows all of the region's major roads (with one exception) operating at Level Of Service (LOS) "F" in 2030 with volume to capacity (V/C) ratios well in excess of 1.0.

Adopted in June of 2005, the Chattanooga-Hamilton County North Georgia "TransPlan 2030", includes 380 roadway, pedestrian and bicycle projects totaling \$1.316 billion. Additional safety, bridge, Intelligent Transit Systems and transit projects and planning studies total \$543 million. The Atlanta to Chattanooga MagLev passenger rail project is mentioned as a possibility in this plan; however no specific funding is identified for this effort. Rail safety funding of \$1.2 million per year is set aside to improve about 20 crossings per year. Public Transportation 5307, 5309 and 5311 monies continue to be funded at historic levels for existing public transit needs. New road construction

## **TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA HIGH-SPEED GROUND TRANSPORTATION STUDY**

projects receive the bulk of funding at \$1.347 billion for the Tennessee and Georgia portions combined.

### **1.2.14 Southern Crescent Transportation Service Center Feasibility Study**

Clayton County conducted a feasibility analysis for a multi-modal facility in the northern portion of the county. The proposed location is along a rail corridor and is to the east side of HJAIA and I-75 near Charles W. Grant Parkway. Proximity to these facilities will become increasingly important once commuter rail service commences and a new East Terminal for international passengers is constructed. Access to the regional highway system is outstanding since the area is bordered by I-75 and I-285. Three interchanges provide convenient movement between these routes and the local street network, and another interchange is being considered for Conley Road at I-285. Sufficient vacant land, much of it already controlled by Clayton County or the City of Atlanta, is available for construction and operation of a multi-modal facility. The study recommended phasing the development of alternate modes at the transportation service center. Alternative modes assumed by 2020 were MARTA rail, express bus (Clayton, Fayette and Henry counties), local bus, local circulator, airport shuttle, intercity bus, commuter/intercity rail and park-and-ride.

A number of integration challenges were identified, each of which must be considered and addressed in detail before a multi-modal terminal in north Clayton County can be successful. The challenges include: connections between modes are as seamless as possible; service frequencies are convenient with limited transfer requirements; potential users are made aware of congestion avoidance, cost savings and regional air quality benefits; the facility has good access to the regional highway network; sufficient land is available to support all required functions envisioned for the facility and any potential expansions; services are compatible with HJAIA operations and facilities; and transportation agencies are willing and able to modify other planned and existing services to support integrated operations at the Southern Crescent Transportation Service Center.

### **1.2.15 Southern Regional Accessibility Study**

The Mobility 2030 RTP approved by the Board of the ARC in December 2004 identified the need for a comprehensive study of South Metro, the southern sub-area of the Atlanta region.

The Southern Regional Accessibility Study (SRAS) will examine existing and forecasted transportation and land-use conditions; and recommend policies, strategies and physical improvements that will contribute to shaping a long-term accessibility, mobility and quality of life vision for this area. The results of the study will be used to inform, validate and identify priorities for the update of the 2030 Regional Development and RTPs.

The study area includes in whole or in part six counties: Clayton, Coweta, Fayette, Henry, Fulton (south Fulton), and Spalding. Twenty-eight municipalities are involved: Newnan, Turin, Senoia, Grantville, Sharpsburg, Haralson, Palmetto, Fairburn, Union City, College Park, Riverdale, Forest Park, Morrow, Lake City, Jonesboro, Lovejoy, Fayetteville, Tyrone, Peachtree City, Brooks, Woolsey, Hampton, Stockbridge, McDonough, Locust Grove, Griffin, Sunnyside and

## **TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA HIGH-SPEED GROUND TRANSPORTATION STUDY**

Orchard Hill. The City of Atlanta is also involved since HJAIA is located in the study area.

There has been a significant shift southward in the direction of growth and development in the Atlanta region. This is due in part to the availability of large reserves of relatively inexpensive, vacant, developable land; to the presence of HJAIA; and to access to the Interstate Highway System. Between 1980 and 2000, 70% of the region's population growth took place on the north side of Atlanta. Since 2000, the area south of I-20 has captured 41% of the region's population growth. Sixty-one percent of the study area is vacant land. In fact, 43% of all vacant land in the Atlanta region is in the study area. Consequently, explosive growth on the south side is expected to continue. Planning for this growth is therefore imperative.

### 1.2.16 Envision 6 Needs Assessment Report

The ARC published a draft "Envision 6" report on the region's transportation and land use investment needs taking a "scenario-based" based approach to planning. Scenario planning presents several "what if" situations to create different patterns of population and employment growth using simple tools to develop appropriate policies. The Regional Transportation Plan is a long-range plan which includes a balanced mix of projects such as bridges, bicycle paths, sidewalks, transit services, new and upgraded roadways, safety improvements, transportation demand management initiatives and emission reduction strategies. The Envision 6 Transportation Plan covers the years through 2030 and is slated for adoption by the ARC Board in 2007.

The corridors portion of the Needs Assessment Report focuses on eleven freeway corridors within the Atlanta region, representing 20 of the top 25 congested facility segments identified in the "2004 Congestion Management System". Mobility 2030 is the planning process developed by the ARC to focus on specific investment strategies for these transportation corridors in the creation of the RTP.

In 2005, I-75 north corridor had the 2<sup>nd</sup> highest total population and employment of all corridors. It also featured the highest densities of all radial interstate corridors in the region. The I-75 corridor is projected to experience a 41% increase in households and a 25% increase in employment between 2005 and 2030. The I-75 north corridor has the second highest daily truck vehicle miles traveled (VMT) of all corridors as well as the second highest percent of daily truck VMT (23.2%). I-75 north between South Marietta Parkway and I-285 has the highest truck volumes of any freeway segment in the region. By the year 2030, over 100,000 daily trucks are expected.

The planned BRT system in the corridor is expected to more than double daily corridor transit ridership from 15,000 in 2005 to 37,000 in 2030. New transit service and HOV lanes in the corridor increase home based work trip transit mode share from 4% to 6% and HOV mode share from 13% to 15%. In 2005, 49% of I-75 lane miles outside of I-285 experience more than 4 hours of daily congestion. In 2030, the number of lane miles with greater than 4 hours of congestion increases to 68%.

I-75 is the highest funded corridor in the "Mobility 2030" planning process, accounting for 16% of the total regional freeway corridor investment and 4.3% of the total regional investment. The majority of the \$2.3 billion identified in the plan for I-75 north is split

## **TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA HIGH-SPEED GROUND TRANSPORTATION STUDY**

into three major projects. These are, I-75/575 HOV (\$886 million), I-75 BRT (\$594.2 million) and the Delk Road/I-75 interchange enhancements (\$266 million).

After the extension of the HOV system and the BRT corridor are complete, I-75 will be effectively built-out. An additional 24 projects are identified in the 2030 Aspirations Plan that is not funded within "Mobility 2030". Six of these projects are related to improvements to US 41/Cobb Parkway from Bartow County to the Cumberland/Galleria area. These projects include 16 miles of widening and some grade separation at major intersections, improvements along US 41 will act to draw some traffic away from I-75 north and serve as an alternate route in the event of major delays. Other projects within the "Aspirations Plan" include improvements along arterials accessing I-75, such as Barrett Parkway and Bells Ferry Road; and transit, including the potential for rail transit in the corridor and transit along the Marietta Boulevard corridor from Cumberland/Galleria to the Cumberland Community Improvement District (CID).

### **1.2.17 US 411 and Connector EIS**

In the mid 1970s, I-75 was completed through Bartow County, replacing US 41 as the major north-south arterial. SR 20 and US 41 became the direct connection between US 411 and I-75. The increase in local commercial development and growth in traffic volumes along US 41 has resulted in steadily rising levels of congestion.

Based on the recommendations from a feasibility study in the mid 1980s, development of a project to construct a US 411 Connector was initiated in 1986. The concept for the US 411 Connector would later be incorporated into a newly proposed recommendation for an outer perimeter highway around Atlanta, which would later become known as the Outer Perimeter.

An EIS for US 411 to I-75 was approved in 1989, but challenged in court and overturned. It was later incorporated into the Draft EIS being prepared for the Northern Arc, a proposed freeway between I-75 in Bartow County and I-85 in Gwinnett County. Since the Northern Arc is no longer under consideration, the US 411 Connector is currently being planned as an independent project. A Final Supplemental EIS (SEIS) was completed in August 2007.

After circulating the Final SEIS and receiving comments on it, FHWA will issue and circulate a Record of Decision (ROD), which is the final decision of the EIS process.

# TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA HIGH-SPEED GROUND TRANSPORTATION STUDY

## 2.1 Travel Demand in the Corridor

The following pages present information regarding the impact of travel demand in the corridor and the general affect upon the study area. This information includes current and projected traffic volumes, as well as the socio-economic factors that influence mobility and mobility options. These include, but are not limited to population, income, race, tourism, air travel, and transit.

### 2.1.1 Current and Projected Traffic Volumes

The two large highway corridors that parallel the study corridor were analyzed for traffic capacity. Interstate 75 and US 41 segments were divided by County, LOS, and peak hour volumes were calculated to the year 2030.

With regard to highway travel and congestion roadways or highways are given a designation from A to F that indicates how well that facility is handling traffic. Roads with a LOS "F" are generally considered as having major issues.

Of the 57 segments analyzed on I-75, six segments currently are operating at LOS E and four segments at LOS F. In 2030, 7 segments would be operating at LOS E and 37 segments at LOS F with no new improvements to I-75. On Hwy 41, twenty-eight segments were analyzed. All the segments are currently operating at acceptable LOS, however, only five segments would operate at LOS F in the year 2030.

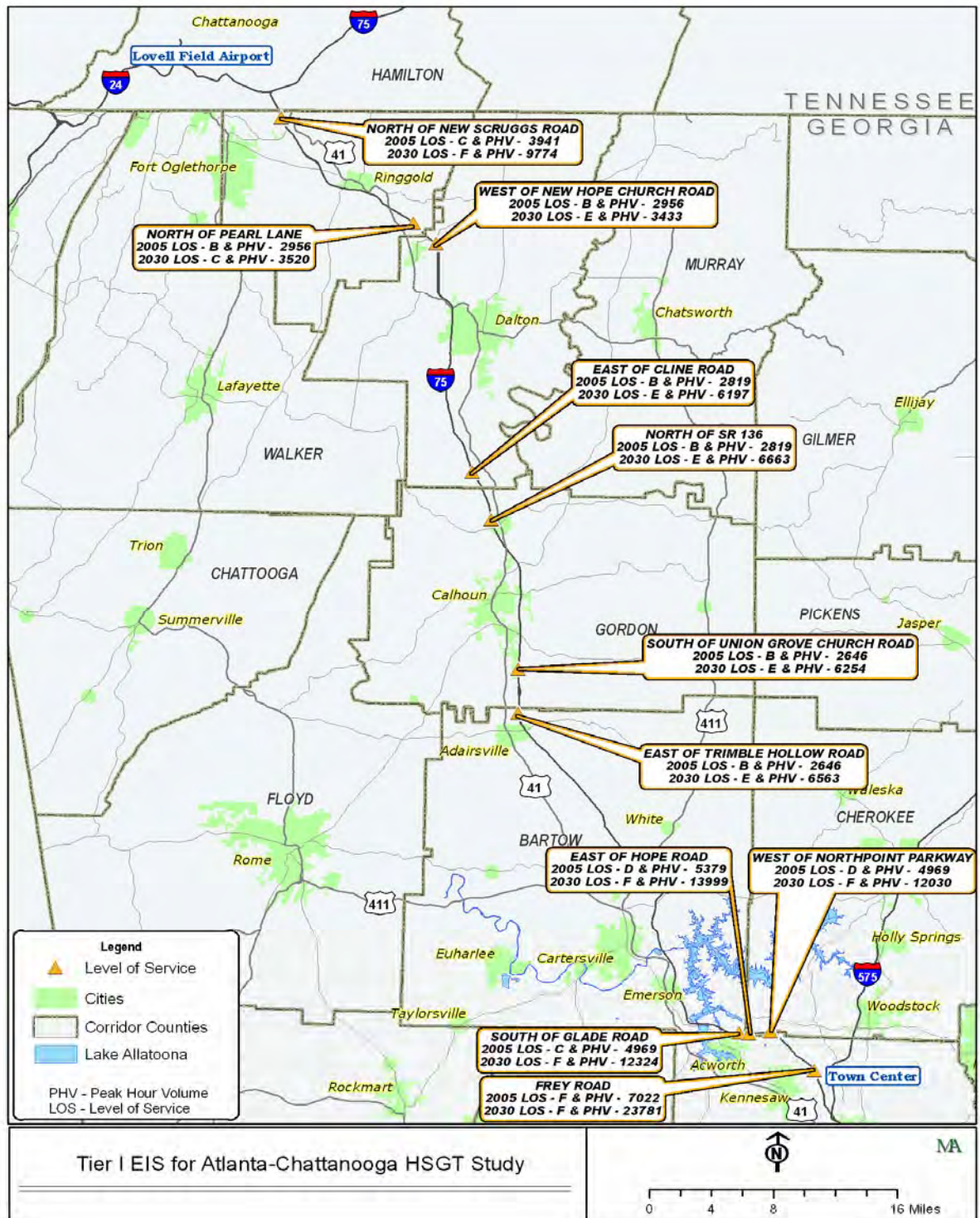
**Figures 3 and 4** depict LOS, peak hour volumes (PHV) and volume/capacity (V/C) ratios by the upper and lower limits of the corridor counties by segment. **Attachment 2** presents a detailed chart of LOS, PHV and V/C ratios for I-75 and US 41.

The economic analysis portion of the EIS will examine how HSGT will shift car and truck travel patterns between cities, airports, rail stations and affect use of intermodal facilities as a result of changes in transportation access and interconnections. Tasks are:

- Impact on highway system demand/capacity ratios, highway facility expansion needs and highway system performance
- Impact on airport-rail link in lieu of airport-car combination
- Impact on HSGT – transit bus or shuttle bus service
- Impact on goods movement due to less congested highway system along corridor
- Impact on enhancement of freight rail service due to potential spin-offs from HSGT capital investments.

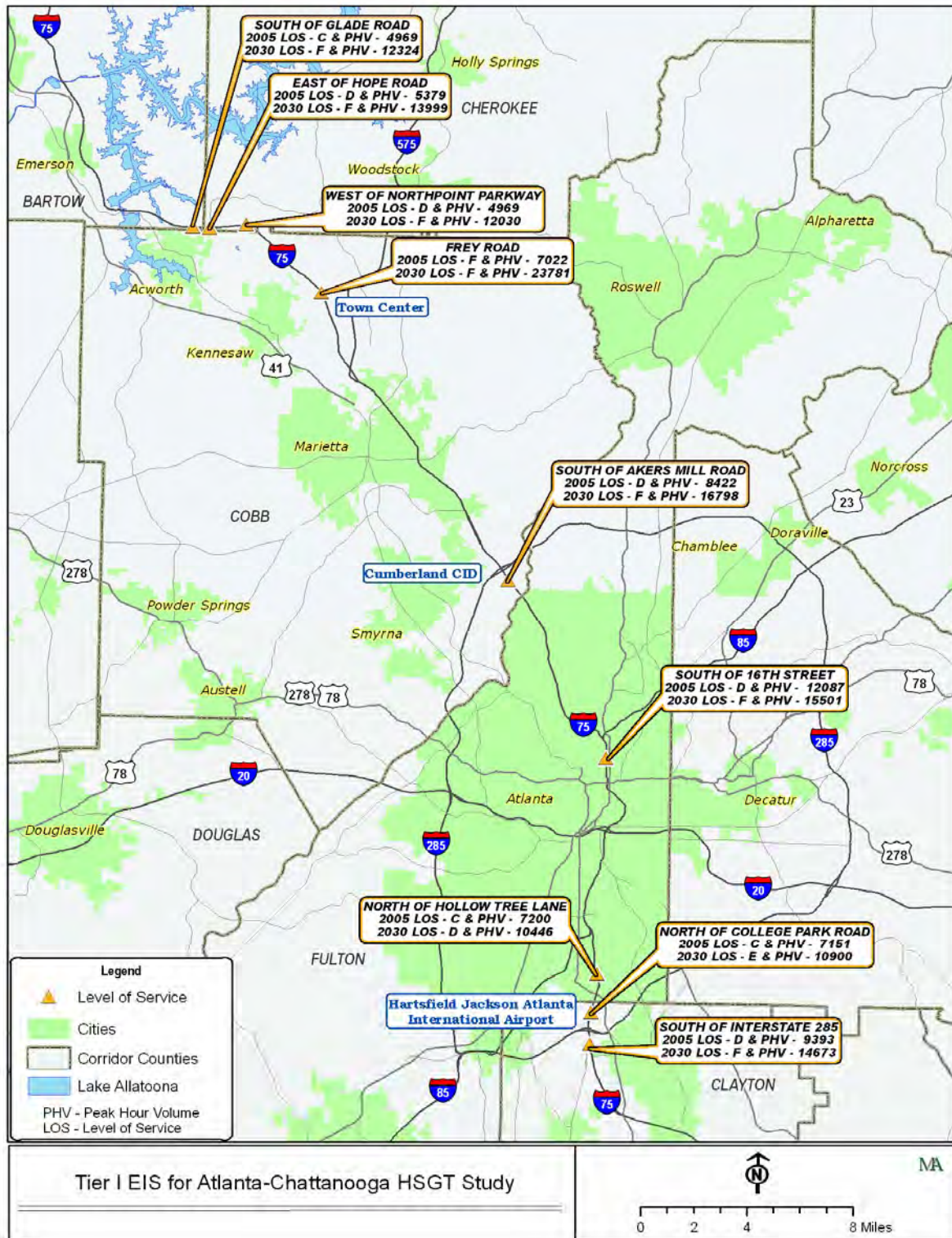
# TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA HIGH-SPEED GROUND TRANSPORTATION STUDY

Figure 3: Level of Service North Portion of HSGT Corridor



# TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA HIGH-SPEED GROUND TRANSPORTATION STUDY

Figure 4: Level of Service South Portion of HSGT Corridor



# TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA HIGH-SPEED GROUND TRANSPORTATION STUDY

## 2.1.2 Area Population Growth

In the last two decades the Atlanta region has experienced unprecedented growth. The metro Atlanta area's population has grown by nearly 40%, from 2.9 million to 4.1 million people. **Table 1** shows the overall corridor population growth between 1990 and 2006 including the Georgia and Tennessee cities in the HSGT corridor. According to the 2006 estimate by the U.S. Census, the City of Atlanta's population grew from 394,017 in 1990 to 486,411 in 2006, or 23.44%. While the City of Chattanooga's 2000 population growth was more gradual, from 152,466 in 1990 to 155,190 in 2006, or 1.78%. Chattanooga's population actually declined slightly from 2000 to 2006, from 155,554 to 155,190. However, other cities along the corridor experienced unprecedented growth. The City of Kennesaw grew by 246.95% from 8,936 in 1990 to an estimated 30,936 in 2006. The City of Dalton grew 51.85% from 1990 to 2006, and Cartersville grew by 44.63%.

**Table 2** shows the population growth between 1990 and 2006 for all the corridor counties in Georgia and Tennessee. The population in the study corridor has grown 53.45%, from 2,102,653 in 1990 to 3,226,452 in 2006. The counties with the highest growth rates are Paulding, Cherokee, Douglas, Bartow, and Murray. The Paulding County population grew an estimated 192% from 1990 to 2006. Cherokee County more than doubled its population in 16 years from 90,204 in 1990 to 195,327 in 2006. Douglas County population grew by 68.1%. Bartow County experienced a population increase of 63.2% and Murray County grew 58.3%.

For the south end of the study corridor, the counties with the largest growth concentrations are Fulton (47.97%) and Cobb (51.72%) County. For the north end of the corridor the County with the highest growth concentration is Hamilton (48.29%).

**Table 1: Overall HSGT Corridor Population Growth 1990-2006**

	<b>Estimate</b>	<b>Census</b>	<b>Census</b>	<b>Actual Change</b>	<b>% Change</b>
<b>City</b>	<b><u>1-Jul-06</u></b>	<b><u>2000</u></b>	<b><u>1990</u></b>	<b><u>1990-2006</u></b>	<b><u>1990-2006</u></b>
Atlanta, GA	486,411	416,474	394,017	92,394	23.44%
Chattanooga, TN	155,190	155,554	152,466	2,724	1.78%
Cartersville, GA	17,407	15,925	12,035	5,372	44.63%
Dalton, GA	33,045	27,912	21,761	11,284	51.85%
Kennesaw, GA	30,936	21,675	8,936	22,000	246.95%
Rome, GA	36,142	34,980	30,326	5,816	11.91%
Smyrna, GA	48,632	40,999	30,981	17,651	56.91%
<b>City Total</b>	<b>807,763</b>	<b>715,519</b>	<b>650,522</b>	<b>157,241</b>	<b>24.17%</b>
<b>Georgia Total:</b>	<b>9,363,941</b>	<b>8,186,453</b>	<b>6,478,149</b>	<b>2,885,792</b>	<b>44.50%</b>
<b>Tennessee Total:</b>	<b>6,038,803</b>	<b>5,689,283</b>	<b>4,877,185</b>	<b>1,161,618</b>	<b>23.80%</b>

*Source: 2000 US Census and American Community Survey 2006 Update*

**TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA  
HIGH-SPEED GROUND TRANSPORTATION STUDY**

<b>Table 2: Corridor County Population County Growth 1990-2006</b>					
	<b>Estimate</b>	<b>Census</b>	<b>Census</b>	<b>Actual Change</b>	<b>% Change</b>
<b>County</b>	<b>1-Jul-06</b>	<b>2000</b>	<b>1990</b>	<b>1990-2006</b>	<b>1990-2006</b>
Bartow, GA	91,266	76,019	55,915	35,351	63.22%
Catoosa, GA	62,016	53,282	42,464	19,552	46.04%
Chattooga, GA	26,442	25,470	22,242	4,200	18.88%
Cherokee, GA	195,327	141,903	90,204	105,123	116.53%
Clayton, GA	271,240	236,517	181,436	89,804	49.49%
Cobb, GA	679,325	607,751	447,745	231,580	51.72%
Douglas, GA	119,557	92,174	71,120	48,437	68.11%
Fulton, GA	960,009	816,006	648,776	311,233	47.97%
Floyd, GA	95,322	90,565	81,251	14,071	17.31%
Gordon, GA	51,419	44,104	35,067	16,352	46.63%
Hamilton, TN	312,905	307,896	211,000	101,905	48.29%
Murray, GA	41,398	36,506	26,147	15,251	58.32%
Paulding, GA	121,530	81,678	41,611	79,919	192.06%
Polk, GA	41,091	38,127	33,815	7,276	21.52%
Walker, GA	64,606	61,053	41,398	23,208	56.06%
Whitfield, GA	92,999	83,525	72,462	20,537	28.34%
<b>County Total:</b>	<b>3,226,452</b>	<b>2,792,576</b>	<b>2,102,653</b>	<b>1,123,799</b>	<b>53.45%</b>
<b>Georgia Total:</b>	<b>9,363,941</b>	<b>8,186,453</b>	<b>6,478,149</b>	<b>2,885,792</b>	<b>44.50%</b>
<b>Tennessee Total:</b>	<b>6,038,803</b>	<b>5,689,283</b>	<b>4,877,185</b>	<b>1,161,618</b>	<b>23.80%</b>
<i>Source: 2000 US Census and American Community Survey 2006 Update</i>					

2.1.3 Area by Income

**Table 3** shows the income and poverty statistics based on the 2000 U.S. Census for all the corridor counties in Georgia and Tennessee. The average annual income for the counties in the corridor is \$43,353, which is greater than the average for Georgia (\$42,433) and Tennessee (\$36,360). Approximately 10.77% of the study corridor's residents have incomes below the poverty level, which is 0.87% greater than Georgia (9.90%) and 0.47% greater than Tennessee (10.30%). The counties with the largest percentage of its residents living in poverty are, Fulton (15.70%), Polk (15.5%), Floyd (14.40%), Chattooga (14.3%) and Murray (12.70%). The percentage of population with sub-poverty income levels in Walker (12.5%), Whitfield (11.5%) and Clayton (10.1%) Counties exceeded the Georgia average of 9.9%. The counties with the lowest percentage of population below the poverty line are Cherokee (5.30%), Paulding (5.5%) and Cobb (6.50%). The percentage of population with poverty level incomes in Hamilton County (12.1%) is greater than the Tennessee average (10.3%).

**Table 4** shows the income and poverty statistics based on the 2000 census for the overall corridor including the relevant counties and cities in Georgia and Tennessee. The cities with the largest percentage of its residents living in poverty are, Atlanta (24.40%) and Rome (20.30%). The percentage of population with sub-poverty income levels in Dalton (16%) and Cartersville (11.4%) also exceeded the Georgia average.

**TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA  
HIGH-SPEED GROUND TRANSPORTATION STUDY**

The HSGT corridor cities with the lowest percentage of population below the poverty line are Kennesaw (4.50%) and Smyrna (8.90%).

<b>Table 3: Corridor County Income and Poverty 2000 Census</b>				
	<b>2000</b>	<b>2000</b>	<b>Population with</b>	<b>Percent</b>
<b>County</b>	<b>Population</b>	<b>Income</b>	<b>Below Poverty</b>	<b>Below Poverty</b>
Bartow, GA	76,019	\$43,660	6,445	8.60%
Catoosa, GA	53,282	\$39,998	4,966	9.40%
Chattooga, GA	25,470	\$30,664	3,388	14.30%
Cherokee, GA	141,903	\$60,896	7,474	5.30%
Clayton, GA	236,517	\$42,697	23,493	10.10%
Cobb, GA	607,751	\$58,289	38,910	6.50%
Douglas, GA	92,174	\$54,082	7,080	7.80%
Floyd, GA	90,565	\$35,615	12,538	14.40%
Fulton, GA	816,006	\$47,321	124,241	15.70%
Gordon, GA	44,104	\$38,831	4,293	9.90%
Hamilton, TN	307,896	\$38,930	36,308	12.10%
Murray, GA	36,506	\$36,996	4,583	12.70%
Paulding, GA	78,246	\$56,039	4,454	5.50%
Polk, GA	38,127	\$37,847	5,744	15.50%
Walker, GA	61,053	\$32,406	7,466	12.50%
Whitfield, GA	83,525	\$39,377	9,494	11.50%
<b>County Total:</b>	<b>2,794,576</b>	<b>\$43,353</b>	<b>300,877</b>	<b>10.77%</b>
<b>Georgia Total:</b>	<b>8,186,453</b>	<b>\$42,433</b>	<b>810,459</b>	<b>9.90%</b>
<b>Tennessee Total:</b>	<b>5,689,283</b>	<b>\$36,360</b>	<b>585,996</b>	<b>10.30%</b>
<i>Income is median income based on households</i>				
<i>Source: All data 2000 US Census</i>				

**TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA  
HIGH-SPEED GROUND TRANSPORTATION STUDY**

<b>Table 4: Overall Corridor Income and Poverty 2000 Census</b>				
	<b>2000</b>	<b>2000</b>	<b>Population with</b>	<b>Percent</b>
<b>City</b>	<b>Population</b>	<b>Income</b>	<b>Below Poverty</b>	<b>Below Poverty</b>
Atlanta, GA	416,474	\$34,770.00	95,743	24.40%
Chattanooga, TN	155,554	\$32,006.00	26,843	17.90%
Cartersville, GA	15,925	\$41,162.00	1,755	11.40%
Dalton, GA	27,912	\$34,312.00	4,422	16.00%
Kennesaw, GA	21,675	\$60,404.00	983	4.50%
Rome, GA	34,980	\$30,930.00	6,723	20.30%
Smyrna, GA	40,999	\$47,572.00	3,630	8.90%
<b>City Total:</b>	<b>715,519</b>	<b>\$40,165.14</b>	<b>20,014</b>	<b>14.77%</b>
<b>County Total:</b>	<b>2,794,576</b>	<b>\$43,353.00</b>	<b>300,877</b>	<b>10.77%</b>
<b>Georgia Total:</b>	<b>8,186,453</b>	<b>\$42,433.00</b>	<b>810,459</b>	<b>9.90%</b>
<b>Tennessee Total:</b>	<b>5,689,283</b>	<b>\$36,360.00</b>	<b>585,996</b>	<b>10.30%</b>
<i>Income is median income based on households</i>				
<i>Source: All data 2000 US Census</i>				

2.1.4 Area by Race

**Table 5** shows the racial population of the HSGT corridor counties from the 2000 U.S. Census Bureau data. The HSGT corridor has a higher percentage of whites (80.50%) than Georgia at 65.07% and a slightly higher percentage than Tennessee at 80.19%. The HSGT corridor has roughly one-half the percentage of black residents that Georgia has (13.91% versus 28.61%) and 2.43% less than Tennessee (16.34%). A slightly lower percentage of Hispanic or Latinos reside in the project corridor (5.08%) compared to Georgia (5.25%), but is more than twice the percentage of Hispanics in Tennessee (2.2%). The Asian population percentage in the HSGT corridor (1.61%) is less than Georgia's (2.09%), but more than Tennessee's (0.95%). **Table 6** shows the racial population for the HSGT corridor cities from the 2000 census data.

Clayton (51.60%) and Fulton (44.60%) Counties and the Cities of Atlanta (61.40%) and Chattanooga (36.10%) had significantly greater percentages of blacks than the project corridor, Georgia and Tennessee. Whitfield County's percentage of Hispanic population (22.10%) is more than three times the project corridor's (5.59%), ten times more than Tennessee's (2.20%) and more than four times Georgia's (5.25%). The City of Dalton's percentage of Hispanic population (40.20%) is more than seven times greater than the HSGT corridor's. The percentage of Asian populations in Gordon (7.40%), Clayton (4.50%), Cobb (3.1%) and Fulton (3.00%) Counties exceed those for Tennessee (0.95%) and Georgia (2.09%). The percentage of Asian populations in Smyrna (3.9%) and Kennesaw (2.90%) also exceeds those for Tennessee, Georgia and the HSGT corridor.

**TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA  
HIGH-SPEED GROUND TRANSPORTATION STUDY**

<b>Table 5 Racial Population Data for Counties in the Atlanta-Chattanooga HSGT Corridor</b>					
	<b>2000</b>				<b>% Hispanic</b>
<b>County</b>	<b>Population</b>	<b>% White</b>	<b>% Black</b>	<b>% Asian</b>	<b>or Latino</b>
Bartow, GA	76,019	87.80%	8.70%	0.50%	3.30%
Catoosa, GA	53,282	96.40%	1.30%	0.70%	1.20%
Chattooga, GA	25,470	86.70%	11.20%	0.10%	2.10%
Cherokee, GA	141,903	92.40%	2.50%	0.80%	5.40%
Clayton, GA	236,517	37.90%	51.60%	4.50%	7.50%
Cobb, GA	607,751	72.40%	18.80%	3.10%	7.70%
Douglas, GA	92,174	77.30%	18.50%	1.20%	2.90%
Floyd, GA	90,565	81.30%	13.30%	0.90%	5.50%
Fulton, GA	816,006	48.10%	44.60%	3.00%	5.90%
Gordon, GA	44,104	89.70%	3.50%	7.40%	0.10%
Hamilton, TN	307,896	76.30%	20.10%	1.30%	1.80%
Murray, GA	36,506	95.30%	0.60%	0.30%	5.50%
Paulding, GA	78,246	90.60%	7.00%	0.40%	1.70%
Polk, GA	38,127	80.50%	13.30%	0.30%	7.70%
Walker, GA	61,053	94.40%	3.80%	0.30%	0.90%
Whitfield, GA	83,525	80.90%	3.80%	0.90%	22.10%
County Total:	2,794,576	80.50%	13.91%	1.61%	5.08%
<b>Georgia Total:</b>	8,186,453	65.07%	28.61%	2.09%	5.25%
<b>Tennessee Total:</b>	5,689,283	80.19%	16.34%	0.95%	2.20%
<i>Source: 2000 US Census</i>					

<b>Table 6: Racial Population Data for Cities in the Atlanta-Chattanooga HSGT Corridor</b>					
	<b>2000</b>				<b>% Hispanic</b>
<b>City</b>	<b>Population</b>	<b>% White</b>	<b>% Black</b>	<b>% Asian</b>	<b>or Latino</b>
Atlanta, GA	416,474	33.20%	61.40%	1.90%	4.50%
Chattanooga, TN	155,554	59.70%	36.10%	1.50%	2.10%
Cartersville, GA	15,925	76.50%	17.00%	0.80%	7.30%
Dalton, GA	27,912	66.20%	7.70%	1.79%	40.20%
Kennesaw, GA	21,675	82.00%	9.90%	2.90%	6.20%
Rome, GA	34,980	63.10%	27.70%	1.40%	10.30%
Smyrna, GA	40,999	59.40%	27.20%	3.90%	13.80%
City Total:	713,519	62.87%	26.71%	2.03%	12.06%
County Total	2,708,053	79.06%	14.83%	1.81%	5.59%
<b>Georgia Total:</b>	8,186,453	65.07%	28.61%	2.09%	5.25%
<b>Tennessee Total:</b>	5,689,283	80.19%	16.34%	0.95%	2.20%
<i>Source: 2000 US Census</i>					

# TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA HIGH-SPEED GROUND TRANSPORTATION STUDY

## 2.1.5 The Visitors Travel Market – Chattanooga

According to the Chattanooga Convention and Visitor's Bureau, about 3.3 million visitors come to Chattanooga every year. From the world's largest freshwater aquarium to the colossal boulders atop Lookout Mountain, Chattanooga's attractions are numerous and diverse, drawing visitors since the turn of the century. Attractions include the Chattanooga Aquarium and Imax 3D Theater, Creative Discovery Museum and Hunter Museum of American Art. Natural attractions include recreation on the Tennessee River, Ruby Falls, and Rock City Gardens. The Tennessee Railroad offers daily tourist excursions through the mountains and the Southern Belle Riverboat offers weekend excursion tours of the Tennessee River.

## 2.1.6 Tourism and Atlanta

The Atlanta Convention and Visitor's Bureau reports nearly 20 million visitors each year come to Atlanta. Major attractions in Atlanta include the Georgia Aquarium, the High Museum of Art, the Atlanta Civic Center, numerous historic museums, festivals, concerts and sporting events. North of Atlanta, along the I-75 corridor visitors are attracted to the North Georgia Mountains, Lake Allatoona and the Chattahoochee River for fishing, boating and recreation.

## 2.1.7 The Transit Market

Below are the following transit types, usage and schedules that are available in or near the corridor.

The following transit systems are operating along or near the corridor: MARTA, GRTA, Cobb Community Transit (CCT), the Clayton County Transit System (C-Tran), the City of Rome Transportation Department (RTD), and the Chattanooga Area Regional Transportation Authority (CARTA).

### 2.1.7.1 Metropolitan Atlanta Rapid Transit Authority (MARTA)

MARTA operates 464 buses, 812 rail cars, 98 demand response vehicles and performs 142,385,899 trips annually. The service area for the rail is predominately within the perimeter of the 285 Bypass, with a north/south and an east/west line. The operating times for rail is 5:00 AM to 1:00 AM Monday through Friday, and weekends and holidays from 5:00 AM to 12:30 AM. Buses operate over 189 routes in and around the Atlanta area at various times seven days per week.

### 2.1.7.2 Cobb Community Transit (CCT)

CCT operates 54 buses and 12-demand response vehicle offering an estimated 3,854,413 annual trips to its riders. The service is provided Mon-Sat, with no service offered on major holidays. CCT offers approximately 18 routes with express service on I-75. The service is offered 4:00AM to midnight Monday through Saturday, excluding major holidays. A detailed transit schedule and map have been included in **Attachments 3 and 4**.

## **TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA HIGH-SPEED GROUND TRANSPORTATION STUDY**

### **2.1.7.3 Georgia Regional Transportation Authority (GRTA)**

GRTA operates 58 buses, 55 vanpools and 4 demand response vehicles offering 2,231,859 trips for its passengers annually. Xpress is a partnership between GRTA and the metro Atlanta counties of Clayton, Cherokee, Cobb, Coweta, DeKalb, Douglas, Forsyth, Fulton, Gwinnett, Henry, Paulding and Rockdale. GRTA Xpress offers various commuter express routes, connecting to MARTA, other transit systems, and downtown Atlanta. Xpress currently operates 20 routes in the metro Atlanta area.

### **2.1.7.4 Clayton County Transit System ( C-Tran )**

C-Tran operates 24 buses and 5 routes within Clayton County, Georgia. Buses operate from Monday through Friday from 5:00AM through 12:00AM, Saturday from 6:00 AM through 12:00 AM and Sunday 7:00 AM through 10:00 PM. No service is provided on major holidays.

### **2.1.7.5 City of Rome Transit Department (RTD)**

RTD operates 24 buses, and 4 demand response vehicles providing 830,502 annual trips to its riders. RTD provides public transit service within the City limits of Rome. Its services include five mainline regular routes, fifteen tripper routes (which provide service beyond the areas covered by mainline routes, for students of Rome City Schools and other riders); para-transit service (for Americans with Disabilities Act-qualified disabled passengers); and incidental charter service (within Floyd County, only). Buses operate 6:00 AM to 6:30 PM Monday through Friday, excluding major holidays.

### **2.1.7.6 Chattanooga Area Regional Transportation Authority (CARTA)**

CARTA operates 49 buses 12 demand response vehicles, and 2 sky-rail trains providing 2,529,157 annual trips to its passengers. CARTA operates the Lookout Mountain Incline Railway, the Downtown Electric Shuttle (electric buses) and Care-A-Van, a curb-to-curb service for people with disabilities with 17 routes servicing Hamilton County 7days per week.

### **2.1.8 Inter-Urban Bus Service**

There is Greyhound bus service operating between Atlanta and Chattanooga, with eight daily departures from Atlanta Monday through Saturday and six departures on Sundays. The trip time takes between 2 hours 10 minutes and 2 hours 45 minutes, direct service with no transfers. The standard adult fare is \$24.50 each way and \$45.00 round trip. Greyhound administration did not release their passenger numbers on request.

### **2.1.9 The Air Travel Market**

Since 1998, HJAIA bears the distinction of being the world's busiest passenger airport. HJAIA boasts five runways, 29,550 public parking spaces, 76.3 million domestic passengers and 8 million international passengers in 2006.

## TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA HIGH-SPEED GROUND TRANSPORTATION STUDY

The ARC maintains travel models by mode for the region. The normal travel demand models for an urban area do not estimate the number of air passengers to and from an airport very well, if at all. This is mainly because the frequency of air travel from a household is so small that most home interviews never find more than two or three air passenger trips. But travel demand between Atlanta and Chattanooga, for example, can be estimated if the air passengers are interviewed at the airport and the total number of air passenger enplanements is known. In the calendar year (CY) 2002 GIS Survey, 517,104 passengers traveled between Atlanta and Chattanooga in 002.

The Chattanooga Metropolitan Airport Authority recently published a strategic plan to improve air service out of Lovell Field. This plan cites competition from other regional airports, with better service and pricing differentials for their struggling passenger boarding numbers. This plan establishes goals to increase enplanements by a minimum of 10% and achieve a total of 500,000 passengers by the year 2008.

According to Lovell Field officials, the airport has 1,257 parking spaces for travelers. An article published in the Chattanooga Times Free Press titled "Airport Studies Parking Shortage" (March 27, 2007), cites a shortage of short-term parking at the airport several days a month. One reason cited was the entry of "Allegiant Air" to the market. Plane boarding's are up 20.5 percent and employee parking and charter flights are taking up space in the public surface lot. A new airport master plan is expected to be out in about 18 months.

### 2.1.10 Commuting Patterns

According to a study titled, "Inter-County Commuting Patterns", by the Hamilton-Chattanooga Regional Planning Agency, nearly 25,000 workers commuted to Hamilton County from the North Georgia counties of Catoosa, Dade and Walker in the year 2000. Over the ten-year study period from 1990 to 2000, Hamilton County experienced a net outflow of approximately 2,800 households to Georgia Counties, accounting for some \$93 million in household income.

### 2.1.11 Accident Data I-75

Analysis of accident data on I-75 shows a trend for increasing numbers of accidents and injuries over time as this facility grows more congested. The highest number of accidents is recorded in Fulton County with over 3500 accidents and over 1200 injuries annually. Bartow County records the highest number of fatalities for the counties studied. Accident data for I-75 is provided in **Table 7**.

**TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA  
HIGH-SPEED GROUND TRANSPORTATION STUDY**

<b>Table 7: I-75 Accident Data</b>				
<b>COUNTY</b>	<b>YEAR</b>	<b>ACCIDENTS</b>	<b>INJURIES</b>	<b>FATALITIES</b>
CATOOSA	2003	266	132	3
	2004	277	158	2
	2005	212	119	1
CHEROKEE	2003	92	24	0
	2004	115	43	2
	2005	118	36	1
CLAYTON	2003	130	36	0
	2004	126	58	1
	2005	156	51	0
BARTOW	2003	375	200	12
	2004	416	208	11
	2005	623	337	15
WHITFIELD	2003	240	113	5
	2004	260	128	5
	2005	259	135	4
GORDON	2003	160	89	3
	2004	205	86	4
	2005	189	117	1
COBB	2003	2288	595	6
	2004	1936	598	9
	2005	1840	609	8
FULTON	2003	3573	1298	9
	2004	3532	1247	6
	2005	3540	1289	6
Source: GDOT				

# TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA HIGH-SPEED GROUND TRANSPORTATION STUDY

## 3.1 Capacity Supply in the Corridor

Tables 8, 9 and 10 present information regarding the study area that impacts the travel supply in the study corridor. This information includes existing and proposed typical sections, as well as planned and programmed improvements.

### 3.1.1 Planned and Programmed Improvements

Planned roadway improvements along I-75, US Hwy 41, HJAIA, downtown Atlanta and Lovell Field in Chattanooga were obtained from the planned programmed projects included in the appropriate designated Metropolitan Planning Organization (MPO).

## 3.2 Hartsfield-Jackson Atlanta International Airport

This section is an overview of the current conditions and future expansion plans for HJAIA, currently the world's busiest passenger airport. HJAIA accounts for \$23.5 billion in economic impact annually, and is the largest employment center in the southeastern United States. There is \$6.2 billion in capital investment is planned over the next 10 years.

### 3.2.1 Aviation Travel Demand

HJAIA currently ranks first in the U.S. in passenger arrivals and departures as well as scheduled flights, and ranks 13<sup>th</sup> in cargo (including mail). The following section presents historic aircraft operating statistics for 1997 through 2006 from the HJAIA 2006 Annual Report and 2006 Fact Sheet. The HJAIA 2006 Fact Sheet is found in **Attachment 5**. HJAIA traffic report showing both passenger and freight aircraft operations are included in **Attachment 6**.

### 3.2.2 Airlines

Currently, 22 airlines provide domestic service and 15 provide international service to HJAIA. Additionally, there are 19 cargo airlines that currently serve HJAIA. According to the HJAIA 2000 Competition Plan, 171 non-stop destinations were served by the airlines at HJAIA. Please refer to **Attachment 7** for a complete listing of the airlines serving HJAIA.

**TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA HIGH-SPEED GROUND  
TRANSPORTATION STUDY**

**Table 8: Programmed Improvements to I-75 North**

<u>Project #</u>	<u>Project Description</u>	<u>Jurisdiction</u>	<u>Sponsor</u>	<u>Existing Lanes</u>	<u>Planned Lanes</u>	<u>Length (miles)</u>	<u>Total Budget</u>	<u>Open Year</u>
BT-027A	EXTENDS SR113/OLD ALABAMA ROAD FROM RED TOP MOUNTAIN ROAD AT I-75 TO EAST OF SR293 AT CSX RAIL LINE	BARTOW COUNTY	GDOT	0	2	1.2	\$20,975,000	2010
BT-026	SR 20 FM I-75 TO SR 61/US 411 PART RELOCATION	BARTOW COUNTY	GDOT	2	4		\$25,094,000	AFTER 2008
BT-005	I-75 UPGRADES @ State Route (SR) 61	BARTOW COUNTY	GDOT	N/A	N/A	0.2	\$2,800,000	2007
STP-98(3)	Widening-SR 146/CLOUD SPGS RD FM I-75 NORTH TO SR 3/US 41	CATOOSA COUNTY	GDOT	2	4	0.51	3,472,000	Underway 2007
GA-0203	SR 2 MEDIAN TURN LANES FROM FORT OGLETHORPE TO I-75	CATOOSA COUNTY	GDOT	4	5	4.39	4,835,000	Underway 2007
631360-	SR 3/US 41 FM CR 306 TO SB I-75 RAMPS	CATOOSA COUNTY	GDOT	2	4	5.52	\$22,554,000	After 2008
NH-75-LR	WIDEN I-75 FROM SR 151 TO JUST SOUTH OF SR 2 FOR HOV LANES	CATOOSA COUNTY	GDOT	4	6		\$473,000	2007
GA-01	I-75 @ SR 146/CLOUD SPRINGS ROAD BRIDGE AND RAMP RECONSTRUCTION	CATOOSA COUNTY	GDOT	0	0	0.31	\$9,387,000	2006
650440	SR 146 FROM CR 5531 LAKEVIEW DR TO I-75 & BRIDGE	CATOOSA COUNTY	GDOT	2	4	2.36	\$12,750,000	2006
AR-H-010	I-75/I-575 HOV/BRT AND TRUCK LANE COBB & CHEROKEE - PE ONLY	CHEROKEE	GCOT	N/A	HOV	13.8	\$62,200,000	2006 Until After 2008
AT-AR-224D	ATLANTIC STEEL Transportation Control Measure North Bound (NB) I-75/85 OFF-RAMP, WILLIAMS STREET RELOCATION, 14TH STREET BRIDGE RECONSTRUCTION	CITY OF ATLANTA	GDOT	N/A	N/A	N/A	\$13,182,000	2008
AT-AR-211	I-75 NORTH AT I-85 NORTH IN MIDTOWN - NEW RAMP FROM South Bound (SB) I-75 TO NB I-75	CITY OF ATLANTA	GDOT	N/A	N/A	N/A	\$111,645,000	2030
AR-918	I-75 NORTH NOISE BARRIERS FROM HOWELL MILL ROAD TO WEST PACES FERRY ROAD IN CITY OF ATLANTA (NB SIDE ONLY)	CITY OF ATLANTA	GDOT	N/A	N/A	3.22	\$7,150,000	2015
AT-AR-213	I-75/85 INTERCHANGE IMPROVEMENTS AT EDGEWOOD AVENUE	CITY OF ATLANTA	GDOT	N/A	N/A	N/A	\$21,834,000	2025

**TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA HIGH-SPEED GROUND  
TRANSPORTATION STUDY**

**Table 8: Programmed Improvements to I-75 North**

<u>Project #</u>	<u>Project Description</u>	<u>Jurisdiction</u>	<u>Sponsor</u>	<u>Existing Lanes</u>	<u>Planned Lanes</u>	<u>Length (miles)</u>	<u>Total Budget</u>	<u>Open Year</u>
AR-H-600	I-75/85 BRIDGE AND HOV INTERCHANGE AT 15TH STREET IN CITY OF ATLANTA	CITY OF ATLANTA	GDOT	N/A	N/A	0.5	\$54,000,000	2020
AR-511A	I-75/AVIATION BOULEVARD/I-285 INTERCHANGE RECONSTRUCTION (INCLUDING HOV RAMPS)- PHASE 2	CLAYTON COUNTY	HJAIA	N/A	N/A	N/A	\$60,000,000	2025
AR-511C	I-75/AVIATION BOULEVARD/I-285 INTERCHANGE RECONSTRUCTION (INCLUDING HOV RAMPS)- PHASE 3	CLAYTON COUNTY	HJAIA	N/A	N/A	N/A	\$84,000,000	2025
AR-H0050	I-75 South HOV Lanes from Aviation Boulevard to SR 54 (Jonesboro Road) In Clayton County	CLAYTON COUNTY	GCOT	0	2	6.4	\$116,500,000	2016
CL-AR-011	Widening-I-75 FM SR 3/US 41/OLD DIXIE HWY TO I-285 & AVIATION BLVD	CLAYTON COUNTY	GCOT	4	6	2.9	\$74,241,000	After 2008
CL-AR-11	I-75 SOUTH/FROM US 19/41 (TARA BOULEVARD) TO I-285 SOUTH / AVIATION BOULEVARD (BLVD) ADDITION OF TWO LANES ON SB SIDE ONLY	CLAYTON COUNTY	GDOT	4	6	3.66	\$60,292,000	2020
AR-H-050	I-75 FROM SR 54 NORTH TO AVIATION BLVD - FOR HOV LANES	CLAYTON COUNTY	GDOT	8	10	6.4	\$140,932,700	2007 TO AFTER 2008
CL-AR-011	Widening - I-75 FM SR 3/US 41/OLD DIXIE HWY TO I-285 & AVIATION BLVD	CLAYTON COUNTY	GDOT	4	6	2.9	\$74,241,000	After 2008
CO-AR-286	COBB GALLERIA PARKWAY BICYCLE AND PEDESTRIAN IMPROVEMENTS FROM AKERS MILL ROAD TO I-75 NORTH OVERPASS	COBB COUNTY	CUMBERLAND CID	N/A	N/A	0.5	\$2,095,800	2008
AR-H-901	I-75 NORTH AT I-285 HOV INTERCHANGE	COBB COUNTY	GDOT	N/A	N/A	N/A	\$202,000,000	2015
AR-H-902	I-75 NORTH AT I-575 INTERCHANGE	COBB COUNTY	GDOT	N/A	N/A	N/A	\$47,000,000	2025
CO-AR-238	I-75 NORTH AT I-285 TO DELK ROAD INTERCHANGE CAPACITY	COBB COUNTY	GDOT	0	10	3	\$251,153,450	2025
AR-251A	I-75 NORTH (NORTHWEST CORRIDOR) BRT FROM AKERS MILL ROAD TO TOWN CENTER MALL	COBB COUNTY	GRTA	N/A	N/A	11	\$279,507,000	2011

**TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA HIGH-SPEED GROUND  
TRANSPORTATION STUDY**

**Table 8: Programmed Improvements to I-75 North**

<u>Project #</u>	<u>Project Description</u>	<u>Jurisdiction</u>	<u>Sponsor</u>	<u>Existing Lanes</u>	<u>Planned Lanes</u>	<u>Length (miles)</u>	<u>Total Budget</u>	<u>Open Year</u>
AR-251B	I-75 NORTH (NORTHWEST CORRIDOR) BRT FROM AKERS MILL ROAD TO TOWN CENTER MALL	COBB COUNTY	GRTA	N/A	N/A	11	\$20,493,000	2011
AR-251D	I-75 NORTH (NORTHWEST CORRIDOR) BRT FROM AKERS MILL ROAD TO TOWN CENTER MALL	COBB COUNTY	GRTA	N/A	N/A	11	\$120,200,000	2011
AR-251C	I-75 NORTH (NORTHWEST CORRIDOR) BRT FROM AKERS MILL ROAD TO TOWN CENTER MALL	COBB COUNTY	GRTA	N/A	N/A	11	\$144,000,000	2011
AR-H-001	I-75 NORTH HOV LANES FROM AKERS MILL ROAD TO BANBERRY ROAD IN COBB COUNTY	COBB COUNTY	GDOT	0	4	5.18	\$316,150,000	2012
AR-H-002	I-75 NORTH HOV LANES FROM BANBERRY ROAD TO ALLGOOD ROAD IN COBB COUNTY	COBB COUNTY	GDOT	0	4	2.2	\$316,150,000	2012
AR-H-003	I-75 NORTH HOV LANES FROM ALLGOOD ROAD TO I-575 IN COBB COUNTY	COBB COUNTY	GDOT	0	4	2.7	\$87,100,000	2013
AR-H-004	I-75 NORTH HOV LANES FROM I-575 TO WADE GREEN ROAD IN COBB COUNTY	COBB COUNTY	GDOT	0	2	4	\$72,300,000	2024
CO-AR-302	I-75 NORTH NOISE BARRIERS FROM CHASTAIN ROAD IN COBB COUNTY TO SR 92 IN CHEROKEE COUNTY	COBB COUNTY	GDOT	N/A	N/A	6.07	\$13,200,000	2020
CO-AR-078M	I-75 NORTHBOUND TO I-285 WESTBOUND FLYOVER RAMP	COBB COUNTY	GDOT	0	2	N/A	\$19,980,000	2020
CO-301	SR 92 (LAKE ACWORTH DRIVE/COWAN ROAD) FROM US 41 TO COWAN ROAD AT I-75 NORTH (ADDS 2 LANES)	COBB COUNTY	GDOT	2	4	3.86	\$6,671,634	2010
AR-H-150	I-85 SOUTH HOV LANES, FROM I-75/85 IN CITY OF ATLANTA TO RIVERDALE ROAD IN CLAYTON COUNTY	Fulton (South)	GCOT	0	2 to 4	6.3	\$117,000,000	2020
610750	Interchange - I-75 @ SR 156 IN CALHOUN AND WIDENING OF SR 156 / REDBUD RD	GORDON	GDOT	3	5	1.86	\$0	AFTER 2008
610870	Interchange - I-75 @ County Road (CR) 65/UNION GROVE RD & FROM CS 825 TO WEST OF CR 68 RELOCATION	GORDON	GDOT	N/A	N/A	0.6	\$6,081,000	2008
CHATTANOOGA TIP	WIDEN I-75 FROM 1.1 MILES SOUTH OF SR-2 (US 11) TO NORTH OF SR-2 (US 11)	HAMILTON	TNDOT	4	8		\$43,204,000	2006-2008

**TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA HIGH-SPEED GROUND  
TRANSPORTATION STUDY**

**Table 8: Programmed Improvements to I-75 North**

<u>Project #</u>	<u>Project Description</u>	<u>Jurisdiction</u>	<u>Sponsor</u>	<u>Existing Lanes</u>	<u>Planned Lanes</u>	<u>Length (miles)</u>	<u>Total Budget</u>	<u>Open Year</u>
HE-126B	BILL GARDNER PARKWAY: SEGMENT 2 FROM SR155 TO I-75	HENRY COUNTY	HENRY COUNTY	N/A	N/A	3.07	\$11,500,000	2010
AR-H-300	I-285 NORTH HOV LANES FROM I-75 NORTH IN COBB COUNTY TO I-85 NORTH IN DEKALB COUNTY	MULTI-COUNTY	GDOT	0	2 OR 4	13.1	\$541,000,000	2015
AR-H-302	I-285 WEST HOV LANES FROM I-20 WEST IN CITY OF ATLANTA TO I-75 NORTH IN COBB COUNTY	MULTI-COUNTY	GDOT	0	2 OR 4	9.61	\$358,000,000	2026
AR-917	I-575 HOV LANES FROM I-75 NORTH TO SR 5 BUSINESS IN CHEROKEE COUNTY	MULTI-COUNTY	GDOT	4	6	19.84	\$23,650,000	2025
AR-H-005	I-575 HOV LANES FROM I-75 NORTH IN COBB COUNTY TO SIXES ROAD IN CHEROKEE COUNTY	MULTI-COUNTY	GDOT	0	2	11.4	\$52,000,000	2015
<u>Project #</u>	<u>Project Description</u>	<u>Jurisdiction</u>	<u>Sponsor</u>	<u>Existing Lanes</u>	<u>Planned Lanes</u>	<u>Length (miles)</u>	<u>Total Budget</u>	<u>Open Year</u>
AR-H-010	I-75/575 HOV/BRT AND TRUCK LANE IMPROVEMENT CONCEPT IN COBB AND CHEROKEE COUNTIES	MULTI-COUNTY	GDOT	N/A	N/A	N/A	\$52,200,000	2010
NH-75-3(235)	I-75 WIDENING AT SR 201	WHITFIELD	GDOT	N/A	N/A	N/A	\$150,000	2005
CSSTP-M003-00(357)	SR3 CONNECTOR/SR3 FROM 0.23 MILES WEST OF I-75 TO RAILROAD BRIDGE	WHITFIELD	GDOT	N/A	N/A	N/A	\$578,105	2006
0000931	I-75@ SR3/US 41/ ROCKY FACE INTERCHANGE RECONSTRUCTION	WHITFIELD	GDOT	N/A	N/A	N/A	\$1,128,000	2007
610890	I-75 INTERCHANGE @ CR 665/CARBONDALE ROAD CAPACITY IMPROVEMENT	WHITFIELD	GDOT	N/A	N/A	N/A	\$25,521,000	2009
631360	SR3/US 41 FROM CR306 TO SB I-75	WHITFIELD	GDOT	N/A	N/A	N/A	\$4,657,280	2011

**TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA HIGH-SPEED GROUND  
TRANSPORTATION STUDY**

**Table 9: Programmed Improvements to US 41 and Other Major Roads**

<b><u>Project #</u></b>	<b><u>Project Description</u></b>	<b><u>Jurisdiction</u></b>	<b><u>Sponsor</u></b>	<b><u>Existing Lanes</u></b>	<b><u>Planned Lanes</u></b>	<b><u>Length (miles)</u></b>	<b><u>Total Budget</u></b>	<b><u>Open Year</u></b>
BT-009	SR 3/US 41 AND SR 61/US 411 INTERCHANGE RECONSTRUCTION	BARTOW COUNTY	GDOT	2	4	0.98	29,443,000	2007-2008
BT-021	SR 20/US 411 ACCESS RIGHTS FROM FLOYD COUNTY TO SR 3/US 41	BARTOW COUNTY	GDOT	N/A	N/A	11.52	35,866,000	2007-2008
STP-98	WIDENING SR 151/OOLTEWAH-RINGGOLD HWY FM US 41 NO TO TENN STATE LINE	CATOOSA COUNTY	GDOT	2	4	5.19	\$6,780,000	After 2008
GA-04-01	SR3/US41 REPLACE BRIDGE AT TIGER CREEK	CATOOSA COUNTY	GDOT	N/A	N/A	0.24	\$66,000	2012
BHF-99-4	SR2/US41 REPLACE BRIDGE AT SOUTH CHICKAMAUGA CREEK IN WEST RINGGOLD	CATOOSA COUNTY	GDOT	N/A	N/A	0.26	\$179,000	LONG RANGE
STP-98(6)	SR3/US41 WIDEN FROM SR151 TO SR 146	CATOOSA COUNTY	GDOT	2	4	6.5	\$4,425,000	2013
AT-187	US 41 (NORTHSIDE DRIVE) BRIDGE UPGRADE AT CSX RAIL LINE SOUTH OF BELLMEADE AVENUE	CITY OF ATLANTA	GDOT	4	4	0.2	\$7,850,000	2015
AT-186	US 41 (NORTHSIDE DRIVE) BRIDGE UPGRADE AT NS RAIL LINE NORTH OF US 78/278 (BANKHEAD HIGHWAY)	CITY OF ATLANTA	GDOT	4	4	0.21	\$2,674,000	2014
AT-012	US 41 (NORTHSIDE PARKWAY) FROM PACES MILL ROAD TO MOUNT PARAN ROAD	CITY OF ATLANTA	GDOT	4	6	0.9	\$34,400,000	2015
AT-228	US 41/SR 3 AT PEACHTREE CREEK BRIDGE UPGRADE	CITY OF ATLANTA	GDOT	3	3	0.4	\$1,440,000	2015
CO-272	CANTON ROAD AND RAILROAD BRIDGE UPGRADE AT US 41 (COBB PARKWAY)	COBB COUNTY	GDOT	2	2	N/A	\$9,789,000	2009
CO-AR-BP219A	COBB COUNTY TRANSIT SUPPORTIVE SIDEWALKS FROM BELLS FERRY ROAD TO CANTON ROAD CONNECTOR	COBB COUNTY	COBB COUNTY	N/A	N/A	0.5	\$739,783	2010
CO-AR-297	COBB PARKWAY (US41) PEDESTRIAN IMPROVEMENTS FROM CIRCLE 75 PARKWAY TO AKERS MILL ROAD	COBB COUNTY	CUMBERLAND CID	N/A	N/A	0.5	\$2,250,000	2009
AR-442	I-285 WEST RAMP METERS/HIGHWAY ADVISORY RADIO FROM I-20 WEST TO US 41 (COBB PARKWAY) IN COBB COUNTY	COBB COUNTY	GDOT	N/A	N/A	5	\$790,000	2010

**TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA HIGH-SPEED GROUND  
TRANSPORTATION STUDY**

**Table 9: Programmed Improvements to US 41 and Other Major Roads**

<b>Project #</b>	<b>Project Description</b>	<b>Jurisdiction</b>	<b>Sponsor</b>	<b>Existing Lanes</b>	<b>Planned Lanes</b>	<b>Length (miles)</b>	<b>Total Budget</b>	<b>Open Year</b>
CO-AR-283	ROSWELL STREET PEDESTRIAN IMPROVEMENTS FROM MARIETTA SQUARE TO COBB PARKWAY (US 41)	COBB COUNTY	CITY OF MARIETTA	N/A	N/A	1.5	\$3,398,000	2008
CO-329	SR 92 FROM PAULDING COUNTY LINE TO US 41 (NORTH COBB PARKWAY)	COBB COUNTY	GDOT	2	4	2.05	\$6,121,825	2012
CO-301	SR 92 (LAKE ACWORTH DRIVE/COWAN ROAD) FROM US 41 (NORTH COBB PARKWAY) TO COWAN ROAD AT I-75 NORTH	COBB COUNTY	GDOT	2	4	3.86	\$6,671,634	2011
CO-231	US 41 (COBB PARKWAY) FROM PACES MILL ROAD TO AKERS MILL ROAD	COBB COUNTY	GDOT	4	6	0.96	\$9,667,000	2011
CO-041B2	US 41 (COBB PARKWAY) AT WINDY HILL ROAD - GRADE SEPARATION	COBB COUNTY	COBB COUNTY				\$35,670,000	2025
CO-041A	US 41 (COBB PARKWAY): SEGMENT 1 FROM WINDY RIDGE PARKWAY TO WINDY HILL RD	COBB COUNTY	GDOT	4	8	1.22	\$5,238,000	2020
CO-041B1	US 41 (COBB PARKWAY): SEGMENT 2 FROM WINDY HILL ROAD TO TERRELL MILL ROAD	COBB COUNTY	GDOT	4	8	1.69	\$2,903,000	2020
CO-041C	US 41 (COBB PARKWAY): SEGMENT 3	COBB COUNTY	GDOT	4	8	2.97	\$11,475,000	2020
CO-041D	US 41 (COBB PARKWAY): SEGMENT 4	COBB COUNTY	GDOT	4	8	0.69	\$9,294,000	2016
RHw159-97	Widening, SR 101 WIDENING FM CR 57/PLEASANT HOPE RD TO S ROME BYPASS	FLOYD COUNTY	GDOT	2	4	3.53	\$17,608,000	After 2008
S-92-24	Roadway Project, WEST ROME BYPASS FM 0.34 Miles SOUTH OF COOSA RIVER TO SR 20	FLOYD COUNTY	GDOT	0	4	5.48	\$40,895,000	2008
S-92-23	Widening SR 1/TURNER MCCALL BLVD FM RIVERBEND DR TO MLK BLVD (SR53)	FLOYD COUNTY	GDOT	4	6	0.29	\$5,130,000	2008
L-89-06	SR 746/SE ROME BYP FM SR 101 NE ALONG 4 EXIST RDS TO US 411	FLOYD COUNTY	GDOT	2	4	3.5	\$67,181,084	Underway until after 2008
BT-017	Widening-SR 140 FM SR 53/FLOYD TO OOTHKALOOGA CREEK/BARTOW	FLOYD COUNTY	GDOT	2	4	6.2	\$29,870,000	After 2008
S-92-93	Roadway Project-SW ROME BYPASS FROM Southeast OF COOSA RIVER TO SR 1	FLOYD COUNTY	GDOT	0	4	5.56	\$46,628,000	After 2008

**TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA HIGH-SPEED GROUND  
TRANSPORTATION STUDY**

**Table 9: Programmed Improvements to US 41 and Other Major Roads**

<b><u>Project #</u></b>	<b><u>Project Description</u></b>	<b><u>Jurisdiction</u></b>	<b><u>Sponsor</u></b>	<b><u>Existing Lanes</u></b>	<b><u>Planned Lanes</u></b>	<b><u>Length (miles)</u></b>	<b><u>Total Budget</u></b>	<b><u>Open Year</u></b>
S-89-21	Roadway Project-South ROME BYPASS/US 27 FROM SR 1 ALONG BOOZE MOUNTAIN RD TO SR 101 @CR 96	FLOYD COUNTY	GDOT	0	4	3.33	\$70,917,000	2008
L-89-06	Widening-SR 746/SE ROME BYPASS FROM SR 101 NORTHEAST ALONG 4 EXIST RDS TO US 411	FLOYD COUNTY	GDOT	2	4	3.5	\$66,941,000	After 2008
621365	Widening - SR 3/US 41/CALHOUN FM CR 65/UNION GROVE RD TO SR 53/INCL BR	GORDON	GDOT	2	4	2.84	\$105,915,000	AFTER 2008
CHATTANOOGA TIP	SR-8/US-41 FROM GEORGIA STATE LINE TO 5-LANE FREEWAY AT FRAWLEY ROAD IN EAST RIDGE	HAMILTON COUNTY	TNDOT	4	8		\$2,750,135	2006-2008
632670	SR3/SR 136/US 41WIDENING	WHITFIELD COUNTY	GDOT	2	4	8.57	\$624,400	2010
631360	SR3/US 41 WIDENING FROM CR 306 TO CATOOSA COUNTY LINE	WHITFIELD COUNTY	GDOT	2	4	3.27	UNFUNDED	2011

**Table 10: Programmed Improvements to HJIA and Downtown Atlanta**

<b><u>Project #</u></b>	<b><u>Project Description</u></b>	<b><u>Jurisdiction</u></b>	<b><u>Sponsor</u></b>	<b><u>Existing Lanes</u></b>	<b><u>Planned Lanes</u></b>	<b><u>Length (miles)</u></b>	<b><u>Total Budget</u></b>	<b><u>Open Year</u></b>
AT-AR-235	PEACHTREE STREET DOWNTOWN MIDBLOCK PEDESTRIAN CROSSINGS	CITY OF ATLANTA	DOWNTOWN ATLANTA CID	N/A	N/A	N/A	\$ 180,000	2007
AT-083	PRYOR STREET OVER CSX RAIL LINE AND MARTA EAST LINE FROM ALABAMA STREET TO DECATUR STREET	CITY OF ATLANTA	GDOT	4	4	0.1	\$ 12,925,000	2015
AR-120B	GEORGIA MMPT	CITY OF ATLANTA	GDOT	N/A	N/A	N/A	\$ 358,645	2008
AT-087	CENTENNIAL OLYMPIC PARK DRIVE OVER CSX AND NS RAIL LINES	CITY OF ATLANTA	GDOT	4	4	0.5	\$ 1,819,000	2015
AT-085	CENTENNIAL AVENUE OVER CSX RAIL LINE AND MARTA EAST LINE	CITY OF ATLANTA	GDOT	4	4	0.1	\$ 3,688,000	2020

**TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA HIGH-SPEED GROUND  
TRANSPORTATION STUDY**

**Table 10: Programmed Improvements to HJAIA and Downtown Atlanta**

<u>Project #</u>	<u>Project Description</u>	<u>Jurisdiction</u>	<u>Sponsor</u>	<u>Existing Lanes</u>	<u>Planned Lanes</u>	<u>Length (miles)</u>	<u>Total Budget</u>	<u>Open Year</u>
AT-158	SOUTHSIDE INDUSTRIAL PARKWAY FROM US 19/41 (CROWN ROAD) TO RUBY HARPER PARKWAY	CITY OF ATLANTA	CITY OF ATLANTA	2	4	0.86	\$ 1,500,000	2020
AT-AR-204A	I-285 SOUTH AT SR 54 (JONESBORO ROAD) INTERCHANGE CAPACITY	CITY OF ATLANTA	GDOT	N/A	N/A	N/A	\$ 10,932,000	2020
CL-AR-235	SOUTHERN CRESCENT TRANSPORTATION SERVICE CENTER AT NW QUADRANT OF US 19/41 (OLD DIXIE HIGHWAY)/AVIATION BOULEVARD INTERSECTION	CLAYTON COUNTY	CLAYTON COUNTY	N/A	N/A	N/A	\$ 9,000,000	2020
AR-510	AVIATION BOULEVARD GRADE SEPARATION AT NS RAIL LINE	CLAYTON COUNTY	GDOT	4	4	N/A	\$ 33,361,000	2010
AR-511C	1-75/AVIATION BOULEVARD/I-285 INTERCHANGE RECONSTRUCTION (INCLUDING HOV RAMPS) - PHASE 3	CLAYTON COUNTY	HJAIA	N/A	N/A	N/A	\$ 84,000,000	2025
CL-004	I-285 SOUTH AT CONLEY ROAD BRIDGE CAPACITY	CLAYTON COUNTY	GDOT	2	4	N/A	\$ 1,552,000	2015
CL-AR-179	1-285 EASTBOUND TO I-75 SOUTHBOUND RAMP IMPROVEMENTS	CLAYTON COUNTY	GDOT	N/A	N/A	N/A	\$ 4,922,000	2020
M-AR-285	MARTA HAMILTON GARAGE COMPRESSED NATURAL GAS FACILITY (INCLUDES FTA SECTION 5309 BUS AND BUS RELATED FACILITIES EARMARK FUNDS)	MULTI-COUNTY	MARTA	N/A	N/A	N/A	\$ 7,174,909	2007

**TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA  
HIGH-SPEED GROUND TRANSPORTATION STUDY**

3.2.3 Passenger Origins and Destinations-

Table 11 presents the top ten destination airports for the HJAIA.

**Table 11: HJAIA Top 10 Destination Airports and Number of Passengers**

<b>Destination Airport (Airport Code)</b>	<b>March 2006- February 2007</b>	<b>March 2005- February 2006</b>
Orlando, FL (MCO)	1,299,000	1,325,000
New York, NY (LGA)	1,117,000	1,134,000
Dallas/Ft. Worth, TX (DFW)	1,052,000	1,094,000
Ft. Lauderdale, FL (FLL)	962,000	980,000
Los Angeles, CA (LAX)	907,000	840,000
Tampa, FL (TPA)	900,000	977,000
Miami, FL (MIA)	789,000	816,000
Newark, NJ (EWR)	768,000	831,000
Washington, D.C. (DCA)	757,000	771,000
Las Vegas, NV (LAS)	755,000	778,000
<b>Total Passengers</b>	<b>9,306,000</b>	<b>9,546,000</b>

Source: Bureau of Transportation Statistics Inter-modal Transportation Database

3.2.4 Aircraft Operations and Enplanement History

Total aircraft operations at HJAIA in 2005 were 980,386 including both domestic and international operations. This accounted for a total of 85,907,423 total enplaned passengers (arriving, departing, and direct transit) and 725,446 metric tons of freight. Year to date operating statistics for 2006 are also included in **Attachment 8**.

3.2.5 HJAIA Aircraft Operations Delay Statistics for 2004 -2006

HJAIA aircraft operations delay statistics for 2004 through 2006 are listed in the **Tables 12 through 14** taken from the Bureau of Transportation Statistics. These statistics indicate that overall delay fluctuated between 2004 and 2006. The weather-related component of this delay also fluctuated between 7.06 percent of total delay in 2004, 5.16 percent in 2005, and 5.86 percent in 2006. National aviation system delays accounted for the largest percentage of delayed minutes. Average departure delay at HJAIA from April 2006 to March 2007 was 13.91 minutes, with arrival delay at 14.18 minutes for the same time period. This equates to a 71% on-time departure percentage and a 73% on-time arrival percentage (see **Attachment 5: 2007 HJAIA Fact Sheet**).

**TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA  
HIGH-SPEED GROUND TRANSPORTATION STUDY**

**Table 12: HJAIA On-time Statistics and Delay Causes 2004**

<b>Flight Arrival Status</b>	<b>No. of Operations</b>	<b>% of Operations</b>	<b>Minutes Delayed</b>	<b>% of All Delays</b>
On Time	303,942	72.89	N/A	N/A
Air Carrier Delay	16,595	3.98	1,054,318	19.16
Weather Delay	5,804	1.39	388,379	7.06
National Aviation System Delay	63,823	15.31	2,972,253	54.03
Security Delay	154	0.04	7,648	0.14
Aircraft Arriving Late	17,466	4.19	1,078,866	19.61
Cancelled	8,433	2.02	N/A	N/A
Diverted	772	0.19	N/A	N/A
Total Operations	416,989	100.00	5,501,464	100.00

**Table 13: HJAIA On-time Statistics and Delay Causes 2005**

<b>Flight Arrival Status</b>	<b>No. of Operations</b>	<b>% of Operations</b>	<b>Minutes Delayed</b>	<b>% of All Delays</b>
On Time	308,889	71.87	N/A	N/A
Air Carrier Delay	18,664	4.34	1,299,595	20.11
Weather Delay	4,411	1.03	333,468	5.16
National Aviation System Delay	62,201	14.47	3,434,167	53.14
Security Delay	94	0.02	4,134	0.06
Aircraft Arriving Late	19,981	4.65	1,390,800	21.52
Cancelled	14,480	3.37	N/A	N/A
Diverted	1,080	0.25	N/A	N/A
Total Operations	429,800	100.00	6,462,164	100.00

**Table 14: HJAIA On-Time Statistics and Delay Causes 2006**

<b>Flight Arrival Status</b>	<b>No. of Operations</b>	<b>% of Operations</b>	<b>Minutes Delayed</b>	<b>% of All Delays</b>
On Time	291,068	71.90	N/A	N/A
Air Carrier Delay	23,678	5.85	1,584,503	26.55
Weather Delay	5,026	1.24	349,862	5.86
National Aviation System Delay	51,602	12.75	2,510,253	42.06
Security Delay	166	0.04	10,641	0.18
Aircraft Arriving Late	25,202	6.23	1,512,336	25.34
Cancelled	7,301	1.8	N/A	N/A
Diverted	787	0.19	N/A	N/A
Total Operations	404,829	100.00	5,967,595	100.00

# TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA HIGH-SPEED GROUND TRANSPORTATION STUDY

## 3.3 Hartsfield-Jackson Atlanta International Airport Capacity

The overall expansion plans for HJAIA are outlined in the summary of the 2015 HJAIA Master Plan that was completed in 1999. The master plan layout is also illustrated in Recommended Master Plan Map in **Attachment 9**. A summary of the master plan is provided below:

### 3.3.1 Master Plan Summary

To define a new vision for HJAIA through 2015 and beyond, a new Master Plan was developed. Taking into consideration the Airport's impact on the environment and the economy of the surrounding communities and the southeastern region, this "working document" will ensure that HJAIA meets future growth and remains compliant with the aviation industry. Created to respond to changing market conditions and global opportunities, the Master Plan's flexibility allows for identification of critical needs and provides the ability to respond quickly to the demands of the growing aviation industry.

In the coming years, HJAIA will receive a face-lift as well as construct additional facilities to accommodate growing traffic demands and provide its passengers with a world class traveling experience. This program will assure that HJAIA maintains its global leadership role.

The Master Plan identifies several key projects, which include:

- Fifth Runway,
- International Passenger Terminal,
- Consolidated Rental Car Facility,
- South Gate Complex,
- Support Facilities, and
- Enhanced roadway access

The Master Plan was incorporated into the development plan currently underway at the Airport.

Only one of the HJAIA master plan elements, the Fifth Runway, has been completed to date. All of the other elements are in one stage or another of development. The Consolidated Rental Car Facility (CONRAC) is currently under construction, as is the Automated People Mover System that will connect the airport to the CONRAC facility. Numerous enabling projects are under construction or have been completed for the International Passenger Terminal and the South Gate Complex. The International Terminal will have ten additional gates and be attached to the existing Concourse E.

### 3.3.2 Current Parking Capacity

The current public parking supply at HJAIA, is 29,550 spaces, broken down as follows:

- Covered Parking Decks: 13,566
- North/South Economy Lots: 7,800
- Airport Park/Ride: 8,184

## TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA HIGH-SPEED GROUND TRANSPORTATION STUDY

Parking expansion is planned with the construction of the Maynard H. Jackson International Terminal, included as part of the Master Plan expansion and scheduled for completion in 2011.

### 3.3.3 Planned Roadway Improvements

Programmed roadway improvements in the vicinity of HJAIA were listed earlier (Section 3.1.1 of the report) in **Table 10**.

## 3.4 Chattanooga Metropolitan Airport Lovell Field

This section is an overview of the current conditions and future expansion plans for The Chattanooga Metropolitan Airport, also known as Lovell Field.

### 3.4.1 Lovell Field Capacity

The Chattanooga Metropolitan Airport, also known as Lovell Field (airport code CHA), currently operates five commercial gates with non-stop service to ten major airports. The airport also has a general aviation facility operated by TAC Air, with 16 acres of ready-to-build land available for general aviation expansion projects. This section provides information related to current operating conditions at Lovell Field as well as future plans for expansion.

### 3.4.2 Origins and Destinations

Lovell Field currently services ten major airports via six different airlines. HJAIA is Lovell Field's number one connecting hub, accounting for 28% of Chattanooga's local outbound travel. **Table 15** and **16** present this information.

### 3.4.3 Passenger Origins and Destinations

Passengers leaving from and arriving to Lovell Field connect to a variety of destinations across the U.S. in addition to the non-stop destinations provided above. A total of 503,468 passengers enplaned and deplaned in Chattanooga in 2006. This places Lovell Field 155<sup>th</sup> among all U.S. airports in terms of total passengers. The top 25 origins and destinations of those passengers are presented in **Table 16**.

**TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA  
HIGH-SPEED GROUND TRANSPORTATION STUDY**

**Table 15: Lovell Field Non-Stop Flights and Number of Passengers**

<b>Destination Airport (Airline)</b>	<b>March 2006- February 2007</b>	<b>March 2005- February 2006</b>
Atlanta (Delta Connection)	70,000	81,000
Charlotte (US Airways Express)	48,000	55,000
Chicago (American Eagle)	20,000	21,000
Cincinnati (Delta Connection)	35,000	39,000
Dallas (American Eagle)	12,000	6,000
Houston (Continental Express)	17,000	6,000
Memphis (Northwest AirlinK)	27,000	29,000
Orlando / Sanford (Allegiant Air)	8,000	8,000
St. Petersburg/Clearwater (Allegiant Air)	4,000	4,000
Washington – Reagan National (US Airways Express)	8,000	8,000
<b>Total Passengers</b>	<b>249,000</b>	<b>257,000</b>

Source: Bureau of Transportation Statistics Inter-modal Transportation Database

**Table 16: Lovell Field Top 25 Passenger Origins and Destinations**

1) Washington, D.C. –Ronald Reagan National (DCA)
2) New York, NY – LaGuardia (LGA)
3) Houston, TX – George Bush Intercontinental (IAH)
4) Philadelphia, PA (PHL)
5) Boston, MA – Logan (BOS)
6) Cincinnati, OH (CVG)
7) Kansas City, MO (MCI)
8) Fort Lauderdale, FL (FLL)
9) Minneapolis, MN (MSP)
10) Tampa, FL (TPA)
11) Raleigh/Durham, NC (RDU)
12) Atlanta, GA (ATL)
13) Chicago, IL – O’Hare (ORD)
14) Dallas-Ft. Worth, TX (DFW)
15) Memphis, TN (MEM)
16) Orlando, FL (MCO)
17) Newark, NJ (EWR)
18) Las Vegas, NV (LAS)
19) Charlotte, NC (CLT)
20) Los Angeles, CA (LAX)
21) Baltimore, MD (BWI)
22) Denver, CO (DEN)
23) Washington, D.C. – Dulles (IAD)
24) Hartford, CT (BDL)
Source: Chattanooga Metropolitan Airport Authority

**TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA  
HIGH-SPEED GROUND TRANSPORTATION STUDY**

3.4.4 Enplanement History

Lovell Field developed a strategic plan in 2003, in order to address the “leakage” of potential passengers within its encatchment area to other travel markets. At that time, it was estimated that this leakage was costing Lovell Field approximately \$1.2 million in lost federal funding every year. As part of the strategic planning effort, the Chattanooga Metropolitan Airport Authority (CMAA) set a goal of increasing passenger traffic by a minimum of 10% that year in order to achieve a goal of 500,000 passengers by 2008. According to Lovell Field’s five-year enplanement history in **Table 17**, they achieved that goal in both 2005 and 2006, though there was a slight decline between 2005 and 2006.

**Table 17: Lovell Field 5-Year Enplanement Data**

<b>Calendar Year</b>	<b>Enplaned Passengers</b>	<b>Deplaned Passengers</b>	<b>Total Passengers</b>
2002	260,792	255,736	516,528
2003	237,221	254,377	491,598
2004	244,470	240,105	484,575
2005	258,745	251,624	510,369
2006	254,959	248,509	503,468

Source: CMAA

3.4.5 Delay Statistics

CHA Aircraft Operations Delay Statistics for 2004 through 2006 are listed in **Tables 18** through **20** taken from the Bureau of Transportation Statistics. On-time performance stayed fairly consistent between 2004 and 2006, with a slight decline from 77.23% in 2004 to 75.11% in 2006. Air carrier delay accounted for the largest percentage of delayed minutes. Average departure delay at Lovell Field from April 2006 to March 2007 was 10.8 minutes, with arrival delay at 14.04 minutes for the same time period. This equates to an 80% on-time departure percentage and a 72% on-time arrival percentage (**Attachment 10: 2007 CHA Airport Fact Sheet**)

**Table 18: Lovell Field On-Time Statistics and Delay Causes 2004**

<b>Flight Arrival Status</b>	<b>No. of Operations</b>	<b>% of Operations</b>	<b>Minutes Delayed</b>	<b>% of All Delays</b>
On Time	3,886	77.23	N/A	N/A
Air Carrier Delay	316	6.29	13,094	30.59
Weather Delay	176	3.49	9,128	20.08
National Aviation System Delay	299	5.94	12,078	26.57
Security Delay	1	0.02	82	0.18
Aircraft Arriving Late	177	3.52	10,257	22.57
Cancelled	172	3.42	N/A	N/A
Diverted	5	0.10	N/A	N/A
Total Operations	5,032	100.00	45,449	100.00

**TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA  
HIGH-SPEED GROUND TRANSPORTATION STUDY**

**Table 19: Lovell Field On-Time Statistics and Delay Causes 2005**

<b>Flight Arrival Status</b>	<b>No. of Operations</b>	<b>% of Operations</b>	<b>Minutes Delayed</b>	<b>% of All Delays</b>
On Time	3,847	75.20	N/A	N/A
Air Carrier Delay	392	7.66	20,771	40.57
Weather Delay	165	3.23	10,490	20.49
National Aviation System Delay	267	5.21	10,582	20.67
Security Delay	1	0.02	58	
Aircraft Arriving Late	161	3.15	9,302	18.17
Cancelled	278	5.43	N/A	N/A
Diverted	5	0.10	N/A	N/A
<b>Total Operations</b>	<b>5,116</b>	<b>100.00</b>	<b>51,203</b>	<b>100.00</b>

**Table 20: Lovell Field On-Time Statistics and Delay Causes 2006**

<b>Flight Arrival Status</b>	<b>No. of Operations</b>	<b>% of Operations</b>	<b>Minutes Delayed</b>	<b>% of All Delays</b>
On Time	3,546	75.11	N/A	N/A
Air Carrier Delay	390	8.27	20,153	34.31
Weather Delay	139	2.94	10,577	18.01
National Aviation System Delay	281	5.95	12,890	21.94
Security Delay	2	0.05	218	0.37
Aircraft Arriving Late	233	4.93	14,901	25.37
Cancelled	125	2.65	N/A	N/A
Diverted	5	0.11	N/A	N/A
<b>Total Operations</b>	<b>4,721</b>	<b>100.00</b>	<b>58,739</b>	<b>100.00</b>

**3.4.6 Existing Parking Capacity**

Lovell Field has a current parking capacity of 1,226 total stalls broken down as follows:

- Short Term Lot: 173 stalls
- Intermediate Lot: 220 stalls
- Long Term Lot: 739 stalls
- Employee Lot: 94 stalls

**3.4.7 Future Expansion Plans**

The CMAA is beginning a master plan update, which will plot future expansion. The four major areas of study for the update are:

- 1) Parking
- 2) General Aviation
- 3) Cargo

# TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA HIGH-SPEED GROUND TRANSPORTATION STUDY

## 4) Hydrology Issues

Additionally, there are plans to expand the five commercial gates to a total of ten commercial gates.

### 3.5 **Railroads**

#### 3.5.1 Identification of Railroad Segments

There are two railroad lines connecting Atlanta and Chattanooga. A third line connects Rome and Chattanooga and the northern portion of a fourth line originally connecting Chattanooga and Gadsden, Alabama, which could also be considered in connection with a high speed ground transportation route between Atlanta and Chattanooga.

W&A: The most direct route connecting Atlanta and Chattanooga is the former Western and Atlantic (W&A) Railroad via Cartersville and Dalton. The W&A is owned by the State of Georgia and has been leased to CSX Transportation (CSXT) or CSXT predecessors for over 100 years.<sup>2</sup> It is recommended that this line be referred to as the W&A to distinguish it from other CSXT lines in northwestern Georgia.

H-Line: A NS line connects Atlanta and Chattanooga via Austell, Rome and Dalton where it crosses CSXT (W&A) at grade. This line is known as the H-Line because its mileposts have an H-letter suffix.<sup>3</sup> It is recommended that this line be referred to as the H-Line to distinguish it from other NS lines in northwestern Georgia.

C-Line: NS (and before that Southern Railway) predecessor Central of Georgia had a line connecting Rome and Chattanooga via Summerville. The line is known as the C-Line because its mileposts have a C-letter prefix. The portion of the C-Line between Bone and Lyerly has been abandoned. The portion of the line between Lyerly and Chattanooga is owned by the State of Georgia and is leased to the Chattooga and Chickamauga Railway (CCKY), and is operated at the West District of the CCKY. It is recommended that this line be referred to as the C-Line to distinguish it from other NS lines in northwestern Georgia.

K-Line: There is another branch line south of and generally parallel to the C-Line west of Rome to Coosa. It is known as the K-Line because its mileposts have a K-letter suffix.<sup>4</sup> A connection between the K-Line and C-Line south of Bone results in C and K-Lines forming a large (teardrop) loop. The K-Line can be referred as the K-Line to distinguish it from the C-Line should it be investigated as a sub-alternative route.

TAG-Line: Southern Railway predecessor Tennessee, Alabama and Georgia (TAG) connected Chattanooga and Gadsden via Hedges. The portion of the line south of Hedges has been abandoned. The portion of the line

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<sup>2</sup> The line was leased and operated by CSXT predecessors Seaboard System Railroad, Louisville and Nashville (L&N), and Nashville, Chattanooga and St Louis (NC&StL) in order prior to CSXT.

<sup>3</sup> The line was completed between Rome and Atlanta as part of the East Tennessee, Virginia and Georgia (ETV&G) that was later merged into the Southern Railway.

<sup>4</sup> Constructed as the Rome & Decatur and subsequently absorbed by the ETV&G.

## TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA HIGH-SPEED GROUND TRANSPORTATION STUDY

between Chattanooga and Hedges is leased by NS to the CCKY, and is operated at the East District of the CCKY. It is suggested that this line be referred to as the TAG-Line to distinguish it from the CCKY West District (C-Line).

### 3.5.2 Freight Traffic Considerations

High speed by any standard exceeds 79 mph. FRA regulations require a more sophisticated wayside signal system that requires signal system equipment on-board locomotives, something not required of signal systems where maximum speed is 70 mph or less. The CSXT W&A and NS H-Line are both heavy density freight lines that combined operate well over 100 trains per day, nearly all of which are through trains (similar to nearly all I-75 truck traffic being through traffic). In addition, shared use of the W&A and/or H-Line tracks would therefore be costly.

The C-Line on the other hand is used very little. There are only a few trains per day on the NS portion<sup>5</sup>, and two trains per day (one down and one back) two or three days per week on the CCKY portion. Likewise there are two or three freight trains per week on the TAG line. Captive locomotives with on-board signal equipment to handle freight on these lines are viable.

### 3.5.3 Alignment Considerations

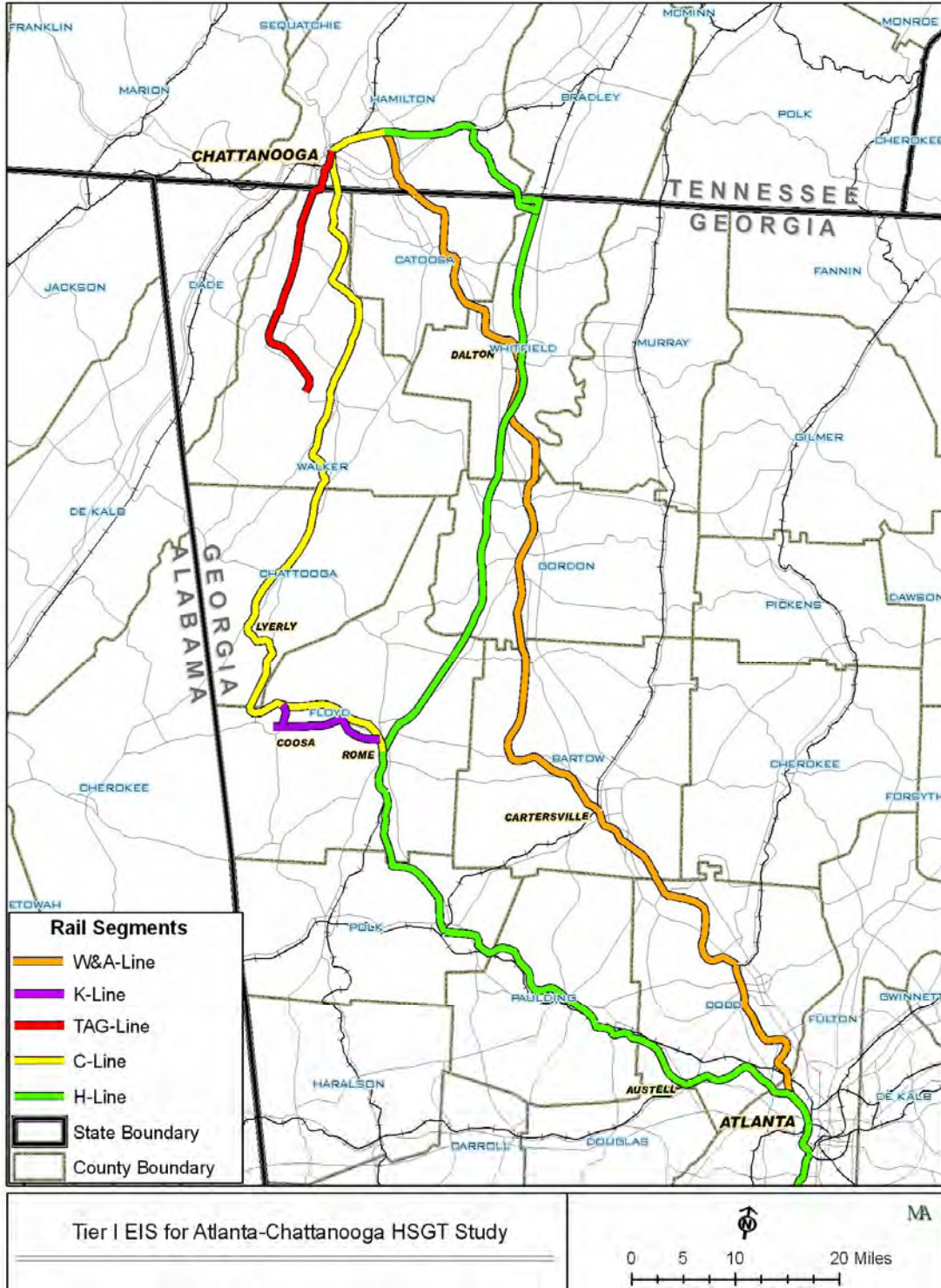
The railroad alignments are relatively flat vertically, but not horizontally. The horizontal alignment cannot be characterized in detail without additional study, except to note that high speed would require flattening numerous curves. Recommended (maximum freight train speeds on the lines typically vary between 25 and 60mph, in large part because of horizontal alignment. Curve flattening generally should be expected to require additional ROW and substantial earthwork. Furthermore, the back to and forth nature of the alignment would require the passenger alignment to cross the freight alignment, or simultaneous freight route realignment. A railroad alignment map for the study corridor is provided in **Figure 5**.

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<sup>5</sup> Georgia Power's Plant Hammond near Coosa is a (if not the) principal customer served by NS from the C and K-Lines.

# TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA HIGH-SPEED GROUND TRANSPORTATION STUDY

Figure 5: Railroad Alignments Along HSGT Corridor



# TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA HIGH-SPEED GROUND TRANSPORTATION STUDY

## 4.1 Downtown Atlanta Multi-Modal Connections

The MMPT site may be generally described as being circumscribed by existing freight rail lines that are located at ground level. The site includes the generally rectangular property that is bounded by Wall, Forsyth, Alabama and Spring Streets and located directly across Forsyth Street from the Five Points MARTA Station.

The MMPT site plan (HEERY Plan) developed prior to the 1996 Olympics, was based on the use of intercity and commuter passenger train services that would share existing freight lines at ground level for access to the MMPT. The HEERY plan generally constructed platforms and additional tracks on the two legs of the triangle that converge near the Five Points Station. The rearranged existing freight track and new platform tracks of the HEERY Plan would largely occupy all of the ground level east of a line between the Mitchell Street overpass of NS and the Centennial Olympic Park Drive Phillips Arena entrance. A ground level walkway under Forsyth Street to the Five Points Station Concourse level would connect and integrate the Five Points station into the MMPT by linking rail services to each other.

Generally speaking, “street level” is approximately 30 feet above ground level hence the informal application of term “gulch” to the MMPT site. MMPT bus service would be at street level. Preliminary concepts had the bus terminal occupying street level of the area bounded by Wall, Forsyth, Alabama and Spring Streets, with buses arriving and departing via Spring Street.<sup>6</sup> Private sector development was envisioned overhead.<sup>7</sup>

Lovejoy and Athens commuter service proposals are the most developed of the up to six/seven commuter services initially proposed for the MMPT [Bremen, Macon (Lovejoy), Madison (Covington), Athens, Gainesville, Cartersville/Canton] by the Georgia Rail Passenger Plan developed in 1999.<sup>8</sup> The current environment is such that it appears few if any of these services will ever be implemented in the near future.

Lovejoy service would arrive and depart via the southwest leg of the triangle. MMPT construction as it concerns initial Lovejoy commuter service would consist of a platform and two tracks located on the site of the shuttered Atlanta Constitution Building (currently owned by the City of Atlanta) located on the northwest corner of Forsyth and Alabama Streets. MMPT construction for Lovejoy service would be very minimal, consisting of little more than a single platform, two platform tracks (and perhaps a storage track), platform canopy, and under-Forsyth Street access to the Five Point MARTA station, access to Forsyth/Alabama Streets, and perhaps access to the existing walkway connecting Alabama Street and CNN/Phillips Arena (through the CNN decks).

Athens commuter service, originally planned to arrive from the east via the northeast quadrant of the Beltline, was changed to arrive and depart via the northwest leg of the triangle. A detailed concept that would expand the MMPT to accommodate Athens service has not been developed, but any plan would require platforms and tracks northwest for the MMPT apex. A map of the Concept Design Plan is provided in **Figure 6**.

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<sup>6</sup> Bus passengers would have to descend one level in order to utilize the under-Forsyth Street connection to MARTA or connect to commuter or HEERY plan rail services.

<sup>7</sup> Air rights over much of the MMPT property, especially west of Spring Street, are currently privately owned.

<sup>8</sup> Intercity Greenville, SC; Augusta; Savannah/Jacksonville, FL; Albany and Columbus were contemplated by the GRPP.

# TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA HIGH-SPEED GROUND TRANSPORTATION STUDY

Figure 6: MMPT Station Concept Design



A Joint Venture of  
**GRC** GEORGIA RAIL CONSULTANTS  
Moreland Altabelli Associates  
Parsons Brinckerhoff  
SYSTRA Consulting, Inc.



**GEORGIA RAIL PASSENGER  
PROGRAM**  
Multi-Modal Passenger Terminal (MMPT)  
Concept Design

# TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA HIGH-SPEED GROUND TRANSPORTATION STUDY

## 5.1 Geographic Information Systems Data Collection

The collection of Geographical Information (GIS) systems data and aerial photography for counties along the corridor is an on-going effort. The data that has been collected to date is depicted in **Table 21**.

**Table 21: Atlanta/Chattanooga HSGT GIS DATA Collected**

County	Streets	Railroad	Buildings	Parcels	Land Use	Zoning	Aerial	Contours	Utilities	Hydrography	Soils	Wetlands	Community Facilities	Right of Way
Bartow	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Catoosa	x	x					x			x	x	x		
Cherokee	x	x		x	x	x	x	x		x	x	x	x	x
Clayton	x	x			x		x			x	x	x		
Cobb	x	x					x			x	x	x		
Douglas	x	x					x			x	x	x		
Floyd	x	x		x			x		x	x	x	x		
Fulton	x	x	x	x	x	x	x			x	x	x	x	
Gordon	x	x					x			x	x	x		
Hamilton	x	x	x	x	x	x	x	x	x	x	x	x	x	
Murray	x	x		x			x			x	x	x		
Paulding	x	x	x	x	x	x	x	x		x	x	x		
Polk	x	x					x			x	x	x		
Whitfield	x	x		x	x	x	x	x		x	x	x		

X = Data Collected

# TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA HIGH-SPEED GROUND TRANSPORTATION STUDY

## 6.1 Key Development Nodes At Proposed Stations

This section outlines key development nodes located in the corridor, as well as special district organization involved in the planning and implementation of special plans and programs.

### 6.1.1 Cumberland CID

The Cumberland CID is a public-private financing mechanism for infrastructure enhancements. The CID was created voluntarily in 1987 by area businesses to provide seed funding for roads, sidewalks and other infrastructure improvements. These projects keep Cumberland Galleria attractive and accessible for area businesses and workers. Commercial property owners pay an additional property tax to finance the designs of needed projects. Then, when federal money becomes available to pay for such projects, the CID's completed designs are ahead of other areas when competing for these limited funds.

Success to date includes \$67 million in local tax collections leveraged against \$3 billion in federal and state monies for projects that have either been completed, or have funding identified for future completion. The Cumberland CID consists of 186 commercial property owners and 330 parcels of land. It has a six-year life span and is currently in its third term (2000 - 2006). A fourth term was approved which will extend the CID until 2012. The Cobb Chamber of Commerce administers the CID.

Community leaders are currently conducting a circulator study to identify what would help move people in and around Cumberland Galleria. This multi-modal circulator would connect to existing MARTA and CCT stations as well as connect to office parks, retail and dining establishments. The specific technologies, routes, costs and other features are still being considered.

This potential circulator system would also be tied into long-term plans for transit in the I-75 and I-285 corridors. GRTA and ARC are currently studying these heavily congested highways in order to determine solutions to help ease traffic problems. Both projects are in the study phase at this time. The specific technology will likely be BRT. Local Cumberland Galleria leaders are deeply involved in the planning to ensure an integrated solution to the community's needs. A chart of the Cumberland CID transportation improvements is included in **Attachment 11**.

### 6.1.2 Livable Centers Initiative

The Livable Centers Initiative (LCI) was initiated in 1999 and encourages local governments in the Atlanta region to plan and implement strategies that link transportation improvements with land use development strategies to create "use communities" and centers consistent with regional development policies.

## TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA HIGH-SPEED GROUND TRANSPORTATION STUDY

Through the LCI program, federal transportation funds are used to provide planning grants to local governments and select non-profit organizations. These plans link transportation improvements with land use strategies to enhance established communities and take advantage of the existing public and private assets already found in these communities.

The primary goals of LCI are to:

- Encourage a diversity of mixed income residential neighborhoods, employment, shopping, and recreation choices.
- Provide access to a range of travel options including buses, roadways, walking and biking.
- Engage the community's stakeholders in the planning, including groups not previously involved in community planning activities.

From 2000 to 2003, 361 projects have been approved in the 46 responding LCI study areas. Of these, 78 are planned, 72 are in the construction process and 181 have been completed. These projects will add more than 28,000 residential units, 5,000 hotel units, five million square feet of commercial retail space and 22 million square feet of office space. A summary of the LCI uses in the Atlanta area is provided in **Table 22**.

One of the primary goals of the LCI program is to encourage a diversity of mixed-income residential neighborhoods, employment, shopping and recreation choices. Of the 361 developments, 82 are mixed-use projects, with 53 having a mix of residential and office/commercial uses. The 53 projects are primarily larger in scope, however in a few cases it is a single building with commercial on the ground floor and a residential unit on top. The remainder is office development paired with hotel or commercial use.

**Table 22: LCI Uses in Atlanta Area**

Study Year	Number of Residential Units	Number of Hotel Units	Commercial Space (sq. ft.)	Office Space (sq. ft.)	Number of Projects
2000	6,922	100	645,650	76,000	84
2001	8,167	3,346	2,729,712	13,313,624	150
2002	3,094	0	278,057	115,380	36
2003	1,729	143	401,391	1,297,211	15
GF	8,374	1,497	997,161	7,955,749	76
	28,286	5,006	5,051,971	22,757,964	361

Source ARC

Large-scale developments are located mostly in seven of the busiest LCI areas: Midtown, Perimeter, Buckhead, Gwinnett County, Cumberland, JSA McGill and City Center (Downtown Atlanta). The projects in these seven LCI study areas make up less than 42 percent of the total number of projects but they account for more than 98 percent of the office space and 70 percent of the commercial space. In addition, they will add more than 15,000 residential units, which is approximately 61 percent of the total new residential construction in LCI areas. A map of the LCI Study Area see is included in **Attachment 12**.

## TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA HIGH-SPEED GROUND TRANSPORTATION STUDY

### 6.1.3 Chattanooga Enterprise Center

Established in 2002 by Mayor Bob Corker, The Enterprise Center was originally formed to house the City's economic development initiatives, including the U.S. Department of Housing and Urban Development-designated Renewal Community federal tax incentive program and the Chattanooga Opportunity Fund small business loan pool. Within a year, these two initiatives garnered more than \$21 million in private investments in the City.

Due to The Enterprise Center's success in bringing attention to Chattanooga's economic potential, it was determined that the organization should capitalize on advanced technology projects for job creation maximizing on Chattanooga's location in the hub of the Tennessee Valley Technology Corridor where Oak Ridge National Labs, National Aeronautics and Space Administration, and Arnold Engineering Development Center are situated.

Today, The Enterprise Center serves as an umbrella organization overseeing more than a dozen federally funded entities, many of which have a technology focus. A nonprofit 501(c) 3 organization, The Center, provides guidance and oversight, facilitates collaboration, and fosters communication for effective and efficient use of federal funds. Its mission is to bring these entities together and, by doing so, better leverage their efforts and impact on the region, improve awareness of their work, and take ideas from the research level into real production.

### 6.1.4 Town Center Area Community Improvement District

The Town Center Area Community Improvement District (TCACID) was established in 1997 as a self-taxing district to promote infrastructure improvements. In 2000, a resolution was passed at the annual meeting to expand the purposes of the TCACID to provide for additional services and facilities for parks and recreation areas, as well as land use planning development and improvement consistent with Cobb County's coordinated and comprehensive planning.

A seven-member board of directors governs the TCACID. The property owners vote six of those directors in annually and the Cobb County Board of Commissioners appoints one member. The 257 commercial properties in the TCACID pay an additional property tax to advance road projects, sidewalks and other improvements to provide accessibility and mobility within the Town Center area. Revenue for the TCACID is based on the Cobb County Tax digest. The TCACID has a six-year life span and is currently in its second term (2003-2009).

In 2004, the TCACID completed a Master Plan, [RoadMap](#) that integrates transportation, land use, market conditions, and implementation guidelines for the Town Center Area. Also completed was a LCI study, named [SuPurb](#), which details plans for improving and expanding transit accessibility to Town Center Mall with development of a BRT station and supportive land uses. A map of the study area and a transportation map are included in **Attachments 13 and 14**.

# TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA HIGH-SPEED GROUND TRANSPORTATION STUDY

## 6.1.5 Bus Rapid Transit (BRT) Station Development

The proposed BRT station area is designed around future transportation improvements, including the Big Shanty Road Extension and the new HOV exit ramp off I-75 (see Figure 7: BRT Conceptual Drawing). The parking deck supporting the BRT station is intentionally located closer to I-75 and the Big Shanty Extension to allow efficient access and to maximize the physical acreage for new transit-oriented development. The development around the BRT station deck is designed to potentially occur in phases. In the short term, a central green-space bordering mid-rise (four- to six-storied) loft-style residential and office with storefront retail or office will provide an anchor to the overall development along with an opportunity for transit riders to live or work close to the station.

**Figure 7: BRT Station Conceptual Drawing**



Prepared For: Town Center Area CID  
Prepared By: Urban Collage, Inc.  
In association with ARCADIS

**BRT Station Development View**

October 2004

As the Town Center market matures and some of the strip retail surrounding the station starts aging, it is expected that this retail will be replaced by higher-density, mixed-use development, which will contribute to transit ridership. Mid-rise office development is planned along Busbee Drive to take advantage of good vehicular access and frontage. The BrandsMart property just north of the proposed BRT station will be replaced by multifamily residential, which could support the need for increased student housing based on Kennesaw State University's planned expansion. The plan anticipates that the university will expand east of I-75 in the future, with new classrooms or conference facility expansions on the A.L. Burruss site. It is also projected that the Children's Healthcare campus will expand to include a seniors' healthcare facility and to take advantage of the transit link to their site. The short-term redevelopment and the long-term redevelopment are shown on the following pages.

# TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA HIGH-SPEED GROUND TRANSPORTATION STUDY

## 7.1 Air Quality and Attainment Status

Ozone is a highly reactive, pungent gas. In the stratosphere, 10 to 30 miles up, ozone helps protect us from the sun's harmful ultraviolet rays, however, breathing ozone can trigger a variety of health problems. A recent study of Atlanta area hospital records found an association between emergency department visits for upper respiratory infections and increases in ambient ozone levels. It is also a greenhouse gas that may contribute to climate change. Greenhouse gases, such as carbon dioxide, water vapor, methane, ozone, help keep the earth much warmer than it would otherwise be. These gases trap heat in a process known as the "greenhouse effect". However, human activities such as fossil fuel combustion for electricity generation and transportation are causing a build-up of greenhouse gases in the atmosphere, leading to increases in surface air temperatures known as "climate change" or "global warming."

For better air quality to continue, the state must implement and promote activities that support improvement, such as the use of alternative transportation modes and tele working. Atlanta must also obtain greater efficiencies from our existing transportation and land use infrastructure.

The Clean Air Act (CAA) is the federal law that governs air pollution and efforts to improve air quality. The CAA sets standards for how much of certain pollutants can be in the air. These standards are health-based, meaning the amount of pollutants in the air is not supposed to harm human health. The goal of these standards is to ensure that everyone has the same basic health and environmental protections

### 7.1.1 Air Quality in Georgia Portion of HSGT Corridor

The GRTA 2005 Air Quality Report shows air quality in Georgia has improved since the year 2000. Atlanta attained the 1-hour ozone standard in 2000. Between 2000 and 2004, total ozone-producing pollution generated by highways in the 20-county Atlanta Nonattainment Area, which is classified as a "marginal" ozone nonattainment area, dropped approximately 20%. This improvement occurred at the same time that the area added over 500,000 residents.

The following Georgia counties within the corridor are currently designated nonattainment areas for ozone and particulate matter under the CAA National Ambient Air Quality Standards (NAAQS): Bartow, Catoosa, Cherokee, Clayton, Cobb, Douglas, Floyd, Fulton, and Paulding.

Floyd County constitutes the Rome Nonattainment Area for PM<sub>2.5</sub> (particulate matter with an aerodynamic diameter of less than 2.5 microns). Murray County was a designated nonattainment area for ozone until October 16, 2007 when the U.S. Environmental Protection Agency (EPA) redesignated it as a maintenance area. EPA also approved a revision to the Georgia State Implementation Plan including the Murray County 8-hour maintenance plan on this date.

Catoosa County is also part of the Chattanooga Nonattainment Area for PM<sub>2.5</sub> and is part of the Chattanooga Early Action Compact (EAC) area for ozone. This EAC requires the development of a comprehensive air quality plan to implement control strategies to achieve and maintain the 8-hour ozone NAAQS. EAC areas must meet all terms and milestones in their EACs to defer the effective date of a nonattainment designation. To date all EAC milestones have been met and as

## **TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA HIGH-SPEED GROUND TRANSPORTATION STUDY**

long as this continues, the nonattainment designation for this EAC will be deferred until April 15, 2008.

### 7.1.2 Air Quality in Tennessee Portion of HSGT Corridor

In 2004, Hamilton County was one of the 18 counties in Tennessee designated as a nonattainment area for the 8-hour ozone NAAQS. It is also part of the Chattanooga Nonattainment Area for PM<sub>2.5</sub> and part of the Chattanooga EAC area for ozone. EACs were voluntarily formed to attempt to meet the new, more stringent 8-hour ozone NAAQS by December 31, 2007. The EAC "Protocol" allows for early voluntary 8-hour air quality improvement plans to be developed through a "Compact" between Local, State, and EPA officials. All areas in Tennessee were in attainment of the 1-hour ozone standard and based on the data for 2000 through 2002.

### 7.1.3 CAA Requirements for Nonattainment Areas

Nonattainment areas must meet certain CAA requirements such as:

- New Source Review – requires a comprehensive review of new or expanded industrial operations to minimize air pollution. Emissions controls requirements are more stringent and costly than for attainment areas.
- Transportation Conformity – requires a demonstration that regional long-range transportation plans will not negatively affect progress toward attainment or federal highway funds can be withheld.
- Rate of Progress Requirements – a certain percentage of pollutants must be reduced each year.
- Failure to Attain – consequences of failure to reach attainment by the specified date includes stricter control measures and the potential for stiff penalties.
- 10-year Maintenance Plan – includes additional or continuing mandatory programs for 10 years following attainment.

For better air quality to continue, the state must implement and promote activities that support improvement, such as the use of alternative transportation modes and tele working. Atlanta must also obtain greater efficiencies from our existing transportation and land use infrastructure.

# TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA HIGH-SPEED GROUND TRANSPORTATION STUDY

## 8.1 Conclusion

The purpose of this report is to present summaries of previous studies conducted along this corridor and also to document the existing transportation system demand and capacity. Socioeconomic factors along the corridor have also been summarized for the entire corridor. A search for existing studies related to the I-75 corridor between Atlanta and Chattanooga revealed nearly one hundred studies, maps and documents related to transportation and land use. Of those studies, seventeen were determined to be highly relevant background information for the Atlanta-Chattanooga HSGT Study. These background documents were reviewed extensively for alignments and technologies considered and also financial analysis performed to date.

According to data from the US Census Bureau, the population in the study corridor has grown from 2,102,653 in 1990 to 3,226,452 in 2006, which is a 53.45% increase over the 16-year period. The percentage of households living below the poverty level in the project corridor is 10.77%, which is slightly above Georgia at 9.90% and Tennessee at 10.30%.

Of the 57 segments analyzed on I-75, six segments currently are operating at LOS E and four segments at LOS F. In 2030, 7 segments would be operating at LOS E and 37 segments at LOS F with no new improvements to I-75. On Highway 41, twenty-eight segments were analyzed. All the segments are currently operating at acceptable LOS, however, only five segments would operate at LOS F in the year 2030.

Analysis of accident data on I-75 shows a trend for increasing numbers of accidents and injuries over time as this facility grows more congested.

The Atlanta and the Chattanooga areas combined have over 23 million visitors to their cities each year. According to the Atlanta Convention and Visitor's Bureau, 20 million visitors come to the Atlanta area annually. The Chattanooga area draws 3.3 million visitors each year.

HJIA bears the distinction of being the world's busiest passenger airport with five runways, 29,550 public parking spaces, 76.3 million domestic passengers and 8 million international passengers in 2006. Lovell Field currently serves ten major airports via six different airlines. HJIA is Lovell Field's number one connecting hub, accounting for 28% of Chattanooga's local outbound travel. A total of 503,468 passengers enplaned and deplaned in Chattanooga in 2006. Lovell Field has a current parking capacity of 1,226 total stalls.

There are two main railroad lines (W&A, and NS "H" Line) connecting Atlanta and Chattanooga. A third line (NS C-Line) connects Rome and Chattanooga and the northern portion of a fourth line (TAG Line) originally connecting Chattanooga and Gadsden, Alabama, could also be considered in connection with a high speed ground transportation alignment route between Atlanta and Chattanooga.

The major transit systems operating along or near the corridor include, but not limited to, MARTA, CCT, GRTA, C-Tran, RTD, and CARTA. In addition to these systems, some counties do provide on-demand transit service for senior citizens and commuters in need of emergency rides. Greyhound operates bus service between Atlanta and Chattanooga, with eight daily departures from Atlanta Monday through Saturday and six departures on Sundays.

## **TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA HIGH-SPEED GROUND TRANSPORTATION STUDY**

GIS data and aerial photography for counties along the corridor is an on-going effort. GIS data layers for various counties have been collected and it includes, but not limited to, streets, railroads, buildings, parcels, land use, zoning, utilities, wetlands, community facilities, and ROW. Some of the counties along the corridor either do not have extensive GIS data or are in the process of developing the GIS database.

The following counties in the HSGT corridor are currently designated as CAA nonattainment areas:

- Bartow
- Catoosa
- Cherokee
- Clayton
- Cobb
- Douglas
- Floyd
- Fulton
- Hamilton and
- Paulding

**TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA  
HIGH-SPEED GROUND TRANSPORTATION STUDY**

**Attachments**

**TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA HIGH-SPEED GROUND  
TRANSPORTATION STUDY**

**Attachment 1: List of Related Studies**

<b>NAME OF STUDY OR DOCUMENT</b>	<b>TYPE OF STUDY</b>	<b>PUBLISHED BY</b>	<b>DATE</b>	<b>DOCUMENT/PDF TITLE</b>
Atlanta Capacity Plan Update	Aviation	HAIA	1995	ATLUPDT.pdf
Chattanooga Airport (Lovell Field) Master Plan Update	Aviation	Chattanooga Airport Auth.	In progress	SOQ due March 2007
Georgia Statewide Aviation Plan	Aviation	GDOT	Summer 2003	GA Statewide Aviation Sys Plan1[1].pdf
HJAIA Master Plan	Aviation	HJAIA	May 2000	Hartsfield Capacity Plan Update 1995.pdf
Tennessee Long-Range Transportation Plan - Aviation Update	Aviation	TDOT	Jan 2005	TNAviationSystem[1].pdf
ARC Bicycle and Pedestrian Plan Update and Maps	Bicycle/Pedestrian	ARC	2002	ARC Bike Plan folder by Chapter
Chattanooga Urban Area Bicycle Facilities Master Plan (APA Award)	Bicycle/Pedestrian	CHCRPA	April 2002	Chat Bicycle Facilities Master_Plan_Doc.pdf
Chattanooga Urban Area Sidewalk-Streetscape Policy Guide	Bicycle/Pedestrian	CHCRPA	August 2003	Chat.sidewalk_guide_draft8_13.pdf
Cobb County Trail Plan/Map	Bicycle/Pedestrian	Cobb County	Current	CobbCountyTrailMap.pdf
North Georgia Bicycle Facilities Recommendations	Bicycle/Pedestrian	CHCRPA	April 2002	NGeorgiaBikeRecs[1].pdf
Regional Bike and Pedestrian. Facilities Plan for the North Georgia Region	Bicycle/Pedestrian	NGRDC	2005	<a href="http://www.ngrdc.org/bikepedplan.html">http://www.ngrdc.org/bikepedplan.html</a>

**TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA HIGH-SPEED GROUND  
TRANSPORTATION STUDY**

<b>NAME OF STUDY OR DOCUMENT</b>	<b>TYPE OF STUDY</b>	<b>PUBLISHED BY</b>	<b>DATE</b>	<b>DOCUMENT/PDF TITLE</b>
State of Georgia Bicycle and Pedestrian Plan	Bicycle/Pedestrian	GDOT	1997	GDOT BikePed Design_Guidance_Memo.pdf
State of Georgia Bicycle Map	Bicycle/Pedestrian	GDOT	2002	Requested paper copy from GDOT 3.16.07
Blueprint Cumberland Community Improvement District Master Plan	Local Comprehensive Plan	Cumberland CID	Jan 2006	Requested from Cobb County Chamber
Chattanooga-Hamilton County Development Trends, 2001-2005	Local Comprehensive Plan	CHCRPA	2005	Chat.Development_Trends_2001-2005.pdf
Cherokee County Community Assessment	Local Comprehensive Plan	Cherokee County	Jan 2007	Cherokee County folder by Chapter
City of Acworth Zoning Map Plan	Local Comprehensive Plan	City of Acworth	Current	Acworth.official_zoning_map.pdf
City of Marietta Master Plan	Local Comprehensive Plan	City of Marietta	March 2006	MasterCompPlan2006-20303.pdf
City of Smyrna LCI Study	Local Comprehensive Plan	City of Smyrna	2003	Smyrna LCI Study.pdf
City of Smyrna Zoning Map Plan	Local Comprehensive Plan	City of Smyrna	Current	Smyrna Future Land Use.pdf
Clayton County Comprehensive Plan Update	Local Comprehensive Plan	Clayton County	2002	Clayton comp_plan_2005-2025.pdf
Cobb County Comprehensive Transportation Plan	Local Comprehensive Plan	Cobb County	In progress	CobbFact Sheetupdated 22Apr06.pdf
Cumberland/Galleria Livable Centers Initiative	Local Comprehensive Plan	ARC/Cumberland CID	Dec 2001	Cumberland LCI Study.pdf
Dalton and Whitfield County UPWP	Local Comprehensive Plan	NGRDC	May 2006	Whitfield UPWP.pdf
Downtown Chattanooga 2025 Master Plan	Local Comprehensive Plan	City of Chattanooga	2004	Downtown_Plan_Chatt._2025[1].pdf

**TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA HIGH-SPEED GROUND  
TRANSPORTATION STUDY**

<b>NAME OF STUDY OR DOCUMENT</b>	<b>TYPE OF STUDY</b>	<b>PUBLISHED BY</b>	<b>DATE</b>	<b>DOCUMENT/PDF TITLE</b>
Envision Marietta Downtown Master Plan Livable Centers Initiative	Local Comprehensive Plan	ARC/City of Marietta	July 2001	Marietta LCI Study.pdf
Focus Fulton 2025 Comprehensive Plan	Local Comprehensive Plan	Fulton County	Nov 2005	Fulton Comp Plan.pdf
Gordon County and the City of Calhoun 2006- 2028 Comp. Plan Update	Local Comprehensive Plan	Gordon County	Aug 2006	GordonCountyCommAssessment.pdf
Inter-County Commuting Patterns and Migration Trends	Local Comprehensive Plan	Hamilton County	July 2003	Hamilton County Inter- City_Commuting_and_Migration_Trends[1].pdf
North Georgia RDC Joint Regional Comprehensive Plan/Econ. Development Strategy	Local Comprehensive Plan	NGRDC	June 2004	NGRDC folder by Chapter
Recent Trends - Population, Employment, Property Tax Base	Local Comprehensive Plan	CHCRPA	June 2005	Recent_Trends-June2005[1].pdf
Town Center Area Community Improvement District Master Plan	Local Comprehensive Plan	Town Center CID	April 2004	<a href="http://www.cobbrides.com/roadmap.html">http://www.cobbrides.com/roadmap.html</a>
Town Center Livable Centers Initiative (LCI) Study	Local Comprehensive Plan	ARC/Town Center CID	Dec 2004	Town Center LCI Study.pdf
Whitfield County and Cities Comprehensive Plan	Local Comprehensive Plan	Whitfield County	2001	<a href="http://www.whitfieldcountyga.com/Admin/CountyCompPlan/CompPlanELUIntro.htm">http://www.whitfieldcountyga.com/Admin/CountyCompPlan/CompPlanELUIntro.htm</a>
Atlanta - Macon - Jessup - Jacksonville Intercity Rail Passenger Service Study	Transit, Rail, Bus	GRPP	July 2004	2004jaxreport.pdf
Atlanta Beltline Tax Allocation District (TAD) Feasibility Study	Transit, Rail, Bus	Beltline Steering Committee	March 2005	BeltLineSummaryHandout2.pdf

**TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA HIGH-SPEED GROUND  
TRANSPORTATION STUDY**

<b>NAME OF STUDY OR DOCUMENT</b>	<b>TYPE OF STUDY</b>	<b>PUBLISHED BY</b>	<b>DATE</b>	<b>DOCUMENT/PDF TITLE</b>
Atlanta to Chattanooga MagLev Deployment Study - Phase II Addendum	Transit, Rail, Bus	FRA/ARC	March 2002	Have on disc - Phase II Folder
Atlanta to Chattanooga MagLev Deployment Study EA	Transit, Rail, Bus	FRA/ARC	Feb 2000	Have on disc, EA to FRA folder
Atlanta to Chattanooga MagLev Deployment Study- Phase II EIS	Transit, Rail, Bus	FRA/ARC	March 2002	Have on disc, EIS folder
Atlanta to Chattanooga MagLev Project Description	Transit, Rail, Bus	FRA/ARC	June 2000	Have on disc, PD to FRA folder
Chattanooga Area Regional Transit Authority Market Research Study	Transit, Rail, Bus	CARTA	In progress	Not yet available
Chattanooga Area Regional Transit Authority System Map	Transit, Rail, Bus	CARTA	Current	carta_maps.html
Cherokee County Public Transportation Needs Study	Transit, Rail, Bus	Cherokee County	Nov 2005	Requested from Jackie at County Senior Services
Cobb Community Transit System Map	Transit, Rail, Bus	CCTS	Current	cobbtransitmap.pdf
Creating Mobility - Atlanta to Chattanooga MagLev & High-Speed Rail	Transit, Rail, Bus	FRA	March 2002	Part of Phase II Addendum - We have from ARC
CSX and NS Track Charts	Transit, Rail, Bus	CSX Railroad	Current	Have in-house copies
Downtown/Midtown (Atlanta) Bus Circulation Study	Transit, Rail, Bus	ARC	Sept 2005	Atlanta Bus Circulation.pdf

**TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA HIGH-SPEED GROUND  
TRANSPORTATION STUDY**

<b>NAME OF STUDY OR DOCUMENT</b>	<b>TYPE OF STUDY</b>	<b>PUBLISHED BY</b>	<b>DATE</b>	<b>DOCUMENT/PDF TITLE</b>
Five-Year Strategic Plan for Railroad Research, Development and Demonstrations	Transit, Rail, Bus	FRA	March 2002	FRArdv0202.pdf
FONSI and Final EA Macon to Atlanta Commuter Rail and Express Bus	Transit, Rail, Bus	GRPP	Nov 2001	MaconFONSINov2001[1].pdf
GRTA Xpress System Map	Transit, Rail, Bus	GRTA	Current	<a href="http://www.xpressga.com/route_pages/XpressSystem.htm">http://www.xpressga.com/route_pages/XpressSystem.htm</a>
High Speed Trains Nashville - Chattanooga - Atlanta	Transit, Rail, Bus	TNDOT	Nov 2003	highspeed1.pdf
HSGT Commercial Feasibility Study	Transit, Rail, Bus	FRA	1997	HSGTCommercial Feasibility Study. pdf
Intercity Rail Plan - Final Report	Transit, Rail, Bus	GDOT	March 1997	Have hard copy in our office
Intermodal Program for Rail Passenger Service in Georgia	Transit, Rail, Bus	GRPP	Nov 1999	GRPPNov99.pdf
Macon-Charlotte Southeast HSR Corridor Study	Transit, Rail, Bus	FRA	June 2004	MACCLTrept2004[1].pdf, MACCLTexecsum2004.pdf, MACCLTbriefing2004.pdf
Marietta/Cobb BRT Station/(TOD) Study	Transit, Rail, Bus	City of Marietta/Cobb County	Dec 2004	Request from rrusty@mariettaga.gov
MARTA Bus Route/System Map	Transit, Rail, Bus	MARTA	Current	<a href="http://www.itsmarta.com/getthere/schedules/index-bus.htm">http://www.itsmarta.com/getthere/schedules/index-bus.htm</a>
MARTA Rail System Map	Transit, Rail, Bus	MARTA	Current	<a href="http://www.itsmarta.com/getthere/schedules/index-rail.htm">http://www.itsmarta.com/getthere/schedules/index-rail.htm</a>
MMPT Concept 6 Design Report	Transit, Rail, Bus	GRPP	Feb 2002	MMPTConceptDesignReport[1].pdf
Northwest I-75/I-575 HOV/BRT EIS Project	Transit, Rail, Bus	GDOT/GRTA	Recently completed	Northwest Connectivity Study folder

**TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA HIGH-SPEED GROUND  
TRANSPORTATION STUDY**

<b>NAME OF STUDY OR DOCUMENT</b>	<b>TYPE OF STUDY</b>	<b>PUBLISHED BY</b>	<b>DATE</b>	<b>DOCUMENT/PDF TITLE</b>
Regional Smart Card Task Force Findings	Transit, Rail, Bus	MARTA	In progress	Request from npoling@itsmarta.com
Regional Transit Action Plan (RTAP)	Transit, Rail, Bus	GRTA	June 2003	<a href="http://www.grta.org/rtap/pubs.htm#rtap_plan">http://www.grta.org/rtap/pubs.htm#rtap_plan</a>
Southeast HSR - A Four State Progress Report	Transit, Rail, Bus	FRA	Not dated	<a href="http://www.sehsr.org/reports/time2act/actchapter1.html">http://www.sehsr.org/reports/time2act/actchapter1.html</a>
Tennessee Rail System Plan	Transit, Rail, Bus	TNDOT	2003	Tennessee Rail System Plan.pdf
Vine City/Five Points MARTA Station Area Plan	Transit, Rail, Bus	MARTA		Request from Bennie Bolden at MARTA 404-848-5326
2005-2035 Georgia Statewide Transportation Plan	Urban Area Transportation Study	GDOT	Jan 2006	GA SWTP_final_report_Feb_2007[1].pdf
A Common Sense Approach to Transportation in the Atlanta Region	Urban Area Transportation Study	GPPF	2000	ut-atl2000.pdf
Atlanta Region Congestion Management System (CMS)	Urban Area Transportation Study	ARC	2005	MTFFinalReportNoAppend.pdf
Atlanta Region Transportation Improvement Plan	Urban Area Transportation Study	ARC	2006	ARC RTP ListAlphabetical[1].pdf
Chattanooga Area Transportation Improvement Plan (2006-2008 TIP)	Urban Area Transportation Study	CHCRPA	June 2005	CHC TIP2006-08.pdf
Chattanooga Hamilton County/North Georgia Trans Plan 2030 – LRTP	Urban Area Transportation Study	CHCRPA	June 2005	CHC Transplan2030exc_sum[1].pdf
Cherokee County Comprehensive Transportation Plan	Urban Area Transportation Study	Cherokee County	In progress	not yet available

**TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA HIGH-SPEED GROUND  
TRANSPORTATION STUDY**

<b>NAME OF STUDY OR DOCUMENT</b>	<b>TYPE OF STUDY</b>	<b>PUBLISHED BY</b>	<b>DATE</b>	<b>DOCUMENT/PDF TITLE</b>
Dalton and Whitfield County Transportation Improvement Program	Urban Area Transportation Study	Dalton Whitfield County MPO	June 2006	Dalton Whitfield MPOTIP2007[1].pdf
Envision 6 Regional Transportation Plan - Needs Assessment Report	Urban Area Transportation Study	ARC	May 2006	Envision6NeedsAssessFull[1].pdf
Georgia Interstate System Plan (ISP)	Urban Area Transportation Study	ARC	No date	GA Interstate Plan.pdf
Georgia State Transportation Improvement Plan (STIP)	Urban Area Transportation Study	GDOT	2006	GAstip0709[1].pdf
HOT Lane Study (State Road and Tollway Authority)	Urban Area Transportation Study	SRTA	Dec 2004	TOTFinalReport.pdf
HOV System Implementation Plan for the Atlanta Region	Urban Area Transportation Study	GDOT	2002	GA hov_final_report.pdf
Mobility 2030 Regional Transportation Plan (Brochure)	Urban Area Transportation Study	ARC	2004	Mobility 2030 Brochure[1].pdf
Mobility 2030 Regional Transportation Plan and FY 2006-2011 TIP	Urban Area Transportation Study	ARC	2004	ARC RTP List Alphabetical[1].pdf
North Georgia and Tennessee Transportation Improvement Plan	Urban Area Transportation Study	CHCRPA	2006	North GA and TN TIP.pdf
Southern Crescent Transportation Service Center Feasibility Study	Urban Area Transportation Study	Clayton County	2006	Southern Crescent draft_report[1].pdf
Southern Region Accessibility Study	Urban Area Transportation Study	Southern Region	In progress	sras_map.pdf

**TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA HIGH-SPEED GROUND  
TRANSPORTATION STUDY**

<b>NAME OF STUDY OR DOCUMENT</b>	<b>TYPE OF STUDY</b>	<b>PUBLISHED BY</b>	<b>DATE</b>	<b>DOCUMENT/PDF TITLE</b>
SR411 Connector (US 411 Connector)	Urban Area Transportation Study	GDOT	Just completed - 2007	SR411newsletter-2-06[1].pdf
SR6 Transportation Corridor Study	Urban Area Transportation Study	Cobb County DOT (ARC)	In progress	Saved to SR6 folder - completion April 2008
Statewide Truck Lanes Needs Identification Study	Urban Area Transportation Study	GDOT	In progress	not yet available
Tennessee Transportation Improvement Program	Urban Area Transportation Study	TNDOT	Oct 2005	Tennessee stip2006-08[1].pdf
The Georgia Statewide Freight Plan (2005-2035)	Urban Area Transportation Study	GDOT	2005	2005_to_2035_ga_freightplan[1].pdf
Unified Planning Work Program	Urban Area Transportation Study	CHCRPA	2007	Saved to CHRPA UPWP folder
Unified Planning Work Program	Urban Area Transportation Study	ARC	Dec 2006	ARC2007_UPWP[1].pdf
Study of Potential Managed Lanes on the I-75 South Corridor	Urban Area Transportation Study	SRTA	In progress	
I-75 South Managed Lanes Environmental Assessment	Urban Area Transportation Study	GDOT	In progress	
HJAIA 5th Runway EIS	Aviation	Federal Aviation Administration	2001	
Managed Lane System Plan for the Metro Atlanta Region	Urban Area Transportation Study	GDOT	In progress	
ARC Bicycle and Pedestrian Plan Update	Bicycle/Pedestrian	ARC	In progress	
Regional Freight Mobility Plan	Freight	ARC	In progress	

**TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA HIGH-SPEED GROUND  
TRANSPORTATION STUDY**

<b>NAME OF STUDY OR DOCUMENT</b>	<b>TYPE OF STUDY</b>	<b>PUBLISHED BY</b>	<b>DATE</b>	<b>DOCUMENT/PDF TITLE</b>
I-285 Strategic Implementation Plan	Urban Area Transportation Study	GDOT	just completed	
Atlanta Radial Freeway Study	Urban Area Transportation Study	GDOT	starting up	
Value Pricing on the I-75 North HOV/BRT Project	Urban Area Transportation Study	SRTA	2006	
Clayton County Comprehensive Transportation Plan	Local Comprehensive Plan	Clayton County	In progress	
City of East Point LCI Study	Local Comprehensive Plan	ARC/City of East Point	2005	
City of Hapeville Comprehensive Plan	Local Comprehensive Plan	City of Hapeville		
City of Hapeville LCI Study	Local Comprehensive Plan	ARC/City of Hapeville		
City of College Park Comprehensive Plan	Local Comp. Plan	City of College Park	2005	
City of Forest Park LCI/State Farmers Market Redevelopment Plan	Local Comprehensive Plan	City of Forest Park/ARC		
Fort McPherson Redevelopment Plan	Local Comprehensive Plan	McPherson Redevelopment	In progress	

**TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA HIGH-SPEED GROUND  
TRANSPORTATION STUDY**

**Attachment 2: LOS, PHV and V/C Ratio Tables**

I-75 Segment	2005					2030				TC Number
	Lanes	PHV	V/C	LOS	Growth Rate	Lanes	PHV	V/C	LOS	
<b>BARTOW COUNTY</b>										
South of Glade Road	3	4969	0.75	D	3.7%	3	12324	1.86	F	0265
North of Sandtown Road	3	4226	0.64	C	2.3%	3	7461	1.13	F	0267
North of Old Allatoona Road	3	3770	0.57	C	5.0%	3	12769	1.93	F	0269
Allatoona Dam Road	3	3679	0.55	C	3.1%	3	7894	1.19	F	0272
Center Road	3	3529	0.53	B	3.6%	3	8545	1.29	F	0274
North of Simpson Circle	3	2893	0.43	B	2.6%	3	5496	0.83	D	0276
North of Old Glassdale Road	3	2657	0.42	B	5.0%	3	9000	1.36	F	0278
South of Pleasant Valley Road	3	2719	0.41	B	5.0%	3	9209	1.39	F	0281
East of Trimble Hollow Road	3	2646	0.41	B	3.7%	3	6563	0.99	E	0283
<b>GORDON COUNTY</b>										
South of Union Grove Church Rd	3	2646	0.41	B	3.5%	3	6254	0.94	E	0101
West of Lovers Lane Road	3	2896	0.43	B	1.8%	3	4524	0.68	C	0103
North of Jones Road	3	2946	0.44	B	5.0%	3	9979	1.51	F	0105
South of Damascus Road	3	2790	0.42	B	1.0%	3	3578	0.54	C	0107
South of Upper Tate Bend Rd	3	2934	0.44	B	0.5%	3	3324	0.51	B	0109
North of SR 136	3	2819	0.42	B	3.5%	3	6663	1.01	E	0112
<b>WHITFIELD COUNTY</b>										
East of Cline Road	3	2819	0.42	B	3.2%	3	6197	0.93	E	0101
East of West Field Road	3	2961	0.44	B	2.5%	3	5491	0.83	D	0103
North of Seminole Dr	3	2891	0.43	B	1.0%	3	3707	0.56	C	0105
West of Terry Lane	3	3104	0.47	B	1.0%	3	3980	0.61	C	0109
East of Griffin Road	3	3141	0.47	B	2.9%	3	6418	0.97	E	0112
West of New Hope Church Road	3	2956	0.44	B	0.6%	3	3433	0.52	B	0116

**TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA HIGH-SPEED GROUND  
TRANSPORTATION STUDY**

I-75 Segment	2005					2030				TC Number
	Lanes	PHV	V/C	LOS	Growth Rate	Lanes	PHV	V/C	LOS	
<b>CATOOSA COUNTY</b>										
North of Pearl Lane	3	2956	0.44	B	0.7%	3	3520	0.53	C	0103
South of Alabama Road	3	3206	0.48	B	1.2%	3	4320	0.65	C	0105
East of Wagon Wheel Road	3	3348	0.51	B	5.0%	3	11338	1.71	F	0107
East of Townsend Drive	3	3392	0.51	B	5.0%	3	11488	1.74	F	0109
North of New Scruggs Road	3	3941	0.59	C	3.7%	3	9774	1.48	F	0114
<b>FULTON COUNTY</b>										
North of Hollow Tree Lane	6	7200	0.54	C	1.5%	6	10446	0.79	D	5463
West of Judy Lane	6	6793	0.51	C	0.7%	6	8087	0.61	C	5465
South of Lincoln lane	7	13266	0.86	D	2.0%	7	21764	1.41	F	5468
South of Hatcher Avenue	7	13470	0.87	E	1.4%	7	19069	1.23	F	5469
East of Pratt Street	7	14248	0.92	E	1.0%	7	18272	1.18	F	5474
North of Old Wheat Street	6	11660	0.88	E	1.0%	6	14953	1.13	F	5476
North of Stone Mountain Road	6	12605	0.95	E	1.0%	6	16165	1.22	F	5478
South of Carrier Street	7	13163	0.85	D	1.0%	7	16881	1.09	F	5480
South of Prescott Street	6	12862	0.97	E	1.7%	6	19604	1.48	F	5481
North of Armstead Place	7	13558	0.88	E	1.0%	7	17387	1.12	F	5482
South of Paran Pointe Drive	5	8508	0.77	D	2.1%	5	14304	1.30	F	5494
North of East Beachwood Drive	5	8688	0.78	D	2.4%	5	15719	1.42	F	5492
North of Margaret Mitchell Drive	5	8479	0.77	D	2.0%	5	13911	1.26	F	5491
South of Tennyson Drive	5	8359	0.75	D	1.8%	5	13057	1.18	F	5490
South of Upton Road	5	7721	0.71	D	1.0%	5	9902	0.91	E	5489
South of 16th Street	7	12087	0.78	D	1.0%	7	15501	1.01	F	5483
<b>CLAYTON COUNTY</b>										
South of Interstate 285	5	9393	0.85	D	1.8%	5	14673	1.33	F	1194
South of College Park Road	5	6441	0.58	C	1.0%	5	8260	0.75	D	1193
North of College Park Road	5	7151	0.65	C	1.7%	5	10900	0.99	E	1195

**TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA HIGH-SPEED GROUND  
TRANSPORTATION STUDY**

I-75 Segment	2005					2030				TC Number
	Lanes	PHV	V/C	LOS	Growth Rate	Lanes	PHV	V/C	LOS	
<b>CHEROKEE COUNTY</b>										
West of Northpoint Parkway	3	4969	0.75	D	3.6%	3	12030	1.82	F	0150
East of Hope Drive	3	5379	0.81	D	3.9%	3	13999	2.12	F	0148
<b>COBB COUNTY</b>										
South of Akers Mill Road	5	8422	0.76	D	2.8%	5	16798	1.52	F	2734
Windy Ridge Parkway	5	13273	1.21	F	4.6%	5	40859	3.71	F	2736
Terrell Mill Road	7	13736	0.89	D	1.4%	7	19445	1.26	F	2738
East of Forest Ridge Drive	7	12467	0.81	D	1.0%	7	15989	1.03	F	2741
South of Roswell Street	6	10801	0.81	D	1.0%	6	13851	1.04	F	2743
East of Damar Road	6	10894	0.82	D	1.7%	6	16604	1.25	F	2745
Bells Ferry Road	6	11092	0.84	D	2.1%	6	18650	1.41	F	2749
South of Earnest Barrett Parkway	3	7815	1.18	F	2.6%	3	14847	2.24	F	0752
West of George Busbee Parkway	3	7238	1.09	F	4.6%	3	22281	3.37	F	0754
Frey Road	3	7022	1.06	F	5.0%	3	23781	3.61	F	0756

US 41 Segments	2005					2030				TC Number
	Lanes	PHV	V/C	LOS	Growth Rate	Lanes	PHV	V/C	LOS	
<b>COBB COUNTY</b>										
North of Postwoods Drive	2	1160	0.36	B	1.4%	2	1643	0.51	C	2145
East of Spring Road NW	3	1608	0.33	B	1.5%	3	2333	0.48	C	2143
North of Cumberland Point Drive	2	2267	0.71	D	2.5%	2	4203	1.31	F	2141
North of Roswell Street	2	1993	0.62	C	1.7%	2	3038	0.94	D	2134
North of Barnes Mill Road	2	1754	0.54	C	1.0%	2	2249	0.71	D	2132
West of Damar Road	2	1586	0.49	C	1.0%	2	2034	0.63	D	2129
North of SR 5	2	2037	0.63	D	1.0%	2	2613	0.81	D	2127
North of Old Bells Ferry Road	2	1934	0.61	C	3.0%	2	4051	1.26	F	2021

**TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA HIGH-SPEED GROUND  
TRANSPORTATION STUDY**

US 41 Segments	2005					2030				TC Number
	Lanes	PHV	V/C	LOS	Growth Rate	Lanes	PHV	V/C	LOS	
North of Greers Chapel Road	2	1844	0.57	C	1.0%	2	2365	0.73	D	0018
North of Barrett Parkway	2	1020	0.31	B	1.0%	2	1260	0.39	B	0016
North of North Roberts Road	2	1647	0.51	C	1.0%	2	2113	0.66	C	0014
North of Kennesaw Due West Road	2	1274	0.39	B	1.0%	2	1634	0.51	C	0013
East of McClure Road	2	1203	0.37	B	5.0%	2	4077	1.27	F	0009
North of Mars Hill Road	2	987	0.31	B	5.0%	2	3279	1.02	F	0007
South of Lake Acworth Drive	2	1611	0.51	C	3.9%	2	4194	1.31	F	0005
<b>FULTON COUNTY</b>										
South of Sherman Road	2	601	0.18	A	1.0%	2	771	0.24	A	5036
North of I-85	2	764	0.23	A	1.0%	2	980	0.31	B	5041
North of St Johns Avenue	2	750	0.23	A	1.0%	2	962	0.31	B	5043
North of Stonewall Street	2	1360	0.42	C	1.0%	2	1746	0.54	C	5049
Johnson Street NW	2	1530	0.47	C	1.0%	2	1962	0.61	D	5052
Hampton Street NW	3	1280	0.26	B	1.0%	3	1640	0.34	B	5016
Ethel Street NW	3	1545	0.32	B	2.4%	3	2079	0.43	C	5018
Greystone Road NW	2	1380	0.43	C	1.0%	2	1768	0.55	C	5021
Collier Road NW	2	615	0.19	A	1.0%	2	786	0.24	A	5023
North of Westover Drive	2	745	0.23	A	1.0%	2	954	0.29	B	5025
North of Emmanuel Drive	2	797	0.24	A	0.5%	2	903	0.28	B	5027
Eastwood Valley Road	2	757	0.23	A	1.0%	2	971	0.31	B	5029
Pine Meadow Road	2	1025	0.32	B	1.0%	2	1314	0.41	B	5032
Paran Glen Road NW	2	1509	0.47	C	1.6%	2	2244	0.71	D	5035

**TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA HIGH-SPEED GROUND TRANSPORTATION STUDY**

**Attachment 3: CCT Transit Schedule**

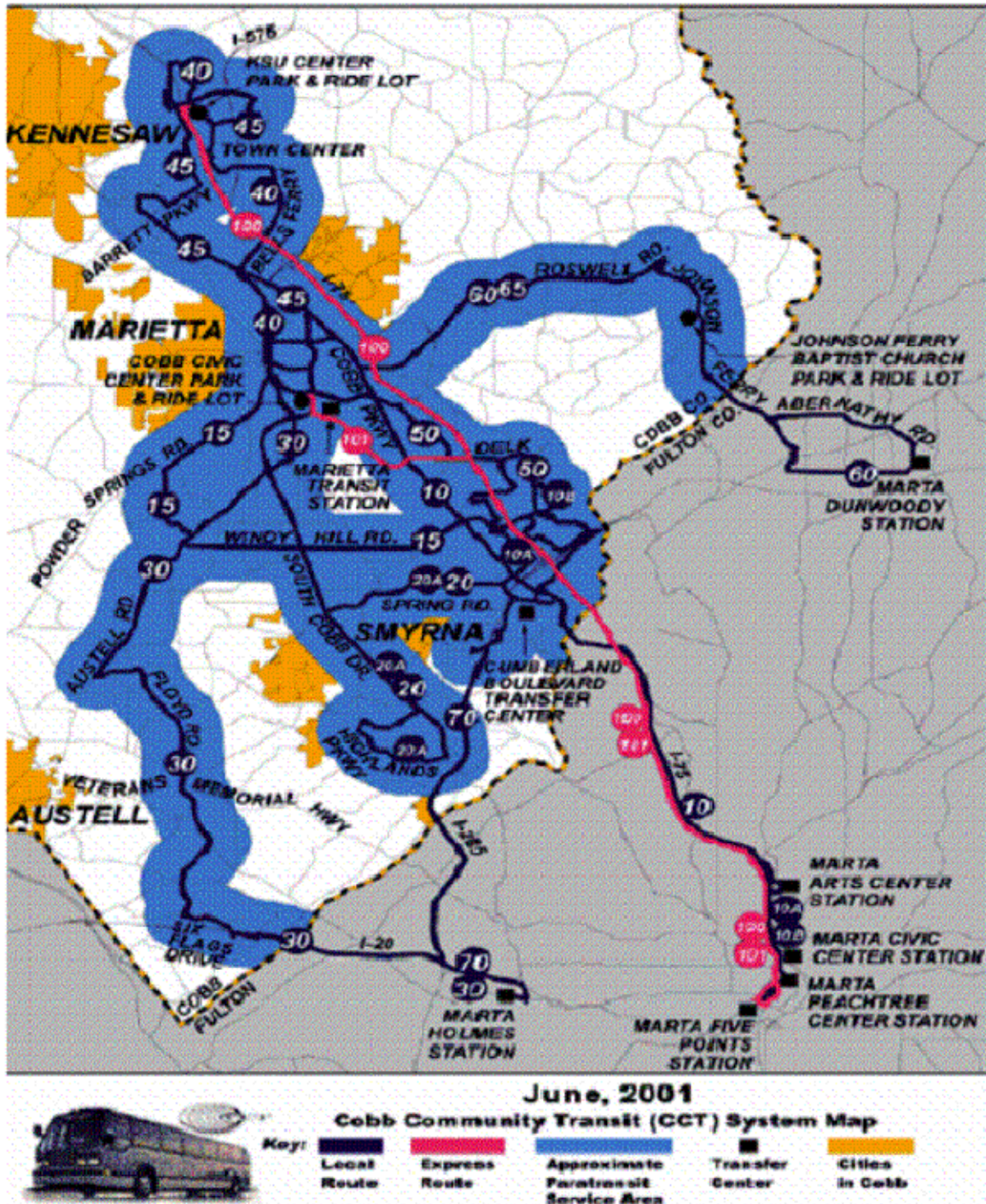
<b>May 15, 2007</b>					
<b>Transfer Facilities</b>	<b>Location</b>	<b>Service</b>	<b>Date Established</b>	<b>No. of Parking Spaces</b>	<b>CCT Comments</b>
Marietta Transfer Center	800 South Marietta Parkway, Marietta, GA 30060	Routes: #10, #10C, #15, #20, #30, #40, #45, #50, #65 and #101 Express Bus	1996	None	
Cumberland Transfer Center	2996 Cumberland Boulevard, Atlanta, GA 30339	Routes: #10, #10A, #10B, #20, #50, #70 and MARTA Route #12	1997	None	
<b>Park-and-Ride Facilities</b>	<b>Location</b>	<b>Service</b>	<b>Date Established</b>	<b>No. of Parking Spaces</b>	<b>CCT Comments</b>
Marietta Transfer Center Park-and-Ride Lot	800 South Marietta Parkway, Marietta, GA 30060	Routes: #10, #10C, #15, #20, #30, #40, #45, #50, #65 and #101 Express Bus	37867	287*	
Johnson Ferry Baptist Church Park-and-Ride Lot	955 Johnson Ferry Road, Marietta, GA 30068	Route #65	1991	No official number of parking spaces	
Busbee Park-and-Ride Lot	3221 Busbee Drive, Kennesaw, GA 30144	Route #100 and GRTA Xpress Bus Route #480 (off-peak only)	37774	364*	
Acworth Park-and-Ride Lot	6045 Lake Acworth Drive, Acworth, GA 30101	Route #102 and GRTA Xpress Bus Route #480	38187	276 (will be expanded to 500 by Late-2007)	
Florence Road - Powder Springs Park-and-Ride Lot (Silver Comet Trail Head)	C.H. James Parkway and Brownsville Road (3453 Florence Road), Powder Springs, GA 30127	GRTA Xpress Bus Routes #470 and #47 (Reverse Commute)	38355	93	This is a Temporary Location; A permanent location is being built at the intersection of Florence Road @ Powder Springs-Dallas Road
Floyd Road Park-and-Ride Lot (Silver Comet Trail Head)	Floyd Road @ Floyd Drive	Route #30	2005	198	This is a Temporary Location

**TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA HIGH-SPEED GROUND TRANSPORTATION STUDY**

<b>Park-and-Ride Facilities</b>	<b>Location</b>	<b>Service</b>	<b>Date Established</b>	<b>No. of Parking Spaces</b>	<b>CCT Comments</b>
Children's Healthcare Park-and-Ride Lot	2985 George Busbee Parkway, Kennesaw, GA 30144	Route #100 (2 trips per weekday) and GRTA Xpress Bus Route #481	2006	221	
Highest Praise Church of God GRTA Park and Ride Lot	3771 Floyd Road	GRTA Xpress Bus Routes #475 and #75 (Reverse Commute)	39195	No official number of parking spaces	
Six Flags Theme Park GRTA Park and Ride Lot	7561 Six Flags Parkway	GRTA Xpress Bus Routes #475 and #75 (Reverse Commute)	39195	No official number of parking spaces	
Florence Road GRTA Park and Ride Lot	Florence Road @ Powder Springs-Dallas Road (City of Powder Springs)	New GRTA Park and Ride Lot - Currently Under Construction	Open: August 2007	271	
*Numbers as of May 2005					

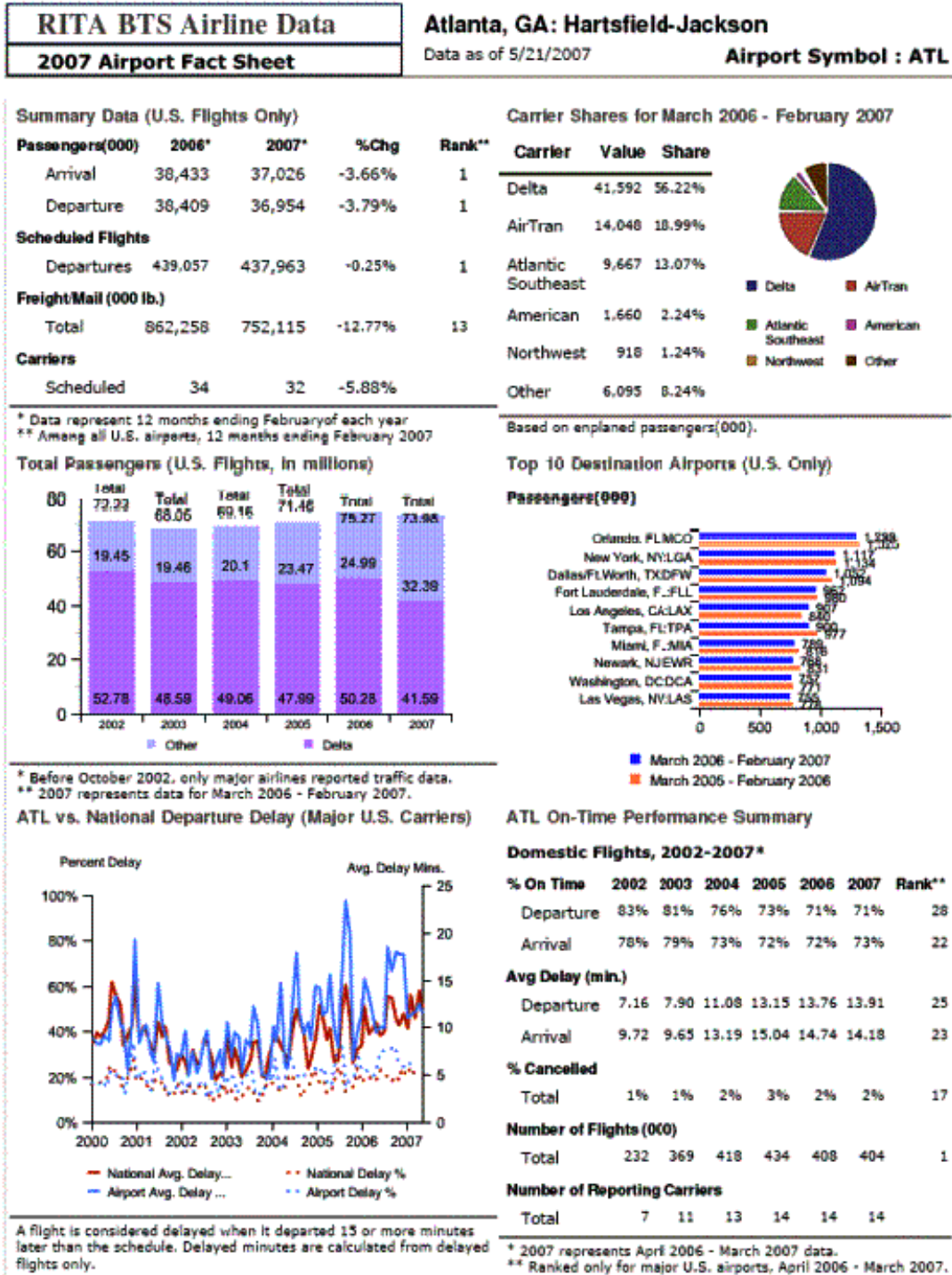
# TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA HIGH-SPEED GROUND TRANSPORTATION STUDY

## Attachment 4: Cobb County Transit Map



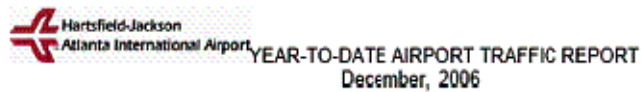
# TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA HIGH-SPEED GROUND TRANSPORTATION STUDY

## Attachment 5: HJIA Fact Sheet



# TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA HIGH-SPEED GROUND TRANSPORTATION STUDY

## Attachment 6: HJAIA Traffic Report



<u>AIRCRAFT OPERATIONS</u>	<u>2006</u>	<u>2005</u>	<u>Change</u>
<u>Domestic</u>			
Air Carrier	612,978	644,705	-4.92%
Air Taxi	291,762	275,591	5.87%
General Aviation	9,417	10,783	-12.67%
Military	1,534	1,889	-18.79%
Subtotal	915,691	932,968	-1.85%
<u>International</u>			
Air Carrier	60,756	47,418	28.13%
<b>TOTAL AIRCRAFT OPERATIONS</b>	<b>976,447</b>	<b>980,386</b>	<b>-0.40%</b>
<u>PASSENGERS</u>			
<u>Domestic On</u>			
Domestic On	38,463,582	39,661,560	-3.02%
Domestic Off	37,800,864	39,112,484	-3.35%
Subtotal	76,264,446	78,774,044	-3.19%
<u>International On</u>			
International On	4,060,639	3,358,972	20.89%
International Off	4,013,216	3,375,480	18.89%
Subtotal	8,073,855	6,734,452	19.89%
Direct Transit	508,338	398,927	27.43%
<b>TOTAL PASSENGERS</b>	<b>84,846,639</b>	<b>85,907,423</b>	<b>-1.23%</b>
<u>FREIGHT &amp; EXPRESS (Metric Tons)</u>			
<u>Domestic On</u>			
Domestic On	169,604	191,258	-11.32%
Domestic Off	176,667	189,788	-6.91%
Subtotal	346,271	381,046	-9.13%
<u>International On</u>			
International On	151,229	135,640	11.49%
International Off	240,681	208,760	15.29%
Subtotal	391,909	344,400	13.79%
<b>Total Freight &amp; Express</b>	<b>738,180</b>	<b>725,446</b>	<b>1.76%</b>
<u>MAIL (Metric Tons)</u>			
<u>Domestic On</u>			
Domestic On	3,456	25,469	-86.43%
Domestic Off	4,620	16,407	-71.84%
Subtotal	8,077	41,876	-80.71%
<u>International On</u>			
International On	100	561	-82.17%
International Off	145	14	935.71%
Subtotal	245	575	-57.39%
<b>Total Mail</b>	<b>8,322</b>	<b>42,451</b>	<b>-80.40%</b>
<b>GRAND TOTAL CARGO - Metric Tons</b> (Freight, Express, & Mail)	<b>746,502</b>	<b>767,897</b>	<b>-2.79%</b>

Source: Department of Aviation, Hartsfield-Jackson Atlanta International Airport  
 Atlanta, Georgia 30320. Phone: (404) 209-1700. Fax: (404) 209-2942

# TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA HIGH-SPEED GROUND TRANSPORTATION STUDY

## HARTSFIELD-JACKSON ATLANTA INTERNATIONAL AIRPORT YEAR-TO-DATE PASSENGER DATA (BY CARRIER) December, 2006

AIRLINE	DOMESTIC			INTERNATIONAL			TRANSIT PASSENGERS	TOTAL PASSENGERS	PERCENT OF TOTAL
	ON	OFF	TOTAL	ON	OFF	TOTAL			
Aerovias de Mexico S.A. de	0	0	0	17,577	17,157	34,734	0	34,734	0.04%
Air Canada	0	0	0	69,472	71,432	140,904	0	140,904	0.17%
Air France	0	0	0	100,552	99,101	199,653	0	199,653	0.24%
Air Jamaica	0	0	0	42,996	43,454	86,450	0	86,450	0.10%
AirTran Airways	7,229,156	7,265,831	14,494,987	29,005	28,021	57,026	135,171	14,687,184	17.31%
Air Wisconsin Airlines	1,321	1,168	2,489	0	0	0	0	2,489	0.00%
America West Airlines Inc	218,551	227,842	446,393	0	0	0	0	446,393	0.53%
American Airlines	874,765	894,346	1,769,111	0	0	0	0	1,769,111	2.09%
American Eagle Airline	66,144	71,015	137,159	0	0	0	0	137,159	0.16%
Atlantic Coast Airlines dba	723	613	1,336	0	0	0	0	1,336	0.00%
Atlantic SE Airlines	4,978,430	4,909,863	9,888,293	153,110	149,803	302,913	0	10,191,206	12.01%
British Airways	0	0	0	64,121	65,605	129,726	0	129,726	0.15%
Chautauqua Airlines, Inc.	35,368	35,734	71,102	0	0	0	0	71,102	0.08%
Comair Inc	445,133	431,130	876,263	2,329	2,156	4,485	0	880,748	1.04%
Continental Airlines	549,088	564,073	1,113,161	0	0	0	0	1,113,161	1.31%
Delta Air Lines Inc	22,352,467	21,657,943	44,010,410	3,204,963	3,156,820	6,361,783	371,880	50,744,073	59.81%
Freedom Airlines Inc	230,043	216,168	446,211	0	0	0	0	446,211	0.53%
Frontier Airlines Inc	112,835	114,766	227,601	0	0	0	0	227,601	0.27%
KLM Royal Dutch Airlines	0	0	0	64,448	65,761	130,209	0	130,209	0.15%
Korean Airlines	0	0	0	105,302	110,686	215,988	0	215,988	0.25%
Lufthansa German Airlines Inc	0	0	0	75,165	74,942	150,107	0	150,107	0.18%
Mesa/United Express	119,769	123,380	243,149	0	0	0	0	243,149	0.29%
Midwest Airlines	64,434	65,313	129,747	0	0	0	0	129,747	0.15%
Northwest Airlines Inc	472,893	494,627	967,520	0	0	0	0	967,520	1.14%
Omni Air International Inc.	2,157	5,051	7,208	40,734	38,064	78,798	1,287	87,293	0.10%
Pan Am Clipper Connection	10,569	9,795	20,364	277	2,025	2,302	0	22,666	0.03%
Ryan International	1,119	1,187	2,306	159	0	159	0	2,465	0.00%
Shuttle America d/b/a United	6,773	6,436	13,209	0	0	0	0	13,209	0.02%
South African Airways	0	0	0	43,500	43,651	87,151	0	87,151	0.10%
Spirit Airlines, Inc	41,453	42,266	83,719	0	0	0	0	83,719	0.10%
United Airlines Inc	322,761	330,220	652,981	0	0	0	0	652,981	0.77%
US Airways Inc	322,782	327,149	649,931	0	0	0	0	649,931	0.77%
World Airways Inc	4,848	4,948	9,796	46,929	44,528	91,457	0	101,253	0.12%
<b>TOTAL</b>	<b>38,463,582</b>	<b>37,800,864</b>	<b>76,264,446</b>	<b>4,060,639</b>	<b>4,013,216</b>	<b>8,073,855</b>	<b>508,338</b>	<b>84,846,639</b>	<b>100.00%</b>

Source: Department of Aviation, Hartsfield-Jackson Atlanta International Airport

# TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA HIGH-SPEED GROUND TRANSPORTATION STUDY

## Attachment 7: List of HJAIA Passenger Airlines

Exhibit 10

City of Atlanta, Georgia  
Department of Aviation  
Hartsfield-Jackson Atlanta International Airport  
Airlines Serving the Airport

### Passenger Airlines

#### Domestic Service:

##### *Major and national airlines*

AirTran Airways  
America West  
American  
Continental  
Delta Air Lines  
Frontier  
Independence Air  
Midwest Express  
Northwest  
Song  
United  
US Airways

##### *Regional Airlines*

American Eagle  
ASA  
Chautauqua  
Comair  
Continental Express'  
Freedom Airlines  
Mesa  
Northwest Airlink  
United Express  
US Airways Express

#### International service:

##### *U.S. Flag airlines*

AirTran Airways  
ASA  
Comair  
Delta Air Lines  
Spirit Airlines

##### *Foreign-flag airlines*

Aero Mexico  
Air Canada  
Air Canada Jazz  
Air France  
Air Jamaica  
British Airways  
KLM Royal Dutch Airlines  
Korean Air  
Lufthansa German Airlines

#### Cargo Airlines:

ABX Air  
Airborne Express  
Air France Cargo  
Air Transport Intl  
Atlas Air Cargo  
Cathay Pacific Airways  
China Airlines  
DHL Worldwide  
EVA Air  
FedEx  
Florida West Airlines  
Japan Airlines Cargo  
Kitty Hawk  
Korean Air cargo  
Lufthansa German Airlines  
Martin Holland Air  
Mountain Air Cargo  
Polar Air  
UPS

# TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA HIGH-SPEED GROUND TRANSPORTATION STUDY

## Attachment 8: HJAIA Operating Statistics

City of Atlanta, Georgia  
Department of Aviation  
Hartsfield-Jackson Atlanta International Airport  
COMPARATIVE OPERATING STATISTICS

Exhibit 9

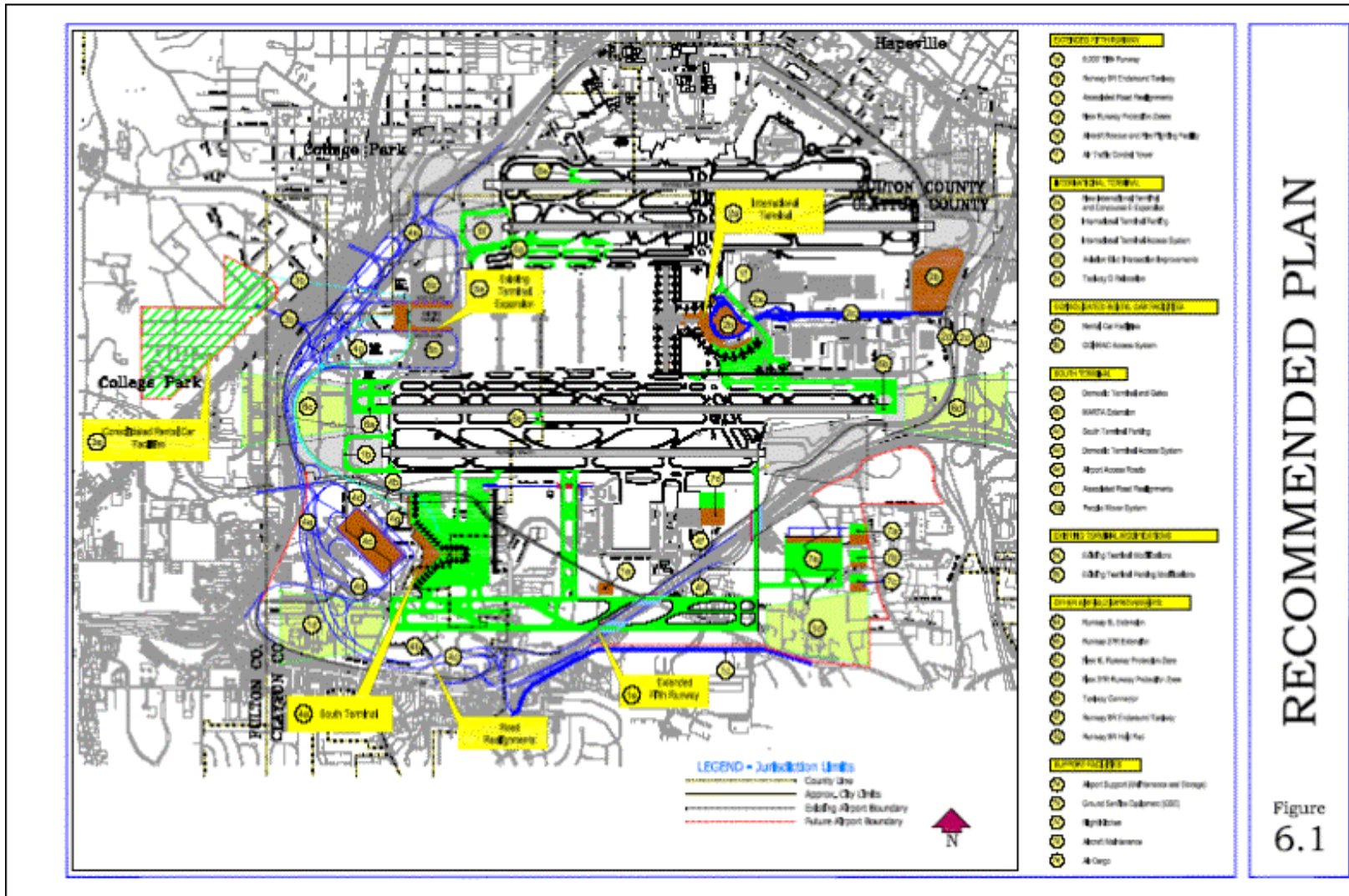
	For Year Ended December 31,									For the Six Months Ended June 30,
	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
<b><u>AIRCRAFT OPERATIONS</u></b>										
DOMESTIC										
Air Carrier	580,937	606,011	630,936	645,232	625,897	610,509	615,120	652,295	644,792	289,366
Air Taxi	164,018	182,959	211,855	205,047	206,484	218,773	240,957	254,139	275,504	150,377
General Aviation	23,564	23,212	26,002	21,948	13,409	16,624	11,914	11,192	10,783	5,037
Military	2,495	3,169	3,879	2,231	1,120	1,769	1,325	1,513	1,889	1,006
Sub Total	771,014	815,351	872,672	874,458	846,910	847,675	869,316	919,139	932,968	445,786
INTERNATIONAL										
Air Carrier	23,607	31,530	37,239	40,996	43,584	42,291	42,411	45,719	47,418	27,617
TOTAL	794,621	846,881	909,911	915,454	890,494	889,966	911,727	965,204	980,386	473,403
<b><u>ENPLANED PASSENGERS</u></b>										
DOMESTIC										
On	32,346,589	34,604,434	36,566,500	37,238,515	35,279,315	35,776,095	36,941,285	38,720,510	39,661,560	19,066,987
Off	32,012,732	34,259,975	36,121,442	36,784,603	34,617,017	35,119,848	36,344,637	38,266,436	39,112,484	18,815,002
Sub Total	64,359,321	68,864,409	72,687,942	74,023,118	69,896,332	70,895,943	73,285,922	76,986,946	78,774,044	37,881,989
INTERNATIONAL										
On	1,738,705	2,144,285	2,554,944	2,916,309	2,815,899	2,863,505	2,756,315	3,116,157	3,358,972	2,010,320
Off	1,740,165	2,118,573	2,500,771	2,892,588	2,790,718	2,851,533	2,745,046	3,085,483	3,375,480	1,933,089
Sub Total	3,478,870	4,262,858	5,055,715	5,808,897	5,606,617	5,715,038	5,501,361	6,201,640	6,734,452	3,943,409
DIRECT TRANSIT	367,578	347,031	349,283	330,392	355,551	265,147	300,645	417,997	398,927	230,202
TOTAL	68,205,769	73,474,298	78,092,940	80,162,407	75,858,500	76,876,128	79,087,928	83,605,218	85,907,423	42,055,600
<b><u>LANDED WEIGHTS</u></b>										
MAIL (METRIC TONS)	236,244	229,740	229,537	238,488	146,084	93,386	115,089	91,964	42,451	6,603 *
FREIGHT & EXPRESS (METRIC TONS)	628,230	677,468	653,596	655,983	589,712	640,697	687,159	768,739	725,446	364,288

\* - Beginning in May, 2005, Delta Airlines not longer transports mail

Source: Department of Aviation, Hartsfield-Jackson Atlanta International Airport, Atlanta, Georgia 30320.

# TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA HIGH-SPEED GROUND TRANSPORTATION STUDY

## Attachment 9: Map of Recommended Plan for HJAIA



# TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA HIGH-SPEED GROUND TRANSPORTATION STUDY

## Attachment 10: Lovell Field Fact Sheet

<b>RITA BTS Airline Data</b>	<b>Chattanooga, TN: Lovell Field</b>
<b>2007 Airport Fact Sheet</b>	Data as of 5/21/2007 <span style="float: right;">Airport Symbol : CHA</span>

### Summary Data (U.S. Flights Only)

Passengers(000)	2006*	2007*	%Chg	Rank**
Arrival	240	244	1.67%	155
Departure	246	250	1.63%	155
<b>Scheduled Flights</b>				
Departures	9,703	9,023	-7.01%	149
<b>Freight/Mail (000 lb.)</b>				
Total	8,721	9,836	12.79%	147
<b>Carriers</b>				
Scheduled	16	14	-12.50%	

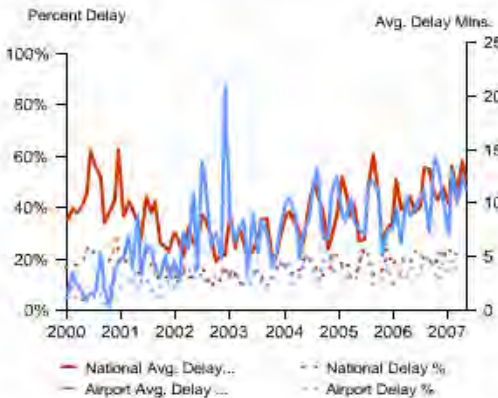
\* Data represent 12 months ending February of each year  
 \*\* Among all U.S. airports, 12 months ending February 2007

### Total Passengers (U.S. Flights, in millions)



\* Before October 2002, only major airlines reported traffic data.  
 \*\* 2007 represents data for March 2006 - February 2007.

### CHA vs. National Departure Delay (Major U.S. Carriers)



A flight is considered delayed when it departed 15 or more minutes later than the schedule. Delayed minutes are calculated from delayed flights only.

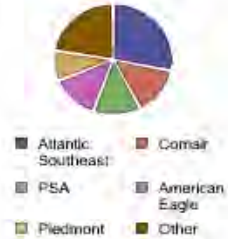
### Chattanooga, TN: Lovell Field

Data as of 5/21/2007

Airport Symbol : CHA

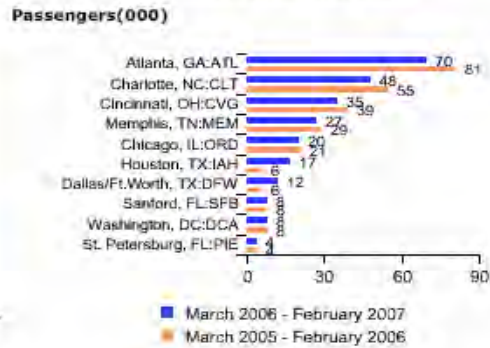
### Carrier Shares for March 2006 - February 2007

Carrier	Value	Share
Atlantic Southeast	140	28.32%
Comair	69	13.99%
PSA	65	13.19%
American Eagle	65	13.15%
Piedmont	44	8.86%
Other	111	22.49%



Based on enplaned passengers(000).

### Top 10 Destination Airports (U.S. Only)



### CHA On-Time Performance Summary

#### Domestic Flights, 2002-2007\*

	2002	2003	2004	2005	2006	2007	Rank**
<b>% On Time</b>							
Departure	83%	84%	80%	80%	82%	80%	N/A
Arrival	72%	71%	77%	75%	75%	72%	N/A
<b>Avg Delay (min.)</b>							
Departure	8.24	6.84	9.15	8.76	10.11	10.80	N/A
Arrival	12.85	12.19	9.03	10.01	12.44	14.04	N/A
<b>% Cancelled</b>							
Total	3%	3%	4%	6%	3%	3%	N/A
<b>Number of Flights (000)</b>							
Total	1	4	5	5	5	5	N/A
<b>Number of Reporting Carriers</b>							
Total	1	3	4	4	5	5	

\* 2007 represents April 2006 - March 2007 data.  
 \*\* Ranked only for major U.S. airports, April 2006 - March 2007.

# TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA HIGH-SPEED GROUND TRANSPORTATION STUDY

## Attachment 11: Cumberland Community Improvement District

### *Blueprint Cumberland* | 5 Year Action Plan Review | 2001 – 2006

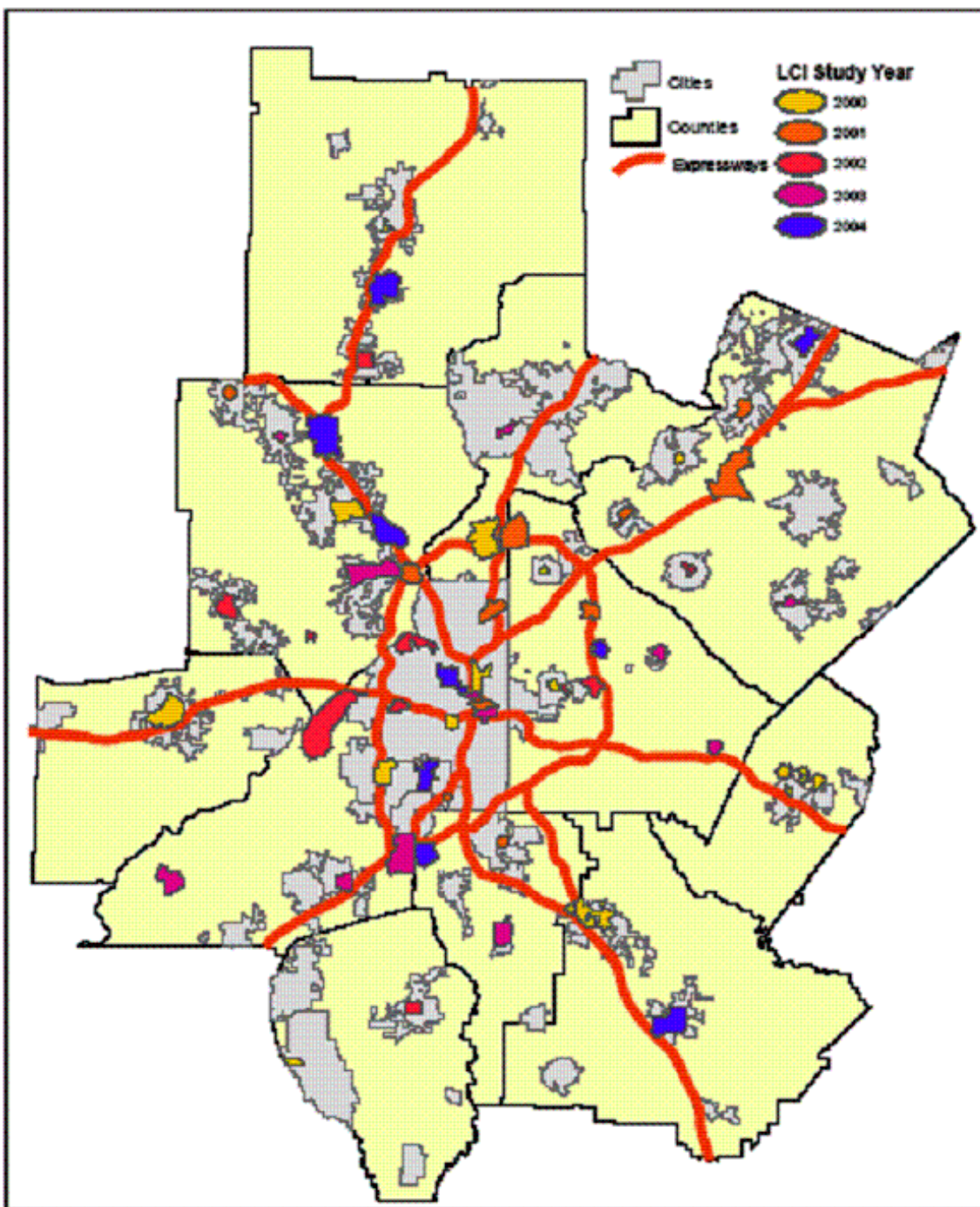
RECOMMENDED ROADWAY IMPROVEMENTS	STATUS
<i>Highlight: Completed Cumberland Boulevard, the \$300 million loop road that connects the four quadrants of the Cumberland Galleria area.</i>	
<ul style="list-style-type: none"> <li>Riverwood Pkwy (Cobb Pkwy to Cumberland Blvd)</li> <li>Mill Green Pkwy (Akers Mill to Interstate North Pkwy)</li> </ul>	<p>Completed 2002. (Became a portion of Cumberland Blvd.)</p> <p>Completed 2003. (Became a portion of Cumberland Blvd.)</p>
RECOMMENDED TRANSIT IMPROVEMENTS	STATUS
<i>Highlight: Studied a light rail line in 2001 which became the current effort by the State to construct Bus Rapid Transit, High Occupancy Vehicle lanes, and Truck-only toll lanes along I-75 and I-285. Combined, these projects total more than \$5 billion.</i>	
<ul style="list-style-type: none"> <li>Northwest Corridor Light Rail Line</li> <li>I-285 Corridor Light Rail Line</li> <li>Light Rail Internal Circulator</li> </ul>	<p>BRT/HOV/TOT study underway. Construction scheduled for 2008.</p> <p>BRT/HOV/TOT study underway. Construction TBD.</p> <p>Circulator study underway. Likely technology will be a rubber tire system.</p>
RECOMMENDED TRANSPORTATION ENHANCEMENT PROJECTS	STATUS
<i>Highlight: Planning an attractive area signage to direct people to various destination points as they become available (ie – Cobb Energy Performing Arts Centre, Silver Comet Trail, Chattahoochee National Recreation Area, etc).</i>	
<ul style="list-style-type: none"> <li>Wayfinding Signage</li> </ul>	Project will be underway once destinations are developed.
RECOMMENDED STREETSCAPES	STATUS
<i>Highlight: \$9 million in area streetscapes will be completed by 2008, providing area roadways with enhanced landscaping, lighting, street furniture and other improvements. A total of \$25 million worth of streetscape improvements are planned.</i>	
<ul style="list-style-type: none"> <li>Akers Mill Rd. (includes corner park at Cobb Pkwy)</li> <li>Cobb Pkwy South (River north to Akers Mill Rd)</li> <li>Cobb Pkwy Central (Akers Mill north to I-285)</li> <li>Cobb Pkwy North (I-285 north to Windy Ridge Pkwy)</li> <li>Cobb Galleria Pkwy</li> <li>Cumberland Blvd Sidewalk &amp; Bike Linkages (Cumberland Pkwy to Akers Mill)</li> <li>Professional Pkwy</li> <li>Cumberland Boulevard</li> </ul>	<p>Construction scheduled for late 2006.</p> <p>Construction scheduled for late 2009.</p> <p>Construction scheduled for late 2007.</p> <p>Construction scheduled for late 2007.</p> <p>Construction scheduled for late 2006.</p> <p>Complete 2004.</p> <p>Project is proposed and needs funding.</p> <p>New project added. Construction scheduled for late 2006.</p>
RECOMMENDED MULTI-USE TRAILS / BIKE ROUTES / OPEN SPACE	STATUS
<i>Highlight: \$8.7 million in enhanced trail connections will be completed by mid 2007, providing pedestrians and cyclists with spacious trails which connect to the Silver Comet Trail, the Kennesaw Mountain to Chattahoochee River Trail and more.</i>	
<ul style="list-style-type: none"> <li>Rottenwood Creek Phase 1 (Cobb Pkwy to Interstate North)</li> <li>Rottenwood Creek Phase 2 (Interstate North to Terral Mill)</li> <li>Silver Comet / Kennesaw Mountain Trail Connection</li> <li>Windy Ridge Pkwy Bike Lane (Powers Ferry to Cobb Pkwy)</li> <li>Cumberland Blvd (Spring Rd. to Cumberland Pkwy)</li> <li>Chattahoochee NRA Gateway</li> </ul>	<p>Under construction. (Renamed 'Bob Callan Trail'.)</p> <p>Under design. (Renamed 'Bob Callan Trail'.)</p> <p>Under construction.</p> <p>Project is proposed and needs funding.</p> <p>Under design.</p> <p>Under construction and/or under design.</p>
RECOMMENDED RESIDENTIAL / HOUSING PROJECTS	STATUS
<i>Highlight: More than 5,600 housing units are under construction, planned, or proposed for the area, resulting in a better balance of jobs-to-housing ratio for the market and more high-quality housing choices for residents.</i>	
<ul style="list-style-type: none"> <li>Housing Study</li> <li>Comprehensive Plan Amendments</li> <li>Residential Zoning Amendments</li> <li>Housing Development Incentives</li> </ul>	<p>Completed 2004.</p> <p>Underway. Scheduled for completion August 2007.</p> <p>Proposed.</p> <p>Proposed.</p>
RECOMMENDED PLANNING INITIATIVES	STATUS
<i>Highlight: Completed a variety of efforts that have assisted with maintaining the strategic vision of the community.</i>	
<ul style="list-style-type: none"> <li>Development Standards Book</li> <li>Cobb Pkwy Concept Plan</li> <li>Cobb County Zoning Amendments</li> <li>Blueprint Cumberland Planning</li> <li>Core Area Urban Design Studies</li> </ul>	<p>Completed 2002.</p> <p>Completed 2003.</p> <p>Completed 2006.</p> <p>Original Strategic Plan completed 2002. BOI update underway.</p> <p>On going.</p>
RECOMMENDED ECONOMIC DEVELOPMENT INCENTIVES	STATUS
<i>Highlight: Worked cooperatively with Cobb County to develop incentives for commercial/redevelopment.</i>	
<ul style="list-style-type: none"> <li>"Strip Recovery" Incentives</li> </ul>	Resulted in a Redevelopment Overlay District for north portion of Cobb Pkwy

Note: Projects that were deemed no longer applicable and therefore dropped are not included in this list for space reasons. Information correct as of July, 2006.



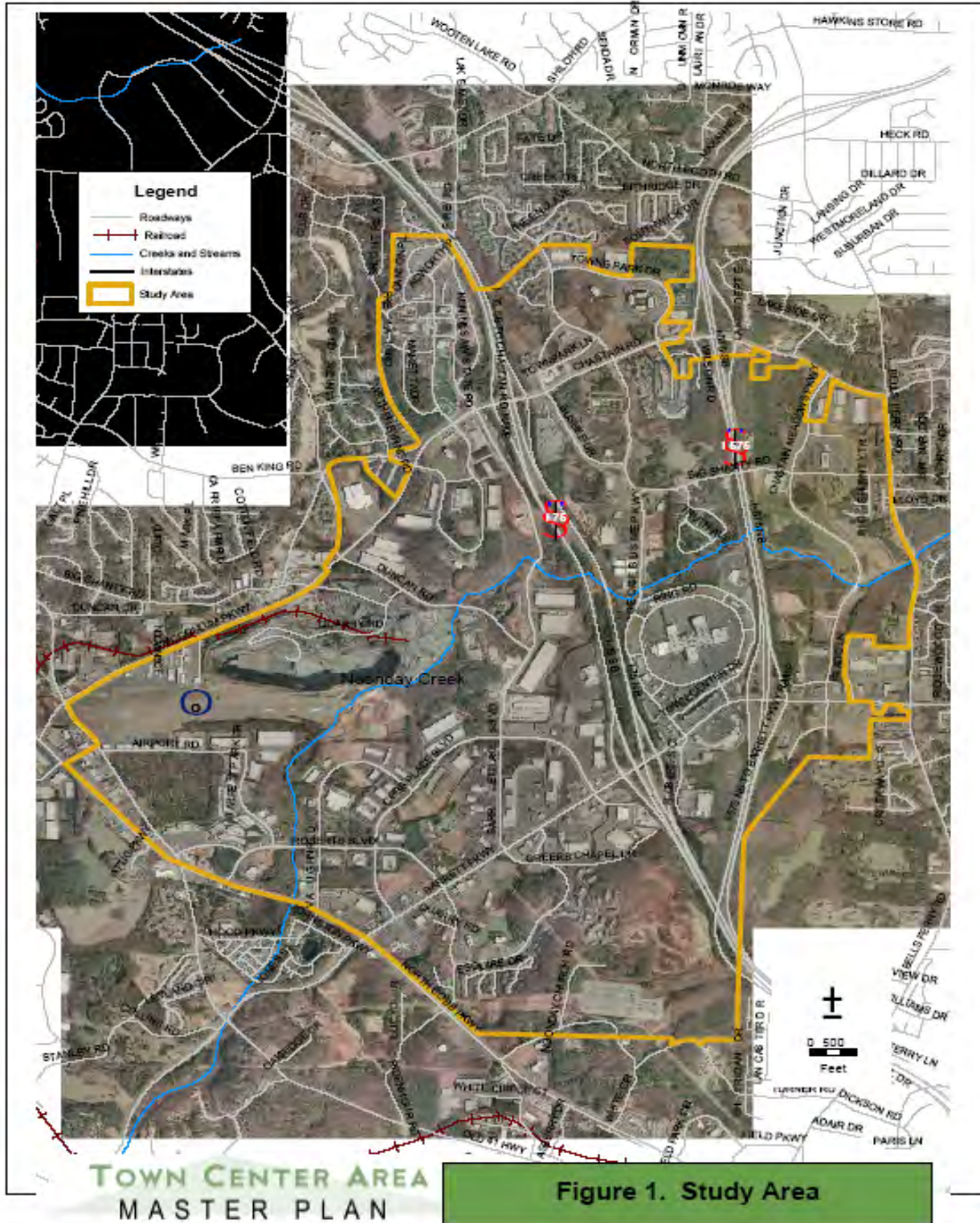
# TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA HIGH-SPEED GROUND TRANSPORTATION STUDY

Attachment 12: LCI Map of Atlanta Study Area



# TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA HIGH-SPEED GROUND TRANSPORTATION STUDY

## Attachment 13: Town Center Area CID Map



# TIER I ENVIRONMENTAL IMPACT STATEMENT ATLANTA-CHATTANOOGA HIGH-SPEED GROUND TRANSPORTATION STUDY

## Attachment 14: Town Center Area Transportation Plan

