Georgia Department of Transportation

ATLANTA-CHATTANOOGA
HIGH SPEED GROUND TRANSPORTATION PROJECT

TIER 1 DRAFT ENVIRONMENTAL IMPACT STATEMENT
Appendices

Prepared by:
Federal Railroad Administration (FRA)
Georgia Department of Transportation (GDOT)
Tennessee Department of Transportation (TDOT)

September 2016
PTSCO - 0023-00-002
PI: No. T001684
Contents

APPENDIX A – NOTICE OF INTENT........................................................................................................... A
APPENDIX B – CORRIDOR SCREENING PROCESS AND RESULTS....................................................... B
APPENDIX C – RIDERSHIP FORECASTING REPORT............................................................................... C
APPENDIX D – FUNDING SOURCES ....................................................................................................... D
APPENDIX E – AGENCY COORDINATION AND PUBLIC OUTREACH ................................................. E
  E-1: COORDINATION PLAN
  E-2: PUBLIC INVOLVEMENT PLAN
  E-3: AGENCY & STAKEHOLDER INVOLVEMENT PLAN (ASIP)
  E-4: PROJECT NEWSLETTERS
  E-5: SCOPING WORKBOOK
  E-6: SCOPING SUMMARY REPORT
  E-7: TECHNICAL MEETING MINUTES (SEPTEMBER 2008)
  E-8: 2010 PARTICIPATING AGENCY MEETINGS MINUTES
  E-9: 2010 PUBLIC INFORMATION OPEN HOUSES COMMENTS
  E-10: PARTICIPATING AGENCIES
  E-11: AGENCY CORRESPONDENCE
  E-12: NORFOLK SOUTHERN COORDINATION LETTER
APPENDIX F – DISTRIBUTION.................................................................................................................. F
Environmental Impact Statement: High-Speed Ground Transportation from Atlanta, GA to Chattanooga, TN

Note: EPA no longer updates this information, but it may be useful as a reference or resource.

[Federal Register: August 22, 2007 (Volume 72, Number 162)]
[Notices]
[Page 47121-47122]
From the Federal Register Online via GPO Access [wais.access.gpo.gov]
[DOCID:fr22a2007-161]

DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Federal Railroad Administration

Environmental Impact Statement: High-Speed Ground Transportation from Atlanta, GA to Chattanooga, TN

AGENCIES: Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), Department of Transportation (DOT).
ACTION: Notice of Intent to Prepare an Environmental Impact Statement.

SUMMARY: FRA and FHWA are issuing this notice to advise the public that they will jointly prepare a Tier I Environmental Impact Statement (EIS) with the Georgia Department of Transportation (GDOT) and the Tennessee Department of Transportation (TDOT) to evaluate the environmental and related impacts of constructing and operating high-speed ground transportation (HSGT) service between Atlanta, Georgia and Chattanooga, Tennessee. FRA and FHWA are also issuing this notice to solicit public and agency input into the development of the scope of the EIS and to advise the public that outreach activities conducted by GDOT and its representatives will be considered in the preparation of the EIS.

DATES: Written comments on the scope of the EIS should be provided to GDOT by October 4, 2007. Comments may also be provided orally or in writing at the scoping meetings scheduled at the following locations:


12/21/2010
Agency Scoping Meetings—Both From 10:30 a.m. to 12 p.m. Eastern Daylight Time
1. Tuesday, September 18, 2007, Georgia Department of Transportation, Office of Environment/Location, 3993 Aviation Circle, Atlanta, Georgia.
2. Thursday, September 20, 2007, Chattanooga Hamilton County Bicentennial Library, 1001 Broad Street, Chattanooga, Tennessee.
Public Scoping Meetings—All Three From 5 p.m. to 7:30 p.m. Eastern Daylight Time
1. Tuesday, September 18, 2007, McEachern High School, 2400 New Macland Road, Powder Springs, Georgia.
2. Wednesday, September 19, 2007, Rome Civic Center, 400 Civic Center Drive, Rome, Georgia.
3. Thursday, September 20, 2007, Chattanooga Hamilton County Bicentennial Library, 1001 Broad Street, Chattanooga, Tennessee.

ADDRESSES: Written comments on the scope should be sent to Mr. Glenn Bowman, P.E., State Environmental/Location Engineer, Georgia Department of Transportation, 3993 Aviation Circle, Atlanta, GA 30336, telephone (404) 699-4401.

FOR FURTHER INFORMATION CONTACT: Mr. David Valenstein, Environmental Program Manager, Federal Railroad Administration, 1120 Vermont Avenue, NW., Mail Stop 20, Washington, DC 20590, telephone (202) 493-6368; Mr. Wayne Fedora, P.E., Major Projects Engineer, Federal Highway Administration, Georgia Division, 61 Forsyth Street, Suite 17T-100, Atlanta, GA 30303, telephone (404) 562-3651; Mr. George Coleman, Transportation Specialist, Tennessee Department of Transportation, 505 Deadrick Street, Suite 1800, Nashville, TN 37243, telephone (615) 741-1341; or Mr. Bowman of GDOT at the above address.

SUPPLEMENTARY INFORMATION: FRA and FHWA, in cooperation with the GDOT and the TDOT, will prepare a Tier I EIS for a HSST system in the 110-mile corridor between Hartsfield International Airport and Atlanta, in Georgia, and Chattanooga, Tennessee. The EIS will evaluate environmental impacts of a HSST system in the Atlanta to Chattanooga corridor.

This corridor has seen significant growth, both in population and employment, during the past few decades. It continues to be one of the fastest growing areas in the country. Future growth is projected to result in increased travel demand for both goods and people. The existing highway, transit, and aviation transportation infrastructure that would serve this demand are all projected to be at or above capacity. GDOT and TDOT believe that HSST could provide a transportation alternative, thereby reducing congestion and travel time within the corridor, and could provide safe and reliable transportation for passengers between Hartsfield International Airport, Chattanooga airport and metropolitan area, and points in between.

The Tier I EIS will be carried out in accordance with Council on Environmental Quality (CEQ) regulations (40 CFR part 1500 et seq.) implementing the National Environmental Policy Act (NEPA), FRA’s Procedures for Considering Environmental Impacts (64 FR 28545; May 26,
Appendix A – Notice of Intent

EPA: Federal Register: Environmental Impact Statement: High-Speed Ground Transporta...

Page 3 of 3

1999), and FHWA regulations (23 CFR part 771 et seq.).

In addition to NEPA, the Tier I EIS will address other applicable
statutes, regulations, and executive orders, including the 1990 Clean
Air Act Amendments, Section 404 of the Clean Water Act, the National
Historic Preservation Act of 1966, Section 4(f) of the Department of
Transportation Act, the Endangered Species Act, and Executive Order
12898 on Environmental Justice.

The goals of the EIS are to: (1) Examine the regional
transportation implications of the project concept; (2) evaluate the
modal and technology alternatives available to provide HSST between the
two cities; (3) develop and evaluate location alternatives; and (4)
determine the logical segments to be carried forward for detailed
evaluation in subsequent (Tier II) environmental documents.

In a Tier I EIS, alternatives will be evaluated at a broad level of
analysis. Proposed alternatives include a No-Build Alternative (used as a
baseline for comparison of all alternatives), HSST in a corridor that
roughly parallels Interstate-75, one or more corridors utilizing a
portion of an existing CSX transportation rail line, and a corridor
that roughly parallels U.S. Route 411. Other possible corridor
locations are expected to be identified during the alternatives
development phase of the study.

GDOT will contact appropriate federal, state, and local agencies,
as well as other organizations and individuals who have previously
expressed interest, or are known to be interested, in this proposal to
describe the proposed scope and solicit comments. Formal scoping
meetings have been scheduled as indicated above.

Additional public information meetings and public hearings will be
held during the development of the Tier I EIS. Public notice will be
given of the times and locations of scoping meetings, public
information meetings, and public hearings. The Draft Tier I EIS will be
made available for review and comment prior to the public hearings.

To ensure that the full range of issues related to this proposed
action are, addressed and all significant issues are identified,
comments and suggestions are invited from all interested parties.
Comments or questions concerning this proposed action and the Tier I
EIS should be directed to GDOT at the addresses provided above.

Rodney Barry, P.E.,
Division Administrator, Federal Highway Administration, Atlanta, GA.
Mark E. Yachmetz,
Associate Administrator for Railroad Development, Federal Railroad
Administration, Washington, DC.
[FR Doc. 07-4109 Filed 8-21-07; 8:45 am]
BILLING CODE 4910-06-P

12/21/2010
Georgia Department of Transportation

ATLANTA-CHATTANOOGA
HIGH SPEED GROUND TRANSPORTATION PROJECT

TIER 1 DRAFT ENVIRONMENTAL IMPACT STATEMENT
Appendix B – Corridor Screening Process & Results

Prepared by:
Federal Railroad Administration (FRA)
Georgia Department of Transportation (GDOT)
Tennessee Department of Transportation (TDOT)

September 2016
PTSCO - 0023-00-002
PI: No. T001684
# Table of Contents

1.0 INTRODUCTION .................................................................................................................. 1
   1.1 Project Purpose and Need ................................................................................................. 1
   1.2 Purpose of Screening Results ......................................................................................... 4

2.0 SCOPING ............................................................................................................................. 5
   2.1 Background ..................................................................................................................... 5
      2.1.1 Previous Studies Considered ............................................................................... 5
   2.2 Scoping HSGT Segments and Corridors ........................................................................ 6
      2.2.1 Identification of Corridors ..................................................................................... 9
      2.2.2 Identification of Station Locations ................................................................. 14

3.0 SCREENING PROCESS ......................................................................................................... 15
   3.1 Measures of Effectiveness ............................................................................................. 15
   3.2 Scoring and Rating .......................................................................................................... 16
      3.2.1 Travel Time .......................................................................................................... 18
      3.2.2 Population Access .............................................................................................. 19
      3.2.3 Employment Access .......................................................................................... 20

4.0 SCREENING RESULTS ......................................................................................................... 23
   4.1 Results Based upon MOE Analysis .............................................................................. 23
   4.2 Corridors Not Advanced ............................................................................................... 23
      4.2.1 Corridor Variations within Atlanta Not Advanced ................................................. 23
   4.3 Corridors Advanced ....................................................................................................... 25
   4.4 Tier 1 EIS Next Steps .................................................................................................... 25

APPENDIX I TRAVEL TIME ........................................................................................................ B-I
APPENDIX II POPULATION ACCESS MAPS .......................................................................... B-II
APPENDIX III EMPLOYMENT ACCESS MAPS ........................................................................ B-III
APPENDIX IV NORFOLK SOUTHERN CORRESPONDENCE ................................................. B-IV
APPENDIX V BIBLIOGRAPHY ................................................................................................. B-V
List of Tables

Table 2-1: Corridors .......................................................................................................................... 9
Table 3-1: Screening Criteria and MOEs........................................................................................ 16
Table 3-2: Screening Criteria Scoring and Rating System ............................................................... 16
Table 3-3: Travel Time by Corridor .................................................................................................. 19
Table 3-4: Population Access by Corridor ....................................................................................... 20
Table 3-5: Employment Access by Corridor ...................................................................................... 22
Table 4-1: Screening Results – Summary of Corridor Performance ................................................. 24

List of Figures

Figure 1-1: Atlanta – Chattanooga HSGT Project Area ...................................................................... 3
Figure 2-1: Segments .......................................................................................................................... 8
Figure 2-2: Corridors .......................................................................................................................... 11
1.0 INTRODUCTION

The Georgia Department of Transportation (GDOT) is preparing a Tier 1 Environmental impact Statement (EIS) for the proposed Atlanta – Chattanooga High Speed Ground Transportation (HSGT) Project (Project). In accordance with the National Environmental Policy Act (NEPA), a Tier 1 EIS addresses the proposed development of new HSGT between Atlanta, Georgia and Chattanooga, Tennessee. High-speed ground transportation is a mode of transportation that travels at greater speeds than traditional rail technology. The Federal Railroad Administration (FRA) defines HSGT as having the ability to travel at a speed of greater than 110 mph. For the purposes of this Project, HSGT is defined as having the ability to travel at speeds at or above 180 mph. The technology is most often used to move passengers rather than freight. HSGT is a self-guided intercity passenger transportation mode that is time-competitive with air and auto for trips of 100 to 500 miles.

SAFETEA-LU requires the identification of Lead, Cooperating, and Participating Agencies in the development of an EIS. Under SAFETEA-LU, Lead Agencies must perform the functions that they have traditionally performed in preparing an EIS in accord with 23 CFR 771 and 40 CFR parts 1500-1508. FRA and FHWA are designated as the joint lead federal agencies for the HSGT Tier 1 EIS. According to the NOI, FRA and FHWA will jointly prepare a Tier 1 EIS in cooperation with GDOT and TDOT.

This Tier 1 EIS is intended to ensure that all reasonable corridor Build Alternatives for the proposed action are evaluated, including a No-Build Alternative; that all substantial transportation, social, economic, and environmental impacts are assessed; and that public involvement and comments are solicited to assist the decision-making process. This Tier 1 EIS evaluates potential HSGT corridors, which includes station locations, and identifies the attributes of the HSGT technologies (Steel-Wheeled and Magnetic Levitation {Maglev}). This Tier 1 EIS is prepared at a conceptual level of engineering and environmental detail appropriate for this type of study. It provides the FRA, FHWA, GDOT, and TDOT with sufficient information to determine a general corridor, general station locations, and defines the general operating and capital requirements of an Atlanta – Chattanooga HSGT system. A decision on technology will not be included in the Tier 1 Record of Decision.

For the purpose of this Tier 1 EIS, a broad geographic Project area has been defined that is contained, wholly or in part, in the following counties: Hamilton County, Tennessee; and Fulton, Cobb, Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattooga, Catoosa, Clayton, Douglas, Paulding, Polk, and Walker Counties, Georgia (See Figure 1-1 Atlanta – Chattanooga Project Area).

1.1 Project Purpose and Need

Transportation demand and travel growth, prompted by population growth and economic development, is outpacing existing and planned roadway capacity. Currently, the state and interstate highway systems within the Project area are operating at or near capacity, especially within and adjacent to the major metropolitan areas of Atlanta, Rome, Dalton, and Chattanooga. Although capacity improvements to the state and interstate highway systems within the Project area are underway or planned for the near future, they are interim measures that will not sufficiently address future capacity and mobility needs of the region.
The purpose of the Atlanta – Chattanooga HSGT Project is to enhance intercity passenger mobility and economic growth between the metropolitan areas and airports of Atlanta, Georgia and the Chattanooga, Tennessee by providing new, HSGT passenger service. The Project is also intended to provide faster and more reliable intercity travel in the corridor by providing an alternative to highway, intercity bus, and air travel in a manner that is safe, reliable, and cost-effective, while avoiding, minimizing, and mitigating impacts on the human and natural environment.

The needs for the HSGT Project are summarized as follows:

- Enhance regional transportation mobility and accessibility
  - Population and employment growth
  - Congested transportation corridor with increasing demand
  - Limited transportation options
- Spur economic growth and regional vitality
- Provide safe, efficient, reliable transportation
- Enhance airport access and intermodal connections
- Improve air quality nonattainment areas and protect the environment
1.2 **Purpose of Screening Results**

The purpose of the process was to identify those corridors to advance in the Tier 1 DEIS for further evaluation as Build Alternatives. This was accomplished by assessing the relative merits of potential HSGT corridors. The purpose of this *Atlanta – Chattanooga High Speed Ground Transportation Tier 1 EIS Screening Results* is to document that screening process.

The Tier 1 EIS screening includes the following basic steps:

- Summary of the outcomes from the Scoping Process
- Definition and description of corridors screened
- Development of corridor screening measures of effectiveness (MOEs)
- Application of screening MOEs to assess how well each corridor met the Project’s transportation mobility needs outlined in the *Purpose and Need Statement*
- Documentation of results and findings within this *Atlanta – Chattanooga High Speed Ground Transportation Tier 1 EIS Screening Results*
- Involvement of FRA, FHWA, GDOT, TDOT, participating agencies, stakeholders and the public through the screening process

The result of screening was the recommendation of potential HSGT corridors to advance into additional, refined evaluations and environmental analysis of Build Alternatives in this Tier 1 EIS.

---

1 Project Scoping took place in fall 2007. Scoping was used to identify reasonable and feasible concepts to be evaluated in the EIS, to determine environmental impacts to be assessed, and to gain insight on how stakeholders would like to be involved throughout the study.

2 MOEs – Measures of effectiveness were used to provide a greater level of detail for comparison of the corridors.
2.0 SCOPING

This section summarizes the results from previous studies and the Tier 1 EIS Scoping Process held in the fall of 2007.

2.1 Background

The potential HSGT corridors were developed from two primary sources: previous studies and the Scoping Process conducted at the start of the Tier 1 EIS process. These previous efforts, described in this section, helped determine the needs, objectives, resources, and constraints within the Project area. Tools and techniques implemented included a variety of meetings with different focus groups, open houses, fact sheets, newsletters, and staffed information booths at events within the Project area. A Project website was created to enable the public to keep up to date on the progress of the Project between meetings and events, and the website allowed people to give input on any aspect of the Project and review documents as they were posted.

The Scoping Process included outreach to federal, state, and local agencies, stakeholders in the Project area, and the general public. Outreach to these groups included meetings to provide information on the Project and to receive input. The culmination of this outreach process was the holding of public meetings known as Scoping Meetings, where comments and suggestions were solicited regarding potential HSGT corridors and technologies to be evaluated as part of this Project.

2.1.1 Previous Studies Considered

The following previously completed studies provided relevant input on defining the Project area, initial concept, modes of technology, and potential HSGT corridors.

In the 1997 Intercity Rail Plan, GDOT studied possible connections between Atlanta and Chattanooga. Following that, the Atlanta Regional Commission (ARC) analyzed the Atlanta – Chattanooga area over a four-year period from 1999 to 2003, exploring mobility options and the opportunity for high-speed passenger service. In 2003, TDOT prepared a statewide rail plan, which recommended HSGT connectivity with neighboring states. The key initial documents included are as follows:

**Atlanta to Chattanooga Maglev Deployment Study and Project Description**

The FRA initiated the Magnetic Levitation Transportation Technology Deployment Program in an effort to demonstrate the feasibility of Maglev technology in the United States. In a national competition, the FRA selected ARC to be one of seven entities in the United States to administer a study demonstrating the feasibility of Maglev technology.

Completed in June 2000, the final report for the Atlanta to Chattanooga Maglev Deployment Study and Project Description indicated that the Atlanta – Chattanooga 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, it was made eligible for additional funding for further study of the segment from the Town Center area of Cobb County, Georgia north to Chattanooga, entitled Atlanta to Chattanooga Maglev Deployment Study Phase II.
Atlanta to Chattanooga Maglev Deployment Study Phase II

In mid 2001, the ARC received funding for additional environmental and planning work. The additional work studied potential HSGT alignments and train technologies in detail between Town Center and the Chattanooga Metropolitan Airport (CMA), using Maglev technology as the baseline. Other technologies studied were Accelerail 150 and New High Speed Rail. Both technologies were steel-wheeled trains capable of reaching speeds of at least 150 miles per hour and operating in dedicated right-of-way (ROW) or share tracks with other railroad uses.

The potential HSGT alignments were assessed based on their capital costs and financial performance relative to ridership projections and cost recovery based on the capabilities of the various technologies. A preferred alignment, which generally follows I-75, was recommended due to several factors including optimal grades necessary to achieve top Maglev design speeds while maximizing potential ridership and revenue. Because Hartsfield-Jackson Atlanta International Airport (HJAIA) would generate significant ridership, the study concluded that the route must offer service to HJAIA.

Maglev technology was recommended as the “preferred technology” due to its ability to attract a higher number of passengers (because of theoretically faster travel times) and a greater ability to self-fund, including capital leases and potential for joint development.

Atlanta to Chattanooga Maglev Deployment Study Phase II Addendum

The Atlanta to Chattanooga Maglev Deployment Study Phase II Addendum summarized the findings of the Atlanta to Chattanooga Maglev Deployment Study Phase II planning and environmental study and provided more detailed alignment maps and station plans as well as operating and cost comparisons between alignments. The final chapter of the addendum explores a timeline for Maglev implementation. The addendum document focused on the segment between HJAIA and Town Center.

2.2 Scoping HSGT Segments and Corridors

For the scoping process, a series of potential HSGT "segments" were developed that could be combined in various configurations to connect HJAIA and downtown Atlanta to CMA and downtown Chattanooga. These segments were generated from previous studies. Each segment represents a potential connection that could be made between key destinations in Georgia and Tennessee. For instance, a segment connected Atlanta to Cartersville (two logical destinations), and the next segment connected Cartersville to Rome, followed by a Cartersville to Dalton/Chatsworth segment, and so on. Segments either connected to serve various activity centers along I-75 or extended to key destinations in rural areas.

These segments were reviewed, analyzed, and developed into full-length corridors during the Scoping Process using input from the public and participating agencies as per the final federal rules of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) in the Code of Federal Regulations (23 CFR 450.210) and the CEQ Regulations for Implementing NEPA (40 CFR Parts 1500-1508). Each corridor identified in Section 2.2.1 includes segments and potential stations.

3 Within this context, “segments” are not to be construed as minimum operating segments, initial operating segments, or any form of train service operating independently of a corridor extending the entire distance between HJAIA and downtown Chattanooga.
This section describes the individual segments and resulting corridors developed during the Scoping Process. The individual segments identified during the Scoping Process are listed below, generally from south to north, and illustrated on Figure 2-1.

- **I-75 Segment(s):** The I-75 segments generally follow the I-75 ROW. The segments begin in the area to the east of HJAIA, known as the “Southern Crescent,” to the Tennessee border.

- **NS Segment:** A connection in the Atlanta urban area which follows I-75 to an existing Norfolk Southern (NS) railroad ROW and a portion of I-285 to just south of the I-75/I-285 junction rather than continuing on I-75.

- **HJAIA to I-285 Segment:** A connection in the Atlanta urban area that starts at the main terminal of HJAIA and continues along Camp Creek Parkway to I-285.

- **I-285 Bypass Segment(s):** Segments using I-285 to bypass I-75 in the Atlanta area.

- **Rome Segment(s):** Segments that provide options to connect to the city of Rome. Options allow for connecting back to I-75 or bypassing the dense I-75 corridor in the southwest section of the Project area by traveling through Rockmart and Douglas County, Georgia. It follows parts of Camp Creek Parkway and utility corridors in rural areas.

- **Western Suburb Segment:** A connection in the southern half of the Project area, which travels from a point just north of Douglasville to Cartersville, Georgia.

- **Rome to I-75 Segment:** Provides a connection to Rome, Georgia from I-75 near Cartersville.

- **Eastern Segment:** A connection in the northern half of the Project area that follows an existing freight rail corridor. It leaves the I-75 corridor north of Cartersville and generally follows the Chessie Seaboard Multiplier (CSX) railroad corridor to the CMA vicinity in Chattanooga, Tennessee.

- **Downtown Chattanooga Segment:** A connection from CMA to downtown Chattanooga following an existing freight railroad corridor.

---

4 The “Southern Crescent” area is located on the east side of HJAIA, just east of I-75. The location is proposed as a regional transit terminal that could include various transit modes such as MARTA rail and bus, regional commuter rail, and other transit services.
2.2.1 Identification of Corridors

Combinations of the individual segments listed previously were combined to form a number of unique corridors extending from HJAIA to downtown Chattanooga. Segments were assembled based on logical connections between key destinations, paying special attention to minimizing the corridor length, utilizing available transportation ROW, and connecting population and employment centers within the Project area. Table 2-1 lists the full-length corridors generated from the scoping process. Figure 2-2 depicts the corridors.

### Table 2-1: Corridors

<table>
<thead>
<tr>
<th>Corridor</th>
<th>Total Length (miles)</th>
<th>Number of Stations</th>
<th>Stations</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-75 Terminal I-285 – HJAIA terminal to I-285 Bypass via Camp Creek Parkway, to I-75 north to CMA and downtown Chattanooga</td>
<td>129 8</td>
<td>HJAIA Terminal, Boulder Park, Cumberland/Galleria, Town Center, Cartersville, Downtown Chattanooga</td>
<td></td>
</tr>
<tr>
<td>I-75 Southern Crescent NS – Southern Crescent through downtown Atlanta along I-75, west on NS to I-285 Bypass, reconnect to I-75 north to CMA and downtown Chattanooga</td>
<td>131 8</td>
<td>Southern Crescent, Downtown Atlanta, Cumberland/Galleria, Town Center, Cartersville, Downtown Chattanooga</td>
<td></td>
</tr>
<tr>
<td>I-75 Southern Crescent – Southern Crescent through downtown Atlanta along I-75 north to CMA and downtown Chattanooga</td>
<td>128 8</td>
<td>Southern Crescent, Downtown Atlanta, Cumberland/Galleria, Town Center, Cartersville, Downtown Chattanooga</td>
<td></td>
</tr>
<tr>
<td>East Terminal I-285 – HJAIA Terminal to I-285 Bypass via Camp Creek Parkway to I-75, traverse the Eastern Segment up to CMA and downtown Chattanooga</td>
<td>144 8</td>
<td>HJAIA Terminal, Boulder Park, Cumberland/Galleria, Town Center, Cartersville, Downtown Chattanooga</td>
<td></td>
</tr>
<tr>
<td>East Southern Crescent NS – Southern Crescent through downtown Atlanta along I-75, west on NS to the I-285 Bypass, reconnect to the I-75, traverse the Eastern Segment, north to CMA and downtown Chattanooga</td>
<td>141 8</td>
<td>Southern Crescent, Downtown Atlanta, Cumberland/Galleria, Town Center, Cartersville, Downtown Chattanooga</td>
<td></td>
</tr>
<tr>
<td>East Southern Crescent – Southern Crescent through downtown Atlanta along I-75, traverse the Eastern Segment up to CMA and downtown Chattanooga</td>
<td>139 8</td>
<td>Southern Crescent, Downtown Atlanta, Cumberland/Galleria, Town Center, Cartersville, Downtown Chattanooga</td>
<td></td>
</tr>
<tr>
<td>I-75/West – HJAIA Terminal to I-285 Bypass, traverse the Rome Segment to the Western Suburb Segment, connect to I-75 north to CMA and downtown Chattanooga</td>
<td>141 6</td>
<td>HJAIA Terminal, Douglas County, Cartersville, Dalton, CMA, Downtown Chattanooga</td>
<td></td>
</tr>
</tbody>
</table>
### Table 2-1: Corridors (continued)

<table>
<thead>
<tr>
<th>Corridor</th>
<th>Total Length (miles)</th>
<th>Number of Stations</th>
<th>Stations</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-75/Rome Split – HJAIA Terminal to I-285 Bypass, traverse the Rome Segment to the Western Suburb Segment, west on the Rome to I-75 Segment, traverse back east on Rome Segment to I-75 and north to CMA and downtown Chattanooga</td>
<td>162</td>
<td>7</td>
<td>• HJAIA Terminal&lt;br&gt;• Douglas County&lt;br&gt;• Cartersville&lt;br&gt;• Rome&lt;br&gt;• Dalton&lt;br&gt;• CMA&lt;br&gt;• Downtown Chattanooga</td>
</tr>
<tr>
<td>I-75/Rome Terminal I-285 – HJAIA Terminal to I-285 Bypass via Camp Creek Parkway to I-75, west on the Rome to I-75 Segment, traverse back east on Rome Segment to I-75, north to CMA and downtown Chattanooga</td>
<td>150</td>
<td>9</td>
<td>• HJAIA Terminal&lt;br&gt;• Boulder Park&lt;br&gt;• Cumberland/Galleria&lt;br&gt;• Town Center&lt;br&gt;• Cartersville&lt;br&gt;• Rome&lt;br&gt;• Dalton&lt;br&gt;• CMA&lt;br&gt;• Downtown Chattanooga</td>
</tr>
<tr>
<td>I-75/Rome Southern Crescent NS – Southern Crescent through downtown Atlanta along I-75, west on NS to the I-285 Bypass, reconnect to I-75, west on the Rome to I-75 Segment, traverse back east on Rome Segment to I-75, north to CMA and downtown Chattanooga</td>
<td>152</td>
<td>9</td>
<td>• Southern Crescent&lt;br&gt;• Downtown Atlanta&lt;br&gt;• Cumberland/Galleria&lt;br&gt;• Town Center&lt;br&gt;• Cartersville&lt;br&gt;• Rome&lt;br&gt;• Dalton&lt;br&gt;• CMA&lt;br&gt;• Downtown Chattanooga</td>
</tr>
<tr>
<td>I-75/Rome Southern Crescent – Southern Crescent through downtown Atlanta along I-75, west on the Rome connector, traverse back east to reconnect to I-75 up to CMA and downtown Chattanooga</td>
<td>150</td>
<td>9</td>
<td>• Southern Crescent&lt;br&gt;• Downtown Atlanta&lt;br&gt;• Cumberland/Galleria&lt;br&gt;• Town Center&lt;br&gt;• Cartersville&lt;br&gt;• Rome&lt;br&gt;• Dalton&lt;br&gt;• CMA&lt;br&gt;• Downtown Chattanooga</td>
</tr>
<tr>
<td>West – HJAIA Terminal to I-285 Bypass, traverse the Rome segment to I-75 up to CMA and downtown Chattanooga</td>
<td>148</td>
<td>7</td>
<td>• HJAIA Terminal&lt;br&gt;• Douglas County&lt;br&gt;• Rockmart&lt;br&gt;• Rome&lt;br&gt;• Dalton&lt;br&gt;• CMA&lt;br&gt;• Downtown Chattanooga</td>
</tr>
<tr>
<td>West Connector – HJAIA Terminal to I-285 Bypass, traverse the Rome segment, east on the Rome connector, connect to I-75 up to CMA and downtown Chattanooga</td>
<td>174</td>
<td>8</td>
<td>• HJAIA Terminal&lt;br&gt;• Douglas County&lt;br&gt;• Rockmart&lt;br&gt;• Rome&lt;br&gt;• Cartersville&lt;br&gt;• Dalton&lt;br&gt;• CMA&lt;br&gt;• Downtown Chattanooga</td>
</tr>
<tr>
<td>West/East – HJAIA Terminal to I-285 Bypass, traverse the Rome segment to the Western Suburb segment, connect to the Eastern segment up to CMA and downtown Chattanooga</td>
<td>151</td>
<td>6</td>
<td>• HJAIA Terminal&lt;br&gt;• Douglas County&lt;br&gt;• Cartersville&lt;br&gt;• Dalton-Chatsworth&lt;br&gt;• CMA&lt;br&gt;• Downtown Chattanooga</td>
</tr>
<tr>
<td>West/East Connector – HJAIA Terminal to I-285 Bypass, traverse the Rome segment, east on the Rome connector, connect to the Eastern segment up to CMA and downtown Chattanooga</td>
<td>181</td>
<td>8</td>
<td>• HJAIA Terminal&lt;br&gt;• Douglas County&lt;br&gt;• Rockmart&lt;br&gt;• Rome&lt;br&gt;• Cartersville&lt;br&gt;• Dalton-Chatsworth&lt;br&gt;• CMA&lt;br&gt;• Downtown Chattanooga</td>
</tr>
</tbody>
</table>
Figure 2-2: Corridors

I-75 Terminal I-285
I-75 Southern Crescent NS
I-75 Southern Crescent

East Terminal I-285
East Southern Crescent NS
East Southern Crescent

I-75/West Corridor

Legend:
- I-75 Corridor
- Atlanta In-Town Alignments
- I-75 Terminal I-285
- I-75 Southern Crescent NS
- I-75 Southern Crescent
- Potential Stations
- Project Area
- Cities

Legend:
- East Terminal
- Atlanta I-75 Corridor
- East Terminal I-285
- East Southern Crescent NS
- East Southern Crescent
- Potential Stations
- Project Area
- Cities
Figure 2-2: Corridors (cont.)

I-75/Rome Split Corridor

I-75/Rome Terminal I-285
I-75/Rome Southern Crescent NS
I-75/Rome Southern Crescent

West Corridor
Figure 2-2: Corridors (cont.)
2.2.2 Identification of Station Locations

Potential station locations were identified along each corridor and placed in the vicinity of major points of interest, clusters of population and employment centers, and locations easily accessible by other modes of transit (such as an airport, city centers, or major interstate highways). Station location choices were also based upon the results of scoping and extensive coordination with local city and county officials. Station locations were preliminary and conceptual in nature at this point in the process. Station configurations and layouts will be refined to a greater level of precision during future analysis. Identifying conceptual and potential station locations during this Tier 1 EIS enables initial analysis of various impacts. Table 2-1 lists the potential station locations and Figure 2-2 provides a depiction for each corridor.
3.0 SCREENING PROCESS

The screening process was the basis for evaluation of the corridors developed as a result of the Tier 1 EIS Scoping Process. It identified those corridors that should be further assessed in the Tier 1 EIS. The screening process was applied to the 15 corridors listed in Section 2.2.1 to identify the best performing corridors with respect to the transportation mobility element of the Project’s Purpose and Need Statement. It is imperative that a corridor effectively serve the transportation mobility elements of the Purpose and Need Statement. If a corridor did not serve this baseline need, it did not advance to become a Build Alternative evaluated in this Tier 1 DEIS.

Screening evaluated the corridors for consistency with the Project’s Purpose and Need Statement specifically as it relates to transportation mobility. Purpose and Need Statement objectives that fall under the improving regional mobility goal include:

- Enhance Project area and intercity mobility
- Provide an alternative mode to auto travel and ease regional traffic congestion
- Provide a reduction in travel time within and between the major metropolitan areas of Atlanta and Chattanooga
- Provide intercity travel capacity to supplement over-used interstate highways
- Meet future intercity travel demand that will be unmet by existing transportation systems, and increase capacity for intercity mobility
- Maximize intermodal connections with local transit, major airports and highways
- Support population and employment growth through improved access to HSGT service

The participating agencies reviewed and provided input on the screening methodology and criteria. Meetings held in September and October 2010 indicated their input supported the use of transportation mobility as the priority for corridor screening, and consideration of connectivity to existing transit services.

3.1 Measures of Effectiveness

Transportation mobility was a minimum performance factor in determining whether a corridor was reasonable, by providing desirable HSGT travel time and adequate service access to population and employment centers. The three MOEs used to evaluate each corridor’s transportation mobility included: (1) travel time, (2) population access, and (3) employment access. These MOEs were considered quantifiable and captured the overarching mobility needs of the Project for travel efficiency and accessibility to a significant portion of potential users.

Corridors having faster travel times for trips between HJAIA and downtown Chattanooga scored higher. Corridors with a greater amount of population residing within 10 miles of each of its stations scored higher. Finally, corridors with a greater amount of employment located within five miles of its stations scored higher. Each of the screening MOEs are described in further detail, and applied, in Section 3.2. Those corridors scoring at or above a defined threshold score advanced for further analysis.

The screening MOEs are identified in Table 3-1, which also links each MOE to specific Purpose and Need Statement objectives. A description of each MOE, the methodology...
used to assess the corridors, the data sources referenced, and the screening results are provided in the following subsections.

### Table 3-1: Screening Criteria and MOEs

<table>
<thead>
<tr>
<th>Measure of Effectiveness</th>
<th>Unit of Measurement</th>
<th>Geographic Range</th>
<th>Relationship to Purpose and Need Statement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Travel time</td>
<td>Minutes</td>
<td>Time to travel full corridor length (end to end)</td>
<td>Enhance Project area and intercity mobility and accessibility Provide a reduction in travel time within and between the major metropolitan areas of Atlanta and Chattanooga</td>
</tr>
<tr>
<td>Population access</td>
<td>Number of persons</td>
<td>10-mile radius of proposed station locations</td>
<td>Support population and employment growth through improved access to HSGT service</td>
</tr>
<tr>
<td>Employment access</td>
<td>Number of jobs</td>
<td>5-mile radius of proposed station locations</td>
<td>Support population and employment growth through improved access to HSGT service</td>
</tr>
</tbody>
</table>

### 3.2 Scoring and Rating

The screening process utilized a simple, un-weighted five-point scoring system, with a score of “5.0” rating the best, and a score of “1.0” rating the poorest. Scoring was assigned based upon how a corridor performed relative to the Project need to enhance regional transportation mobility and accessibility. Each corridor was quantitatively measured using the three screening MOEs. A corridor that performed the best was given a score of “5.0” for the particular MOE, and all of the other corridors were scored relative to the best performing. Table 3-2 shows the scoring system.

### Table 3-2: Screening Criteria Scoring and Rating System

<table>
<thead>
<tr>
<th>Score</th>
<th>Rating</th>
<th>Performance Relative to the Best Performing Corridor * for Each MOE</th>
</tr>
</thead>
<tbody>
<tr>
<td>4.1 – 5.0</td>
<td>Best</td>
<td>Between 100 and 91% of best performing corridor (including the best performing corridor)</td>
</tr>
<tr>
<td>3.1 – 4.0</td>
<td>Very Good</td>
<td>Between 90 and 81% of best performing corridor</td>
</tr>
<tr>
<td>2.1 – 3.0</td>
<td>Good</td>
<td>Between 80 and 71% of best performing corridor</td>
</tr>
<tr>
<td>1.1 – 2.0</td>
<td>Fair</td>
<td>Between 70 and 61% of best performing corridor</td>
</tr>
<tr>
<td>0.0 – 1.0</td>
<td>Poor</td>
<td>60% or less of best performing corridor</td>
</tr>
</tbody>
</table>

* There can be more than one best performing corridor

Using this screening approach enabled comparison between corridors and the selection and advancement of the best performing corridors while eliminating those that underperformed.
Section 3.0 describes in further detail the screening process, the criteria used in the screening, and how the results of the screening were measured.

**Calculation of Scores**

Two methods were applied to arrive at the percentages used to measure the performance of a corridor relative to the highest score. The methods vary depending on whether the MOE was measuring a maximizing impact, in which the highest number was the best, or a minimizing impact in which the lowest score was the best.

- When quantitatively analyzing MOEs in which the highest number was the best performing option, the following method was used.
  
  \[
  \frac{d}{D} = \text{Performance percentage based on a percent increase}
  \]

  \(D\) – being the largest number (the best performing corridor)

  \(d\) – being the lower number (corridor that is below the best performing)

  Based on the formula above, the lower number was divided by the largest number (best performing) to get the performance percentage for the lower performing corridor.

  The following is an example for finding the performance percentage when calculating the maximum positive effect of population access.

  **Corridor A** – accesses a population of 6,000 (best performing)

  **Corridor B** – accesses a population of 5,000

  In this case, Corridor A was the “best performing” because it positively affected the greatest population. So, Corridor B, and any other corridors must be compared to Corridor A.

  \[
  \frac{5,000}{6,000} = .83 \text{ or } 83\%
  \]

  Following the above calculations, Corridor B only accessed 83 percent of the population compared with Corridor A. Based on Table 3-2, a rating of 83 percent meant that Corridor B scored a 3.3.

- When analyzing MOEs in which the lowest number was the best performing corridor, as in the fastest travel time, the following method was used.

  \[
  1 - \left( \frac{D - d}{d} \right) = \text{Performance percentage based on a percent decrease}
  \]

  \(D\) – being the larger number (corridor that is over the best performing)

  \(d\) – being the lowest number (the best performing corridor)

  Based on the formula above, the difference between the lowest number (best performing) and the higher number was calculated first. Then the percentage of that difference based on the best performing number was determined, which was also known as the percent decrease. Finally, that percent decrease was subtracted from 100 percent (1) to give the performance percentage.

  The following is an example of finding the performance percentage when calculating the negative effect of increased travel time.
Corridor A – has a travel time of 77 minutes (best performing)
Corridor B – has a travel time of 83 minutes

In this case, Corridor A is the “best performing” because it has the lowest travel time. So, Corridor B, and any additional corridor, must be compared to Corridor A.

\[
1 - \left(\frac{83 - 77}{77}\right) = .92 \text{ or } 92\%
\]

Following the above calculations, Corridor B has a travel time of 6 minutes greater than Corridor A, therefore the percent decrease is eight percent. That percent decrease is subtracted from the best performing 100 percent to get a measurement of 92 percent for Corridor B when compared to Corridor A. Based on Table 3-2 in the example above, Corridor B would score a 4.2.

3.2.1 Travel Time

For travel time, the desire was to minimize the amount of time required to get from Point A to Point B. The MOE measured the time it takes to travel the length of the corridor from end to end. Travel times were estimated for each of the corridors based upon alignment geometry, the number of station stops, speed assumptions, and general train performance characteristics. A maximum speed of 180 mph was assumed for each corridor to ensure an equitable comparison of corridors. Differentiation between Steel-Wheeled and Maglev technologies’ travel times were not made within this MOE since technology selection was not the intent of the screening process. Assessing the time required to travel between HJAIA (southern Project terminus) and downtown Chattanooga (northern Project terminus) provided a means to determine the directness of each corridor. Corridors that used routes that were more direct and able to accommodate alignments with faster speeds scored the highest.

Travel times were calculated from the airport station in Atlanta (either HJAIA or Southern Crescent) to downtown Chattanooga (see Appendix I). Travel time included all local stops, plus a dwell time at terminal stations of 1.5 minutes and 3 minutes at each intermediate station. The travel times indicated the time it takes to travel end to end for the corridor. The shorter the travel time for a corridor resulted in that corridor scoring higher than other corridors with longer travel times. As shown in Table 3-3, the end-to-end travel times varied from a minimum of 77 minutes to a maximum of 130 minutes.
Table 3-3: Travel Time by Corridor

<table>
<thead>
<tr>
<th>Corridor (# of stations)</th>
<th>Time to Travel Corridor End to End (minutes)</th>
<th>Performance Relative to Best Performing (percent)</th>
<th>Score</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Poor (0-60%) Fair (61-70%) Good (71-80%) Very Good (81-90%) Best (91-100%)</td>
<td></td>
</tr>
<tr>
<td>I-75 Terminal I-285 (8)</td>
<td>83</td>
<td>92%</td>
<td>4.2</td>
</tr>
<tr>
<td>I-75 Southern Crescent NS (8)</td>
<td>86</td>
<td>88%</td>
<td>3.9</td>
</tr>
<tr>
<td>I-75 Southern Crescent (8)</td>
<td>84</td>
<td>91%</td>
<td>4.0</td>
</tr>
<tr>
<td>East Terminal I-285 (8)</td>
<td>92</td>
<td>81%</td>
<td>3.1</td>
</tr>
<tr>
<td>East Southern Crescent NS (8)</td>
<td>95</td>
<td>77%</td>
<td>2.7</td>
</tr>
<tr>
<td>East Southern Crescent (8)</td>
<td>93</td>
<td>79%</td>
<td>2.9</td>
</tr>
<tr>
<td>I-75/West (6)</td>
<td>77</td>
<td>100%</td>
<td>5.0</td>
</tr>
<tr>
<td>I-75/Rome Split (7)</td>
<td>90</td>
<td>83%</td>
<td>3.3</td>
</tr>
<tr>
<td>I-75/Rome Terminal I-285 (9)</td>
<td>101</td>
<td>69%</td>
<td>2.0</td>
</tr>
<tr>
<td>I-75/Rome Southern Crescent NS (9)</td>
<td>104</td>
<td>65%</td>
<td>1.6</td>
</tr>
<tr>
<td>I-75/Rome Southern Crescent (9)</td>
<td>102</td>
<td>68%</td>
<td>2.0</td>
</tr>
<tr>
<td>West (7)</td>
<td>81</td>
<td>95%</td>
<td>4.4</td>
</tr>
<tr>
<td>West Connector (8)</td>
<td>126</td>
<td>36%</td>
<td>1.0</td>
</tr>
<tr>
<td>West/East (6)</td>
<td>81</td>
<td>95%</td>
<td>4.4</td>
</tr>
<tr>
<td>West/East Connector (8)</td>
<td>130</td>
<td>31%</td>
<td>1.0</td>
</tr>
</tbody>
</table>

### 3.2.2 Population Access

The population captured within a 10-mile radius of a proposed station location measured population access. A 10-mile radius was used at this level of screening as a conservative estimate of the approximate distance users are willing to travel to access HSGT service. Corridors that captured greater population concentrations received higher scores. The population served by all stations along a corridor provided the corridor population value.

---

The purpose for measuring population and employment access was to provide a high-level estimation of each corridor’s ability to provide access to population and employment concentrations. While proximity to population and employment centers was related to ridership, forecasting of ridership was measured separately.

A 10-mile radius was identified as a conservative limit that a repeat user will be willing to travel to access the HSGT service from a home based origin trip. Many of the proposed station locations are in communities with moderate congestion. Therefore the travel time associated with a 10-mile trip was estimated to be no more than 20 minutes. The capture area methodology assumes any trips requiring longer than 20 minutes to access a station would be unattractive for a repeat user.
Population data was collected by Traffic Analysis Zone (TAZ) for the relevant counties in the Project area. TAZ data is typically available in those areas that are part of Regional Planning Councils (RPCs) and have Metropolitan Planning Organizations (MPOs), or areas that have developed travel demand models. The most recent TAZ data available was used for this analysis. The MPOs are inclusive of the following regions: Atlanta, Floyd, Whitfield, Dalton, and Chattanooga. Small portions of the Project area fell outside the purview of an MPO or RPC; in these areas Census Tract level U.S. Census data was utilized. These areas included portions of Murray, Walker, and Polk Counties. As shown in Table 3-4, the number of people within 10 miles of potential station locations ranged from a minimum of 1.26 million people to a maximum of 2.42 million people. Appendix II depicts each corridor’s station areas and provides population data, as well as source data.

### Table 3-4: Population Access by Corridor

<table>
<thead>
<tr>
<th>Corridor</th>
<th>Population Within 10-miles of All Stations (millions)</th>
<th>Performance Relative to Best Performing (percent)</th>
<th>Score</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Poor (0-60%)</td>
<td>Fair (61-70%)</td>
</tr>
<tr>
<td>I-75 Terminal I-285</td>
<td>2.13</td>
<td>88%</td>
<td></td>
</tr>
<tr>
<td>I-75 Southern Crescent NS</td>
<td>2.34</td>
<td></td>
<td></td>
</tr>
<tr>
<td>I-75 Southern Crescent</td>
<td>2.34</td>
<td></td>
<td></td>
</tr>
<tr>
<td>East Terminal I-285</td>
<td>2.14</td>
<td>88%</td>
<td></td>
</tr>
<tr>
<td>East Southern Crescent NS</td>
<td>2.34</td>
<td></td>
<td></td>
</tr>
<tr>
<td>East Southern Crescent</td>
<td>2.34</td>
<td></td>
<td></td>
</tr>
<tr>
<td>I-75/West</td>
<td>1.26</td>
<td>52%</td>
<td></td>
</tr>
<tr>
<td>I-75/Rome Split</td>
<td>1.36</td>
<td>56%</td>
<td></td>
</tr>
<tr>
<td>I-75/Rome Terminal I-285</td>
<td>2.22</td>
<td>92%</td>
<td></td>
</tr>
<tr>
<td>I-75/Rome Southern Crescent NS</td>
<td>2.42</td>
<td>100%</td>
<td></td>
</tr>
<tr>
<td>I-75/Rome Southern Crescent</td>
<td>2.43</td>
<td>100%</td>
<td></td>
</tr>
<tr>
<td>West</td>
<td>1.29</td>
<td>53%</td>
<td></td>
</tr>
<tr>
<td>West Connector</td>
<td>1.38</td>
<td>57%</td>
<td></td>
</tr>
<tr>
<td>West/East</td>
<td>1.27</td>
<td>52%</td>
<td></td>
</tr>
<tr>
<td>West/East Connector</td>
<td>1.39</td>
<td>57%</td>
<td></td>
</tr>
</tbody>
</table>

### 3.2.3 Employment Access

Whereas population access captured the ability to provide transportation for home based trips, employment access addressed the ability to provide transportation to employment centers. The employment catchment MOE used a 5-mile radius around proposed station
locations to evaluate the potential to serve job centers in the Project area. The 5-mile radius being applied to employment access was less than the 10-mile radius applied to population access due to passengers not having an automobile available at the employment destination trip end and, frequently, minimal access to local transit services. Corridors that captured greater employment concentrations received higher scores. The employment served for all stations within a corridor determined the corridor employment value.

Similar to population data, employment data was collected by TAZ for the relevant counties in the Project area. TAZ data is typically available in those areas that are part of RPCs and have MPO, or areas that have developed travel demand models. The most recent TAZ data available was used for this analysis. The MPOs are inclusive of the following regions: Atlanta, Floyd, Whitfield, Dalton, and Chattanooga. Small portions of the Project area fall outside the purview of an MPO or RPC; in these areas Census tract level U.S. Census data was utilized. These areas included portions of Murray, Walker, and Polk Counties. Similar to population access, the higher the number for population access means the more people having access to the corridor and the better the score. As shown in Table 3-5, the number of jobs within five miles of potential station locations ranged from a minimum of 403,000 to a maximum of 960,000. Appendix III depicts each corridor’s station areas and provides employment data, as well as source data.

---

6 The purpose for measuring population and employment access was to provide a high-level estimation of each corridor’s ability to provide access to population and employment concentrations. While proximity to population and employment centers was related to ridership, forecasting of ridership was measured separately.

A 5-mile radius was applied to employment access due to the lack of access to personal vehicles at the destination trip end. At the destination stations, the mobility options will include, pedestrian facilities, transit, and for-hire vehicles. The methodology assumes that 5 miles is the maximum distance a user will be willing to pay for car service, or use transit.
## Table 3-5: Employment Access by Corridor

<table>
<thead>
<tr>
<th>Corridor</th>
<th>Employment Within 5-miles of All Stations (thousands)</th>
<th>Performance Relative to Best Performing (percent)</th>
<th>Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-75 Terminal I-285</td>
<td>714</td>
<td>Poor (0-60%) 73%</td>
<td>2.3</td>
</tr>
<tr>
<td>I-75 Southern Crescent NS</td>
<td>960</td>
<td>Fair (61-70%) 98%</td>
<td>4.8</td>
</tr>
<tr>
<td>I-75 Southern Crescent</td>
<td>960</td>
<td>Good (71-80%) 98%</td>
<td>4.8</td>
</tr>
<tr>
<td>East Terminal I-285</td>
<td>702</td>
<td>Very Good (81-90%) 96%</td>
<td>4.6</td>
</tr>
<tr>
<td>East Southern Crescent NS</td>
<td>948</td>
<td>Best (91-100%) 96%</td>
<td>4.6</td>
</tr>
<tr>
<td>East Southern Crescent</td>
<td>948</td>
<td></td>
<td></td>
</tr>
<tr>
<td>I-75/West</td>
<td>410</td>
<td>Adequate 42%</td>
<td>1.0</td>
</tr>
<tr>
<td>I-75/Rome Split</td>
<td>435</td>
<td>Fair (61-70%) 44%</td>
<td>1.0</td>
</tr>
<tr>
<td>I-75/Rome Terminal I-285</td>
<td>738</td>
<td>Good (71-80%) 75%</td>
<td>2.5</td>
</tr>
<tr>
<td>I-75/Rome Southern Crescent NS</td>
<td>983</td>
<td>Very Good (81-90%) 100%</td>
<td>5.0</td>
</tr>
<tr>
<td>I-75/Rome Southern Crescent</td>
<td>983</td>
<td>Best (91-100%) 100%</td>
<td>5.0</td>
</tr>
<tr>
<td>West</td>
<td>419</td>
<td>Poor (0-60%) 43%</td>
<td>1.0</td>
</tr>
<tr>
<td>West Connector</td>
<td>438</td>
<td>Fair (61-70%) 45%</td>
<td>1.0</td>
</tr>
<tr>
<td>West/East</td>
<td>403</td>
<td>Good (71-80%) 41%</td>
<td>1.0</td>
</tr>
<tr>
<td>West/East Connector</td>
<td>422</td>
<td>Very Good (81-90%) 43%</td>
<td>1.0</td>
</tr>
</tbody>
</table>
4.0 SCREENING RESULTS

4.1 Results Based upon MOE Analysis

The results of screening indicated performance distinctions among the corridors. Table 4-1 lists the scores for each corridor. A score of “3.1” and above was considered a “very good” rating, and any corridor that scored below a “3.0,” shown in a shaded row, was considered to underperform. With an average MOE score of over 3.5 out of a possible five, seven corridors performed the best of the 15 corridors in relation to the transportation mobility needs of the Project, including:

- I-75 Terminal I-285;
- I-75 Southern Crescent NS;
- I-75 Southern Crescent;
- East Southern Crescent NS;
- East Southern Crescent;
- I-75/Rome Southern Crescent NS; and
- I-75/Rome Southern Crescent NS.

The remaining corridors significantly underperformed, each having an average MOE score of 3.0 or lower. The low scores put the remaining eight corridors below a “very good” rating of “3.1”; therefore, they do not advance.

4.2 Corridors Not Advanced

Several corridors did not advance due to their poor performance relative to the mobility MOEs (travel time, and population and employment access), not meeting the Project’s Purpose and Need, and/or based on stakeholder feedback subsequent to the scoping and screening processes. The quantitative screening process indicated performance distinctions among the corridors with regard to the mobility MOEs. The I-75/West, I-75/Rome Split, West, West Connector, West/East, and West/East Connector Corridors demonstrated the lowest performance with regard to the mobility MOEs and were not recommended for advancement for further Tier 1 EIS analysis. These corridors were deemed as not reasonable per CEQ requirements and were eliminated from further consideration. The more prudent and reasonable corridors advanced from screening provided greater mobility improvements.

4.2.1 Corridor Variations within Atlanta Not Advanced

Of the seven remaining corridors that performed best with regard to the mobility MOE’s, there were variations amongst them within Atlanta. Once inside Atlanta, the corridors followed either I-285, NS ROW, or I-75 to a terminus at HJAIA.
### Table 4-1: Screening Results – Summary of Corridor Performance

<table>
<thead>
<tr>
<th>Corridor</th>
<th>Mobility MOE Scores</th>
<th>Mobility MOEs Average Score</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Travel Time</td>
<td>Population</td>
</tr>
<tr>
<td>I-75 Terminal I-285</td>
<td>4.2</td>
<td>3.9</td>
</tr>
<tr>
<td>I-75 Southern Crescent NS</td>
<td>3.9</td>
<td>4.6</td>
</tr>
<tr>
<td>I-75 Southern Crescent</td>
<td>4.0</td>
<td>4.6</td>
</tr>
<tr>
<td>East Terminal I-285</td>
<td>3.1</td>
<td>3.9</td>
</tr>
<tr>
<td>East Southern Crescent NS</td>
<td>2.7</td>
<td>4.6</td>
</tr>
<tr>
<td>East Southern Crescent</td>
<td>2.9</td>
<td>4.6</td>
</tr>
<tr>
<td>I-75/West</td>
<td>5.0</td>
<td>1.0</td>
</tr>
<tr>
<td>I-75/Rome Split</td>
<td>3.3</td>
<td>1.0</td>
</tr>
<tr>
<td>I-75/Rome Terminal I-285</td>
<td>2.0</td>
<td>4.2</td>
</tr>
<tr>
<td>I-75/Rome Southern Crescent NS</td>
<td>1.6</td>
<td>5.0</td>
</tr>
<tr>
<td>I-75/Rome Southern Crescent</td>
<td>2.0</td>
<td>5.0</td>
</tr>
<tr>
<td>West</td>
<td>4.4</td>
<td>1.0</td>
</tr>
<tr>
<td>West Connector</td>
<td>1.0</td>
<td>1.0</td>
</tr>
<tr>
<td>West/East</td>
<td>4.4</td>
<td>1.0</td>
</tr>
<tr>
<td>West/East Connector</td>
<td>1.0</td>
<td>1.0</td>
</tr>
</tbody>
</table>

The I-75 Terminal I-285 corridor was eliminated because it did not satisfy two elements of the Project Purpose and Need: (1) maximize intermodal connections with local transit, major airports and highways, and (2) provide rapid, convenient, and reliable transportation between major population and employment centers, as well as to HJAIA. A corridor following I-285 would not provide access to the major activity center of downtown Atlanta, would not provide an optimal connection to the existing Metropolitan Atlanta Rapid Transit Authority (MARTA) heavy rail transit system at the Five Points station, nor would it connect to the planned multi-modal passenger terminal (MMPT) in downtown Atlanta including the planned commuter rail and buses services serving the MMPT.

The three corridors traveling along the NS railroad’s ROW near the Inman Yard were also eliminated due to written stakeholder/owner/operator opposition to using this corridor. Appendix IV provides documentation regarding NS’s opposition to HSGT using their infrastructure or being constructed within or near their properties. As a result, devising a corridor parallel to but outside of NS property would require excessive and unreasonable property acquisitions.

Based on a lack of satisfying the Project’s Purpose and Need and primary stakeholder opposition, the corridor using I-285 and the three corridors following NS have
unreasonable shortcomings associated with the path they follow within Atlanta. For these reasons, the following corridors were not advanced to further Tier 1 EIS analysis.

I-285 Corridors
- I-75 Terminal I-285

NS Corridors
- I-75 Southern Crescent NS
- East Southern Crescent NS
- I-75/Rome Southern Crescent NS

4.3 Corridors Advanced
Each of the 15 corridors presented in Table 2-1 were evaluated relative to the need for transportation mobility, stakeholder input, and the Project’s Purpose and Need. As a result, three corridors were selected as the best performing corridors and are presented below. The three corridors that advanced from the screening process for further evaluation in the Tier 1 EIS included the:

- I-75 Southern Crescent Corridor;
- East Southern Crescent Corridor; and
- I-75/Rome Southern Crescent Corridor.

These three corridors are deemed to be reasonable per CEQ requirements. These three corridors are presented in graphical detail in Appendix C of the Tier 1 DEIS.

4.4 Tier 1 EIS Next Steps
The recommended corridors emerging from this corridor screening process will be carried forward and further analyzed in the Tier 1 Draft EIS (DEIS).

The No-Build Alternative will be developed and analyzed during the Tier 1 DEIS, and each of the “Build” Alternatives will be compared to the No-Build Alternative. The No-Build Alternative includes all of the planned transportation improvements for the Project area that are listed in the regional and GDOT transportation plans, minus the Atlanta – Chattanooga HSGT Project.
Table of Contents

I. OVERVIEW ................................................................................................................................................... 1
II. PREVIOUS RIDERSHIP MODELING ........................................................................................................... 1
III. OVERVIEW OF THE THREE MODELING SEGMENTS ........................................................................... 3
   A. INTER-CITY MODEL SEGMENT ....................................................................................... 3
   B. INTRA-ATLANTA MODEL SEGMENT .............................................................................. 4
      i. Main Intra-ARC Model ........................................................................................................ 4
      ii. Airport Access Model ....................................................................................................... 4
   C. AIRPORT CHOICE MODEL SEGMENT ............................................................................ 5
IV. TIER 1 DRAFT EIS CORRIDOR BUILD ALTERNATIVE SERVICE CHARACTERISTICS ............. 5
   A. STATION-TO-STATION TRAVEL TIME ............................................................................ 5
   B. STATION-TO-STATION TRAVEL DISTANCE .................................................................. 6
   C. FARE STRUCTURE ........................................................................................................... 7
V. RESULTS ...................................................................................................................................................... 8
VI. SUMMARY .................................................................................................................................................. 11

List of Figures

Figure 1: DEIS Build Alternatives .................................................................................................................. 2

List of Tables

Table 1 Station-to-Station Travel Time (in minutes) by Corridor ........................................................................ 6
Table 2 Station-to-Station Travel Distance (in miles) by Corridor .................................................................... 7
Table 3 Inter-City Trip Table Growth Factors ................................................................................................ 7
Table 4 Annual Air Passengers for Top 25 Destinations from Chattanooga Metropolitan Airport ................... 8
Table 5 2040 Daily Segment Volumes, Total Boardings, and Total Revenue by Corridor ............................... 9
Table 6 2040 Daily Station Boardings and Alightings by Corridor ................................................................ 10
I. OVERVIEW

This report discusses the methodology used to develop the travel demand forecasting model system for the Atlanta to Chattanooga High Speed Ground Transportation (HSGT) Study Tier 1 Environmental Impact Statement (EIS) and the results of the forecasting analysis. This modeling effort has produced ridership demand data for the three Tier 1 Draft EIS Corridor Build Alternatives (henceforth referred to as corridors), using updated data and assumptions, including a new 2040 forecast year, consistent with most of the MPO models\(^1\) in the project study area and incorporating updated socioeconomic data from the 2010 US Census, a key data component of the Metropolitan Planning Organization (MPO) subarea models used to build the HSGT model. The corridors subject to this analysis include the I-75, I-75/Rome, and East corridors, as shown in Figure 1 below.

II. RIDERSHIP MODELING METHODOLOGY

The Georgia Department of Transportation (GDOT) developed the initial Atlanta to Chattanooga HSGT travel demand forecasting model system beginning in 2007. The HSGT model system was developed to evaluate travel in four major geographic subareas, each of which currently has a MPO-level demand forecasting model:

- Atlanta Regional Commission (ARC) regional forecasting model, which covers a 20-county area around Atlanta;
- Greater Dalton MPO model, which covers the Dalton urban area and Whitfield County;
- Rome-Floyd County MPO model, which covers Rome and Floyd County; and
- Chattanooga-Hamilton County North Georgia (CHCNGA) Regional Planning Agency model, which is centered on the city of Chattanooga, Tennessee including all of Hamilton County, Tennessee and extending into portions of northwest Georgia (Walker, Dade and Catoosa Counties).

\(^1\) The Greater Dalton MPO model uses 2035 as the forecast year.
Figure 1: DEIS Build Alternatives
III. OVERVIEW OF THE THREE MODELING SEGMENTS

The HSGT modeling system is a diversion model that uses the number of automobile trips between each origin and destination pair from the MPO models and reallocates or diverts a percentage of the automobile trips to the new HSGT mode, based on existing modal characteristics within the travel corridor. The HSGT modeling system has three distinct model segments that apply different modeling approaches to estimate the diversion from auto trips to HSGT of from the following three travel markets:

- Inter-City: trips from one of the corridor’s four major sub-areas to another sub-area
- Intra-Atlanta:
  - Main Intra-ARC (inside the Atlanta Regional Commission’s (ARC) transportation planning area): trips from one location to another in the ARC region, excluding trips by air travelers to/from the Hartsfield-Jackson Atlanta International Airport (HJAIA)
  - Airport Access: trips by resident and non-resident air travelers in the ARC region to/from HJAIA
- Airport Choice: trips made by air travelers to/from the Chattanooga Metropolitan Airport (Lovell Field)

Data on the proposed station locations, estimated travel times, and proposed fare structure for each corridor, as well as updated data from the subarea models were used as inputs to the HSGT model. Each of the three model segments produced the number of trips diverted to HSGT, and the total diverted trips (from all three travel markets) are summarized by boardings and alightings at each proposed station, as well as corridor-level totals. In addition to ridership, fare revenue totals for each corridor were also calculated by the model system. The three model segments are described in detail in the following subsections.

A. Inter-City Model Segment

As stated above, the Inter-City model calculates diversions of auto trips to HSGT made from one of the project area’s major sub-areas to another. The methodology applied to forecast inter-city automobile trip diversions to HSGT is based on the Amtrak Northeast Corridor (NEC) ridership and revenue forecasting work developed for the US Department of Transportation’s (DOT’s) Office of Inspector General (OIG). It uses a two-mode (binary) diversion model that compares, for each inter-city origin-destination pair and for different types of travelers, the attractiveness of travel via HSGT versus automobile. To prepare the Inter-City model inputs, data from the four different sub-area models were combined to develop a representation of the highway network and intercity travel patterns in the project area. The ARC 4-Step Model, the Rome-Floyd County MPO Model, and the CHCNGA Model had 2040 forecasts available, while the Greater Dalton MPO Model has a forecast year of 2035. To develop the Dalton 2040 trip table, first the modeling team used the Dalton baseline forecast of 2006 and the 2035 forecast to develop annual growth factors by zone pairs, and applied them to the 2035 table, in order to obtain a comparable 2040 trip table for use in the Inter-City model. All internal trips were then removed from each of the sub-area trip tables, along with external trips which did not impact the corridor (i.e. trips to the area southeast of Atlanta). The 2040 trip tables were used to develop growth factors by sub-area, which were then applied to update the 2035 trip table to reflect the revised 2040 forecasts. The 2030 trip table was synthesized by appropriately connecting the internal-external and external-external volumes in the 2030 highway trip tables of the four model systems, making reference to US Census 2000 journey-to-work travel patterns, and using engineering judgment to fine-tune county-level travel flows. By using the 2040 forecasts in this
manner ensured that the trip table was consistent with the procedures previously used, while incorporating current socio-economic forecasts and updated assumptions.

The 2040 sub-area networks were combined to create the Inter-City model network. This required a minor reconciliation between network coding conventions of the different model systems, and completion of the network in portions of the project area outside the four sub-areas.

**B. Intra-Atlanta Model Segment**

The Intra-Atlanta model segment is split into two pieces: the main Intra-ARC model and the Airport Access model for trips to/from HJAIA. Each is described below.

i. **Main Intra-ARC Model**

The Main Intra-ARC model forecasts HSGT trips internal to the 20-county ARC region built on the ARC four-step travel demand model. It includes a mode choice model that predicts, for each Atlanta region origin-destination pair and different trip types, the share of trips made by different modes. The ARC mode choice model has the ability to address a number of premium (express bus, BRT/streetcar, heavy/light rail and commuter rail) and standard (local bus, shuttle bus, arterial express bus and arterial BRT) transit modes, segmented by access mode (walk, park-and-ride, and kiss-and-ride).

In this analysis, HSGT is represented in the ARC model as a premium transit mode similar to commuter rail, but having the appropriate travel time and headway attributes. A new transit sub-mode choice model was added to the ARC model to predict the split of trips between HSGT and other premium transit modes. This analysis used the current ARC PLAN 2040 forecast, which updated all of the Main Intra-ARC model inputs to what is currently in use in the corridor.

ii. **Airport Access Model**

For this analysis, a separate modeling approach was applied to forecast diversions to HSGT of air passengers traveling to/from HJAIA. It was based on the current ARC air passenger model, a nested logit model that forecasts the transportation mode used for airport access. Logit models are behavior-based models that have the ability to forecast individuals’ choice based on the characteristics of the alternatives and the decision makers themselves. The nested logit model specifically has the ability to group similar choices (modes, in this case) to account for similarities and competition between choices (grouping all transit options separately from auto, for example). The transit nest (the model group that includes all transit options) was modified to include the HSGT option. The model was applied to all zones included in the ARC model area.

The Airport Access model used the forecast year (2040 for this analysis) volumes to/from HJAIA, by purpose and residence status, which are an output from the ARC four-step model. The Airport Access model was developed using the 2001 Atlanta Air Passenger Survey to obtain the shares of air travelers traveling to and from HJAIA, which is the most up-to-date data available and is what the ARC four-step model uses.

The first step of the model is a spreadsheet application that estimates average daily air passengers to and from the airport and allocates them to the ground side locations, based on zonal socioeconomic data including household, income group, and employment, which were updated to match the ARC PLAN 2040 assumptions. The second step of airport access model is the mode choice model based on the current ARC air passenger model, which estimates the mode of transportation used to access the airport based on the non-airport location of air passengers, including high-speed rail (HSR) as an option.
C. Airport Choice Model Segment

The airport choice model was developed to forecast diversions of Chattanooga Metropolitan Airport (CMA) air passengers to HSGT and HJAIA. Without an HSGT connection between CMA and HJAIA, passengers would take direct flights to/from CMA or connecting flights to/from CMA via airport hubs (HJAIA or other). With the proposed HSGT, such travelers would have the option of taking it to/from HJAIA and the connections there. The choice depends on the end-to-end service characteristics of the different travel options. An ordered logit model using actual route shares and volumes representing essentially all air trips in and out of Lovell CMA was used. The HSGT mode to/from HJAIA was then introduced where appropriate as an additional routing alternative. This model was applied to each relevant origin-destination airport pair to calculate the diversion to HSGT based on the anticipated service level between CMA and HJAIA.

The Airport Choice model uses the HSGT alternative-specific schedule and air schedules as the inputs. The service characteristics of the three corridors to be tested and Federal Aviation Administration (FAA) data, which include on-time performance and Airline Origin and Destination Survey (DB1B)\(^2\) origin and destination data, were used. The on-time performance data from March 27, 2012 was used for developing the air schedule inputs.

IV. TIER 1 DRAFT EIS CORRIDOR BUILD ALTERNATIVE SERVICE CHARACTERISTICS AND KEY ASSUMPTIONS

This section describes the service characteristics of the three corridors which are the inputs for the modeling system, including travel time, distance, and fares. All other service characteristics such as frequency were held constant across the three corridor analyses, for comparison purposes.

A. Station-to-station Travel Time

The travel time assumptions are displayed in Table 1.

\(^2\) The Airline Origin and Destination Survey (DB1B) is a 10% sample of airline tickets from reporting carriers collected by the Office of Airline Information of the Bureau of Transportation Statistics. Data include origin, destination and other itinerary details of passengers transported. This database is used to determine air traffic patterns, air carrier market shares and passenger flows.
Table 1 Station-to-Station Travel Time (in minutes) by Corridor

<table>
<thead>
<tr>
<th></th>
<th>I-75</th>
<th>I-75 / Rome</th>
<th>East</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Station-to-Station</td>
<td>Cumulative</td>
<td>Station-to-Station</td>
</tr>
<tr>
<td>Hartsfield - Jackson Atlanta International Airport</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Downtown Atlanta</td>
<td>11</td>
<td>11</td>
<td>11</td>
</tr>
<tr>
<td>Cumberland/Galleria</td>
<td>11</td>
<td>22</td>
<td>11</td>
</tr>
<tr>
<td>Town Center</td>
<td>9</td>
<td>31</td>
<td>9</td>
</tr>
<tr>
<td>Cartersville</td>
<td>15</td>
<td>46</td>
<td>15</td>
</tr>
<tr>
<td>Rome</td>
<td>NA*</td>
<td>NA</td>
<td>14</td>
</tr>
<tr>
<td>Dalton</td>
<td>17</td>
<td>63</td>
<td>17</td>
</tr>
<tr>
<td>Dalton/Chatsworth</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>Chattanooga Metropolitan Airport</td>
<td>14</td>
<td>77</td>
<td>14</td>
</tr>
<tr>
<td>Downtown Chattanooga</td>
<td>11</td>
<td>88</td>
<td>11</td>
</tr>
</tbody>
</table>

*NA – Not Applicable

B. Station-to-station Travel Distance

The station-to-station travel distance assumptions for the ridership modeling update are displayed in Table 2.
Table 2 Station-to-Station Travel Distance (in miles) by Corridor

<table>
<thead>
<tr>
<th>Station</th>
<th>I-75</th>
<th>I-75 / Rome</th>
<th>East</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Station-to-Station</td>
<td>Cumulative</td>
<td>Station-to-Station</td>
</tr>
<tr>
<td>Hartsfield - Jackson</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Atlanta International</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Airport</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Downtown Atlanta</td>
<td>9</td>
<td>9</td>
<td>9</td>
</tr>
<tr>
<td>Cumberland / Galleria</td>
<td>10</td>
<td>19</td>
<td>10</td>
</tr>
<tr>
<td>Town Center</td>
<td>12</td>
<td>31</td>
<td>12</td>
</tr>
<tr>
<td>Cartersville</td>
<td>19</td>
<td>50</td>
<td>19</td>
</tr>
<tr>
<td>Rome</td>
<td>NA*</td>
<td>NA</td>
<td>24</td>
</tr>
<tr>
<td>Dalton</td>
<td>43</td>
<td>93</td>
<td>42</td>
</tr>
<tr>
<td>Dalton/Chatsworth</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>Chattanooga Metropolitan</td>
<td>25</td>
<td>118</td>
<td>25</td>
</tr>
<tr>
<td>Airport</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Downtown Chattanooga</td>
<td>10</td>
<td>128</td>
<td>10</td>
</tr>
</tbody>
</table>

*NA – Not Applicable

C. Fare Structure

The fare structure used in this analysis matched that used in the original 2007 analysis, inflated to 2014 $. A distance-based fare of $0.85 per mile and a $14.22 boarding fee were assumed for inter-city (including airport-to-airport) service. For intra-Atlanta and airport access service, a $14.22 HSGT fare was assumed, with a $6.82 supplement for trips to/from the airport.

D. Trip Assumptions

The growth factors used by region for the Inter-City model are found in Table 3 below. The growth factors are based on the trips from each regional model, after excluding the intra-region trips. The Atlanta region experienced the greatest growth, while Dalton actually had a slight negative impact.

Table 3 Inter-City Trip Table Growth Factors

<table>
<thead>
<tr>
<th>Region</th>
<th>2030 Daily Trips</th>
<th>2040 Daily Trips</th>
<th>Growth Factor</th>
</tr>
</thead>
<tbody>
<tr>
<td>Atlanta</td>
<td>86,003</td>
<td>146,199</td>
<td>70.0%</td>
</tr>
<tr>
<td>Chattanooga</td>
<td>67,699</td>
<td>94,205</td>
<td>39.2%</td>
</tr>
<tr>
<td>Dalton</td>
<td>46,396</td>
<td>46,244</td>
<td>-0.3%</td>
</tr>
<tr>
<td>Floyd</td>
<td>40,978</td>
<td>55,391</td>
<td>35.2%</td>
</tr>
<tr>
<td>External</td>
<td>53,662</td>
<td>76,132</td>
<td>41.9%</td>
</tr>
<tr>
<td>Total</td>
<td>294,738</td>
<td>418,172</td>
<td>41.9%</td>
</tr>
</tbody>
</table>
Table 4 details the annual passengers between the Chattanooga Metropolitan Airport and the top twenty-five destinations, used in the airport choice segment of the model, along with the number of connection options available (not including HSGT). These annual trips were assumed by applying a growth rate of 69% between 2012 and 2040, which was obtained from FAA forecasts, to the DB1B data as described in the modeling methodology section above.

<table>
<thead>
<tr>
<th>Origin</th>
<th>Destination</th>
<th>Annual Passengers (Both Directions)</th>
<th>Connection Options</th>
</tr>
</thead>
<tbody>
<tr>
<td>CHA</td>
<td>ORD</td>
<td>43,433</td>
<td>3</td>
</tr>
<tr>
<td>CHA</td>
<td>DFW</td>
<td>42,554</td>
<td>4</td>
</tr>
<tr>
<td>CHA</td>
<td>LGA</td>
<td>30,420</td>
<td>3</td>
</tr>
<tr>
<td>CHA</td>
<td>CLT</td>
<td>29,000</td>
<td>2</td>
</tr>
<tr>
<td>CHA</td>
<td>BOS</td>
<td>23,153</td>
<td>3</td>
</tr>
<tr>
<td>CHA</td>
<td>MCO</td>
<td>21,767</td>
<td>2</td>
</tr>
<tr>
<td>CHA</td>
<td>DCA</td>
<td>19,029</td>
<td>3</td>
</tr>
<tr>
<td>CHA</td>
<td>IAH</td>
<td>18,928</td>
<td>4</td>
</tr>
<tr>
<td>CHA</td>
<td>LAS</td>
<td>17,846</td>
<td>4</td>
</tr>
<tr>
<td>CHA</td>
<td>DEN</td>
<td>16,968</td>
<td>3</td>
</tr>
<tr>
<td>CHA</td>
<td>PHL</td>
<td>16,427</td>
<td>3</td>
</tr>
<tr>
<td>CHA</td>
<td>LAX</td>
<td>14,331</td>
<td>4</td>
</tr>
<tr>
<td>CHA</td>
<td>RDU</td>
<td>13,452</td>
<td>2</td>
</tr>
<tr>
<td>CHA</td>
<td>SFO</td>
<td>13,148</td>
<td>4</td>
</tr>
<tr>
<td>CHA</td>
<td>EWR</td>
<td>12,979</td>
<td>3</td>
</tr>
<tr>
<td>CHA</td>
<td>FLL</td>
<td>12,067</td>
<td>2</td>
</tr>
<tr>
<td>CHA</td>
<td>PHX</td>
<td>11,864</td>
<td>4</td>
</tr>
<tr>
<td>CHA</td>
<td>MSP</td>
<td>11,154</td>
<td>4</td>
</tr>
<tr>
<td>CHA</td>
<td>PIT</td>
<td>10,174</td>
<td>3</td>
</tr>
<tr>
<td>CHA</td>
<td>TPA</td>
<td>10,106</td>
<td>2</td>
</tr>
<tr>
<td>CHA</td>
<td>SAT</td>
<td>9,802</td>
<td>3</td>
</tr>
<tr>
<td>CHA</td>
<td>MCI</td>
<td>9,768</td>
<td>4</td>
</tr>
<tr>
<td>CHA</td>
<td>BWI</td>
<td>9,498</td>
<td>3</td>
</tr>
<tr>
<td>CHA</td>
<td>SAN</td>
<td>9,396</td>
<td>4</td>
</tr>
<tr>
<td>CHA</td>
<td>SEA</td>
<td>8,788</td>
<td>4</td>
</tr>
</tbody>
</table>

V. RESULTS

The model system was run for all three corridors, and the ridership and revenue summaries are described in this section. Table 5 contains the segment volumes, total boardings and total revenue for each corridor.

The I-75/Rome corridor has the greatest ridership and revenue projections, primarily due to the additional Rome station, which provides access to a larger population. The East corridor has the lowest forecasted ridership and revenue, which may be attributed to the Dalton/Chatsworth station not being in an area with a lower population density.
### Table 5: 2040 Daily Segment Volumes, Total Boardings, and Total Revenue by Corridor

<table>
<thead>
<tr>
<th>Segment Volume</th>
<th>Station A</th>
<th>Station B</th>
<th>I-75</th>
<th>I-75 / Rome</th>
<th>East</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Hartsfield-Jackson</td>
<td>Downtown Atlanta</td>
<td>2,650</td>
<td>2,679</td>
<td>2,692</td>
</tr>
<tr>
<td></td>
<td>Atlanta International Airport</td>
<td>Cumberland / Galleria</td>
<td>5,648</td>
<td>5,886</td>
<td>5,002</td>
</tr>
<tr>
<td></td>
<td>Downtown Atlanta</td>
<td>Town Center</td>
<td>6,422</td>
<td>6,922</td>
<td>4,934</td>
</tr>
<tr>
<td></td>
<td>Cumberland / Galleria</td>
<td>Cartersville</td>
<td>4,625</td>
<td>5,088</td>
<td>2,785</td>
</tr>
<tr>
<td></td>
<td>Town Center</td>
<td>Dalton</td>
<td>4,268</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td></td>
<td>Cartersville</td>
<td>Dalton / Chatsworth</td>
<td>NA*</td>
<td>NA</td>
<td>1,973</td>
</tr>
<tr>
<td></td>
<td>Cartersville</td>
<td>Rome</td>
<td>NA</td>
<td>4,663</td>
<td>NA</td>
</tr>
<tr>
<td></td>
<td>Rome</td>
<td>Dalton / Chatsworth</td>
<td>NA</td>
<td>3,682</td>
<td>NA</td>
</tr>
<tr>
<td></td>
<td>Dalton / Chatsworth</td>
<td>Chattanooga Metropolitan Airport</td>
<td>NA</td>
<td>NA</td>
<td>1,977</td>
</tr>
<tr>
<td></td>
<td>Dalton</td>
<td>Chattanooga Metropolitan Airport</td>
<td>3,344</td>
<td>3,383</td>
<td>NA</td>
</tr>
<tr>
<td></td>
<td>Chattanooga Metropolitan Airport</td>
<td>Downtown Chattanooga</td>
<td>2,611</td>
<td>2,452</td>
<td>1,379</td>
</tr>
<tr>
<td>Total Daily Boardings</td>
<td></td>
<td></td>
<td>11,725</td>
<td>13,204</td>
<td>8,556</td>
</tr>
<tr>
<td>Total Daily Revenue, in 2014$</td>
<td></td>
<td></td>
<td>$ 641,566</td>
<td>$ 773,728</td>
<td>$ 382,105</td>
</tr>
</tbody>
</table>

*NA – Not Applicable
Table 6 presents a more detailed look at the boardings and alightings at each station.

### Table 6 2040 Daily Station Boardings and Alightings by Corridor

<table>
<thead>
<tr>
<th>Corridor</th>
<th>East</th>
<th></th>
<th>I-75</th>
<th></th>
<th>I-75 / Rome</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Boardings</td>
<td>Alightings</td>
<td>Boardings</td>
<td>Alightings</td>
<td>Boardings</td>
<td>Alightings</td>
</tr>
<tr>
<td>Northbound - Hartsfield to Chattanooga</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hartsfield - Jackson</td>
<td>2,176</td>
<td>-</td>
<td>2,157</td>
<td>-</td>
<td>2,170</td>
<td>-</td>
</tr>
<tr>
<td>Atlanta International Airport</td>
<td>436</td>
<td>1,911</td>
<td>821</td>
<td>1,911</td>
<td>926</td>
<td>1,911</td>
</tr>
<tr>
<td>Downtown Atlanta</td>
<td>333</td>
<td>50</td>
<td>805</td>
<td>50</td>
<td>935</td>
<td>50</td>
</tr>
<tr>
<td>Cumberland/Galleria</td>
<td>221</td>
<td>324</td>
<td>421</td>
<td>324</td>
<td>391</td>
<td>324</td>
</tr>
<tr>
<td>Town Center</td>
<td>289</td>
<td>6</td>
<td>546</td>
<td>6</td>
<td>583</td>
<td>84</td>
</tr>
<tr>
<td>Rome</td>
<td>NA*</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
<td>523</td>
<td>1,057</td>
</tr>
<tr>
<td>Dalton</td>
<td>NA</td>
<td>NA</td>
<td>543</td>
<td>1,026</td>
<td>544</td>
<td>681</td>
</tr>
<tr>
<td>Dalton/Chatsworth</td>
<td>35</td>
<td>35</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>Chattanooga Metropolitan Airport</td>
<td>46</td>
<td>394</td>
<td>45</td>
<td>473</td>
<td>46</td>
<td>581</td>
</tr>
<tr>
<td>Downtown</td>
<td>-</td>
<td>815</td>
<td>-</td>
<td>1,550</td>
<td>-</td>
<td>1,429</td>
</tr>
<tr>
<td>Chattanooga</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Southbound - Chattanooga to Hartsfield</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Chattanooga</td>
<td>563</td>
<td>-</td>
<td>1,061</td>
<td>-</td>
<td>1,023</td>
<td>-</td>
</tr>
<tr>
<td>Metropolitan Airport</td>
<td>287</td>
<td>41</td>
<td>346</td>
<td>40</td>
<td>436</td>
<td>41</td>
</tr>
<tr>
<td>Dalton/Chatsworth</td>
<td>25</td>
<td>25</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>Dalton</td>
<td>NA</td>
<td>NA</td>
<td>834</td>
<td>392</td>
<td>554</td>
<td>393</td>
</tr>
<tr>
<td>Rome</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
<td>928</td>
<td>481</td>
</tr>
<tr>
<td>Cartersville</td>
<td>1,292</td>
<td>197</td>
<td>1,292</td>
<td>395</td>
<td>1,292</td>
<td>367</td>
</tr>
<tr>
<td>Town Center</td>
<td>2,207</td>
<td>160</td>
<td>2,207</td>
<td>311</td>
<td>2,207</td>
<td>305</td>
</tr>
<tr>
<td>Cumberland/Galleria</td>
<td>580</td>
<td>230</td>
<td>580</td>
<td>599</td>
<td>580</td>
<td>731</td>
</tr>
<tr>
<td>Downtown Atlanta</td>
<td>66</td>
<td>3,853</td>
<td>66</td>
<td>4,154</td>
<td>66</td>
<td>4,260</td>
</tr>
<tr>
<td>Hartsfield - Jackson</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Atlanta International Airport</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Northbound Total</td>
<td>3,536</td>
<td>3,536</td>
<td>5,340</td>
<td>5,340</td>
<td>6,118</td>
<td>6,118</td>
</tr>
<tr>
<td>Southbound Total</td>
<td>5,020</td>
<td>5,020</td>
<td>6,385</td>
<td>6,385</td>
<td>7,085</td>
<td>7,085</td>
</tr>
<tr>
<td>Corridor Total</td>
<td>8,556</td>
<td>8,556</td>
<td>11,725</td>
<td>11,725</td>
<td>13,204</td>
<td>13,204</td>
</tr>
</tbody>
</table>

*NA – Not Applicable
VI. SUMMARY

Based on the updated HSGT modeling system, using a forecast year of 2040 and current socioeconomic assumptions, the I-75/Rome corridor produces the greatest ridership and revenue.
Georgia Department of Transportation

ATLANTA-CHATTANOOGA
HIGH SPEED GROUND TRANSPORTATION PROJECT

TIER 1 DRAFT ENVIRONMENTAL IMPACT STATEMENT
Appendix D – Funding Sources

Prepared by:
Federal Railroad Administration (FRA)
Georgia Department of Transportation (GDOT)
Tennessee Department of Transportation (TDOT)

September 2016
PTSCO - 0023-00-002
PI: No. T001684
Table of Contents

FEDERAL CAPITAL GRANT PROGRAMS ............................................................................................................. 1
FEDERAL FINANCING AND LOAN PROGRAMS ................................................................................................. 2
STATE AND LOCAL CAPITAL MATCH FUNDING .............................................................................................. 3
Federal Capital Grant Programs

Historically, most states have relied on a variety of relatively small federal and state funding programs to enhance their state passenger rail systems. With the passage of the Passenger Rail Investment and Improvement Act (PRIIA) and the American Recovery and Reinvestment Act (ARRA), the federal funding picture has changed for passenger HSGT development.

This section highlights the major features of new federal funding programs as well as other federal funding programs available for this project.

The Passenger Rail Investment and Improvement Act of 2008

In October of 2008, Congress passed the PRIIA. This legislation reauthorizes funding for Amtrak, but most importantly, provides a new statutory framework for a federal/state partnership to fund and develop U.S. high-speed and intercity passenger service using 80/20 federal/state capital grants. The PRIIA legislation authorizes $3.4 billion in capital grants over five years to states, groups of states, interstate compacts, public agencies, and in some cases Amtrak.

Congressional action is required each year to appropriate the amounts authorized. Section 301 of the Act provides grants for the Intercity Passenger Rail Service Capital Assistance. Section 501 provides capital grants for HSGT corridor development for federally designated corridors with planned speeds of 110 mph or greater. Section 302 Congestion Grants are focused on relieving rail congestion bottlenecks.

The American Recovery and Reinvestment Act of 2009

In February of 2009, Congress passed the American Recovery and Reinvestment Act (ARRA) which appropriated $8 billion in 100 percent federal funding providing “capital assistance for high-speed corridors and intercity passenger service.” This program is based on the statutory framework provided by PRIIA and focuses funding on state sponsored projects.

The ARRA also provided $1.5 billion in 100 percent flexible multi-modal funding under the Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant Program. Since its inception, Congress has dedicated more than $4.1 billion for six rounds to fund projects that have a significant impact on the Nation, a region or a metropolitan area. The TIGER grant programs provide funding for both passenger and freight rail projects.

The FRA High Speed and Intercity Passenger Rail Program

In developing guidance for ARRA grants as well as grants offered under subsequent PRIIA appropriations, a structure for the FRA’s High Speed and Intercity Passenger Rail (HSIPR) Program has evolved. The current structure is best reflected in the most recent notices of funding availability (NOFA) for FY 2011 appropriations issued in the Federal Register on March 16, 2011.

FRA will develop final guidance and regulations for the HSIPR Program; however, these interim guidance documents will provide the basic framework for the PRIIA grant program as well as for future funding programs. Under the FY 2011 appropriation for these programs, $2.4 billion was provided of which approximately $2.3 billion was solely for the state of Florida and $38 million available for other states. FRA will not allocate funding between Service Development Programs and Individual Projects in advance.
Instead, FRA will make awards based on the outcomes of the application. Eligibility requirements for specific program and project types can be accessed via the March 16, 2011 Federal Register.

Federal Financing and Loan Programs

FRA Railroad Rehabilitation and Improvement Financing Program

The Railroad Rehabilitation and Improvement Financing (RRIF) Program provides direct federal loans and loan guarantees to finance development of railroad infrastructure. The program was established by the Transportation Equity Act for the 21st Century of 1998 (TEA-21) and amended by the Safe, Accountable, Flexible and Efficient Transportation Equity Act of 2005: A Legacy for Users (SAFETEA-LU). Under this program, the FRA authorizes direct loans and loan guarantees up to $35 billion. Up to $7 billion is reserved for projects benefiting freight railroads other than Class I carriers.

The funding may be used to acquire, improve, or rehabilitate intermodal or rail equipment or facilities, including track, track components, bridges, yards, buildings, and shops. In addition, the funding can be used to refinance outstanding debt incurred for the purposes listed above as well as for developing or establishing new intermodal or railroad facilities. While the program has been used largely for freight rail projects, HSGT projects also are eligible.

In the case of passenger projects, RRIF funding is only workable where investment grade revenue and operating cost forecasts show the project has the potential to provide a substantial revenue stream after a significant public investment is typically made in infrastructure and/or equipment. Typically, projects receiving RRIF credit assistance must obtain an investment grade rating from at least one nationally recognized credit rating agency. Direct loans can fund up to 100 percent of a railroad project, with repayment periods of up to 35 years and interest rates equal to the U.S. treasury rate. Eligible borrowers include railroads, state and local governments, government-sponsored authorities and corporations, joint ventures that include at least one railroad, and limited option freight shippers that intend to construct a new rail connection.

The RRIF program provides financing on favorable terms; however, the applicant must identify a viable revenue stream to make payments over the loan period. The FRA administers this program, and the USDOT Credit Council and the White House’s Office of Management and Budget oversee final award decisions.

USDOT Transportation Infrastructure Finance and Innovation Act

The USDOT’s Transportation Infrastructure Finance and Innovation Act (TIFIA) administered by the FHWA, authorizes $10.6 billion in credit assistance on flexible terms in the form of secured loans, loan guarantees, and standby lines of credit. The TIFIA program was created in 1998 by TEA-21 and amended by SAFETEA-LU.

TIFIA financial assistance is provided directly to public-private sponsors of surface transportation projects of national significance. The TIFIA credit program’s fundamental goal is to leverage federal funds by attracting substantial private and other non-federal investment in critical improvements to the nation’s surface transportation system. TIFIA

1 http://www.fra.dot.gov/eLib/details/L02744
can be used for both freight and passenger projects. A wide variety of intermodal and rail infrastructure projects including HSGT are eligible and can include equipment, facilities, track, bridges, yards, buildings, and shops.

TIFIA credit assistance provides improved access to capital markets, flexible repayment terms, and potentially more favorable interest rates than can be found in private capital markets for similar instruments. The interest rate for TIFIA loans is the U.S. Treasury rate and the debt must be repaid within 35 years. TIFIA can support up to 33 percent of a project's cost and is restricted to projects costing at least $50 million. TIFIA can help advance qualified, large-scale projects that otherwise might be delayed or deferred because of size, complexity, or uncertainty over the timing of revenues.

Similar to the RRIF program above, TIFIA is not a funding source, but a method of financing projects through assisted borrowing. In the case of passenger projects, RRIF financing is only workable where investment grade revenue and operating cost forecasts show the project has the potential to provide a substantial revenue stream after a significant public investment is typically made in infrastructure and/or equipment. Projects receiving TIFIA credit assistance must obtain an investment grade rating from at least one nationally recognized credit rating agency.

State and Local Capital Match Funding

As discussed in the introduction, the major source of funding for HSGT development in the U.S. will continue to lie with the federal government. The PRIIA, as currently administered under the FRA HSIPR, provides the statutory framework for an 80/20 federal/state funding partnership that will continue for the foreseeable future. The States of Georgia and Tennessee will be responsible for assembling the 20 percent state grant share for this type of major transportation infrastructure project. Local governments typically have a lesser role in providing capital funding for HSGT development, and primarily only with regard to station development. A summary of each program follows.

State General Fund Appropriations

The use of a General Fund Appropriation for an HSGT project offers the most flexibility in terms of the use of state tax revenues. The downside for an HSGT project, like other transportation infrastructure projects, is that the significant amount of funding typically required over multiple years is not easily obtained in a budgetary or political cycle given the many other recurring demands for state appropriations.

Funding for transportation projects in Georgia relies heavily upon the State Highway Account, or more specifically, segregated revenues from the Motor Fuel Tax. This account provides approximately 96 percent of "total revenues from State sources in GDOT's budget for FY2009" (ARC 2010). However, state statutes do not allow for the Motor Fuel Tax to be used on any transportation projects other than roads and bridges, therefore, HSGT and transit projects in the State use General Fund Appropriations.

Similar to Georgia, Tennessee has implemented a Motor and Diesel Fuel Tax to fund three entities within the state: Cities and Counties, State General Fund, and TDOT. Tennessee differs from Georgia in that the Motor and Diesel Fuel Tax as well as Registration Fees are used to fund a variety of transportation projects and basic operations. Second to federal funding, the Highway User Tax is the largest portion of

TDOT’s annual budget and a majority of both sources fund highway projects. However, a portion of the department’s budget is set aside for mass transit, planning and research, and air, water, and rail programs for a total of approximately $289.8 million for FY 2010-2011.

**State General Obligation and General Revenue Bonds**

Both Georgia and Tennessee have the ability to issue state bonds for transportation purposes. State bonding has many advantages as a source of state capital funding to match federal grant funds. Bonding allows a state to spread funding for large capital projects with continuing benefits over long time periods (typically up to 20 years). The resulting effect on the state budget is relatively small in any one year.

General obligation (GO) bonds are backed with the legal pledge of all state revenues. On the other hand, state revenue bonds are backed by the pledge of revenues from a specific source such as a dedicated sales tax or in the case of an HSGT project, ticket revenues. Given the political and underwriting challenges in obtaining a dedicated and marketable revenue source, GO bonds have many advantages over revenue bonds.

Georgia offers GO and general revenue (GR) bond programs that can be used for a variety of uses including the financing of transportation improvements. Currently, there are no transportation projects being funded through GO or GR bonds and no allocations have been made to GDOT. The majority of GO and GR bonds are currently funding public safety and education projects and programs. However, funding for transportation projects can be requested through these bond programs for future projects.

Tennessee does not issue bonds for transportation projects under the current policy. Tennessee uses federal and state funds on a “pay-go” basis to fund its transportation program. The Tennessee Legislature authorizes bonds each year in an amount equal to multi-year project commitments. This allows contactors to enter into construction contracts, which are then funded from annual appropriations. No bonds are actually issued and the bond authorization is then canceled each year by the State Funding Board prior to the subsequent reauthorization.

**Freight Railroad Contributions**

An HSGT project in shared-use freight rail corridors may have the opportunity to obtain capital funding from the host railroad where the project provides freight benefits. An example might include adding a double track on a congested single-track main line. The capacity benefits to the freight railroad may exceed the capacity consumed by the additional passenger service. Another example is the replacement of jointed rail with more reliable and higher performance continuous welded rail, which can reduce maintenance costs and increase freight rail speeds. The negotiations involved with the freight railroad in such an arrangement are critical and typically involve the use of sophisticated capacity models and other kinds of operations analysis. While this HSGT project is not proposed to share tracks with other railroad service, this funding source is relevant considering this project may share existing railroad corridors.

**Local General Fund Appropriations**

Local municipalities have the option of using their general funds to help match federal funds or make improvements to HSGT stations and surrounding developments. This capital must be budgeted ahead of time and approval must be received from the county commissioners and/or councils. The use of local general fund appropriations for stations
and similar improvements has the same considerations as State General Fund Appropriations discussed above.

**Local Bonding**

As with the state bonds, local municipalities may issue bonds for transportation improvement projects such as HSGT. These bonds may be used as the local match for federal funds. The bonds, similar to the state bonds, will be repaid with future revenue or general tax money. The use of local GO bond funding for stations and similar improvements has the same considerations as state bonding discussed above.

**Other Local Funding Sources**

Along with general fund appropriations and bonding, local municipalities have other innovative techniques to fund transportation infrastructure construction, operation, and maintenance. The most popular technique used in Georgia is the Special Purpose Local Option Sales Tax (SPLOST). This relies upon an increase in taxes to be used for a variety of purposes, including transportation, at the municipalities’ discretion. Once the SPLOST gains voter approval, the municipality has the ability to raise sales taxes up to a maximum of two percent for five years. If more funding is needed after the five-year period, the SPLOST referendum may be put to vote again. Currently, the State of Georgia is working towards a regional Transportation SPLOST (TSPLOST) through House Bill 277, which would increase sales tax by one percent on a regional level for ten years throughout the state to solely fund transportation projects.

Other innovative sources of funding that may be used by local jurisdictions for the Atlanta to Chattanooga HSGT are generalized as “Value Capture Taxes”. These taxes capture the increased value of adjacent property to a proposed project (e.g., transportation, real estate development, tourist attraction). There are five main taxation “tools” which include Land Value Taxes, Land Tax Increment Financing (TIF) (aka Tax Allocation Districts (TAD)), Community Improvement Districts (CID), Developer Impact Fees, and Air Rights.

For the purposes of this project, the sources most likely to be utilized are TIF and CID funds. TIF is currently used in both Georgia and Tennessee to fund projects. One of the main goals of the program is to help develop blighted areas. CIDs are relatively new and are used in Georgia. They rely on revenues generated by a system in which businesses and agencies agree to increase their property taxes to fund community projects. Of the 13 current CIDs in Georgia, three include portions of the three proposed HSGT alternatives.

**Joint Development**

The establishment of an HSGT station offers opportunities for additional on-site real estate development beyond just the station. Other development opportunities can include commercial, office, hotel, and housing developments. Where such opportunities exist, developer financing can be a significant source of funding for station improvements in addition to public sources. The developer may also take on all property management responsibilities for the station, which can be a burden for either state or local government officials.

**Public Private Partnerships**

Public Private Partnerships (P3s) are a relatively new venture in transportation projects. Private investors and public entities join together to allow for more private sector participation from both a delivery and financing standpoint. There are many types of P3 structures, which vary in responsibility and risk. Some of the options include Design-

The P3s allow for more flexible funding by including the private sector into the project. Private equity contributions, bonds, private activity bonds, flexible match, bank loans, Section 129 loans, and TIFIA Credit are some examples of P3 financing techniques.

Georgia currently has three P3 initiatives in the procurement phase, including the Atlanta Multi-Modal Passenger Terminal. No high-speed or intercity passenger HSGT programs have entered into P3 agreements. However, as can be seen in Table 1, HSGT is on the GDOT list of potential projects funded through the P3 program.

The Tennessee P3 program varies from the Georgia program. The program currently does not have any enabling legislation tied to the program. There are only two pilot projects classified as P3, both of which are tolling projects (one highway and one bridge). There has been no consideration of HSGT to date.

### Table 1: Potential Georgia P3 Project Initiatives

<table>
<thead>
<tr>
<th>Project</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>High-Speed Rail National Network – Georgia Corridors</td>
<td>High-speed intercity passenger service (HSGT) on the portions of Southeast and Southern national designated high-speed corridors.</td>
</tr>
<tr>
<td>Intercity Passenger Rail Program Projects</td>
<td>Development of intercity passenger service in strategic segments such as Atlanta to Macon.</td>
</tr>
<tr>
<td>Atlanta Multimodal Passenger Terminal</td>
<td>Development of a passenger facility to accommodate passenger rail services as well as bus service from local and regional providers. Transit-oriented development could be part of the project with overbuild possibilities.</td>
</tr>
<tr>
<td>Managed Lane System Plan Projects</td>
<td>Projects as developed through the Managed Lane System Plan. These projects include, but are not limited to I-75/575 (NW Corridor), I-75 in Henry County, and SR 400 in Fulton and Forsyth Counties.</td>
</tr>
<tr>
<td>Statewide Operations &amp; Concessions for Welcome Centers &amp; Rest Areas</td>
<td>Statewide private sector participation with state owned welcome centers and rest areas.</td>
</tr>
</tbody>
</table>
Georgia Department of Transportation

ATLANTA-CHATTANOOGA HIGH SPEED GROUND TRANSPORTATION PROJECT

TIER 1 DRAFT ENVIRONMENTAL IMPACT STATEMENT

Appendix E – Agency Coordination & Public Outreach

Prepared by:
Federal Railroad Administration (FRA)
Georgia Department of Transportation (GDOT)
Tennessee Department of Transportation (TDOT)

September 2016
PTSCO - 0023-00-002
PI: No. T001684
Table of Contents

1.0 COORDINATION PLAN
2.0 PUBLIC INVOLVEMENT PLAN
3.0 AGENCY & STAKEHOLDER INVOLVEMENT PLAN (ASIP)
4.0 PROJECT NEWSLETTERS
5.0 SCOPING WORKBOOK
6.0 SCOPING SUMMARY REPORT
7.0 TECHNICAL MEETING MINUTES (SEPTEMBER 2008)
8.0 2010 PARTICIPATING AGENCY MEETINGS MINUTES
9.0 2010 PUBLIC INFORMATION OPEN HOUSES COMMENTS
10.0 PARTICIPATING AGENCIES
11.0 AGENCY CORRESPONDENCE
12.0 NORFOLK SOUTHERN COORDINATION LETTER
1.0 COORDINATION PLAN
Georgia Department of Transportation

Atlanta – Chattanooga High Speed Ground Transportation Study
Tier 1 Environmental Impact Statement

REVISED COORDINATION PLAN

Version (3.0): September 2016

Prepared for:
Georgia Department of Transportation
One Georgia Center, 600 West Peachtree Street, NW
Atlanta, GA 30308

Prepared by:
AECOM
1360 Peachtree Street, NE, Suite 500
Atlanta, GA 30309

PTSCO - 0023-00-002
Pl No.: T001684
Table of Contents

I PURPOSE OF THE COORDINATION PLAN .................................................................................... 1

II PROJECT HISTORY AND OVERVIEW .......................................................................................... 1

III ROLES AND RESPONSIBILITIES.................................................................................................. 5
   A. Lead Federal Agencies ........................................................................................................... 5
   B. Lead State Agencies ............................................................................................................ 6
   C. Cooperating Agencies ......................................................................................................... 6
   D. Participating Agencies and Tribal Governments ............................................................... 6
   E. Additional Stakeholder Coordination ................................................................................. 11

IV PUBLIC PARTICIPATION.................................................................................................................. 11

V COLLABORATIVE PROBLEM-SOLVING ADMINISTRATION ..................................................... 13

VI PROJECT MILESTONES, REVIEW PERIODS, AND EXPECTATIONS ........................................ 14

APPENDIX A: LISTS OF PARTICIPATING AGENCIES AND TRIBAL GOVERNMENTS .......... A-1

List of Tables

Table 1: Agency Scoping Meetings - Locations, Dates, and Attendance ........................................... 12
Table 2: Management Hierarchy ........................................................................................................ 14

List of Figures

Figure 1: Map of Study Area ........................................................................................................... 3
Figure 2: Corridor Segments ............................................................................................................. 4
Figure 3: Project Schedule ............................................................................................................... 16
I PURPOSE OF THE COORDINATION PLAN

In compliance with the Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), a Coordination Plan is required for all projects for which an Environmental Impact Statement (EIS) will be prepared under the National Environmental Policy Act (NEPA). The Coordination Plan is intended to make reviews more efficient and to streamline the project decision-making process. The plan’s purpose is to coordinate agency and public participation and comment on the environmental review process for the project. This Coordination Plan also documents coordination that has taken place to date and describes how future coordination on the Tier 1 EIS will occur.

This Coordination Plan has been developed for the Tier 1 EIS for the Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Study. This plan will be submitted to appropriate agencies for comment, and acceptance. Further coordination with cooperating and participating federal and state agencies will be required for the Tier 2 NEPA analysis, final design, and construction phases of development. This Coordination Plan will be updated periodically as project development progresses. The Coordination Plan is organized into the following sections:

- Purpose of the Coordination Plan;
- Project History and Overview;
- Roles and Responsibilities (Designation of Joint Lead Agencies as well as Participating Agencies and Tribal Governments);
- Public Participation;
- Collaborative Problem-Solving Administration; and
- Project Milestones, Review Periods, and Expectations (Schedule).

II PROJECT HISTORY AND OVERVIEW

On August 22, 2007 a Notice of Intent was published in the Federal Register to advise the public that the Federal Highway Administration (FHWA) and the Federal Railroad Administration (FRA) will jointly prepare a Tier 1 EIS with the Georgia Department of Transportation (GDOT), with assistance from the Tennessee Department of Transportation (TDOT) to evaluate the environmental and related impacts of constructing and operating HSGT service between Atlanta and Chattanooga. The study area is presented in Figure 1. The study area extents include the area between Downtown Chattanooga and Lovell Field Airport in Hamilton County, Tennessee to the north, and the Hartsfield-Jackson Atlanta International Airport area in Fulton County and Clayton County, Georgia to the south.

The concept of HSGT service between Atlanta, Georgia and Chattanooga, Tennessee has been a subject of study for over ten years. The GDOT initially studied this study area as part of an Intercity Rail Plan in 1997. The Atlanta-Chattanooga study area was first considered for high-speed rail service as part of the federal Magnetic Levitation (Maglev) Deployment Program funded by the FRA to demonstrate Maglev technology in the United States. Georgia was among several states that participated in the program. The Atlanta Regional Commission (ARC), in association with the GDOT and the Georgia Regional Transportation Authority (GRTA), analyzed the Atlanta-Chattanooga study area from 1999 to 2003. The purpose of this process was to fully explore mobility options and
determine the feasibility for a high-speed passenger service. TDOT prepared a statewide rail plan in 2003, which recommended high-speed rail connectivity with neighboring states.

The Tier 1 EIS will incorporate and build upon previous studies in the Atlanta-Chattanooga study area of Maglev and steel wheel HSGT concepts prepared by ARC and other planning partners. These studies include:

- Georgia Intercity Rail Plan Final Report (GDOT, March 1997);
- Atlanta-Chattanooga Maglev Deployment Study Environmental Assessment (ARC, February 2000);
- Concept Design Report for the Multi-Modal Passenger Terminal (GDOT, February 2002);
- Atlanta-Chattanooga Maglev Deployment Study Phase II EIS, (ARC, March 2002);
- Atlanta-Chattanooga Maglev Deployment Study Phase II Addendum, (ARC, March 2002);
- High Speed Trains Nashville-Chattanooga-Atlanta (TDOT, November 2003);
- ARC Envision6 Regional Transportation Plan (RTP) – (ARC, September 2007); and

The Tier 1 EIS will:

- Define the purpose and need;
- Screen corridor-level alternatives for reasonableness;
- Perform refined screening and evaluation to identify reasonable alignment, station, and technology alternatives to be carried forward into the Tier 2 NEPA process; and
- Estimate potential ridership.

The Tier 1 EIS will be prepared at a conceptual level of detail appropriate for a programmatic analysis and will provide the FRA, FHWA, TDOT, and GDOT with sufficient information to select the general alignment and general station locations, and to potentially identify a preferred HSGT technology.

In this Tier 1 EIS, alternative corridors will be evaluated at a broad scale of analysis. Proposed alternatives developed as a result of the Tier 1 EIS scoping process, a process detailed in the Scoping Summary Report (February 2008) for this study, include a No-Build Alternative, which is used as a baseline for comparison of all alternatives, and the following HSGT corridors (presented by segments in Figure 2):

- An HSGT corridor that roughly parallels Interstate 75;
- One or more HSGT corridors that utilize a portion of an existing CSX Transportation rail line; and
- An HSGT corridor that roughly parallels U.S. Route 411.
Figure 1: Map of Study Area
Figure 2: Corridor Segments
III ROLES AND RESPONSIBILITIES

The following agency roles and responsibilities reflect the general understanding among the parties of the project’s Coordination Plan. Revisions to this plan can include updates to agency roles and responsibilities as appropriate.

A. Lead Federal Agencies

Lead agencies bear essential responsibility for preparing the EIS in accordance with federal statutes and regulations, and provide oversight and involvement in managing the environmental review and issue resolution processes. Lead agencies must:

- Identify and involve participating agencies;
- Prepare a coordination plan;
- Provide involvement opportunities for the public, and participating agencies and tribal governments, in defining purpose and need as well as determining the range of alternatives; and
- Collaborate with participating agencies and tribal governments in determining methodologies and the level of detail for the Tier 1 assessment and evaluation of alternatives.

FRA and FHWA are designated as the joint lead federal agencies for the HSGT Tier 1 EIS and are responsible for compliance with the following:

- NEPA;
- NEPA-related federal environmental statutes and regulations;
- FHWA’s environmental regulations contained in 23 CFR 771 (Environmental Impact and Related Procedures);
- FRA’s environmental regulations contained in FR Vol. 64, No. 101 (Procedures for Considering Environmental Impacts); and
- Section 4(f) of the DOT Act of 1966 and related regulations contained in 23 CFR 774 (Parks, Recreation Areas, Wildlife and Waterfowl Refuges, and Historic Sites).

FHWA’s environmental regulations, 23 CFR 771 and 23 CFR 774, will serve as the baseline regulation for purposes of ensuring procedural compliance with NEPA and Section 4(f), respectively. Each agency’s environmental requirements and technical and financial evaluation criteria will be applied as appropriate to ensure that each agency’s statutory responsibilities and concerns are addressed in the environmental document.

FRA and FHWA will be responsible for coordinating the U.S. Department of Transportation (USDOT) review of the Tier 1 EIS. FRA and FHWA will also coordinate the project with other non-USDOT federal agencies with jurisdiction by law or special expertise.

FRA and FHWA will review environmental documents as required and outlined in the 2008 Stewardship Agreement between FHWA and GDOT.

FRA will provide specific guidance on:
• Analysis of rail alternatives;
• Rail planning and operations;
• Rail ridership forecasting funding;
• Mobility evaluation related to FRA requirements; and
• FRA NEPA Procedures.

FHWA will review HSGT study documentation and processes for consistency with 23 CFR 771, 23 CFR 774, and SAFETEA-LU Section 6002 guidelines.¹

B. Lead State Agencies

GDOT will be a joint lead statewide agency for the HSGT Tier 1 EIS. GDOT will be responsible for the coordination and oversight of appropriate and necessary technical analyses and for the coordination of environmental document preparation, including, but not limited to, agency and public involvement, notifications and coordination with affected agencies, tribal governments, and the public.

GDOT will identify the preferred alternative(s) for more detailed definition, assessment, and evaluation in the Tier 2 NEPA process.

TDOT will be a joint lead statewide agency for the HSGT Tier 1 EIS. TDOT will assist GDOT with the technical coordination for the project, and will assist in the review and coordination of all technical analyses and environmental documents, and public involvement activities related to the Tier 1 EIS.

C. Cooperating Agencies

FRA and FHWA have determined that Cooperating Agencies would not be designated until this project is at the Tier 2 NEPA stage.

D. Participating Agencies and Tribal Governments

Federal, state, and local agencies and tribal governments that may have an interest in the environmental process for this project were invited by lead agencies to participate in the NEPA process. These include, at minimum, public transportation providers, metropolitan planning organizations, local and county governments, Native American tribes, regional planning agencies, and federal and state environmental resource agencies. Appendix A provides the set of participating agencies for the Tier 1 EIS. GDOT provided a request for agencies to participate in the Tier I NEPA process for the Atlanta-Chattanooga HSGT study in March 2008.

Roles and responsibilities for participating agencies include:

• Participating in the scoping process, so that agencies whose interest in the project arises from initial scoping activities are invited to participate and still have an opportunity for involvement;

¹ The Georgia Division of FHWA will take primary responsibility for the joint federal agency activities. The FHWA Georgia Division will coordinate the review of the draft and final Tier 1 EIS documents with the FHWA Tennessee Division.
Participating in the NEPA process starting at the earliest possible time, particularly with regard to the development of the purpose and need statement, range of alternatives, methodologies, and the level of detail for the analysis of alternatives;

Identifying, as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting permits or other necessary project approvals; and

Providing meaningful and timely input on unresolved issues.

To ensure that the concerns of each participating agency are considered in the environmental document, each party to this Coordination Plan will designate an individual, as well as an alternate, to represent that agency on all matters relating to this study. That individual will be the primary contact for transfer of project related information, and will be responsible for providing timely input into the preparation, coordination, and review of the environmental document. Each participating agency will be responsible for notifying the lead agencies of changes in points of contact.

Study deliverables will be forwarded as soon as possible to the appropriate individual(s) to allow for review and comment as set forth in the project schedule included with this plan.

An entity’s acceptance of designation as a participating agency is not an indication of project support, and does not provide the agency with increased oversight or approval authority beyond statutory limits, if applicable.

Federal Resource Agencies

In addition to FRA and FHWA, other federal agencies may hold regulatory responsibility for the protection of resources, and are responsible for participation in the NEPA process in accordance with Council on Environmental Quality (CEQ) and individual implementing regulations and policies. Federal agency roles in the NEPA process for this study include:

Federal Emergency Management Agency (FEMA) – Federal agency responsible for consultation to avoid or minimize impacts to regulatory floodways. FEMA reviews the Tier 1 EIS documentation for the discussion of avoidance or minimization actions for Tier 1 EIS alternatives, and the identification of alternative avoidance or minimization actions to be explored in the Tier 2 NEPA stage for compliance with National Flood Insurance Program standards;

Tennessee Valley Authority (TVA) – Federally owned corporation responsible for stewardship and provision of flood control, navigation, electricity generation, land management, and economic development in the Tennessee Valley. Authorization from TVA is required under Section 26(a) of the TVA Act for impacts to waters within the Tennessee River watershed. Early coordination during the Tier 1 NEPA process is necessary for the preparation of TVA permits during the subsequent Tier 2 NEPA process;

U.S. Army Corps of Engineers (USACE) – Federal agency responsible for administering permits in accordance with Section 404 of the Clean Water Act (regulated discharge of dredged or fill material into waters of the U.S.) and Section 10 of the Rivers and Harbors Appropriation Act (protection of capacity within navigable waters of the U.S.). While Section 404 and/or Section 10 permits will not be requested during the Tier 1 EIS process, such permits and the Practical Alternatives Review process are likely to be necessary as part of the Tier 2 NEPA
Cooperation will proceed as documented in the local NEPA/404(b)(1) Coordination Procedures between GDOT, FHWA Georgia Division, and the USACE;

- U.S. Department of Agriculture, Natural Resources Conservation Service (NRCS) – Federal agency responsible for protection of prime, statewide-important, and unique farmland from significant conversion, in accordance with the Farmland Protection Policy Act. Coordination with NRCS to identify average farm sizes by county within the study area will occur during the Tier 1 EIS process. Further coordination and the farmland impact rating procedures will be a function of the Tier 2 NEPA process;

- U.S. Department of Agriculture, Forest Service (USFS) – Federal agency with jurisdiction over National Forest lands potentially requiring transfers;

- U.S. Department of the Interior, Fish and Wildlife Service (USFWS) – Federal agency responsible for coordination to avoid, minimize, or mitigate impacts to federally listed protected species in compliance with Section 7 of the Endangered Species Act. USFWS is the federal agency with jurisdiction for compliance with the Migratory Bird Treaty Act and the Bald Eagle Protection Act. Additionally, USFWS consultation includes the review of projects posing potentially unavoidable longitudinal stream encroachments or channel straightening impacts of 50 or more feet to intermittent and perennial streams, in accordance with the Fish and Wildlife Coordination Act. USFWS coordination will include reviews of technical ecology documentation estimating overall potential jurisdictional impacts;

- U.S. Department of the Interior, National Park Service (NPS) – Federal agency responsible for coordination to avoid or minimize impacts to official units of the National Park System.

- U.S. Environmental Protection Agency (EPA) – Federal agency responsible for protecting public health and the environment by improving air, land and water quality. Coordination with EPA is required under Section 102 (2) (C) of NEPA, Section 309 of the Clean Air Act and Section 404 of the Clean Water Act to avoid or minimize impacts to air, land and water quality.

Tribal Governments

Native American tribes are federally recognized self-governing entities exercising inherent sovereign powers over their territories. Federal lead agencies are responsible for coordination and consultation with tribal officials consistent with Section 106 of the National Historic Preservation Act (NHPA) and federal Executive Order 13175 (Consultation and Coordination with Indian Tribal Governments). The invitation of potentially affected tribal governments to participate in the EIS process is specified in NEPA regulations (40 CFR 1501.2, 40 CFR 1501.7).

Section 101(d) (2) of the National Historic Preservation Act allows tribal governments to assume the functions of State Historic Preservation Offices with respect to tribal land. Tribal government representatives will review alternative projects occurring on, or affecting historic properties on, their tribal lands. Tribal governments will also advise of other historic properties that are of related religious or cultural significance.

GDOT has established Memoranda of Understanding (MOU) with a number of the non-resident tribes that have historical or cultural links with the state of Georgia. Such memoranda address the project planning, identification of religious or cultural properties, assessment and resolution of adverse effects, and the treatment of Native American burials in compliance with the Native American Graves Protection and Repatriation Act.
State Resource Agencies

In addition to GDOT and TDOT, other state agencies may hold statutory responsibility for the protection of resources. State agency roles in the NEPA process for this study include:

- Georgia Department of Natural Resources (Environmental Protection Division), and Tennessee Department of Environment and Conservation – In accordance with Section 401 of the Clean Water Act, these state agencies are responsible for issuing Water Quality Certifications for projects requiring an individual permit under Section 404 of the Clean Water Act. Early coordination during the Tier 1 EIS will contribute toward the preparation of such certifications, if applicable, during the Tier 2 NEPA phase;

- Georgia Department of Natural Resources (Historic Preservation Division), and Tennessee Historical Commission – State Historic Preservation Offices (SHPOs) responsible for ensuring compliance with Section 106 of the NHPA. The SHPOs contribute data identifying resources on or eligible for the National Register of Historic Places, and other historic structures and archaeological sites. The agencies also may establish agreements for assessment and coordination activities in advance of the Tier 2 NEPA process.

Municipal and Regional Agencies

Metropolitan Planning Organizations (MPOs), regional planning agencies (and city or county planning agencies, where appropriate), and regional transportation agencies within the study area provide the latest planning assumptions, including land use assumptions, population and employment forecasts, and transportation modeling data. Such data will be the common foundation for the Tier 1 EIS socioeconomic, mobility, and land use analyses.

MPOs are established by the Governor and local officials for regional transportation planning in urbanized areas. The USDOT designates urbanized areas with populations of 50,000 or more. MPOs adopt long-range regional transportation plans meeting federal air quality standards and establish short-term programs of transportation projects. MPOs within the study area include:

- Atlanta Regional Commission (ARC) – MPO for Cherokee, Clayton, Cobb, Douglas, Fulton, and Paulding Counties and a portion of Bartow County in the Atlanta urbanized area;

- Chattanooga-Hamilton County Regional Planning Agency (CHCRPA), Transportation Planning Organization (TPO) – MPO for Hamilton County, Tennessee and portions of Catoosa County and Walker County, Georgia in the Chattanooga urbanized area;

- Floyd-Rome Urban Transportation Study (FRUTS) – MPO for the Rome urbanized area within Floyd County; and

- Greater Dalton MPO – MPO for the Dalton urbanized area within Whitfield County.

Designated under state laws, regional commissions within the study area develop, promote, and assist with the establishment of coordinated and comprehensive plans, offering technical assistance to state, federal, and local agencies in balancing quality growth and development with the conservation of resources. Regional planning agencies within the study area include:
• ARC – representing Cherokee, Clayton, Cobb, Douglas and Fulton Counties within the study area;
• Appalachian Regional Commission – federal-state partnership supporting sustainable community and economic development for 13 states in the Appalachian region, including Georgia and Tennessee;
• CHCRPA – representing Hamilton County within the study area; and
• Northwest Georgia Regional Commission – representing Bartow, Catoosa, Chattooga, Floyd, Gordon, Murray, Paulding, Polk, Walker, and Whitfield Counties within the study area.

Municipal governments within the study area (including city and county government agencies) may also be consulted during the EIS development process to provide or validate land use planning, right-of-way, or socioeconomic information. County governments within the study area include:

• Bartow County, Georgia;
• Catoosa County, Georgia;
• Clayton County, Georgia;
• Cobb County, Georgia;
• Douglas County, Georgia;
• Floyd County, Georgia;
• Fulton County, Georgia;
• Gordon County, Georgia;
• Hamilton County, Tennessee;
• Murray County, Georgia;
• Paulding County, Georgia;
• Polk County, Georgia; and
• Whitfield County, Georgia.

Regional and local transportation agencies within the study area include, but are not limited to:

• City of Atlanta, Department of Aviation;
• Chattanooga Metropolitan Airport Authority;
• Chattanooga Area Regional Transportation Authority;
• Cobb Community Transit;
• Georgia Regional Transportation Authority; and
• Metropolitan Atlanta Rapid Transit Authority.
E. Additional Stakeholder Coordination

State Transportation Board - HSGT Intermodal Sub-Committee

This sub-committee includes members of the Georgia State Transportation Board and study area stakeholders. The sub-committee provides input to GDOT project management staff at key points in the development of the HSGT study.

IV PUBLIC PARTICIPATION

A Public Involvement Plan (PIP) was developed in accordance with Section 6002 of SAFETEA-LU, which stipulates opportunity be provided for involvement by the public and agencies. The PIP, based on GDOT’s Public Involvement Policy and Guidelines, was developed to guide the public involvement process for the Atlanta – Chattanooga HSGT Study. It is intended to ensure ongoing public involvement using a variety of tools and techniques to invite and encourage the public to learn about and become involved in the Atlanta – Chattanooga HSGT Study. The PIP describes a comprehensive program that engages the many diverse stakeholders at key points in the Tier I EIS development process.

Key objectives of the public involvement efforts are:

- To provide a structure and forum for interested and affected parties to provide input and comment on major issues, problems, and alternatives in the Atlanta-Chattanooga HSGT study area;
- To educate agency representatives, stakeholders, and members of the public and media about issues, opportunities, goals, and alternatives under consideration affecting the Atlanta-Chattanooga HSGT study area;
- To create general awareness of the study among highway, airport, and transit users, the business communities, residents, and local government officials;
- To clarify the decision-making process; and
- To engage all key stakeholders in the study process and results, and build consensus on future activities.

The PIP outlines the following tools, techniques, and activities to maximize participation in the study:

- Meetings
  - Agency Scoping Meetings
  - Public Scoping Meetings
  - Public Information Open Houses
  - Stakeholder Meetings
  - Charrettes
  - Public Hearing Open Houses

- Public Information Materials
  - Website
  - Fact Sheets
  - Newsletters
• Drop-in Opportunities
  o Displays at Highly Visible Locations
  o Staffed Booths
  o Speakers Bureau

• Other Public Involvement Activities
  o Outreach Meetings
  o Database
  o Media Outreach

Stakeholders and the public are engaged on an ongoing basis during the Atlanta-Chattanooga HSGT Study to provide timely and current feedback and to ensure that the EIS process is consistent with federal policy regarding public participation. To date, there has been one major decision point in the process where significant involvement from participating agencies, stakeholders, and the public was solicited. This decision point came during the September 2007 scoping process when GDOT conducted a number of agency and public scoping meetings.

The scoping process for the Atlanta-Chattanooga HSGT study area was conducted in accordance with 23 CFR 771.123 and 40 CFR 1501.7 to solicit participation from agencies, counties, municipalities, and the public as part of the NEPA process. The scoping process was used to identify the range of alternatives to be studied, the potential impacts to the human and natural environments, and the key issues and concerns to be addressed during the EIS.

Two agency scoping meetings and three public scoping open houses were held for the project. Details of the scoping meetings are outlined in the table below.

**Table 1: Scoping Meetings - Locations, Dates, and Attendance**

<table>
<thead>
<tr>
<th>Target Audience</th>
<th>Location</th>
<th>Date/Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agency</td>
<td>GDOT Office of Environment/Location 3993 Aviation Circle, Atlanta, Georgia</td>
<td>September 18, 2007, 10:30 am - 12:00 pm</td>
</tr>
<tr>
<td>Agency</td>
<td>Chattanooga Hamilton County Bicentennial Library, 1001 Broad Street, Chattanooga, Tennessee</td>
<td>September 20, 2007, 10:30 am - 12:00 pm</td>
</tr>
<tr>
<td>Public</td>
<td>McEachern High School, 2400 New Macland Road, Powder Springs, Georgia</td>
<td>September 18, 2007, 5:00 – 7:30 pm</td>
</tr>
<tr>
<td>Public</td>
<td>Rome Civic Center, 400 Civic Center Drive, Rome, Georgia</td>
<td>September 19, 2007, 5:00 – 7:30 pm</td>
</tr>
<tr>
<td>Public</td>
<td>Chattanooga Hamilton County Bicentennial Library, 1001 Broad Street, Chattanooga, Tennessee</td>
<td>September 20, 2007, 5:00 – 7:30 pm</td>
</tr>
</tbody>
</table>

The scoping meetings were announced in a Notice of Intent (NOI) that appeared in the Federal Register on August 22, 2007. The NOI also announced the public comment period from August 22, 2007 through October 4, 2007. The public scoping meetings were also advertised in local newspapers such as the Atlanta Journal Constitution and the Chattanooga Times-Free Press. Other means of advertising included direct mailings to federal and state environmental regulatory and review agencies and local government...
officials, which also initiated the Early Coordination Process. All public meetings locations were compliant with the Americans with Disabilities Act (ADA).

Each agency scoping meeting opened with GDOT providing an overview of the project, followed by a presentation outlining the scope of the project. After the presentation, agency representatives could ask questions, provide input, or specify analysis that should be considered as part of the EIS process. A total of 17 people representing various agencies attended the agency scoping meetings.

Each of the formal public scoping meetings followed the same format. At each meeting location, attendees signed-in upon arrival and each received a Scoping Information Package. Each meeting location included an “open house” area with a series of 30 information boards displayed. GDOT staff and the consultant team were available to answer questions. The information boards illustrated the corridors and alignments under consideration and provided an overview of the EIS process. A total of 75 people attended the public scoping meetings.

The information gathered during the scoping process will contribute to the assessment of HSGT study alternatives best meeting the project purpose and need while minimizing impacts to the social, cultural, and natural environments. Input gathered also assisted in identification of specific environmental impacts to be assessed and in shaping future study efforts to involve stakeholders and the public. A project website has been established at http://www.atl-chatt.org to provide updated study information throughout the EIS process. The project website will be updated at key project milestones: Alternatives Screening, Draft Environmental Impact Statement and Final Environmental Impact Statement. A study newsletter was also produced in Spring 2008 and distributed to stakeholders and the public. Newsletter publications will coincide with the release of the Alternatives Screening Report and the Draft Environmental Impact Statement to share information on these study documents and encourage public input.

The following provides a comprehensive list of methods that will be used during the Tier 1 EIS process to encourage participation and input:

- Two Participating/Resource Agency Meetings
- Two rounds of three Stakeholder Meetings;
- Three Public Information Meetings (Alternatives Screening)/Public Hearings (DEIS);
- Small Group Meetings;
- Two Newsletters; and
- Website Updates.

The project schedule shown in Figure 3 indicates anticipated timeframes.

V COLLABORATIVE PROBLEM-SOLVING ADMINISTRATION

The following decision making approach will be taken among the lead agencies and the study team as required.

If an impasse has been reached between the lead agencies and the direct project management team cannot make a decision within a two-week period of the issue being identified, each party agrees to involve relevant agency management as detailed below.
Final decisions of any continuing issues will be a matter for determination by the GDOT Commissioner, the TDOT Commissioner, the FHWA Georgia Division Administrator, and the FRA Associate Administrator or their respective designees.

If a decision is stalled, the management hierarchy for these organizations is shown in Table 2 below. When the representatives at the lowest level for each party have reached an impasse and have agreed to elevate the decision, a meeting will be held within a one-week period. At that time, representatives from both levels will meet to discuss the issues related to the impasse and attempt resolution.

If an agreement cannot be reached within a week, the issue will be elevated to the next level and a meeting will be held within a one-week period. At that time, representatives from all three levels will meet to discuss the issues related to the impasse and attempt resolution.

If an agreement cannot be reached within a week, the issue will be elevated to the highest organizational level and a meeting date will be established within a one-week period. At that time, all parties at all levels will meet to resolve the issue. The parties hereto agree that any resolution to an impasse secured through the decision-making process set forth in this section will be communicated in writing to all parties.

**Table 2: Management Hierarchy**

<table>
<thead>
<tr>
<th>Level</th>
<th>FHWA</th>
<th>FRA</th>
<th>GDOT</th>
<th>TDOT</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Environmental Team Leader</td>
<td>Project Manager</td>
<td>Project Manager</td>
<td>Project Manager</td>
</tr>
<tr>
<td>2</td>
<td>Director of Program Development</td>
<td>Director, Planning and Environment Division</td>
<td>Intermodal Division Director</td>
<td>Asst. Chief of Environment and Planning</td>
</tr>
<tr>
<td>3</td>
<td>Assistant Division Administrator</td>
<td>Associate Administrator for Railroad Development</td>
<td>Chief Engineer</td>
<td>Chief of Environment and Planning</td>
</tr>
<tr>
<td>4</td>
<td>Division Administrator</td>
<td>Administrator</td>
<td>Commissioner</td>
<td>Commissioner</td>
</tr>
</tbody>
</table>

**VI** PROJECT MILESTONES, REVIEW PERIODS, AND EXPECTATIONS

SAFETEA-LU establishes milestones at which project efforts must be reviewed by the joint lead agencies, participating agencies, and the public prior to moving forward in the Tier 1 EIS process. These milestones include:

A. Project Need and Purpose (by public, participating agencies and tribal governments during scoping)

B. Identification of the Range of Alternatives (by public, participating agencies and tribal governments during scoping)

C. Methodologies for Alternative Evaluation (by participating agencies and tribal governments during scoping and alternatives screening stages)
D. Tier 1 Draft EIS (by lead agencies, prior to Notice of Availability)
E. Identification of Preferred Alternative (by lead agencies)
F. Tier 1 Final EIS (by lead agencies, prior to Notice of Availability)
G. Tier 1 Record of Decision (by lead federal agencies and U.S. Environmental Protection Agency only)

These activities are identified in the overall anticipated project schedule, as shown in Figure 3. The schedule includes anticipated timeframes for document reviews by participating agencies.

**Pre-DEIS Document Reviews**

Documents received to date by the participating agencies include the Purpose and Need statement and the initial Coordination Plan. Additional documents to be provided for review, prior to the DEIS, will include:

- Revised Coordination Plan
- Screening and Evaluation Criteria Technical Memorandum
- Alternatives Screening Report
- DEIS Resource Technical Memoranda (for review by appropriate resource agencies)

Participating agencies are strongly encouraged to participate to the maximum extent throughout the Tier 1 EIS development process. At each of the project milestones A through C, documentation of the particular item would be submitted to all participating agencies for review and comment. Agencies should comment within 30 calendar days unless a written request for an extension of the review periods has been requested by the participating agency from the lead agencies. Failure of an agency to respond with either comments or a request for a review extension within 30 calendar days shall be considered concurrence with the documentation.

**DEIS and FEIS Reviews**

The Tier 1 Draft EIS shall be made available to the public and transmitted to participating agencies and tribal governments for comment. Beginning with the public notice of availability on the Tier 1 Draft EIS, a 60-day period shall be provided for the return of comments from the public, participating agencies, and tribal governments. The Tier 1 Draft EIS shall also be available at the Tier 1 Draft EIS public hearing and for a minimum of 30 days in advance of the public hearing. A minimum 30-day review period for the public, participating agencies, and tribal governments will follow the notice of availability for the Tier 1 Final EIS.

A separate Public Involvement Plan (PIP) has been developed, which provides for a variety of public participation opportunities during the EIS including Public Information Open Houses, stakeholder meetings, and Public Hearing Open Houses. Project Fact Sheets, newsletters and a website will also provide information to keep the public informed about the project. The lead agencies would review and consider all comments received. The Final EIS shall discuss substantive comments received on the Draft EIS and responses thereto and summarize public involvement.
Revised Coordination Plan

Figure 3: Project Schedule

- Project Coordination
- Biweekly Team Coordination Meetings
- Monthly FHWA & FRA Coordination Meetings
- HSGT Steering Committee Meetings
- Revised Coordination Plan
- Revised Screening and Evaluation Criteria Tech Memo
- Alternatives Screening Report
- Preparation and Review of DEIS Tech Memos
  - Historic Resources
  - Archaeological Resources
  - Air Quality
  - Noise and Vibration
  - Ecology Assessment
  - Community Impacts and Land Use Analysis
  - Financial Feasibility Analysis
  - Evaluation of DEIS Alternatives
- DEIS Technical Work
  - Detailed Definition of Alternatives
  - Cost Methodology Report
- DEIS Document Preparation
- FEIS Document Preparation
- Record of Decision
- Public Involvement

Key Milestones:
- DEIS Notice of Availability
- FEIS Notice of Availability
- Record of Decision

Interagency Coordination:
- Major Public Meetings
- Key Milestones
- Interagency Coordination
## Appendix A – Lists of Participating Agencies and Tribal Governments

<table>
<thead>
<tr>
<th>Participating Agencies – Accepted Agencies</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Federal</strong></td>
</tr>
<tr>
<td>Tennessee Valley Authority</td>
</tr>
<tr>
<td>U.S. Department of Agriculture – Natural Resources Conservation Service</td>
</tr>
<tr>
<td>U.S. Department of the Interior – National Park Service</td>
</tr>
<tr>
<td>U.S. Department of Transportation – Federal Transit Administration (Region IV)</td>
</tr>
<tr>
<td>U.S. Environmental Protection Agency (Region IV)</td>
</tr>
<tr>
<td><strong>State</strong></td>
</tr>
<tr>
<td>Georgia Department of Natural Resources (DNR)</td>
</tr>
<tr>
<td>Georgia DNR – Environmental Protection Division</td>
</tr>
<tr>
<td>Georgia DNR – Wildlife Resources Division</td>
</tr>
<tr>
<td>Tennessee Department of Environment and Conservation – Tennessee Historical Commission</td>
</tr>
<tr>
<td><strong>Municipal/Regional</strong></td>
</tr>
<tr>
<td>Appalachian Regional Commission</td>
</tr>
<tr>
<td>Atlanta Regional Commission</td>
</tr>
<tr>
<td>Bartow County Board of Commissioners</td>
</tr>
<tr>
<td>Chattanooga Metropolitan Airport Authority</td>
</tr>
<tr>
<td>Cherokee County Board of Commissioners</td>
</tr>
<tr>
<td>City of Adairsville</td>
</tr>
<tr>
<td>City of Atlanta, Department of Aviation</td>
</tr>
<tr>
<td>City of Cartersville</td>
</tr>
<tr>
<td>City of Chattanooga</td>
</tr>
<tr>
<td>City of Dalton</td>
</tr>
<tr>
<td>City of Ringgold</td>
</tr>
<tr>
<td>City of Rome</td>
</tr>
<tr>
<td>Clayton County Department of Transportation and Development</td>
</tr>
<tr>
<td>Cobb County Department of Transportation (for Cobb County Board of Commissioners)</td>
</tr>
<tr>
<td>Floyd County Board of Commissioners</td>
</tr>
<tr>
<td>Georgia Regional Transportation Authority</td>
</tr>
<tr>
<td>Metropolitan Atlanta Rapid Transit Authority</td>
</tr>
<tr>
<td>Northwest Georgia Regional Commission (former Coosa Valley Regional Development Center and North Georgia Regional Development Center)</td>
</tr>
<tr>
<td>Whitfield County Board of Commissioners</td>
</tr>
<tr>
<td>Participating Agencies – Other Invited Agencies</td>
</tr>
<tr>
<td>-----------------------------------------------</td>
</tr>
<tr>
<td>Federal</td>
</tr>
<tr>
<td>Federal Emergency Management Administration – Mitigation Division</td>
</tr>
<tr>
<td>U.S. Army Corps of Engineers (North Area Section – Regulatory Branch)</td>
</tr>
<tr>
<td>U.S. Department of Housing and Urban Development (Regional Office of Community Planning and Development)</td>
</tr>
<tr>
<td>U.S. Department of the Interior - Fish and Wildlife Service (Southeast Region)</td>
</tr>
<tr>
<td>U.S. Department of Agriculture - Forest Service</td>
</tr>
<tr>
<td>State</td>
</tr>
<tr>
<td>Georgia Department of Natural Resources – Historic Preservation Division (Georgia SHPO)</td>
</tr>
<tr>
<td>Tennessee Department of Environment and Conservation</td>
</tr>
<tr>
<td>Municipal/Regional</td>
</tr>
<tr>
<td>Catoosa County</td>
</tr>
<tr>
<td>Chattanooga Area Regional Council of Governments/Southeast Tennessee Development District</td>
</tr>
<tr>
<td>Chattanooga Area Regional Transportation Authority</td>
</tr>
<tr>
<td>City of Aragon</td>
</tr>
<tr>
<td>City of Atlanta</td>
</tr>
<tr>
<td>City of Calhoun</td>
</tr>
<tr>
<td>City of Cohutta</td>
</tr>
<tr>
<td>City of College Park</td>
</tr>
<tr>
<td>City of East Point</td>
</tr>
<tr>
<td>City of Emerson</td>
</tr>
<tr>
<td>City of Fairmount</td>
</tr>
<tr>
<td>City of Hapeville</td>
</tr>
<tr>
<td>City of Kennesaw</td>
</tr>
<tr>
<td>City of Marietta</td>
</tr>
<tr>
<td>City of Plainville</td>
</tr>
<tr>
<td>City of Ranger</td>
</tr>
<tr>
<td>City of Resaca</td>
</tr>
<tr>
<td>City of Rockmart</td>
</tr>
<tr>
<td>Clayton County Board of Commissioners</td>
</tr>
<tr>
<td>Douglas County Board of Commissioners</td>
</tr>
<tr>
<td>Fulton County Board of Commissioners</td>
</tr>
<tr>
<td>Gordon County Board of Commissioners</td>
</tr>
<tr>
<td>Hamilton County Board of Commissioners</td>
</tr>
<tr>
<td>Murray County Board of Commissioners</td>
</tr>
<tr>
<td>Paulding County Board of Commissioners</td>
</tr>
<tr>
<td>Polk County Board of Commissioners</td>
</tr>
<tr>
<td>Tribal Governments</td>
</tr>
<tr>
<td>---------------------------------------------------------</td>
</tr>
<tr>
<td>Alabama-Coushatta Tribe of Texas</td>
</tr>
<tr>
<td>Alabama-Quassarte Tribal Town</td>
</tr>
<tr>
<td>Cherokee Nation</td>
</tr>
<tr>
<td>Chickasaw Nation</td>
</tr>
<tr>
<td>Coushatta Tribe of Louisiana</td>
</tr>
<tr>
<td>Creek Nation of Oklahoma</td>
</tr>
<tr>
<td>Eastern Band of Cherokee Indians</td>
</tr>
<tr>
<td>Eastern Shawnee of Oklahoma</td>
</tr>
<tr>
<td>Muscogee (Creek) Nation</td>
</tr>
<tr>
<td>Muscogee (Creek) National Council</td>
</tr>
<tr>
<td>Poarch Band of Creek Indians</td>
</tr>
<tr>
<td>Seminole Nation of Oklahoma</td>
</tr>
<tr>
<td>Seminole Tribe of Florida</td>
</tr>
<tr>
<td>Shawnee Tribe</td>
</tr>
<tr>
<td>Thlopthlocco Tribal Town</td>
</tr>
<tr>
<td>United Keetoowah Band</td>
</tr>
</tbody>
</table>
2.0 PUBLIC INVOLVEMENT PLAN
Georgia Department of Transportation

Tier I Environmental Impact Study
High-Speed Ground Transportation Study
Atlanta to Chattanooga Corridor

Project PTSC0-0023-00-002
PI #T001684

Public Involvement Plan

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

June 2007
Table of Contents

1.1 Description of the Study .................................................................................. 3
1.2 Public Involvement Overview .......................................................................... 3
1.3 Public Involvement Principles ......................................................................... 3
1.4 Public Involvement Goals .............................................................................. 4
1.5 Public Involvement Activities ......................................................................... 4
1.6 Meetings .......................................................................................................... 4
   1.6.1 Agency Scoping Meetings: ................................................................. 4
   1.6.2 Public Scoping Meetings: ................................................................. 5
   1.6.3 Public Information Open Houses: .................................................. 5
   1.6.4 Stakeholder Meetings: ................................................................. 5
   1.6.5 Charrettes: ....................................................................................... 5
   1.6.6 Public Hearing Open Houses: ....................................................... 6
1.7 Public Information Materials .......................................................................... 6
   1.7.1 Website: ............................................................................................ 6
   1.7.2 Fact Sheets: ........................................................................................ 6
   1.7.3 Newsletters: ...................................................................................... 7
1.8 Drop-in Opportunities ..................................................................................... 7
   1.8.1 Displays at High-Visibility Locations: ........................................... 7
   1.8.2 Staffed Booths: .............................................................................. 7
   1.8.3 Speakers Bureau: ........................................................................... 7
1.9 Other Public Involvement Activities .............................................................. 8
   1.9.1 Outreach Meetings: ......................................................................... 8
   1.9.2 Database: ......................................................................................... 8
1.10 Environmental Justice ................................................................................... 8
1.11 Documenting the Process, Feedback and Public Participation Impact .... 9
1.12 Media ........................................................................................................... 9
1.13 Study Schedule ............................................................................................ 9
Public Involvement Plan

1.1 Description of the Study
The proposed project involves planning for the deployment of a High-Speed Ground Transportation (HSGT) system in the 110-mile corridor between Hartsfield-Jackson International Airport in Atlanta, Georgia, and Chattanooga, Tennessee, that can provide competitive travel times with other travel modes. Preliminary engineering and environmental analysis for the deployment of a full 110-mile project is the subject of the Scope of Services, which includes completion of a Tier I Environmental Impact Statement (EIS) for the corridor. Should implementation funding become available in the future, a completed Tier I EIS, with a Record of Decision (ROD) could allow for advancement of selected shorter sections in the Atlanta–Chattanooga corridor, as well as potentially advanced acquisition within the selected corridor. This Atlanta-Chattanooga High-Speed Ground Transportation Study will include analyses of HSGT alternatives, including magnetic levitation (maglev) and steel wheel technology. The Tier I EIS will be prepared under the direction of the Federal Railroad Administration (FRA) and Federal Highway Administration (FHWA) as the co-lead federal agencies, and the Georgia Department of Transportation (GDOT) as the state lead agency.

The Tier I EIS will incorporate and build upon previous studies of maglev and steel wheel HSGT concepts prepared by the Atlanta Regional Commission. The Tier I EIS will define the purpose and need, identify logical termini, analyze reasonable alternatives, estimate potential ridership, and identify possible implementation phasing. The Tier I EIS will be prepared at a conceptual level of detail appropriate for a programmatic analysis and will provide the FRA, FHWA and GDOT with sufficient information to select the HSGT technology, general corridor location, general station locations, and potential identification of an initial operating segment. The study is expected to be complete at the end of 2009.

1.2 Public Involvement Overview
A study of this nature, scope and size requires the design and implementation of a public involvement program characterized by three general goals: a) a comprehensive program that maximizes participation of the many diverse stakeholders at key points in the planning process; b) creation of effective dialogue on project issues and alternatives, which assists in the development of solutions; and c) a proactive approach to addressing public concerns. A study of this magnitude requires careful and consistent coordination, as well as flexibility to provide responsiveness in the face of new events or changing perceptions. The GDOT Public Involvement Policy (attached) will be closely followed at all times.

Assisting GDOT in this program is a team of consultants lead by Earth Tech, which will organize and manage subconsultants and ensure that public input is incorporated into the study as appropriate. Howard/Stein-Hudson Associates (HSH) is responsible for developing the Public Involvement Plan and will oversee its implementation in association with Earth Tech. HSH will be assisted primarily by Malvada Consulting and Dovetail Consulting. Technical support and manpower assistance will be provided by Earth Tech and Moreland Altobelli on an as needed basis.

1.3 Public Involvement Principles
Public involvement is not a stand-alone discreet task. It is integrated into the technical work through a transparent process with a continuous feedback loop so that the public can see how their input has been incorporated into the technical work. This ensures that at the end of the project, while everyone may not be in agreement with the final recommendations, they have had
an opportunity to provide input at all major milestones. Specific public involvement principles are stated below:

- Create an environment in which decisions are based on an objective, transparent, and inclusive planning process that actively seeks input from a variety of stakeholders.
- The public and stakeholders will provide valuable information to the overall decision-making process. GDOT will consider all public information and technical input and will ultimately make decisions about alternatives, the preferred alternative, station locations, and next steps for corridor planning.
- Ensure open and clear communications.
- Facilitate two-way education.
- Meet and exceed state and federal public involvement requirements.

1.4 Public Involvement Goals
The specific Public Involvement goals for this project are as follows:

- To provide a structure and forum for interested and affected parties to provide input and comment on major issues, problems, and alternatives along the Atlanta-Chattanooga HSGT corridor.
- To educate agency representatives, stakeholders, and members of the public and media about issues, opportunities, goals, and alternatives affecting the Atlanta-Chattanooga HSGT corridor.
- To create general awareness of the study among highway, airport, and transit users, the business communities, residents, and local government officials.
- To clarify the decision-making process.
- To engage all key stakeholders in the study process and results, and build consensus on future activities.

1.5 Public Involvement Activities
People receive information and provide feedback in many different ways. This study will provide a variety of tools, techniques, and activities to maximize participation in the study.

- Meetings
- Public Information Materials
- Drop-in Opportunities
- Other Public Involvement Activities

1.6 Meetings
There will be several formal and informal meetings held throughout the life of this study. These are summarized in the following paragraphs.

1.6.1 Agency Scoping Meetings:
To kick off the study, two (2) formal agency scoping meetings will be held for the project, one in Atlanta and one in Chattanooga. While not necessarily a citizen-oriented meeting, these Agency Scoping meetings will provide valuable information to federal,
state and local governmental officials, who in turn, can provide information to the public, staff and policy makers within their respective jurisdictions. The Agency Scoping meeting will be held in accordance with Titles VI and VIII of the US Civil Rights Act and the Americans with Disabilities Act.

1.6.2 Public Scoping Meetings:
In addition, three (3) public scoping meetings will be held, one in Atlanta, one in the middle of the project study area, and another in Chattanooga. The scoping meeting will have a presentation outlining the project's history, the tiered environmental process and its differences to the traditional environmental impact statement, and will discuss evaluation techniques within the context of tiering. In addition, there will be generalized information about the study process, the project's purpose and need, evaluation techniques, and other corridor information. Comments from the attending public will be invited and documented. The Public Scoping meeting will be held in accordance with Titles VI and VIII of the US Civil Rights Act and the Americans with Disabilities Act.

1.6.3 Public Information Open Houses:
To encourage two-way exchange of information, two rounds of three drop-in style open house meetings will be held in the Atlanta and Chattanooga metropolitan areas and a third meeting mid-way along the corridor at key milestones: The meetings will occur following the above mentioned Scoping sessions and during the development of the DEIS. Open Houses will be widely advertised in all appropriate media, on the GDOT Website, and through partner agencies and organizations such as MPOs, cities and towns, and state agencies. Unlike a public hearing, open houses are informal and provide opportunities for participants to ask questions in a friendly and non-confrontational manner. Maps and graphics will be on display with study team members available to answer questions and record comments. Handouts and comment sheets will be distributed to all participants. The public information open houses will be held in accordance with Titles VI and VIII of the US Civil Rights Act and the Americans with Disabilities Act.

1.6.4 Stakeholder Meetings:
Meetings will be held with local officials, community and civic leaders, elected officials, and others to find out about their issues, concerns and ideas for the corridor. These meetings will give people a chance to communicate specific issues and concerns in addition to learning about the study as a whole. Earth Tech will identify stakeholders in consultation with GDOT.

1.6.5 Charrettes:
A charrette is a meeting set up to address challenges or specific issues with a specified time limit and scope. Charrettes to resolve issues around the possible locations of stations in municipalities will be held to resolve issues of location and urban design, and to identify other possible concerns that should be addressed in subsequent Tier II documents. Up to four charrettes will be held.
1.6.6 Public Hearing Open Houses:

These public hearing open houses will be opportunities to learn about the study and provide testimony on the Draft Environmental Impact Statement (DEIS), as required by law. The hearings will be widely advertised in all appropriate media; on the GDOT Website, through partner agencies and organizations such as MPOs, cities, towns, and state agencies. The first part of the hearing will be an open houses format to provide the public with opportunities to ask questions of staff. Maps and graphics will be on display with study team members available to answer questions. Following a presentation of the DEIS findings, participants will be given a chance to testify for the public record. The public hearing open houses will be held in accordance with Titles VI and VIII of the US Civil Rights Act and the Americans with Disabilities Act.

1.7 Public Information Materials

Providing stakeholders and the public with clear and easy-to-understand information about the study in general and specific elements of the study is critical to keeping them engaged over the course of the three-year study. Meetings are only one way to communicate with people and will be supplemented with public information that not only educates and informs, but also provides a way to give feedback.

1.7.1 Website:

A Web page for the study will be set up as a link from the GDOT Website. Information will be updated periodically and will be in downloadable formats. The goal of the Web page is to enable the public to keep up to date on the progress of the study in between meetings and events. Information that will be available will include:

- Public Involvement Plan
- Project schedule
- Meeting calendar
- Corridor photos and plans
- Documents including GDOT approved technical memoranda, Scoping report, and final documents
- Fact sheets and newsletters
- Handouts from meetings, workshops, scoping sessions, charrettes, etc.
- Meeting summaries

In addition, a link to an e-mail box will allow people to give feedback on any aspect of the study and on review documents as they are posted. Comments received in the e-mail box will be responded to in a maximum of 72 business hours by GDOT. The team will keep a complete record of all e-mail and responses.

1.7.2 Fact Sheets:

Fact Sheets will be prepared to answer the most frequently asked questions about the study. Up to 10 Fact Sheets will be prepared over the course of the study. Possible topics include a discussion of mode options, noise impacts, need and purpose, environmental impacts, and service options. Fact Sheets will be concise and easy-to-
read, two-sided sheets with color. Fact Sheets will be posted on the Web page and a small quantity printed for distribution at public meetings and other events in the study area.

1.7.3 Newsletters:
Newsletters are an excellent way to provide information about the study in a clear and concise way. The team will prepare three newsletters that will be timed with key aspects of the study: kickoff, during the alternatives analysis, and at the end of the study when the DEIS is available. Newsletters will be distributed by e-mail and to a mailing list of key stakeholders, citizens who specifically request a newsletter, and citizens who provide address information at a public information open house. The newsletters will also be posted on the Website in a downloadable format.

1.8 Drop-in Opportunities
Less formal than public meetings, open houses, and hearings that frequently interest a relatively small group of people, special events and non-traditional meeting locations can capture the attention of a larger, more representative group who might not make a special effort to go to a meeting.

1.8.1 Displays at High-Visibility Locations:
Two displays describing the goals of the study and the alternatives under investigation will be prepared with the ability to be located at high-visibility locations such as the airports in Atlanta and Chattanooga, MARTA stations, etc. The displays will provide contact information and direct viewers to other sources for additional information. The displays will be bi-lingual and will be designed to be understandable without being staffed.

1.8.2 Staffed Booths:
The Consultant will set up and staff booths at special events within the project study area to informally distribute information about the project. Possible events include county fairs, street festivals, etc. Fact Sheets will be made available, as well other summary information that can be easily updated, reproduced, and distributed throughout the duration of the study. Up to 12 special events booths will be staffed throughout the course of the study. All questions and comments received from the public will be recorded and logged.

1.8.3 Speakers Bureau:
Speakers Bureaus are groups of trained representatives who can knowledgeably speak about the study to groups and organizations. For this study, the team will train staff for the Speakers Bureau. These people will be available to make presentations, upon request, to local and regional civic and community organizations. General handouts about the study will be prepared as a “leave behind.” The handout will provide a description of the study, schedule, and contact information, including the Web page address.
1.9 Other Public Involvement Activities

1.9.1 Outreach Meetings:
To encourage participation from people and groups who do not typically participate in studies like this and may not be able to attend the Public Information Open Houses, other venues will be identified that would be appropriate alternatives. These could include minority churches, senior centers, and other community resources. Environmental justice communities along the corridor will be included in this outreach. Letters will be sent to church pastors, business groups, and other community leaders introducing the study. Follow-up telephone calls will be made to encourage their membership to attend the upcoming event.

1.9.2 Database:
Organizing all of the activities listed above requires identifying interested and affected persons and groups and knowing a variety of ways to be in contact with them on a regular or periodic basis. A comprehensive database for the study will be created and maintained and will include names and addresses, organizations and affiliations, telephone numbers, e-mail addresses, and fax numbers. The database will also provide information on areas of interest or concern, how people got involved in the study, what events or meetings they participated in, and more.

Categories of stakeholders will include:

- Residents
- Abutters
- Property owners
- Elected officials
- Agency representatives
- Neighborhood organizations
- Business groups
- Interest groups

The database will be one of the primary ways of organizing stakeholders. At key points in the study, the team will telephone key stakeholders to inform them of upcoming milestones, call their attention to review documents on the Website, and check in with them before decisions are made.

1.10 Environmental Justice
Special attention will be paid to ensure that all populations in the study area, including those that are historically under-represented in the transportation decision-making process, have a role in the study. The goal of the Environmental Justice Executive Order 12898 (February 11, 1994) and the Department of Transportation Order on Environmental Justice (DOT Order 5610.2) dated April 15, 1997, is to ensure the full and fair participation by all potentially affected communities in the transportation decision-making process, and this study will meet and exceed that goal. The goal will be achieved through outreach activities such as meeting
with local community leaders, church leaders, special mailings and targeted advertising, as required.

1.11 Documenting the Process, Feedback and Public Participation Impact
Documenting all public involvement activities, attendance, materials presented, and handouts is a critical component of this plan. A log of activities by date will be maintained and posted on the Website.

A comprehensive database of comments, issues, questions, and corrections will be maintained and updated as needed. The goal of this database is to ensure that issues are addressed in the process and those asking questions get an answer in a timely fashion.

A brief update on the status of the study will be written and posted on the Website at key milestones. Unlike the newsletter, which will provide more details on the status of the study, this update will answer the question, “What’s changed?” and will include where applicable issues are raised by the public and others and how they have been addressed.

1.12 Media
Project updates and announcements will be disseminated to the local media via regular media outlets. All media contact will be coordinated through GDOT, and all materials disseminated will require GDOT approval prior to distribution.

1.13 Study Schedule
The Project Baseline Schedule provides a general sense of the study tasks and their approximate timeframes. The dates shown for completion of specific tasks may shift during the study.
3.0 AGENCY & STAKEHOLDER INVOLVEMENT PLAN (ASIP)
Table of Contents

I. EXECUTIVE SUMMARY ............................................................................................................................. 1

II. INTRODUCTION .......................................................................................................................................... 2
   A. PURPOSE OF THE AGENCY AND STAKEHOLDER INVOLVEMENT PLAN (ASIP) .... 2
   B. PROJECT OVERVIEW ......................................................................................................................... 3
      Study Area Description ....................................................................................................................... 3
      Project Background ............................................................................................................................ 3
      Corridor Screening Process and Tier 1 EIS Build Alternatives ....................................................... 4
      Prior Coordination with Agencies, Stakeholders, and the Public .................................................... 6

III. AGENCY INVOLVEMENT PLAN .................................................................................................................. 6
   A. ROLES AND RESPONSIBILITIES FOR LEAD AGENCIES AND PARTICIPATING AGENCIES ................................................................. 6
      Federal Lead Agencies ...................................................................................................................... 6
      State Lead Agencies .......................................................................................................................... 7
      Participating Agencies ....................................................................................................................... 8
   B. ROLES AND RESPONSIBILITIES FOR COOPERATING AGENCIES, TRIBAL GOVERNMENTS, RESOURCE AGENCIES, AND LOCAL GOVERNMENTS .......... 8
      Roles and Responsibilities ............................................................................................................... 8
      Cooperating Agencies ...................................................................................................................... 8
      FRA, in consultation with FHWA, has determined that cooperating agencies would not be
designated until Tier 2 NEPA analyses are performed for this project ......................................... 8
      Tribal Governments .......................................................................................................................... 9
      Federal Resource Agencies .............................................................................................................. 9
      State Resource Agencies ............................................................................................................... 10
      Municipal and Regional Agencies ............................................................................................... 11
   C. ADDITIONAL STAKEHOLDER COORDINATION (HSGT INTERMODAL SUB-COMMITTEE) ................................................................................................................................. 13
      HSGT Intermodal Sub-Committee ....................................................................................................... 13
   D. COLLABORATIVE PROBLEM-SOLVING ADMINISTRATION ................................................................................................................................. 13
   E. PROJECT MILESTONES, REVIEW PERIODS & EXPECTATIONS ................................................................................................. 14
   F. MILESTONES TO PROJECT COMPLETION ................................................................................................................................. 16

IV. PUBLIC AND STAKEHOLDER INVOLVEMENT PLAN ........................................................................... 16
   A. PUBLIC AND STAKEHOLDER INVOLVEMENT OVERVIEW ................................................................................................. 16
   B. PUBLIC AND STAKEHOLDER INVOLVEMENT ACTIVITIES ................................................................................................. 17
      Outreach Database ............................................................................................................................ 17
   C. ENVIRONMENTAL JUSTICE OUTREACH ................................................................................................. 18
List of Figures

Figure 1 – Project Study Area ................................................................................................................................. 5
Figure 2 – Project Schedule ................................................................................................................................. 15
Figure 3 – Affected Native-American Tribes ........................................................................................................ 23

List of Tables

Table 1 – Management Hierarchy ......................................................................................................................... 14

APPENDIX – Distribution Lists
I. EXECUTIVE SUMMARY

This document provides an outline for the Agency and Stakeholder Involvement Plan (ASIP) for the Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Tier 1 Environmental Impact Statement (EIS), (the proposed project). The ASIP is the 2014 Update of the Public Involvement Plan (PIP), completed June 2007, and the Coordination Plan, completed February 2008 and revised through July 2010. This document will carry these previous documents forward for the completion of the proposed project when the Federal Railroad Administration (FRA) issues a Record of Decision (ROD).

The Atlanta-Chattanooga HSGT Tier 1 EIS process was initiated in August 2007 by FRA and FHWA, in cooperation with the Georgia Department of Transportation (GDOT) and Tennessee Department of Transportation (TDOT). An administrative Draft EIS was prepared in December 2010, with subsequent revisions in August 2011 and February 2012. The FRA is re-obligating its initial grant to allow GDOT to complete the Tier 1 EIS under a new Grant/Cooperative agreement (March 2013). This ASIP combines and updates the original PIP and Coordination Plan, but includes revisions to address the terms under the new agreement. The ASIP will also conform to requirements from the Moving Ahead for Progress in the 21st Century (MAP-21), which is the nation’s surface transportation authorization legislation, and it includes updated agency/stakeholder lists, contact information, and a summary of previous coordination activities during the environmental review process.

The tasks to be performed by GDOT under the new agreement include the following:

1. Complete a revised administrative draft EIS for FRA and submit for review and approval;

2. Complete a draft EIS incorporating FRA and FHWA’s comments and after securing FRA’s approval publish the draft EIS for agency and public comment;

3. Hold appropriate public meetings on the draft EIS;

4. Develop an administrative draft Final EIS (including responses to all substantive comments received on the draft EIS) and submit for FRA review and approval;

5. Complete and publish a final EIS incorporating FRA’s comments (after securing FRA’s approval);

6. Develop a draft Record of Decision (ROD) for FRA’s review and approval; and

7. Conduct appropriate public outreach activities during the term of this cooperative agreement informing the public of the environmental review process.

Following GDOT’s receipt of FHWA’s comments, FHWA’s role was changed to a Participating agency as of July 31, 2014.
II. INTRODUCTION

A. Purpose of the Agency and Stakeholder Involvement Plan (ASIP)

The Georgia Department of Transportation (GDOT) prepared this ASIP for the Tier 1 Environmental Impact Statement (EIS) for the proposed Atlanta – Chattanooga High Speed Ground Transportation (HSGT) project.

The Atlanta-Chattanooga HSGT Tier 1 EIS process began in August 2007, and GDOT completed an administrative Tier 1 Draft EIS in December 2010, with subsequent revisions in August 2011 and February 2012. The ASIP updates and combines the previously completed Public Involvement Plan (PIP), completed June 2007, and the Coordination Plan, completed February 2008 and revised July 2010. The PIP created a framework for interested and affected parties to provide input on the proposed project; to educate and engage stakeholders and the public about the environmental review process, issues, goals, and alternatives; and to create general awareness of the study. The Coordination Plan facilitates agency coordination and participation and their review and comment process during the environmental review process for the proposed project. This document will carry these previous documents forward for the completion of the project when the Federal Railroad Administration (FRA) issues a Record of Decision (ROD).

FRA is re-obligating its initial grant to allow GDOT to complete the Tier 1 EIS under a new Grant/Cooperative agreement (March 2013). This ASIP will combine and update the original PIP and Coordination Plan, and include revisions to address the terms under the new agreement.

The ASIP is considered a “living document” until a Record of Decision (ROD) is issued by FRA, the Federal agency leading the development of the Tier 1 EIS. As the project development progresses, GDOT may update the ASIP periodically, especially in response to reviews from participating agencies. The ASIP includes the following information:

- Project History and Overview;
- Stakeholder Involvement Overview;
- Stakeholder Involvement Activities;
- Other Public Involvement Activities;
- Environmental Justice Outreach;
- Agency Involvement Plan;
- Agency Roles and Responsibilities;
- Additional Stakeholder Coordination (HSGT Intermodal Sub-committee);
- Collaborative Problem-Solving Administration;
- Project Milestones, Review Periods and Expectations; and
- Milestones to Project Completion.
The project sponsors will move forward with the agency and stakeholder involvement program outlined in this document. GDOT will hold at least three public meetings within the study area; it previously created a project website. In tandem with the project website, fact sheets and newsletters will be distributed to resource agencies, stakeholders and the general public. A stakeholder listing is provided in Appendix A of this document. A 45 to 60-day public review period will be held wherein agencies and the public can review and submit comments on the Tier 1 Draft EIS.

The ASIP is prepared in accordance with Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and amended by Section 1305 of Moving Ahead for Progress in the 21st Century Act (MAP-21). Section 6002 of the SAFETEA-LU created Section 139 of Title 23 of the United States Code (U.S.C.) that mandates, among other requirements, that the lead agency must establish a plan for coordinating public and agency participation in and comment on the environmental review process for a Federally-funded project. As part of the ASIP, and after consulting with participating agencies and stakeholders, the lead agencies may establish a schedule for completion of the environmental review process for the proposed project.

This ASIP outlines the public and agency involvement program and identifies key contacts between Federal and State agencies, public officials, local communities, affected Native American Tribes, and other key stakeholder groups and the public. The ASIP also identifies key contacts with civic and business groups, relevant interest groups, present and potential riders/users, and private service providers/shippers. The ASIP identifies how involvement activities will be linked to key milestones in the planning/engineering and environmental analytic process, including public meetings on the Tier 1 Draft EIS. This process includes Tribal coordination to fulfill FRA’s responsibilities under Section 106 of the National Historic Preservation Act (NHPA).

B. Project Overview

Study Area Description

The project sponsors defined a broad geographic area for study comprised exclusively or in part, of the following counties: Clayton, Fulton, Cobb, Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattooga, Catoosa, Douglas, Paulding, Polk, and Walker counties of Georgia; and Hamilton County, in Tennessee. See Figure 1 below for a depiction of the project study area.

Project Background

The concept of HSGT service between Atlanta and Chattanooga has been a subject of study for over a decade. Initially, GDOT studied this corridor as part of a 1997 Intercity Rail Plan. The Atlanta to Chattanooga corridor was first considered for high speed rail service as part of the Federal Magnetic Levitation (Maglev) Deployment Program funded by the FRA to demonstrate Maglev technology capabilities in the United States. Georgia was among several states that participated in the program. The Atlanta Regional Commission (ARC) in cooperation with GDOT and the Georgia Regional Transportation Authority (GRTA), analyzed the 110-mile corridor between Atlanta and Chattanooga over a four-year period, from 1999 to 2003. The purpose of this analysis was to explore mobility options to determine the feasibility for a high speed passenger service. TDOT prepared a statewide rail plan in 2003, which recommended high speed rail connectivity with neighboring states.

The overall goal of the Atlanta to Chattanooga HSGT project is to enhance intercity passenger mobility in northwest Georgia, and part of Tennessee, by expanding passenger transportation capacity, increasing overall personal and business mobility and providing an alternative to highway
and air travel in a manner that is safe, reliable, and cost-effective while avoiding, minimizing, and/or mitigating effects on the human and natural environments.

Currently, the state and interstate highway systems within the corridor are operating at or near capacity, especially within and adjacent to the Atlanta, Rome, Dalton and Chattanooga areas. Although capacity improvements to the state and interstate roadway system along the corridor are either currently underway or planned for the near future, they will not address all of the future capacity or mobility needs for the region. The increased traffic volumes and accident rates in the study corridor further emphasize the need for alternative transportation. Social and economic demands will continue to call for a provision of alternative transportation choices for those individuals, who cannot or choose not to drive, as well as those travelers and commuters looking for alternatives to congested highways.

**Corridor Screening Process and Tier 1 EIS Build Alternatives**

During the screening process, 15 unique corridors from Hartsfield-Jackson Atlanta International Airport (HJAIA) to downtown Chattanooga were identified. From these 15 corridors, 3 corridors advanced to become Build Alternatives for analysis in the Tier 1 Draft EIS. The three corridors that advanced as Build Alternatives are:

- I-75 Southern Crescent;
- East Southern Crescent; and
- I-75/Rome Southern Crescent.

The Tier 1 Draft EIS will evaluate four alternatives: a No-Build Alternative and the three Build Alternatives. The No-Build Alternative represents the project area’s transportation system as it was forecast to be in the year 2030 with implementation of programs or projects that were already identified in local, regional, and state transportation plans and had identified funds for implementation by 2030. The No-Build Alternative assumes that an HSGT system would not be built between Atlanta and Chattanooga and is the basis for comparison of the alternatives under consideration in the Tier 1 EIS. Transportation options between Atlanta and Chattanooga consists of automobile travel, primarily along Interstate 75 (I-75), Interstate 285 (I-285), US Route 411 (US 411), US Route 41 (US 41), and Interstate 24 (I-24), existing local, regional, and intercity rail and bus services, and air travel between HJAIA Lovell Field Airport in Chattanooga.
Prior Coordination with Agencies, Stakeholders, and the Public

The Scoping Process for the Tier 1 Draft EIS began in 2007, during which GDOT established a comprehensive program for agency coordination as well as stakeholder and public outreach that allowed for dialogue on issues and alternatives that assisted in the development of solutions. Two Agency Scoping Meetings were conducted during the scoping process, which began in August 2007 and ended in October 2007. The meetings were held in Atlanta and Chattanooga, and included comments pertaining to the capacity of existing freight corridors, potential effects on water and biological resources, the number and location of stations, and the potential location of the proposed service. Additionally, Lead Agency coordination meetings between Federal and state lead agencies continue to take place on a regular basis during the development of the Tier 1 Draft EIS. More information about the Agency Scoping Meetings can be found in the Coordination Plan.

The stakeholder and public outreach program also includes a framework for stakeholder meetings, which occurred from January to June of 2008. These 19 meetings occurred in various locations along the potential alignment, and included the participation of more than 60 local government representatives. The stakeholder meetings included comments pertaining to county zoning ordinances, land development activities, and conflicts between areas designated for industrial-related economic development. More information about the 2008 stakeholder meetings can be found in the PIP and the Tier 1 Draft EIS document.

Specifically related to the general public, there were two types of meetings designed to solicit public involvement. These meetings included the 2007 Public Scoping Meetings, which were held to develop the Purpose and Need, and the 2010 Public Information Open House (PIOH) meetings, which reviewed the screening and alternative development process and results.

III. AGENCY INVOLVEMENT PLAN

A. Roles and Responsibilities for Lead Agencies and Participating Agencies

The following agency roles and responsibilities reflect the general understanding among the parties of the proposed project’s ASIP. Future revisions to the ASIP may include updates to agency roles and responsibilities as appropriate.

Federal Lead Agencies

Federal lead agencies have an important responsibility for preparing the Tier 1 EIS in accordance with Federal statutes and regulations. Federal lead agencies provide oversight and involvement in managing the environmental review process and issue resolution processes. Federal lead agencies must:

- Identify and involve participating agencies;\(^2\);
- Prepare a coordination plan;

\(^2\) Per FRA, in conjunction with FHWA, cooperating agencies will not be identified for this Tier 1 EIS.
• Provide involvement opportunities for the public, and participating agencies and tribal governments, in defining purpose and need as well as determining the range of alternatives; and

• Collaborate with participating agencies and tribal governments in determining methodologies and the level of detail for the Tier 1 EIS assessment and evaluation of alternatives.

FRA has been designated as the Federal lead agency for the Atlanta-Chattanooga HSGT Tier 1 EIS and is responsible for compliance with the following:

• National Environmental Policy Act (NEPA);

• NEPA-related Federal environmental statutes and regulations;

• FRA’s environmental regulations as published in 64 Federal Register 28545; and

• Section 4(f) of the DOT Act of 1966 and related regulations contained in 23 CFR 774 (Parks, Recreation Areas, Wildlife and Waterfowl Refuges, and Historic Sites).

FRA’s environmental guidance will serve as the baseline for purposes of ensuring procedural compliance with NEPA and Section 4(f), respectively. FHWA’s environmental regulations, 23 CFR 771 and 23 CFR 774, will serve as guidance for areas not covered by FRA’s regulations. Each agency’s environmental requirements and technical and financial evaluation criteria will be applied as appropriate to ensure that each agency’s statutory responsibilities and concerns are addressed in the environmental document.

As the Federal lead agency, FRA may provide specific guidance for GDOT on:

• Analysis of HSGT alternatives;

• HSGT planning and operations;

• Ridership demand and revenue forecasting;

• Capital and operating funding;

• Mobility evaluation related to FRA requirements; and

• FRA NEPA procedures.

Section 6002 of SAFETEA-LU, as amended by MAP-21 and 23 CFR Part 771, specify that Federal lead agencies must provide participating and cooperating agencies and the public the opportunity for involvement in the development of the need and purpose statement and the identification of the range of alternatives to be considered. As the Federal lead agency for this project, FRA will review HSGT study documentation and processes for consistency with SAFETEA-LU Section 6002, as amended by MAP-21, 23 CFR Part 771 and 23 CFR Part 774.

State Lead Agencies

GDOT will be a state joint-lead agency with TDOT for the HSGT Tier 1 EIS. GDOT will be responsible for the coordination and oversight of appropriate and necessary technical analyses and for the coordination of environmental document preparation, including, but not limited to, agency and
public involvement, notifications and coordination with affected agencies, tribal governments, and the public.

GDOT will recommend the preferred alternative(s) for more detailed definition, assessment, and evaluation in the Tier 2 NEPA process.

TDOT will be a state joint-lead agency for the HSGT Tier 1 EIS. TDOT will assist GDOT with the technical coordination for the proposed project, and will assist in the review and coordination of all technical analyses and environmental documents, and public involvement activities related to the Tier 1 EIS.

Participating Agencies

The Federal Highway Administration (FHWA) will serve as a participating agency in the development of the Tier 1 EIS. FHWA is the Federal agency responsible for consultation for the development of the range of alternatives, methodologies, and the level of detail for the analysis of the alternatives for the Tier 1 EIS. FHWA reviews the Tier 1 EIS documentation for the Tier 1 EIS range of alternatives and the identification of avoidance or minimization actions to be explored in the Tier 2 NEPA stage for site-specific impacts that may result from these alternatives.

B. Roles and Responsibilities for Cooperating Agencies, Tribal Governments, Resource Agencies, and Local Governments

The current lists of contact information for all local, state, and Federal participating agencies and tribal governments that are involved have been updated and may be found in Appendix A of this document. GDOT will send a newsletter to all listed agencies involved to provide a project update and to inform them of the intent and process for carrying the Tier 1 EIS forward to completion.

Roles and Responsibilities

To ensure that the concerns of each participating agency are considered in the environmental document, each party to this Plan will designate an individual, as well as an alternate, to represent that agency on all matters relating to this study. That individual will be the primary contact for transfer of project related information, and will be responsible for providing timely input into the preparation, coordination, and review of the environmental document. Each participating agency will be responsible for notifying the lead agencies of changes in points of contact.

Study deliverables will be forwarded as soon as possible to the appropriate individual(s) to allow for review and comment as set forth in the project schedule included with this plan.

An entity’s acceptance of designation as a participating agency is not an indication of project support, and does not provide the agency with increased oversight or approval authority beyond statutory limits, if applicable.

Cooperating Agencies

FRA, in consultation with FHWA, has determined that cooperating agencies would not be designated until Tier 2 NEPA analyses are performed for this project.
Tribal Governments

Native American tribes are federally recognized self-governing entities exercising inherent sovereign powers over their territories. Federal lead agencies are responsible for coordination and consultation with tribal officials consistent with Section 106 of the National Historic Preservation Act (NHPA) and Federal Executive Order 13175 (Consultation and Coordination with Indian Tribal Governments). The invitation of potentially affected tribal governments to participate in the EIS process is specified in the Council on Environmental Quality’s (CEQ) regulations implementing the procedural provisions of NEPA (40 CFR 1501.2, 40 CFR 1501.7).

Section 101(d) (2) of the National Historic Preservation Act allows tribal governments to assume the functions of State Historic Preservation Offices with respect to tribal land. Tribal government representatives will review projects occurring on, or affecting historic properties on, their tribal lands. Tribal governments will also advise of other historic properties that are of related religious or cultural significance.

GDOT established Memoranda of Understanding (MOU) with a number of the non-resident tribes that have historical or cultural links with the state of Georgia. Such memoranda address the project planning, identification of religious or cultural properties, assessment and resolution of adverse effects, and the treatment of Native American burials in compliance with the Native American Graves Protection and Repatriation Act.

Federal Resource Agencies

In addition to FRA and FHWA, other Federal agencies may hold regulatory responsibility for the protection of resources and are responsible for participation in the NEPA process in accordance with CEQ and individual implementing regulations and policies. Federal resource agency roles in the NEPA process for this study include:

- Federal Emergency Management Agency (FEMA) – Federal agency responsible for consultation to avoid or minimize impacts to regulatory floodways. FEMA reviews the Tier 1 EIS documentation for the discussion of avoidance or minimization actions for Tier 1 EIS alternatives and the identification of alternative avoidance or minimization actions to be explored in the Tier 2 NEPA stage for compliance with National Flood Insurance Program standards;

- Tennessee Valley Authority (TVA) – Federally owned corporation responsible for stewardship and provision of flood control, navigation, electricity generation, land management, and economic development in the Tennessee Valley. Authorization from TVA is required under Section 26(a) of the TVA Act for impacts to waters within the Tennessee River watershed. Early coordination during the Tier 1 NEPA process is necessary for the preparation of TVA permits during the subsequent Tier 2 NEPA process;

- U.S. Army Corps of Engineers (USACE) – Federal agency responsible for administering permits in accordance with Section 404 of the Clean Water Act (regulated discharge of dredged or fill material into waters of the U.S.) and Section 10 of the Rivers and Harbors Appropriation Act (protection of capacity within navigable waters of the U.S.). While Section 404 and/or Section 10 permits will not be requested during the Tier 1 EIS process, such permits and the Practicable Alternatives Review process are likely to be necessary as part of the Tier 2 NEPA process. Coordination will proceed as documented in the Local
NEPA/404(b)(1) Coordination Procedures between GDOT, FHWA Georgia Division, and the USACE;

- U.S. Department of Agriculture, Natural Resources Conservation Service (NRCS) – Federal agency responsible for protection of prime, statewide-important, and unique farmland from significant conversion, in accordance with the Farmland Protection Policy Act. Coordination with NRCS to identify average farm sizes by county within the study area will occur during the Tier 1 EIS process. Further coordination and the farmland impact rating procedures will be a function of the Tier 2 NEPA process;

- U.S. Department of Agriculture, Forest Service (USFS) – Federal agency with jurisdiction over National Forest lands potentially requiring transfers;

- Department of Housing and Urban Development (USHUD) - Federal agency responsible for implementation of programs and projects in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act). The Uniform Act provides important protections and assistance for people affected by the acquisition, rehabilitation, or demolition of real property for Federal or federally funded projects. HUD works closely with FHWA, the designated Federal Lead Agency for the Uniform Act.

- U.S. Department of the Interior, Fish and Wildlife Service (USFWS) – Federal agency responsible for coordination to avoid, minimize, or mitigate impacts to Federally-listed protected species in compliance with Section 7 of the Endangered Species Act. USFWS is the federal agency with jurisdiction for compliance with the Migratory Bird Treaty Act and the Bald Eagle Protection Act. Additionally, USFWS consultation includes the review of projects posing potentially unavoidable longitudinal stream encroachments or channel straightening impacts of 50 or more feet to intermittent and perennial streams, in accordance with the Fish and Wildlife Coordination Act. USFWS coordination will include reviews of technical ecology documentation estimating overall potential jurisdictional impacts;

- U.S. Department of the Interior, National Park Service (NPS) – Federal agency responsible for coordination to avoid or minimize impacts to official units of the NPS; and

- U.S. Environmental Protection Agency (EPA) — Federal agency responsible for protecting public health and the environment by improving air, land and water quality. Coordination with EPA is required under Section 102 (2) (C) of NEPA, Section 309 of the Clean Air Act and Section 404 of the Clean Water Act to avoid or minimize impacts to air, land and water quality.

**State Resource Agencies**

In addition to GDOT and TDOT, other state agencies may hold statutory responsibility for the protection of resources. State resource agency roles in the NEPA process for this study include:

- Georgia Department of Natural Resources (GADNR) Environmental Protection Division, and Tennessee Department of Environment and Conservation – In accordance with Section 401 of the Clean Water Act, these state agencies are responsible for issuing Water Quality Certifications for projects requiring an individual permit under Section 404 of the Clean Water Act. Early coordination during the Tier 1 EIS will contribute toward the preparation of such certifications, if applicable, during the Tier 2 NEPA phase;
- GADNR Historic Preservation Division, and Tennessee Historical Commission – both State Historic Preservation Officers (SHPOs) responsible for ensuring compliance with Section 106 of the NHPA. The SHPOs contribute data identifying resources on or eligible for the National Register of Historic Places, and other historic structures and archaeological sites. The agencies also may establish agreements for assessment and coordination activities in advance of the Tier 2 NEPA process; and

- GADNR Wildlife Resources Division is responsible for, conserving, enhancing, and promoting Georgia’s wildlife resources, including game and nongame animals, fish and protected plants. The Division is comprised of three sections – Game Management, Fisheries Management, and Nongame Conservation.

**Municipal and Regional Agencies**

Metropolitan Planning Organizations (MPOs), regional planning agencies (and city or county planning agencies, where appropriate), and regional transportation agencies within the study area provide the latest planning assumptions, including land use assumptions, population and employment forecasts, and transportation modeling data. Such data will be the common foundation for the Tier 1 EIS socioeconomic, mobility and land use analyses.

MPOs are established by the Governor and local officials for regional transportation planning in urbanized areas. The USDOT designates urbanized areas with populations of 50,000 or more. MPOs adopt long-range regional transportation plans meeting Federal air quality standards and establish short-term programs of transportation projects. The pertinent MPOs, and their respective counties that fall within the study area, include:

- Atlanta Regional Commission (ARC) – MPO for Cherokee, Clayton, Cobb, Douglas, Fulton, and Paulding Counties;

- Chattanooga-Hamilton County Regional Planning Agency (CHCRPA), Transportation Planning Organization (TPO) – MPO for Hamilton County, Tennessee and portions of Catoosa County and Walker County, Georgia in the Chattanooga urbanized area;

- Cartersville-Bartow MPO – Formed in 2013; an intergovernmental transportation planning body for Bartow County, Georgia;

- Floyd-Rome Urban Transportation Study (FRUTS) – MPO for the Rome urbanized area within Floyd County; and

- Greater Dalton MPO – MPO for the Dalton urbanized area within Whitfield County.

Designated under state laws, regional commissions within the study area develop, promote, and assist with the establishment of coordinated and comprehensive plans, offering technical assistance to state, Federal, and local agencies in balancing quality growth and development with the conservation of resources. Regional planning agencies within the study area include:

- Atlanta Regional Commission (ARC) – representing Cherokee, Clayton, Cobb, Douglas and Fulton Counties within the study area;

- Appalachian Regional Commission (also known as the ARC) – Federal-state partnership supporting sustainable community and economic development for 13 states in the
Appalachian region, including Georgia and Tennessee. To avoid confusion with the Atlanta Regional Commission, the “ARC” acronym will not be used to make reference to the Appalachian Regional Commission and will only be used to refer to the Atlanta Regional Commission;

- CHCRPA – representing Hamilton County within the study area; and
- Northwest Georgia Regional Commission – representing Bartow, Catoosa, Chattooga, Floyd, Gordon, Murray, Paulding, Polk, Walker, and Whitfield Counties within the study area.

Municipal governments within the study area (including city and county government agencies) may also be consulted during the Tier 1 EIS development process to provide or validate land use planning, right-of-way, or socioeconomic information. County governments within the study area include:

- Bartow County, Georgia;
- Catoosa County, Georgia;
- Clayton County, Georgia;
- Cobb County, Georgia;
- Douglas County, Georgia;
- Floyd County, Georgia;
- Fulton County, Georgia;
- Gordon County, Georgia;
- Hamilton County, Tennessee;
- Murray County, Georgia;
- Paulding County, Georgia;
- Polk County, Georgia; and
- Whitfield County, Georgia.

Several regional and local transportation agencies are located within the study area. These include, but are not limited to:

- Chattanooga Area Regional Transportation Authority (CARTA);
- Cobb Community Transit;
- Georgia Regional Transportation Authority (GRTA); and
- Metropolitan Atlanta Rapid Transit Authority (MARTA).
C. Additional Stakeholder Coordination (HSGT Intermodal Sub-committee)

HSGT Intermodal Sub-Committee

This sub-committee includes members of the Georgia State Transportation Board and study area stakeholders. The sub-committee provides input to GDOT project management staff at key points in the development of the HSGT study.

D. Collaborative Problem-Solving Administration

The lead agency and the study team will use the following decision-making approach, as required. If an impasse occurs between the lead agency and the direct project management team cannot make a decision within a two-week period of the issue being identified, each party agrees to involve relevant agency management as outlined in Table 1. Final decisions of any continuing issues will be a matter for determination by the GDOT Commissioner, the TDOT Commissioner, and the FRA Associate Administrator or their respective designees.

If a decision is stalled, the management hierarchy for these organizations is shown in Table 1 below. When the representatives at the lowest level for each party have reached an impasse and have agreed to elevate the decision, a meeting will be held within a one-week period. At that time, representatives from both levels will meet to discuss the issues related to the impasse and attempt resolution.

If an agreement cannot be reached within a week, the issue will be elevated to the next level and a meeting will be held within a one-week period. At that time, representatives from all three levels will meet to discuss the issues related to the impasse and attempt resolution.

If an agreement cannot be reached within a week, the issue will be elevated to the highest organizational level and a meeting date will be established within a one-week period. At that time, all parties at all levels will meet to resolve the issue. The parties hereto agree that any resolution to an impasse secured through the decision-making process set forth in this section will be communicated in writing to all parties.

3 Stakeholders generally include County Commissioners, City Council members, and planning managers/staff of jurisdictions within the project study area.
### Table 1 – Management Hierarchy

<table>
<thead>
<tr>
<th>Level</th>
<th>FRA</th>
<th>GDOT</th>
<th>TDOT</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Environmental Protection Specialist</td>
<td>Project Manager</td>
<td>Project Manager</td>
</tr>
<tr>
<td>2</td>
<td>Division Office of Program Delivery</td>
<td>Intermodal Division Director</td>
<td>Assistant Chief of Environment and Planning</td>
</tr>
<tr>
<td>3</td>
<td>Associate Administrator for Railroad Development</td>
<td>Chief Engineer</td>
<td>Chief of Environment and Planning</td>
</tr>
<tr>
<td>4</td>
<td>Administrator</td>
<td>Commissioner</td>
<td>Commissioner</td>
</tr>
</tbody>
</table>

### E. Project Milestones, Review Periods & Expectations

As stated in the Introduction, SAFETEA-LU 6002 established the milestones at which proposed project efforts must be reviewed by the joint lead agencies, participating agencies, and the public prior to moving forward in the Tier 1 EIS process. These milestones include:

- Project Need and Purpose (by public, participating agencies and tribal governments during scoping);
- Identification of the Range of Alternatives (by public, participating agencies and tribal governments during scoping);
- Methodologies to be used and level of detail required in the analysis of each alternative (by participating agencies and tribal governments during scoping and alternatives screening stages);
- Tier 1 Draft EIS (by lead agency, prior to Notice of Availability);
- Identification of Preferred Alternative (by lead agency);
- Tier 1 Final EIS (by lead agency, prior to Notice of Availability); and
- Tier 1 ROD (by Federal lead agency and U.S. Environmental Protection Agency only).

Section 1319(b) of MAP-21 directs the lead agencies, to the maximum extent possible, to expeditiously develop a single document that consists of a Final EIS and ROD in order to streamline the environmental review process. Traditionally, Final EIS and ROD documents are issued as separate documents with a minimum 30-day period between the Final EIS and the ROD. The current project schedule, as seen below, does not reflect this new guidance. Further coordination between the project sponsors and lead agencies will determine the proper course of action.

The activities shown above are identified in the overall anticipated project schedule. The project schedule includes anticipated timeframes for document reviews by participating agencies. See Figure 2: Project Schedule.
### Figure 2 – Project Schedule

#### Atlanta to Chattanooga HSGT Tier 1 EIS Schedule

<table>
<thead>
<tr>
<th>ID</th>
<th>Task Name</th>
<th>Duration (Days)</th>
<th>Start</th>
<th>Finish</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Atlanta to Chattanooga HSGT Tier 1 EIS Schedule</td>
<td>1144</td>
<td>Wed 6/1/15</td>
<td>Fri 1/13/16</td>
</tr>
<tr>
<td>2</td>
<td>Task 1: EPA Public Involvement</td>
<td>214</td>
<td>Wed 6/1/15</td>
<td>Fri 12/11/15</td>
</tr>
<tr>
<td>3</td>
<td>Task 1: EPA Public Involvement</td>
<td>300</td>
<td>Wed 6/1/15</td>
<td>Fri 12/11/15</td>
</tr>
<tr>
<td>4</td>
<td>Agency and Stakeholder Involvement Plan</td>
<td>161</td>
<td>Wed 6/1/15</td>
<td>Fri 12/11/15</td>
</tr>
<tr>
<td>5</td>
<td>Draft EIS submitted to EPA</td>
<td>0</td>
<td>Wed 6/1/15</td>
<td>Fri 6/12/15</td>
</tr>
<tr>
<td>6</td>
<td>Draft EIS reviewed by EPA</td>
<td>1</td>
<td>Wed 6/1/15</td>
<td>Fri 6/12/15</td>
</tr>
<tr>
<td>7</td>
<td>Final EIS submitted to EPA</td>
<td>0</td>
<td>Wed 6/1/15</td>
<td>Fri 6/12/15</td>
</tr>
<tr>
<td>8</td>
<td>Final EIS reviewed by EPA</td>
<td>0</td>
<td>Wed 6/1/15</td>
<td>Fri 6/12/15</td>
</tr>
<tr>
<td>9</td>
<td>Final EIS approved</td>
<td>0</td>
<td>Wed 6/1/15</td>
<td>Fri 6/12/15</td>
</tr>
</tbody>
</table>

#### Task 2: Draft EIS Development & Section 4(f) Analysis

<table>
<thead>
<tr>
<th>ID</th>
<th>Task Name</th>
<th>Duration (Days)</th>
<th>Start</th>
<th>Finish</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td>Atlanta to Chattanooga HSGT Tier 1 EIS Schedule</td>
<td>1144</td>
<td>Wed 6/1/15</td>
<td>Fri 1/13/16</td>
</tr>
<tr>
<td>11</td>
<td>Task 2: Draft EIS Development &amp; Section 4(f) Analysis</td>
<td>465</td>
<td>Wed 6/1/15</td>
<td>Fri 1/13/16</td>
</tr>
</tbody>
</table>

---

1. Yellow shaded tasks denote major subtasks
2. Green shaded boxes denote task dependencies
3. Red shaded bars reflect project milestones

---

**Delta**

**Chattanooga HSGT Study**

**September 2016**

---

**Atlanta to Chattanooga HSGT Tier 1 EIS Schedule**

**Gantt Chart: As of Tue 1/13/15**

---

**1. Yellow shaded tasks denote major subtasks**
**2. Green shaded boxes denote task dependencies**
**3. Red shaded bars reflect project milestones**
F. Milestones to Project Completion

The project milestones include all work required to complete the Tier 1 EIS, supporting technical reports and studies, and ROD. This work includes:

- A revised administrative Tier 1 Draft EIS for FRA review and approval;
- A Revised Administrative Tier 1 Draft EIS that includes responses to all substantive comments received on the Tier 1 Draft EIS;
- An Agency Summit, which includes an invitation for local, state, and Federal agencies to identify any outstanding issues prior to the formal review period;
- Tier 1 Draft EIS Notice of Availability (NOA), which notifies agencies and the public of the public meetings and public/agency review period;
- Public meetings and minimum 45 to 60-day comment period;
- An Administrative Tier 1 Final EIS, which will be prepared based on agency and public review comments, as well as those received at public meetings;
- Tier 1 Final EIS and NOA, based on comments from FRA review; and
- Record of Decision (ROD), prepared for FRA.

IV. PUBLIC AND STAKEHOLDER INVOLVEMENT PLAN

A. Public and Stakeholder Involvement Overview

Public involvement is integrated into the environmental review process through a transparent process. During the environmental review process, stakeholders who may be affected by the proposed project can see how their input has been taken into account and incorporated into the technical work. This ensures that at the end of the project, stakeholders in the project have had an opportunity to provide input at all major milestones. The public involvement process enables the project sponsors to:

- Create an environment in which decisions are based on an objective, transparent, and inclusive planning process that actively seeks input from a variety of stakeholders;
- Consider all public information and technical input, which aids the planning process and decision-making;
- Ensure open and clear communications;
- Facilitate two-way education; and
- Meet and exceed state and Federal public involvement requirements.
The specific public involvement goals for this project are:

- Provide a structure and forum for interested and affected parties to provide input and comment on major issues, problems, and alternatives along the proposed Atlanta-Chattanooga HSGT corridor;
- Educate agency representatives, stakeholders, and members of the public and media about issues, opportunities, goals, and alternatives affecting the proposed Atlanta-Chattanooga HSGT corridor;
- Create general awareness of the study among highway, airport, and transit users, the business communities, residents, and local government officials;
- Clarify the decision-making process; and
- Engage all key stakeholders in the study process and results, and build consensus on future activities.

B. Public and Stakeholder Involvement Activities

Public Meetings

Public meetings will be held once FRA has approved the Tier 1 Draft EIS and released if for public and agency review. The public meetings will be held in three locations in the proposed project study area, providing opportunities at the south (Atlanta Region) and north termini (Chattanooga Region) of the study area, and at least one location in between Atlanta and Chattanooga such as Cartersville, Georgia.

Public Information Materials

The previously-created project website will be maintained through the completion of the Tier 1 Final EIS and ROD. This site will include project documents, project newsletters and announcements (including locations/dates) of public meetings. The website is accessible via the following link: http://www.dot.ga.gov/travelingingeorgia/rail/Pages/Atl-Chatt.aspx.

Fact Sheets and Newsletters

The project sponsors will prepare project fact sheets and newsletters to answer the most frequently asked questions about the study. Possible topics include a discussion of mode options, noise impacts, need and purpose, environmental impacts, and service options. Fact sheets will be concise and easy-to-read, two-sided sheets with color. Both fact sheets and newsletters will be posted on the Web page and a small quantity printed for distribution at public meetings and other events in the study area.

Outreach Database

The outreach database, which includes a list of stakeholder contact information, will be updated for the ASIP and maintained through the completion of the Tier 1 EIS.
C. Environmental Justice Outreach

In accordance with Executive Order 12898 (Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations), there will be particular emphasis on involving underserved populations, including minority, low-income, transit-dependent, and non-English speaking communities. Executive Order 12898 requires each Federal agency to achieve environmental justice as part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects, including interrelated social and economic effects of its programs, policies and activities on minority populations and low-income populations in the United States.

**Outreach:** A key aspect of an Environmental Justice (EJ) analysis is to ensure the involvement of affected communities/populations in our transportation decision-making processes. Early and continuous public involvement is critical to identifying needs and developing solutions to our transportation problems. The efforts to engage minority and low-income populations/communities must be genuine in order to develop trusting relationships with these communities. They need to know that their input is valued and given serious consideration in project decisions. EJ communities of concern within the proposed project study area may be targeted for additional public engagement before a ROD is issued. Special outreach will be conducted for minority and low-income populations in these communities. The project team will identify the languages spoken by the communities in the project study area and will provide language services for greater participation from these communities. For instance, it is already known that Spanish-language publicizing of meetings and public meetings, availability of Spanish-language versions of presentation materials, and availability of Spanish interpreters at public meetings will be needed.

Maintaining some consistency among those involved through the life of a project, and engaging the public frequently, helps to build trust in the project sponsors. Additional measures such as inviting local elected officials and other known community leaders and communicating project updates with these individuals will be maintained throughout the environmental review process.

**Accessibility:** Public meetings and public meetings will take place in Americans with Disabilities Act (ADA)-accessible locations to ensure disabled persons may attend. Public meetings will also take place in transit-accessible locations when possible, so that transit-dependent persons are able to attend.
# Appendix A – Distribution Lists

## Stakeholders

<table>
<thead>
<tr>
<th>Prefix</th>
<th>First Name</th>
<th>Last Name</th>
<th>Title</th>
<th>Organization</th>
<th>Phone #</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Mr.</td>
<td>Steve</td>
<td>Taylor</td>
<td>County Commissioner</td>
<td>Bartow County</td>
<td>770-387-5030</td>
</tr>
<tr>
<td></td>
<td>Mr.</td>
<td>Keith</td>
<td>Greene</td>
<td>Chairman</td>
<td>Catoosa County</td>
<td>706-965-2500</td>
</tr>
<tr>
<td></td>
<td>Mr.</td>
<td>L.B. &quot;Buzz&quot;</td>
<td>Ahrens, Jr.</td>
<td>Commission Chairman</td>
<td>Cherokee County</td>
<td>678-493-6000</td>
</tr>
<tr>
<td></td>
<td>Mr.</td>
<td>Brian</td>
<td>Bulthuis</td>
<td>City Manager</td>
<td>City of Acworth</td>
<td>770-974-3112</td>
</tr>
<tr>
<td></td>
<td>Ms.</td>
<td>Duriya</td>
<td>Farooqui</td>
<td>Chief Operating Officer, Office of the COO</td>
<td>City of Atlanta</td>
<td>404.330.6004</td>
</tr>
<tr>
<td></td>
<td>Mr.</td>
<td>Eddie</td>
<td>Peterson</td>
<td>City Administrator</td>
<td>City of Calhoun</td>
<td>706-629-0151</td>
</tr>
<tr>
<td></td>
<td>Mr.</td>
<td>Sam</td>
<td>Grove</td>
<td>City Manager</td>
<td>City of Cartersville</td>
<td>770-387-5616</td>
</tr>
<tr>
<td></td>
<td>Mr.</td>
<td>Ty</td>
<td>Ross</td>
<td>City Administrator</td>
<td>City of Dalton</td>
<td>706-278-9500</td>
</tr>
<tr>
<td></td>
<td>Ms.</td>
<td>Freida</td>
<td>Wheeler</td>
<td>City Manager</td>
<td>City of East Ridge</td>
<td>423-867-7711</td>
</tr>
<tr>
<td></td>
<td>Mr.</td>
<td>Al</td>
<td>Pallone</td>
<td>Mayor</td>
<td>City of Emerson</td>
<td>770-382-9819</td>
</tr>
<tr>
<td></td>
<td>Mr.</td>
<td>Dan</td>
<td>Wright</td>
<td>City Manager</td>
<td>City of Ringgold</td>
<td>706-935-3061</td>
</tr>
<tr>
<td></td>
<td>Ms.</td>
<td>Carol</td>
<td>Berz</td>
<td>Councilwoman</td>
<td>City of Chattanooga</td>
<td>423-757-5198</td>
</tr>
<tr>
<td></td>
<td>Mr.</td>
<td>Mark</td>
<td>Matthews</td>
<td>Mayor</td>
<td>City of Kennesaw</td>
<td>770-424-8274</td>
</tr>
<tr>
<td></td>
<td>Mr.</td>
<td>Jeffrey</td>
<td>Turner</td>
<td>Chairman</td>
<td>Clayton County Board of Commissioners</td>
<td>770-477-3208</td>
</tr>
<tr>
<td></td>
<td>Mr.</td>
<td>Tim</td>
<td>Lee</td>
<td>Chairman</td>
<td>Cobb County</td>
<td>770-528-1000</td>
</tr>
<tr>
<td></td>
<td>Mr.</td>
<td>Tom</td>
<td>Wortham</td>
<td>Chairman</td>
<td>Douglas County</td>
<td>770-920-7269</td>
</tr>
<tr>
<td></td>
<td>Mr.</td>
<td>John</td>
<td>Eaves</td>
<td>Chairman</td>
<td>Fulton County</td>
<td>404-730-8200</td>
</tr>
<tr>
<td></td>
<td>Mr.</td>
<td>Gary</td>
<td>Burkhalter</td>
<td>County Manager</td>
<td>Floyd County</td>
<td>706-291-5110</td>
</tr>
<tr>
<td></td>
<td>Mr.</td>
<td>Becky</td>
<td>Hood</td>
<td>Chair-Person</td>
<td>Gordon County</td>
<td>706-629-379</td>
</tr>
<tr>
<td></td>
<td>Mr.</td>
<td>Jim</td>
<td>Coppinger</td>
<td>Mayor</td>
<td>Hamilton County</td>
<td>423-209-6100</td>
</tr>
<tr>
<td></td>
<td>Mr.</td>
<td>Larry L</td>
<td>Henry</td>
<td>Chairman</td>
<td>Hamilton County</td>
<td>423-209-7200</td>
</tr>
<tr>
<td>Prefix</td>
<td>First Name</td>
<td>Last Name</td>
<td>Title</td>
<td>Organization</td>
<td>Phone #</td>
<td>Email</td>
</tr>
<tr>
<td>--------</td>
<td>------------</td>
<td>------------</td>
<td>------------------------</td>
<td>-------------------------------------</td>
<td>-----------------</td>
<td>---------------------------------</td>
</tr>
<tr>
<td>Mr.</td>
<td>James</td>
<td>Welch</td>
<td>Chairman</td>
<td>Murray County</td>
<td>706-695-2413</td>
<td></td>
</tr>
<tr>
<td>Mr.</td>
<td>David</td>
<td>Austin</td>
<td>Chairman</td>
<td>Paulding County</td>
<td>770-443-7550</td>
<td><a href="mailto:commissioners@paulding.gov">commissioners@paulding.gov</a></td>
</tr>
<tr>
<td>Ms.</td>
<td>Bebe</td>
<td>Haskell</td>
<td>Commissioner</td>
<td>Walker County</td>
<td>706-638-1437</td>
<td>commissioner@walt erga.us</td>
</tr>
<tr>
<td>Mr.</td>
<td>Mike</td>
<td>Babb</td>
<td>Chairman</td>
<td>Whitfield County</td>
<td>706-275-7500</td>
<td><a href="mailto:mbabb@whitfieldcountyga.com">mbabb@whitfieldcountyga.com</a></td>
</tr>
<tr>
<td>Ms.</td>
<td>Ceasar</td>
<td>Mitchell</td>
<td>City Council President</td>
<td>City of Atlanta</td>
<td>404-330-6030</td>
<td><a href="mailto:ccmitchell@atlantaga.gov">ccmitchell@atlantaga.gov</a></td>
</tr>
<tr>
<td>Mr.</td>
<td>Kwanza</td>
<td>Hall</td>
<td>City Council Member</td>
<td>City of Atlanta</td>
<td>404-330-6038</td>
<td><a href="mailto:khall@atlantaga.gov">khall@atlantaga.gov</a></td>
</tr>
</tbody>
</table>

**Business Organizations**

| Mr. | Mason | Zimmerman | Chairman | Town Center CID | 770-980-0808 | hmzimmerman@popealand.com |
| Mr. | Tad   | Leithead  | Chairman  | Cumberland CID  | 770.859.2347 | rplummer@cumberlandcid.org   |
| Mr. | Don   | Cope      | President & CEO | Dalton Utilities | 706-278-1313 | dcope@dutil.com               |
| Mr. | Paul  | Bowers    | President & CEO | Georgia Power |                        |                                |
| Mr. | Kevin | Green     | President & CEO | Midtown Alliance | 404-892-0050 | kevin@midtownATL.com          |
| Mr. | A.J.  | Robinson  | President  | Central Atlanta Progress | 404-658-1877 | aj@atlantadowntown.com        |

**Planning Organizations**

<p>| Ms. | Susan | Paredes  | GDMPO Coordinator | Greater Dalton MPO | 706-876-2559 | <a href="mailto:sparedes@whitfieldcountyga.com">sparedes@whitfieldcountyga.com</a> |
| Mr. | Lamont | Kiser    | Director           | Cartersville-Bartow Metropolitan Planning Organization | 770-607-6253 | <a href="mailto:kiserl@bartowga.org">kiserl@bartowga.org</a>           |
| Mr. | John  | Bridger  | Secretary to Commission | Chattanooga-Hamilton County Regional Planning Agency | 423-757-5216 | <a href="mailto:bennett_b@mail.chattanooga.gov">bennett_b@mail.chattanooga.gov</a> |
| Mr. | Mike  | Babb     | Executive Director  | Northwest Georgia Regional Commission | 706-295-6485 |                                |
| Mr. | James | Thompson | Program Manager    | Appalachian Regional Commission | 404-679-1584 | <a href="mailto:james.thompson@dca.ga.gov">james.thompson@dca.ga.gov</a>      |
| Mr. | Walter &quot;Sonny&quot; | Deriso | Chairman of the Board of Directors | GRTA | 404-463-3000 | <a href="mailto:comments@grta.org">comments@grta.org</a>          |
| Mr. | Douglas | Hooker  | Director            | Atlanta Regional Commission |                        |                                |</p>
<table>
<thead>
<tr>
<th>Prefix</th>
<th>First Name</th>
<th>Last Name</th>
<th>Title</th>
<th>Organization</th>
<th>Phone #</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Jeff</td>
<td>Lewis</td>
<td>State Transportation Board Member, Congressional District 11</td>
<td>GDOT</td>
<td>770-382-4411</td>
<td><a href="mailto:jeflewis@dot.ga.gov">jeflewis@dot.ga.gov</a></td>
</tr>
<tr>
<td></td>
<td>Roger</td>
<td>Williams</td>
<td>State Transportation Board Member, Congressional District 14</td>
<td>GDOT</td>
<td>706-618-6029</td>
<td><a href="mailto:rogwilliams@dot.ga.gov">rogwilliams@dot.ga.gov</a></td>
</tr>
<tr>
<td></td>
<td>Stacey</td>
<td>Key</td>
<td>State Transportation Board Member, Congressional District 5</td>
<td>GDOT</td>
<td>404-310-5040</td>
<td><a href="mailto:skey@dot.ga.gov">skey@dot.ga.gov</a></td>
</tr>
<tr>
<td></td>
<td>John</td>
<td>Schroer</td>
<td>DOT Commissioner</td>
<td>TDOT</td>
<td>615-741-2848</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Steve</td>
<td>Vogel</td>
<td>President</td>
<td>Georgia Association of Railroad Passengers</td>
<td></td>
<td><a href="mailto:president@garprail.org">president@garprail.org</a></td>
</tr>
<tr>
<td></td>
<td>Gordon</td>
<td>Kenna</td>
<td>Chief Executive Officer</td>
<td>Georgians for Passenger Rail</td>
<td><a href="mailto:gkenna@georgiarail.org">gkenna@georgiarail.org</a></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Jannine</td>
<td>Miller</td>
<td>Executive Director</td>
<td>GRTA</td>
<td>404-463-3000</td>
<td><a href="mailto:jmiller@grta.org">jmiller@grta.org</a></td>
</tr>
<tr>
<td></td>
<td>Tom</td>
<td>Nissalke</td>
<td>Director of Environmental and Technical Services, City of Atlanta-Department of Aviation</td>
<td>Hartsfield Jackson Atlanta International Airport</td>
<td>404-530-5500</td>
<td><a href="mailto:tom.nissalke@atlanta-airport.com">tom.nissalke@atlanta-airport.com</a></td>
</tr>
<tr>
<td></td>
<td>Terry</td>
<td>Hart</td>
<td>President &amp; CEO</td>
<td>Chattanooga Airport</td>
<td>423-855-2201</td>
<td><a href="mailto:thart@Chattairport.com">thart@Chattairport.com</a></td>
</tr>
<tr>
<td></td>
<td>Robert</td>
<td>Ashe III</td>
<td>Board Member</td>
<td>MARTA</td>
<td>404-881-4169</td>
<td><a href="mailto:ashe@bmelaw.com">ashe@bmelaw.com</a></td>
</tr>
<tr>
<td></td>
<td>Rodney</td>
<td>Barry</td>
<td>Division Administrator</td>
<td>FHWA-GA</td>
<td>404-562-3630</td>
<td><a href="mailto:Rodney.barry@dot.gov">Rodney.barry@dot.gov</a></td>
</tr>
<tr>
<td></td>
<td>Judson</td>
<td>Hill</td>
<td>Senator</td>
<td>Marietta</td>
<td>404-656-0150</td>
<td><a href="mailto:judson.hill@senate.ga.gov">judson.hill@senate.ga.gov</a></td>
</tr>
<tr>
<td></td>
<td>Steve</td>
<td>Thompson</td>
<td>Senator</td>
<td>Marietta</td>
<td>404-656-0083</td>
<td><a href="mailto:steve.thompson@senate.ga.gov">steve.thompson@senate.ga.gov</a></td>
</tr>
<tr>
<td></td>
<td>Jeff</td>
<td>Mullis</td>
<td>Senator</td>
<td>Chickamauga</td>
<td>404-656-0057</td>
<td><a href="mailto:jeff.mullis@senate.ga.gov">jeff.mullis@senate.ga.gov</a></td>
</tr>
<tr>
<td></td>
<td>Hunter</td>
<td>Hill</td>
<td>Senator</td>
<td>Atlanta</td>
<td>404-463-2518</td>
<td><a href="mailto:hunter.hill@senate.ga.gov">hunter.hill@senate.ga.gov</a></td>
</tr>
<tr>
<td></td>
<td>Nan</td>
<td>Orrock</td>
<td>Senator</td>
<td>Atlanta</td>
<td>404-463-8054</td>
<td><a href="mailto:nan.orrock@senate.ga.gov">nan.orrock@senate.ga.gov</a></td>
</tr>
<tr>
<td></td>
<td>Charlie</td>
<td>Bethel</td>
<td>Senator</td>
<td>Dalton</td>
<td>404-651-7738</td>
<td><a href="mailto:charlie.bethel@senate.ga.gov">charlie.bethel@senate.ga.gov</a></td>
</tr>
<tr>
<td>Prefix</td>
<td>First Name</td>
<td>Last Name</td>
<td>Title</td>
<td>Organization</td>
<td>Phone #</td>
<td>Email</td>
</tr>
<tr>
<td>------------------------</td>
<td>------------</td>
<td>-----------</td>
<td>---------------------------</td>
<td>------------------------------------</td>
<td>----------------</td>
<td>--------------------------------</td>
</tr>
<tr>
<td>Representatives</td>
<td>Bob</td>
<td>Corker</td>
<td>US Senator</td>
<td>State of Tennessee</td>
<td>423-756-2757</td>
<td></td>
</tr>
<tr>
<td>The Honorable</td>
<td>Phil</td>
<td>Gingrey</td>
<td>Congressman 11th District</td>
<td>US House of Representatives</td>
<td>770-429-1776</td>
<td><a href="mailto:gingrey.ga@mail.house.gov">gingrey.ga@mail.house.gov</a></td>
</tr>
<tr>
<td>The Honorable</td>
<td>Johnny</td>
<td>Isakson</td>
<td>US Senator</td>
<td>State of Georgia</td>
<td>770-661-0999</td>
<td></td>
</tr>
<tr>
<td>The Honorable</td>
<td>John</td>
<td>Lewis</td>
<td>Congressman 5th District</td>
<td>US House of Representatives</td>
<td>404-659-0116</td>
<td></td>
</tr>
<tr>
<td>The Honorable</td>
<td>Rob</td>
<td>Woodall</td>
<td>Congressman 7th District</td>
<td>US House of Representatives</td>
<td>770-232-3005</td>
<td></td>
</tr>
<tr>
<td>The Honorable</td>
<td>Tom</td>
<td>Price</td>
<td>Congressman 6th District</td>
<td>US House of Representatives</td>
<td>770-998-0049</td>
<td></td>
</tr>
<tr>
<td>The Honorable</td>
<td>Chuck</td>
<td>Fleischmann</td>
<td>Congressman District 3</td>
<td>US House of Representatives</td>
<td>423-756-2342</td>
<td></td>
</tr>
<tr>
<td>The Honorable</td>
<td>Saxby</td>
<td>Chambliss</td>
<td>US Senator</td>
<td>State of Georgia</td>
<td>770-763-9090</td>
<td></td>
</tr>
</tbody>
</table>
Tribes

Figure 3 illustrates the Native American tribes within the project study area.

Figure 3 – Affected Native-American Tribes
For reference purposes, Federally-recognized tribes are listed below:

**Alabama-Coushatta Tribe of Texas**
571 State Park Road, 56
Livingston, TX  77351
Web: [www.alabama-coushatta.com/](http://www.alabama-coushatta.com/)
Oscola Clayton Sylestine, Principal Chief
Carlos Bullock, Tribal Council Chairman
Bryant Celestine, THPO
936.563.1181
936.563.1183 fax
[celestine.bryant@actribe.org](mailto:celestine.bryant@actribe.org)

**Absentee-Shawnee Tribe of Oklahoma**
2025 S. Gordon Cooper Drive
Shawnee, OK  74801
405.275.4030
405.878.4711 fax
Web: [www.astribe.com](http://www.astribe.com)
Edwina Butler-Wolfe, Governor
Mr. Joseph H. Blanchard, THPO
[joseph.blanchard@astribe.com](mailto:joseph.blanchard@astribe.com)
405.275.4030 ext. 203
Agency and Stakeholder Involvement Plan

**Cherokee Nation**  PO Box 948  
Tahlequah, OK  74465  
Physical address: 17675 S. Muskogee  
Web: www.cherokee.org  

Mr. Bill John Baker, Principal Chief  
Mr. S. Joe Crittenden, Deputy Chief  
RICHARD Allen, THPO  
Richard-Allen@cherokee.org  
918.453.5466

**Chickasaw Nation**  
PO Box 1548  Ada, OK  74281-1548  
Web: www.chickasaw.net  
Mr. Bill Anoatubby, Governor  
Mr. Jefferson Keel, Lt. Governor  
Ms. LaDonna Brown, Historic Preservation Officer  
580.272.5593  
580.272.5327 fax  
ladonna.brown@chickasaw.net  
***2020 Arlington, Suite 4 (for packages)

**Coushatta Tribe of Louisiana**  
Phone (337) 584-1545  
Fax (337) 584-2998  
www.coushattatribela.org  
Kevin Sickey, Chairman  
Mr. Michael Tarpley, Deputy THPO  
kokua.aina57@gmail.com  
PO BOX 10  
Elton, LA 70532  
337.584.1560  
C: 318.709.8488
Eastern Band of Cherokee Indians
P.O. Box 455
Cherokee, NC 28719
Web: http://www.cherokee-nc.com/
Michell Hicks, Principal Chief
828.497.2771
Mr. Russell Townsend, THPO
RussellT@nc-cherokee.com
828.554.6851
Mr. Tyler Howe, Tribal Hist. Pres. Specialist
tylehowe@nc-cherokee.com 554.6852

Eastern Shawnee Tribe of Oklahoma
P.O. Box 350
(127 West Oneida Street Seneca)
Seneca, MO 64865
918-666-2435
http://estoo-nsn.gov/
Ms. Glenna J. Walace, Chief
Robin Dushane, Cultural Preservation Director
918.666.2435 ex. 247
Cell 918.533.4104
rdushane@estoo.net

Jena Band of Choctaw Indians
PO Box 14
Jena, LA 71342
Web: http://www.jenachoctaw.org/
B. Sheryl Smith, Chief
Dana Masters, THPO
danammasters@aol.com
318.992.1205
Kialegee Tribal Town
PO Box 332
Wetumka, OK 74883
405.452.3262
405.452.3413 fax
Web: http://www.kialegetribaltown.net/
Mekko Jeremiah Hobia, Town King
Mary Givens, THPO
maryj.givens61@yahoo.com

Miccosukee Tribe of Indians of Florida
Tamiami Station
P.O. Box 440021
Miami, FL 33144
http://www.miccosukeeresort.com
Billy Cypress, Chairman
Mr. Fred Dayhoff
NAGPRA/106 Coordinator
Real Estate Services
Mile Marker 70
US 41 at Admin Bldg.
Miami, FL 33194
239.695.4360
Mississippi Band of Choctaw Indians
P.O. Box 6257/ 101 Industrial Road
Choctaw, MS 39350
601.656.5251
601.650.7333 fax

Web: www.choctaw.org
Phyliss J. Anderson, Chief
Mr. Ken Carleton, THPO
kcarleton@choctaw.org

Muscogee (Creek) Nation  P.O.
Box 580
Okmulgee, OK  74447
Web: www.muscogeenation-nsn.gov
Mr. George Tiger, Principal Chief
gtiger@muscogeenation-nsn.gov
office: 918.732.7731
Emman Spain, Deputy THPO
espain@muscogeenation-nsn.gov
**1008 East Eufaula (for packages)
Poarch Band of Creek Indians
5811 Jack Springs Road
Atmore, Alabama 36502
Web: www.poarchcreekindians-nsn.gov/xhtml/index.htm
Buford Rolin, Chairman
Mr. Robert Thrower, THPO
rthrower@pci-nsn.gov
251.368.9136, ext. 2052
251.253.5620 iphone
251.368.4502 fax

Seminole Nation of Oklahoma
12555 NS 3540
Seminole, OK 74868
405.257.7200
405.257.7209 fax
Web: www.seminolenation.com
Mr. Leonard M. Harjo, Principal Chief
principalchief@seminolenation.com
Natalie Harjo, THPO
harjo.n@sno-nsn.gov
405.303.2683
Agency and Stakeholder Involvement Plan

**Seminole Tribe of Florida**
Tribal Historic Preservation Office
30290 Josie Billie Highway PMB 1004
Clewiston, FL 33440
Web: www.seminoletribe.com
Mitchell Cypress, Chairman

Dr. Paul N. Blackhouse, THPO
863.983.6549 x12244
863.902.1117 fax
863.228.3793 cell
Bradley Mueller
Compliance Review Supervisor
(863) 983-6549 ext. 12245
bradleymueller@semtribe.com

**Shawnee Tribe**
Ron Sparkman, Chief
Ben Barnes, Second Chief
Shawnee Tribe
29 S. Highway 69A
Miami, OK 74354
(918) 542-2441
ben.barnes@gmail.com
Agency and Stakeholder Involvement Plan

Thlopthlocco Tribal Town
PO Box 188
Okemah, OK  74859 918.560.6198
918.560.6195 fax
Mr. Vernon Yarholar, Town King
vyarholar@tttown.org
Mr. Bill Fife, Tribal Administrator
bffife@tttown.org
Mr. Charles Coleman, THPO/NAGPRA
chascoleman75@yahoo.com   Cell:  405.220.2185

United Keetoowah Band
PO Box 746
Tahlequah, OK  74465
918.456.6533
Web: www.unitedkeetoowahband.org
Mr. Georgia Wickliffe, Chief
Mr. Charles Locust, Assisant Chief
Ms. Lisa Larue-Baker, THPO
918.431.9998
Cell 918.822.1952
918.458.6889 fax
UKBTHPO-ARUE@YAHOO.COM
4.0  PROJECT NEWSLETTERS
Project Schedule

The study is expected to take two years to complete. A series of scoping meetings in September 2007 provided initial input on key issues and concerns. Alternatives will be prepared and reviewed by the public in the spring 2008, and the preferred alternative will be identified in fall 2009.

<table>
<thead>
<tr>
<th>Phase I – Purpose and Need</th>
<th>Collect Data</th>
<th>Analyze existing conditions</th>
<th>Conduct scoping activity &amp; input</th>
<th>2007</th>
<th>2008</th>
<th>2009</th>
<th>2010</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phase II – Alternative Analysis</td>
<td>Identify &amp; evaluate conceptual alternatives</td>
<td>Identify six alternatives for detailed evaluation</td>
<td>Evaluate economic &amp; social impacts</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Phase III – Final Report</td>
<td>Draft Final Report</td>
<td>Final Preferred Alternatives</td>
<td>Final EIR</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Scoping Meetings in September 2007

Chattanooga residents reviewed and commented on station location and alignment options at the Public Scoping meeting.

Why High Speed Ground Transportation?

- Population growth and economic development growth are straining the highway system between Atlanta and Chattanooga. Transportation demand is outpacing existing and planned roadway capacity. Georgia is the country’s sixth fastest growing state. The Atlanta Metropolitan Area represents two-thirds of the state’s economy. In metropolitan Atlanta, population is projected to increase from 5.9 million to 7.8 million by 2030. Employment is estimated to double from 2.5 million to 4.6 million. Three major highways serve the corridor: I-75, US 41 and US 27. These highways are projected to operate at or above capacity in 2025. There is a need for additional capacity, but increasing vehicular capacity alone is not an appropriate strategy.

- HSGT would enhance airport access. Atlanta’s Hartsfield-Jackson International Airport is approaching capacity and vehicular access from the north is becoming congested and unreliable: alternatives to driving are needed.

- Regional air quality issues must be addressed. Under the 1990 Clean Air Act Amendments, 13 counties (several of which are in the corridor) in the Atlanta Metropolitan Area are designated non-attainment area for ozone and particulate matter. Hamilton County Tennessee is non-attainment for the 8-hour ozone standards. A variety of solutions, including alternatives to cars will need to be implemented to address air quality issues.

- HSGT would help remove barriers to economic development within the region. Economic development at existing centers is hampered by inefficient access. For years, the area has been hampered by a surface transportation system adapted to hilly terrain area and an inadequate system of regional freeways.

High Speed Ground Transportation Underway

The Georgia Department of Transportation (GDOT), with the Tennessee Department of Transportation (TDOT), Federal Railroad Administration (FRA) and the Federal Highway Administration (FHWAs), has begun study of high speed ground transportation alternatives between Atlanta and Chattanooga. The 110-mile corridor between the two cities is currently congested on I-75, and few alternatives are available.

The primary goals of this study are to develop and evaluate viable alternatives; assess all substantial transportation and environmental impacts; and solicit input from agencies and the public to help GDOT make decisions. The outcome of the two-year study—a Tier I Environmental Impact Statement (EIS)—will be analysis that provides the sponsoring agencies with enough information to select a transportation technology, general corridor, and general station locations.

Why High Speed Ground Transportation?

- Population growth and economic development growth are straining the highway system between Atlanta and Chattanooga. Transportation demand is outpacing existing and planned roadway capacity. Georgia is the country’s sixth fastest growing state. The Atlanta Metropolitan Area represents two-thirds of the state’s economy. In metropolitan Atlanta, population is projected to increase from 5.9 million to 7.8 million by 2030. Employment is estimated to double from 2.5 million to 4.6 million. Three major highways serve the corridor: I-75, US 41 and US 27. These highways are projected to operate at or above capacity in 2025. There is a need for additional capacity, but increasing vehicular capacity alone is not an appropriate strategy.

- HSGT would enhance airport access. Atlanta’s Hartsfield-Jackson International Airport is approaching capacity and vehicular access from the north is becoming congested and unreliable: alternatives to driving are needed.

- Regional air quality issues must be addressed. Under the 1990 Clean Air Act Amendments, 13 counties (several of which are in the corridor) in the Atlanta Metropolitan Area are designated non-attainment area for ozone and particulate matter. Hamilton County Tennessee is non-attainment for the 8-hour ozone standards. A variety of solutions, including alternatives to cars will need to be implemented to address air quality issues.

- HSGT would help remove barriers to economic development within the region. Economic development at existing centers is hampered by inefficient access. For years, the area has been hampered by a surface transportation system adapted to hilly terrain area and an inadequate system of regional freeways.

High Speed Ground Transportation Underway

The Georgia Department of Transportation (GDOT), with the Tennessee Department of Transportation (TDOT), Federal Railroad Administration (FRA) and the Federal Highway Administration (FHWAs), has begun study of high speed ground transportation alternatives between Atlanta and Chattanooga. The 110-mile corridor between the two cities is currently congested on I-75, and few alternatives are available.

The primary goals of this study are to develop and evaluate viable alternatives; assess all substantial transportation and environmental impacts; and solicit input from agencies and the public to help GDOT make decisions. The outcome of the two-year study—a Tier I Environmental Impact Statement (EIS)—will be analysis that provides the sponsoring agencies with enough information to select a transportation technology, general corridor, and general station locations.

High Speed Ground Transportation from Atlanta to Chattanooga!

Highway congestion, growing population and jobs in the region, and lack of alternative modes are reasons to study high speed ground transportation options. The Georgia Department of Transportation with the Tennessee Department of Transportation and the Federal Railroad Administration and the Federal Highway Administration are beginning a comprehensive, two-year study that will lead to selection of a transportation technology, general corridor, and general station locations.

Why High Speed Ground Transportation?

- Population growth and economic development growth are straining the highway system between Atlanta and Chattanooga. Transportation demand is outpacing existing and planned roadway capacity. Georgia is the country’s sixth fastest growing state. The Atlanta Metropolitan Area represents two-thirds of the state’s economy. In metropolitan Atlanta, population is projected to increase from 5.9 million to 7.8 million by 2030. Employment is estimated to double from 2.5 million to 4.6 million. Three major highways serve the corridor: I-75, US 41 and US 27. These highways are projected to operate at or above capacity in 2025. There is a need for additional capacity, but increasing vehicular capacity alone is not an appropriate strategy.

- HSGT would enhance airport access. Atlanta’s Hartsfield-Jackson International Airport is approaching capacity and vehicular access from the north is becoming congested and unreliable: alternatives to driving are needed.

- Regional air quality issues must be addressed. Under the 1990 Clean Air Act Amendments, 13 counties (several of which are in the corridor) in the Atlanta Metropolitan Area are designated non-attainment area for ozone and particulate matter. Hamilton County Tennessee is non-attainment for the 8-hour ozone standards. A variety of solutions, including alternatives to cars will need to be implemented to address air quality issues.

- HSGT would help remove barriers to economic development within the region. Economic development at existing centers is hampered by inefficient access. For years, the area has been hampered by a surface transportation system adapted to hilly terrain area and an inadequate system of regional freeways.
**What is this Study About?**

This study, a Tier I EIS, will investigate and assess transportation, environmental, and planning issues for the HSGT alternatives developed for the study. The alternatives will include two technologies, eight alignments along 110 miles, a variety of station locations, alternative operating plans, and phased implementation. The study will estimate ridership, capital and operating costs, revenue projections, and economic impacts. Agencies and the public are encouraged to participate in the study through meetings, public information materials such as this newsletter, public information open houses, and public hearings.

**Potential Alignments and Stations**

Initial conceptual alignments begin at Hartsfield-Jackson International Airport and end in Downtown Chattanooga. Two types of mainline alignments were developed: alignments that serve various city centers along the I-75 corridor or alignments through rural areas.

**I-75 Median Alignment:** The shortest route in the most densely developed corridor. Stays within the I-75 median for most of its length to minimize right-of-way impacts.

- Stations: Hartsfield Airport (Southern Crescent Transportation Center), Downtown Atlanta, Galleria Station, Town Center Station, Cartersville, Dalton, Lovell Field Airport Station, and Downtown Chattanooga.

**Eastern Alignment:** A potentially higher-speed alignment in the northern half of the corridor which uses an existing rail corridor. Leaves I-75 north of Cartersville and generally follows the CSX corridor.

- Stations: Hartsfield Airport (Southern Crescent Transportation Center), Downtown Atlanta, Galleria Station, Town Center Station, Cartersville, Dalton, Lovell Field Airport Station and Downtown Chattanooga.

**Rome Alignment:** Serves Rome with a potentially higher-speed alignment bypassing the dense I-75 corridor and activity centers in the southern section. Follows Camp Creek Parkway to I-285 and utility corridors in rural areas.

- Stations: Hartsfield Airport, Downtown Atlanta, Rome, Dalton, Lovell Field Airport Station and Downtown Chattanooga.

**II-75 Connector:** A potential lower cost, higher-speed alignment in the Atlanta urban area, starting at Hartsfield Airport and continuing upstream of Camp Creek Parkway to I-285. No additional stations.

- Stations: I-285 to I-75 Connector: Provides a connection to Rome from the I-75 alignment, departing I-75 south of Cartersville.

**High Speed Ground Transportation Technologies**

Two technologies are under study for the Atlanta to Chattanooga corridor. Several years ago, this corridor was studied as part of GDOT’s Intercity Rail Plan which looked at commuter rail service. The corridor was first considered for high-speed rail service as part of a federal initiative to demonstrate magnetic levitation (Maglev) technology in the United States; the Atlanta Regional Commission conducted the study.

**Magnetic Levitation (MAGLEV)**

- Potential speeds over 300 mph.
- Average operating speed 185 mph.
- Station spacing 30+ miles.
- Grade separated right-of-way.

**Very High Speed Rail (VHS)**

- Potential speeds near 220 mph.
- Average operating speed 155 mph.
- Station spacing 30+ miles.
- Grade separated right-of-way.

**CONNECTORS**

**I-285 By-Pass:** A potential lower cost, higher-speed alignment in the Atlanta urban area, starting at Hartsfield Airport and continuing upstream of Camp Creek Parkway to I-285. No additional stations.

- Stations: I-285 to I-75 Connector: A lower-cost alignment in the Atlanta urban area with potentially fewer impacts. Reduces the amount of aerial structure needed. No additional stations.

- Stations: Hartsfield Airport (Southern Crescent Transportation Center), Downtown Atlanta, Galleria Station, Town Center Station, Cartersville, Dalton-Chatsworth, Lovell Field Airport Station and Downtown Chattanooga.
What is this Study About?

This study, a Tier I EIS, will investigate and assess transportation needs of transit-dependent populations, including low-income, elderly, youth, persons with disabilities, and car-free residents and workers. Alternatives to driving would support comprehensive land use planning and smart growth initiatives by promoting intermodal connectivity, improved mobility, and economic activity. HSGT in this corridor would provide a southeast US link to a future system of high-speed rail service. There is a need to advance HSGT as a network and to comprehensively plan and design the ultimate regional and national system.

Potential Alignments and Stations

Initial conceptual alignments began at Hartsfield-Jackson International Airport and end in Downtown Chattanooga. Two types of mainline alignments were developed: alignments that serve various city centers along the I-75 corridor or alignments through rural areas.

I-75 Median Alignment: The shortest route in the most densely developed corridor. Stays within the I-75 median for most of its length to minimize right-of-way impacts.

Stations: Hartsfield Airport (Southern Crescent Transportation Center), Downtown Atlanta, Galleria Station, Town Center Station, Cartersville, Dalton, Lovell Field Airport Station, and Downtown Chattanooga.

I-285 By-Pass: A potential lower cost, higher-speed alignment through the Atlanta urban area, starting at Hartsfield Airport and continuing on Camp Creek Parkway to I-285. No additional stations.

Stations: Hartsfield Airport and continuing to I-285.

Eastern Alignment: A potentially higher-speed alignment in the northern half of the corridor which uses an existing rail corridor. Leaves I-75 north of Cartersville and generally follows the CSX corridor.

Stations: Hartsfield Airport (Southern Crescent Transportation Center), Downtown Atlanta, Galleria Station, Town Center Station, Cartersville, Dalton, Lovell Field Airport Station, and Downtown Chattanooga.

High Speed Ground Transportation Technologies

Two technologies are under study for the Atlanta to Chattanooga corridor. Several years ago, this corridor was studied as part of GDOT’s Intercity Rail Plan which looked at commuter rail service. The corridor was first considered for high-speed rail service as part of a federal initiative to demonstrate magnetic levitation (Maglev) technology in the United States; the Atlanta Regional Commission conducted the study.

Magnetic Levitation (MAGLEV)

- Potential speeds over 300 mph.
- Average operating speed 185 mph.
- Station spacing 30+ miles.
- Grade-separated right-of-way.
- Electric power to magnets from track.
- Magnetic force lifts and propels on guideway.

Very High Speed Rail (VHS)

- Potential speeds near 220 mph.
- Average operating speed 155 mph.
- Station spacing 30+ miles.
- Grade-separated right-of-way.
- Electric power from overhead wires to vehicle.
- Steel wheel on steel rail.
Project Schedule

The study is expected to take two years to complete. A series of scoping meetings in September 2007 provided initial input on key issues and concerns. Alternatives will be prepared and reviewed by the public in the spring 2008, and the preferred alternative will be identified in fall 2009.

<table>
<thead>
<tr>
<th>Phase I – Purpose and Need</th>
<th>2007</th>
<th>2008</th>
<th>2009</th>
<th>2010</th>
</tr>
</thead>
<tbody>
<tr>
<td>Collect Data</td>
<td>MAY</td>
<td>MAY</td>
<td>MAY</td>
<td>MAY</td>
</tr>
<tr>
<td>Analyze existing conditions</td>
<td>JUN</td>
<td>JUN</td>
<td>JUN</td>
<td>JUN</td>
</tr>
<tr>
<td>Conduct scoping activity &amp; input</td>
<td>JUL</td>
<td>JUL</td>
<td>JUL</td>
<td>JUL</td>
</tr>
<tr>
<td>Phase II – Alternative Analysis</td>
<td>AUG</td>
<td>AUG</td>
<td>AUG</td>
<td>AUG</td>
</tr>
<tr>
<td>Identify &amp; evaluate conceptual alternatives</td>
<td>AUG</td>
<td>AUG</td>
<td>AUG</td>
<td>AUG</td>
</tr>
<tr>
<td>Evaluate environmental &amp; social impacts</td>
<td>AUG</td>
<td>AUG</td>
<td>AUG</td>
<td>AUG</td>
</tr>
<tr>
<td>Phase III – EIS Documentation</td>
<td>SEP</td>
<td>SEP</td>
<td>SEP</td>
<td>SEP</td>
</tr>
<tr>
<td>Draft EIS</td>
<td>SEP</td>
<td>SEP</td>
<td>SEP</td>
<td>SEP</td>
</tr>
<tr>
<td>Solicit preferred alternatives</td>
<td>OCT</td>
<td>OCT</td>
<td>OCT</td>
<td>OCT</td>
</tr>
<tr>
<td>Final EIR</td>
<td>NOV</td>
<td>NOV</td>
<td>NOV</td>
<td>NOV</td>
</tr>
<tr>
<td>Public Involvement</td>
<td>DEC</td>
<td>DEC</td>
<td>DEC</td>
<td>DEC</td>
</tr>
</tbody>
</table>

### Scoping Meetings in September 2007

Chattanooga residents reviewed and commented on station location and alignment options at the Public Scoping meeting.

Atlanta residents reviewed alignment options.

### PROJECT TEAM

**Georgia Department of Transportation**

- **Mike Thomas**
  - Director of Planning, Data, and Intermodal Development
  - (404) 656-0610
  - mike.thomas@dot.state.ga.us

- **Glenn Bowman, P.E.**
  - State Environmental/Location Engineer
  - (404) 699-4401
  - glenn.bowman@dot.state.ga.us

- **Susan Knudson**
  - Project Manager
  - (404) 699-4407
  - susan.kudson@dot.state.ga.us

**Earth Tech Consulting Inc.**

- **David Gorden, P.E.**
  - david.gorden@earthtech.com

---

**High Speed Ground Transportation Study**

<table>
<thead>
<tr>
<th>Why High Speed Ground Transportation?</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Population growth and economic development growth</td>
</tr>
<tr>
<td>- HSGT would enhance airport access. Atlanta’s Hartsfield-Jackson International Airport is approaching capacity and vehicular access from the north is becoming congested and unreliable: alternatives to driving are needed.</td>
</tr>
<tr>
<td>- Regional air quality issues must be addressed. Under the 1990 Clean Air Act Amendments, 13 counties (several of which are in the corridor) in the Atlanta Metropolitan area are designated non-attainment area for ozone and particulate matter. Hamilton County Tennessee is non-attainment for the 8-hour ozone standards. A variety of solutions, including alternatives to cars will need to be implemented to address air quality issues.</td>
</tr>
<tr>
<td>- HSGT would help remove barriers to economic development within the region. Economic development at existing centers is hampered by inefficient access. For years, the area has been hampered by a surface transportation system adapted to hilly terrain area and an inadequate system of regional freeways.</td>
</tr>
</tbody>
</table>
Scoping Meetings Update

One of the first steps in preparing an EIS is Scoping where the public, stakeholders, and government agencies provide input on the following:

- The study’s purpose and need (see page 2);
- Suggested alignment alternatives for further study;
- The technical evaluations to be undertaken to determine how environmental impacts will be assessed;
- How the alternatives will be selected for further study; and
- The opportunities for public involvement.

Agency Scoping meetings were held with federal, state, and local agencies in Atlanta and Chattanooga in September 2007. Public Scoping open houses were also held in Powder Springs, Rome, and Chattanooga. Both sets of Scoping meetings provided an overview of the study and opportunities for input. The study team received numerous comments, questions, and suggestions during these meetings, and throughout the formal 30-day comment period.

After the close of the comment period, GDOT evaluated all the input received from agencies and the public regarding the purpose and need, methodology for the study, station locations, alignments, technology, and environmentally sensitive issues and made changes to the study as a result. These changes included the addition of new concept alignments to be considered as part of the analysis and enhancements to future public and agency coordination efforts.

Introduction

The Georgia Department of Transportation (GDOT), with the Tennessee Department of Transportation (TDOT), the Federal Railroad Administration (FRA), and the Federal Highway Administration (FHWA), is continuing a study of high speed ground transportation (HSGT) between Atlanta and Chattanooga. This is the second in a series of newsletters to inform stakeholders and the public about this study as it progresses. In this newsletter you will find information about the four alternative alignments that are proposed for further study in a Tier 1 Environmental Impact Statement (EIS), and the process by which those alignments were selected.

Project Overview

The introduction of high speed ground transportation (HSGT) along the 110-mile corridor between Atlanta and Chattanooga is intended to provide a high capacity alternative to roadway and air travelers. The study involves the development of a Tier 1 Environmental Impact Statement (EIS) to ensure that alternatives for the proposed action are evaluated, including a no-build alternative; that transportation, social, economic, and environmental impacts are assessed; and that public involvement and comments are solicited to assist the decision-making process.

The Tier 1 EIS will evaluate potential HSGT alternatives, which include general station locations, and storage and maintenance facilities. The Tier 1 EIS will build upon previous Atlanta – Chattanooga HSGT studies. The Tier 1 EIS will be at a conceptual level of engineering and environmental detail. It will provide the FRA, FHWA, GDOT, and TDOT with sufficient information to determine a general alignment, general station locations, and define the requirements to build and operate an Atlanta – Chattanooga HSGT system.

IN THIS NEWSLETTER

<table>
<thead>
<tr>
<th>Section</th>
<th>Pages</th>
</tr>
</thead>
<tbody>
<tr>
<td>Introduction</td>
<td>1</td>
</tr>
<tr>
<td>Scoping Meetings Update</td>
<td>1</td>
</tr>
<tr>
<td>Project Overview</td>
<td>1</td>
</tr>
<tr>
<td>Project Purpose and Need</td>
<td>2</td>
</tr>
<tr>
<td>Tier 1 EIS Process</td>
<td>2</td>
</tr>
<tr>
<td>Project Schedule</td>
<td>2</td>
</tr>
<tr>
<td>Alternatives Evaluated in the Scoping Process</td>
<td>3-4</td>
</tr>
<tr>
<td>Alternatives to be Advanced in Tier 1 DEIS</td>
<td>3</td>
</tr>
<tr>
<td>Alignment Alternative Maps</td>
<td>4</td>
</tr>
<tr>
<td>High Speed Ground Transportation Technologies</td>
<td>5</td>
</tr>
<tr>
<td>Project Team</td>
<td>5</td>
</tr>
<tr>
<td>Public Information Meetings</td>
<td>6</td>
</tr>
</tbody>
</table>
Project Purpose and Need

According to the U.S. Department of Transportation, a Purpose and Need Statement is one of the most important parts of an EIS. They explain, “It establishes why the agency is proposing to spend large amounts of taxpayers’ money while at the same time causing significant environmental impacts. [It] explains to the public and decisionmakers that the expenditure of funds is necessary and worthwhile… and should justify why impacts are acceptable based on the project’s importance.”

Based on analysis of previous studies and through feedback from the public and agencies during the Scoping Process, the study team finalized the Purpose and Need Statement for the project.

The purpose of the Atlanta – Chattanooga High Speed Ground Transportation (HSGT) project is to enhance intercity passenger mobility in northwest Georgia and part of Tennessee, by expanding passenger transportation capacity, increasing mobility, and providing an alternative to highway and air travel that is safe, reliable, and cost-effective while avoiding, minimizing, and/or mitigating impacts on neighborhoods and the environment.

The needs for the HSGT project are summarized as follows:

- Address travel demand and population growth
- Provide high capacity versus highway capacity
- Enhance airport access
- Maintain or improve air quality
- Address safety deficiencies in the study area
- Support economic development
- Reduce energy consumption
- Enhance intermodal connections
- Address social demands of various population groups
- Support comprehensive land use planning and smart growth initiatives
- Provide a link in the southeast U.S. region HSGT system

Tier 1 EIS Process

The remaining steps in the Tier 1 EIS process include the environmental impact evaluation, preparation of a Tier 1 Draft EIS (DEIS), presentation of findings to the public and agencies, preparation of the Tier 1 Final EIS (FEIS), and finally release of a Record of Decision (ROD) by FRA and FHWA.

Project Schedule

<table>
<thead>
<tr>
<th>Project Coordination</th>
<th>2010</th>
<th>2011</th>
</tr>
</thead>
<tbody>
<tr>
<td>Screening Methodology and Criteria Technical Memorandum</td>
<td>August</td>
<td>September</td>
</tr>
<tr>
<td>Screening Report</td>
<td>October</td>
<td>November</td>
</tr>
<tr>
<td>DEIS Documentation</td>
<td>December</td>
<td>January</td>
</tr>
</tbody>
</table>

We are Here

Record of Decision (ROD)

FHWA/FRA Sign-Off on Screening Report

FHWA/FRA Sign-Off on Technical Memorandum

Presentation to Participating Agencies

Approval by FHWA/FRA and Submittal to Participating Agencies

Presentation to FHWA/FRA

Submittal to FHWA/FRA

Submittal to DOT

Development of DEIS Chapters

Public and Stakeholder Outreach
Alignment Alternatives Evaluated in the Scoping Process

Prior to the Scoping Process, the study team developed a series of potential HSGT “segments” that could be combined in various configurations to connect Downtown Atlanta and Hartsfield-Jackson Atlanta International Airport (HJAIA) to Downtown Chattanooga. Each segment represents a potential connection that could be made between key destinations in Georgia and Tennessee. The segments are shown in the map below. These segments were reviewed, analyzed, and developed into full-length alignments during the Scoping Process.

The Scoping Process also gave the public and agencies an opportunity to review and comment on the method by which the long list of alternatives would be reduced. This process is called “screening” where suggested alternatives are evaluated against a series of agreed upon criteria. This study utilized a two-step screening process to eliminate certain suggested alternatives, and identify those that warrant further consideration in the Tier 1 EIS. The two-step approach to screening consisted of the following:

- **Step 1:** An initial corridor screen to advance the best performing corridor(s) based on transportation mobility and consistency with the project’s Purpose and Need Statement, and
- **Step 2:** A second screen of alignment(s) within the remaining corridor(s) that provided a more detailed assessment relative to ridership, mobility, environmental, and financial/economic criteria.

Based on the results of the screening process the alignments discussed had the best overall performance.

Four Alignment Alternatives to be Advanced in the Draft Tier 1 EIS

Four alignment alternatives, all generally following I-75, are proposed to advance in the Tier 1 DEIS analysis. South of the I-285/I-75 split, two alignments follow the Norfolk Southern (NS) railroad corridor and two continue along I-75 to Downtown Atlanta.

The four alignment alternatives (shown on the next page) are as follows:

- I-75 Median Southern Crescent NS
- I-75 Non-Median Southern Crescent NS
- I-75 Median Southern Crescent
- I-75 Non-Median Southern Crescent

These alignments are being presented to the public and stakeholders through this newsletter and at public information meetings to be held in November 2010 (see page 6). It is important that the public understand how these selections were made and have an opportunity to review and comment.
I-75 Median and Non-Median Southern Crescent Norfolk Southern (NS) Alignment

The two I-75 Southern Crescent NS Alignments begin on the east side of HJAIA at the proposed Southern Crescent station immediately adjacent to I-75, and follow I-75 to a point south of the proposed Downtown Atlanta station. Using the existing NS rail corridor northwest to I-285 into Cobb County, the alignment continues along I-285 to the propose Cumberland/Galleria station. Heading north, the alignment occupies the right-of-way of I-75 north of the I-285/I-75 junction utilizing the interstate’s median (Median Alignment), or the broader I-75 corridor area (Non-Median Alignment), to continue to the Town Center, Cartersville, Dalton, and Lovell Field (Chattanooga Metropolitan Airport) stations, and terminating at the Downtown Chattanooga station.

I-75 Median and Non-Median Southern Crescent Alignment

Like the previous alignments, the two I-75 Southern Crescent Alignments begin on the east side of HJAIA at the proposed Southern Crescent station immediately adjacent to I-75, and follow I-75 to a point south of the proposed Downtown Atlanta station. The alignment continues northeast to I-75 turning northwest into the median of I-75 to the proposed Cumberland/Galleria station. Heading north, the alignment occupies the right-of-way of I-75 and utilizes the interstate’s median (Median Alignment), or the broader I-75 corridor area (Non-Median Alignment) to continue to the Town Center, Cartersville, Dalton, and Lovell Field stations, and terminating at the Downtown Chattanooga station.
High Speed Ground Transportation Technologies

Steel-Wheeled

- Steel-wheel vehicles on steel rail.
- Electric-powered locomotives receive energy from overhead wires.
- Operates on a grade-separated right-of-way, which eliminates potential points of conflict with pedestrians or other non-rail vehicles.
- Technically capable of operating in a shared use environment with freight and passenger trains.
- Station spacing can be as short as 30 miles, but averages 50-75 miles.
- Average operating speed of 180 mph, but capable of 220 mph average speed. Operating speeds in excess of 320 mph are possible.
- Currently utilized throughout Europe and Asia.
- Appropriate for intercity use, and can provide a travel time competitive with automobile travel within the Atlanta-Chattanooga corridor.

Maglev (Magnetic Levitation)

- Uses “attractive” or “repulsive” electromagnetic forces to lift and propel a train along a guideway, with power supplied to the magnets through the track.
- Allows vehicles to hover or float a small distance above the guideway, eliminating friction and rolling resistance.
- Operates on a grade-separated right-of-way, which eliminates potential points of conflict with pedestrians or other non-rail vehicles.
- Systems in operation are designed for maximum operating speeds of 310 mph. A Japanese Maglev train has reached speeds of 360 mph.
- No Maglev intercity systems are currently in service, but a commercial track in China and a test track in Germany are in operation.
- Appropriate for intercity use, and can provide a travel time competitive with automobile and air travel within the Atlanta-Chattanooga corridor.

Project Team

<table>
<thead>
<tr>
<th>Georgia DOT</th>
<th>AECOM</th>
</tr>
</thead>
</table>
| **Erik Steavens**  
Director of Intermodal Programs  
T: 404-347-0573  
esteavens@dot.ga.gov | **Sheldon Fialkoff**  
Consultant Project Manager  
T: 404-946-9536  
shelly.fialkoff@aecom.com |
| **Glen Bowman, P.E.**  
State Environmental Administrator  
T: 404-631-1101  
gbowman@dot.ga.gov | | **Alan Ware**  
Project Manager  
T: 404-631-1226  
alware@dot.ga.gov |
High Speed Ground Transportation Public Information Meetings

You are invited to attend a public information meeting to better understand the travel opportunities for the corridor, and provide your opinion on potential high speed rail alternatives to connect Atlanta to Chattanooga. With your help GDOT and its partners hope to create a long-term plan that will increase travel choices and access in this critical part of the southeast region. Please attend one of the three meetings planned in November.

**Chattanooga, TN**
Thursday, November 4
Regional Planning Agency
1250 Market Street
Chattanooga, TN 37402
First Floor, Room 1A
6:00 p.m. - 8:00 p.m.
(presentation at 6:30 p.m.)

**Dalton, GA**
Monday, November 8
Dalton State College
650 College Drive
Dalton, GA 30720
James Brown Center, Room 105
6:00 p.m. - 8:00 p.m.
(presentation at 6:30 p.m.)

**Atlanta, GA**
Tuesday, November 9
St. Mark United Methodist Church
781 Peachtree Street NE
Atlanta, GA 30308
Fellowship Hall
6:00 p.m. - 8:00 p.m.
(presentation at 6:30 p.m.)

Can’t attend a meeting?
Submit your comments online at [www.atl-chatt.org/CommentForwardAdd.do](http://www.atl-chatt.org/CommentForwardAdd.do)

Contact Us
Georgia Department of Transportation
One Georgia Center
600 West Peachtree Street NW
Atlanta, Georgia 30308
P: (404) 631-1990
F: (404) 631-1844
HSGT@dot.ga.gov
[www.atl-chatt.org](http://www.atl-chatt.org)
5.0 SCOPING WORKBOOK
The Georgia Department of Transportation (GDOT) is preparing a Tier I Environmental Impact Statement (EIS) for the Atlanta to Chattanooga High Speed Ground Transportation (HSGT) corridor, with the assistance of the Tennessee Department of Transportation (TDOT). The Federal Railroad Administration (FRA) and the Federal Highway Administration (FHWA) are the federal co-lead agencies. The FRA and FHWA are operating administrations within the United States Department of Transportation (USDOT). The study, to be completed by 2009, involves the planning and environmental analysis of a potential High Speed Ground Transportation system in the 110-mile corridor between Hartsfield-Jackson Atlanta International Airport (HJAIA) in Atlanta, Georgia, and Chattanooga, Tennessee. The concept of High Speed Ground Transportation (HSGT) service between Atlanta, Georgia, and Chattanooga, Tennessee has been a subject of study for approximately ten years. Initially, the Georgia Department of Transportation studied this corridor as part of a 1997 Intercity Rail Plan. The Atlanta to Chattanooga Corridor was first considered for high-speed rail service as part of the federal Maglev Deployment Program funded by the Federal Railroad Administration to demonstrate Maglev technology in the United States. Georgia was among several states that participated in the program. The Atlanta Regional Commission (ARC), in association with GDOT and the Georgia Regional Transportation Authority (GRTA), analyzed the 110-mile Atlanta to Chattanooga corridor over a four-year period from 1999 to 2003, exploring mobility options and the opportunity for high-speed passenger service. TDOT prepared a statewide rail plan in 2003, which recommended high-speed rail connectivity with neighboring states.
Project Description

The National Environmental Policy Act of 1969 (NEPA) requires that the potential environmental impacts of an action be assessed for every federal action that could “significantly affect the quality of the human environment.” The law applies to any project where there is major federal involvement, including federal financial assistance, the issuance of a permit, or a requirement for federal approval. An environmental impact statement is required when it is apparent from the beginning of the project, or through subsequent analysis, that the proposed project is likely to have a significant impact on the human environment.

The Tier I Environmental Impact Statement for the Atlanta-Chattanooga High Speed Ground Transportation corridor will:

- Address appropriate environmental and related planning and impact analyses of the High Speed Ground Transportation alternatives to be identified in the study, including maglev and steel wheel technology, in compliance with applicable requirements of both state and federal law, including, but not limited to the National Environmental Policy Act.
- Analyze reasonable location and technology alternatives, estimate potential ridership, identify general station locations, and identify possible implementation phasing.
- Analyze potential feasibility to include projected ridership revenue, operations and maintenance costs, capital costs and economic impact.

Preparation of this Tier I Environmental Impact Statement is designed to ensure that all viable alternatives for the project are evaluated, including a No-Build Alternative; that all substantial transportation, social, economic, and environmental impacts are assessed; and that public involvement and comments are solicited to assist the decision-making process. The evaluation of alternatives helps to ensure that the environmental impacts, benefits, costs, and trade-offs among alternatives are in compliance with federal and state requirements.

The Tier I Environmental Impact Statement will be prepared at a conceptual level of detail appropriate for a programmatic analysis and will provide the FRA, FHWA and GDOT with sufficient information to select the High Speed Ground Transportation technology, general corridor location, general station locations, and potential identification of an initial operating segment. The study is expected to be completed at the end of 2009.
Project Purpose and Need

The growth in both population and employment in the Atlanta to Chattanooga corridor is projected to continue, resulting in increased travel demand for both goods and people. The transportation infrastructure that will serve this demand, including highways, transit and aviation, are all projected to be at or above capacity, despite proposed improvement programmed to expand these facilities.

The purpose of the Atlanta to Chattanooga High Speed Ground Transportation system is to enhance intercity passenger mobility in northwest Georgia and part of Tennessee by expanding passenger transportation capacity, increasing mobility and providing an alternative to highway and air travel in a manner that is safe, reliable, and cost-effective while avoiding, minimizing and/or mitigating impacts on neighborhoods and the environment.

In addition, Atlanta to Chattanooga High Speed Ground Transportation system is intended to address the following objectives:

- The project addresses concerns of increasing vehicular congestion on the I-75 and parallel highway facilities within and between Atlanta and Chattanooga.
- The project supports other modes of transportation, especially modes such as transit.
- The project provides rapid, convenient and reliable transportation, which extends the existing highway and aviation infrastructure beyond current expected usefulness.
- The project assists in improving regional air quality.
- The project promotes regional economic development and joint development opportunities at station areas.
- The project addresses Federal and congressional transportation initiatives.

Transportation demand and travel growth, as prompted by social changes, population growth and economic development, is outpacing existing and planned roadway capacity. Currently, the state and interstate highway system within the corridor is operating at or near capacity, especially within and adjacent to the major metropolitan areas of Atlanta, Rome, Dalton and Chattanooga. Although capacity improvements to the state and interstate system along the corridor are either currently underway or planned for the near future, they are considered interim, that is, they will not address all of the future capacity or mobility needs. Although not currently funded or programmed, ultimate capacity improvements are needed to accommodate future travel demand. This need is further emphasized by increased traffic volumes, congestion, and accident rates in the study corridor. Social and economic demands will continue to call for provision of alternative transportation choices for those individuals who cannot or choose not to drive, as well as those travelers looking for alternatives to congested highways.

The project addresses the following needs in the corridor.

- Existing and future transportation demand and travel growth
- Provision of total throughput versus just highway capacity
- Enhancement of airport access
- Maintenance or improvement of regional air quality
- Safety deficiencies in corridor
- Promotion of economic development
- Reduction of energy consumption
- Enhancement of intermodal connections and relationships
- Social demands of various population groups
- Support of comprehensive land use planning and smart growth initiatives
- Provision of a critical link in a future Southeast US Region High Speed Ground Transportation System
Long Distance Ground Transportation Technologies

MAGNETIC LEVITATION (MAGLEV)
- Potential Speeds over 300 mph
- Average Operating Speed 185 mph
- Station Spacing 30+ miles
- Grade Separated Right-of-Way
- Electric Power to Magnets from Track
- Magnetic Force Lifts and Propels on Guideway

VERY HIGH SPEED RAIL (VHS)
- Potential Speeds near 220 mph
- Average Operating Speed 155 mph
- Station Spacing 30+ miles
- Grade Separated Right-of-Way
- Electric Power from Overhead Wires to Vehicle
- Steel Wheel on Steel Rail

INTERCITY RAIL (AMTRAK)
- Potential Speeds 79 to 110 mph
- Average Operating Speed 69 mph
- Station Spacing 30+ miles
- Shared Right-of-Way with Freight Rail Traffic
- Diesel Powered Locomotive
- Steel Wheel on Steel Rail

COMMUTER RAIL
- Potential Speeds 79 to 110 mph
- Average Operating Speed 59 mph
- Station Spacing 7 to 10 miles
- Shared Right-of-Way with Freight Rail Traffic
- Diesel Powered Locomotive
- Steel Wheel on Steel Rail
The study corridor runs from Hartsfield-Jackson Atlanta International Airport in the Atlanta metropolitan area, to Chattanooga, Tennessee, and is approximately 110 miles in length. The study area consists of hilly topography dissected by numerous rivers and streams. This area is heavily urbanized, primarily within and around the City of Atlanta and the City of Chattanooga, but also includes suburban and rural areas within the corridor. The study area is contained wholly or in part in the following counties: Hamilton County, Tennessee; and Fulton, Cobb, Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattooga, Paulding, Polk, Catoosa, Douglas, Clayton and Walker Counties, Georgia.

Population and Income. According to data from the U.S. Census, the population in the study corridor has grown from 2,608,619 in 1990 to 3,752,037 in 2006, which is a 43.83% increase over the 16-year period. The project corridor average income of $41,547 falls in-between the Georgia ($42,433) and Tennessee ($36,360) average income. The percentage of households living below the poverty level in the project corridor is 10.73%, which is slightly above Georgia at 9.90% and Tennessee at 10.30%.

Visitors. The Atlanta and 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.

Major Highway Network. Three major highways connect the metropolitan Atlanta area with the northwest Georgia and Chattanooga metropolitan areas. These three routes are Interstate 75, US 41 and US 27. Interstate 75 is one of the most heavily traveled interstates in Georgia as well as in the entire nation. Traffic volumes north of Atlanta on I-75 for 2005 ranged from the low to mid 100,000s in Bartow County to mid 80,000s near the Tennessee border. According to the Georgia Interstate System Plan, completed in 2004, most of I-75 north of Atlanta is projected to exceed available capacity. By 2035, volumes on I-75 will continue to exceed capacity, even assuming that the additional lanes have been implemented.

Portions of US 41 are four lanes from Atlanta to Chattanooga, with two lanes in more rural sections. North of Atlanta, the daily traffic volumes in 2005 ranged from a low of 5,000 to a high of 40,000. While not as heavily traveled as I-75, US 41 is also expected to equal or exceed capacity within the next 20 years, despite several proposed multi-lane improvements. Traffic volumes along the US 27 corridor range from a low of approximately 5,000 AADT to a high of around 40,000 AADT in Rome in 2005. The future (2025) Level of Service (LOS) for the corridor is approaching or exceeding capacity.

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. However, even with these improvements, many of these facilities are projected to operate at or above capacity. In addition, 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.

Aviation. HJAIA 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 eight million international passengers in 2006. Lovell Field currently serves ten major airports via six different airlines. Atlanta’s HJAIA 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.

Railroads. 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 connected Chattanooga, Tennessee, and Gadsden, Alabama.

Transit. The major transit systems operating along or near the corridor include, but are not limited to, MARTA, CCT, GRTA, C-Tran, RTD, and 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 four demand response vehicles offering 2,231,859 trips for its passengers annually. C-Tran operates 24 buses and five routes within the limits of Clayton County, Georgia. RTD operates 24 buses, and four demand response vehicles providing 830,502 annual trips to its riders. CARTA operates 49 buses, 12 demand response vehicles, and two sky-rail trains providing 2,529,157 annual trips to its passengers. In addition to these systems, Greyhound operates bus service between Atlanta and Chattanooga, with eight daily departures from Atlanta Monday through Saturday and six departures on Sundays.

Air Quality. The following counties and or cities located within the study corridor are considered non-attainment areas for air quality:

- Clayton County
- City of Atlanta
- Fulton County
- City of Rome
- Cobb County
- City of Chattanooga
- Cherokee County
- Bartow County
- Floyd County
- Catoosa County
- Hamilton County
The initial conceptual alignments that have been developed for the study begin at the Hartsfield-Jackson Atlanta International Airport in Atlanta and end in downtown Chattanooga, Tennessee, after stopping at Lovell Field Airport on the outskirts of Chattanooga. Several alignments have been developed along a variety of corridors to serve the purpose and need of the project. The alignments can either serve the various city centers along the I-75 corridor or pass through the more rural areas at potentially higher speed or a combination of each.

The potential corridors and the major reason behind their development along this approximately 125-mile long route are:

- **I-75 Median Alignment** - The shortest route in the highest developed corridor which stays within the median of I-75 for most of its length to minimize the right-of-way impact.
- **I-75 Corridor Alignment** - Leaves the median after the dense urban Atlanta area to obtain a potentially higher travel speed.
- **Rome Alignment** - Serves Rome with a potentially higher speed alignment, by-passing the densely developed I-75 corridor and activity centers in the southern section.
- **Eastern Alignment** - A potentially higher speed alignment in the northern half of the corridor, which utilizes an existing rail corridor.
- **Western Suburban Alignment** - A potentially higher-speed alignment in the southern half of the corridor.
- **I-285 By-Pass** - A potentially lower cost, higher speed alignment in the Atlanta urban area.
- **I-285 to I-75 Connector** - A lower cost, less impact alignment in the Atlanta urban area.
- **Rome to I-75 Connector** - Serves Rome from the I-75 Alignment.
Potential Alignments (continued)

Southern Corridor

This corridor extends from the Hartsfield-Jackson Atlanta International Airport to south of the Cobb/Cherokee and Polk/Floyd county lines.

I-75 Median Alignment was developed to serve the most densely developed corridor and has these significant features:
- Four stations; Hartsfield Airport (Southern Crescent Transportation Center), Downtown Atlanta (Five Points area), Galleria Station, and Town Center Station
- Aerial structure in the median of I-75 from the Hartsfield-Jackson Atlanta International Airport to one mile south of I-20
- Tunnel through downtown Atlanta with a deep underground station near Forsyth and Alabama Streets with the tunnel ending north of Bankhead highway
- Aerial structure in Howell Mill Road and back into the I-75 median
- Aerial Station in the median of I-75 near the Galleria with patron access from either side of the highway
- At-grade section in the median from north of I-575 junction to the Town Center Station with patron access from above and either side of the highway

I-75 Corridor Alignment is similar to the I-75 median alignment from the airport to approximately two miles north of the I-75 / I-285 junction where it weaves in and out of the median on aerial structure to obtain higher speeds.
- Aerial structure from Delk Road to Town Center Station
- Requires right-of-way outside of and adjacent to the I-75 corridor
- Aerial Station at Town Center spanning I-75

I-285 By-Pass starts out at the existing Hartsfield-Jackson Terminal and MARTA station and continues on Camp Creek Parkway to I-285.
- At-grade along the west shoulder of I-285
- Grade-separated alignment with the local highway interchanges
- An Intermodal Station with MARTA near Martin Luther King, Jr. Highway
- A Galleria Station on the west side of I-75

I-285 to I-75 Connector attempts to alleviate the aerial structure along Howell Mill Road with a mostly at-grade section along the railroad corridor to I-285 and back to I-75.

Rome Alignment provides a potentially higher speed route from the Hartsfield-Jackson Atlanta International Airport to I-75. The alignment by-passes downtown Atlanta and the highly developed I-75 corridor and activity centers north of Atlanta. The line follows Camp Creek Parkway to I-285 and utility corridors through the rural areas.

Central Corridor

This corridor extends from the Southern Corridor to approximately Calhoun along the I-75 corridor.

I-75 Median Alignment stays in the median of I-75 in an at-grade configuration. At some narrow sections, the highway
would be shifted slightly to either side to create sufficient space in the median. It has one station in the median of I-75 near Cartersville.

**I-75 Corridor Alignment** weaves in and out of the highway corridor to obtain higher speeds.

- It crosses Lake Altoona with a high-speed curve passing through some residential areas
- It requires new right-of-way outside I-75
- It is a mix of at-grade, aerial structure and tunnel sections
- It has one station on the east side of I-75 near Cartersville

**Rome Alignment** passes through rural areas with a high-speed alignment and serves Rome with a station. It is at-grade and rejoins the I-75 alignment near Calhoun.

**Rome to I-75 Connector** provides a connection from the I-75 alignment to Rome. It is at-grade with short sections of aerial and tunnel sections.

**Eastern Alignment** departs from the I-75 corridor north of Cartersville and generally follows the CSX corridor with a higher speed alignment. The alignment is generally at-grade with short sections of aerial structure.

**Northern Corridor**

This corridor extends from Calhoun to downtown Chattanooga.

- At some narrow sections, the highway is envisioned to be shifted slightly to either side to create sufficient space in the median.
- The alignment passes to the west of the I-75 corridor south of the Dalton area to avoid the developed area with a mix of aerial and at-grade configuration.
- Dalton has a Station in the median with access from either side.
- It diverts from the I-75 median south of the I-24 corridor passing through residential and commercial areas to the Lovell Field Airport Station along Airport Road.

**Northern Corridor Map**

**I-75 Median Alignment** stays in the median of I-75 in an at-grade configuration.
The project is a 30-month study, which is structured in three phases, as follows:

**Phase 1**
This phase includes initial data collection activities, including stakeholder coordination; development of preliminary conceptual alternatives; initial environmental baseline activities in the corridor; and preparation of the travel demand model. During this phase, the general location and technology alternatives that will be carried forward for additional study in the Tier I Environmental Impact Statement will be identified.

**Phase 2**
The second phase is initiated by formal project Scoping as well as the completion of a draft purpose and need statement. Environmental analysis of the study alternatives will be initiated, including an assessment of community, social and land use impacts. The economic impact analysis of the study alternatives will take place, as well as completion of ridership forecasts. Cost estimates for construction, operation and maintenance will be developed. A maximum of three alternatives will be produced for the final analysis. Public involvement activities will continue throughout this phase.

**Phase 3**
This phase is comprised of the preparation, review, and distribution of the Draft and Final Environmental Impact Statements. The preferred alternative will be recommended to the project sponsors. Public hearings will be held and public comments addressed. The Record of Decision will be prepared based on the study results, public comment and policy input from the sponsoring agencies.

It should be noted that the project has an extensive Public Information Program to exchange information, analysis and opinions regarding high-speed ground transportation in the corridor. The Scoping meetings being held September 18th through the 20th are the public’s first exposure to this study. Subsequent formal public involvement activities will include public information open houses, stakeholder meetings, charettes, and public hearings/open houses. In addition, public information materials will include the GDOT web materials, fact sheets, newsletters and displays. Finally, other public involvement activities will include outreach meetings, a speaker’s bureau and project booths at major events. Interested parties are invited to contact the persons listed at the end of this package for additional information.
This scoping session is the first of many opportunities to participate in the Tier I EIS study of alternatives for high-speed ground transportation between Atlanta and Chattanooga. Public meetings will be held during the alternatives phase and after the Draft Environmental Impact Statement is published to get input to help guide the next phases of the study.

**Project Team:**

**Georgia Department of Transportation**

Mike Thomas  
Director of Planning, Data & Intermodal Development  
No. 2 Capitol Square  
Atlanta, GA 30334  
(404) 656-0610  
mike.thomas@dot.state.ga.us

Glenn Bowman, P.E.  
State Environmental/Location Engineer  
3993 Aviation Circle  
Atlanta, GA 30336  
(404) 699-4401  
glenn.bowman@dot.state.ga.us

Christa Wilkinson  
Project Manager  
Office of Environment/Location (OEL)  
3993 Aviation Circle  
Atlanta, GA 30336  
(404) 699-4437  
christa.wilkinson@dot.state.ga.us

**Earth Tech Consulting, Inc. — Prime Consultant**

David Gorden, P.E.  
david.gorden@earthtech.com

Eddie McFalls  
eddie.mcfalls@earthtech.com

**Subconsultants**

Moreland Altobelli Associates, Inc.  
Charles River Associates  
Commonwealth Research Associates  
Dovetail Consulting  
Economic Development Research Group  
HNTB, Inc.  
Howard/Stein-Hudson Associates  
JJ&G, Inc.  
Kennedy Engineering & Associates  
Malvada Consulting  
PB Americas  
Planning Innovations
Appendix E – Agency Coordination & Public Outreach

6.0 SCOPING SUMMARY REPORT
# Table of Contents

1. Introduction ..............................................................................................................1
   1.1 Project Background / History .................................................................................4
1.2 Key Initial Document Summaries .........................................................................4
   1.2.1 Georgia Intercity Rail Plan Final Report .................................................................4
   1.2.2 Atlanta to Chattanooga Maglev Deployment Study Environmental Assessment (EA) 5
   1.2.3 Atlanta to Chattanooga Maglev Deployment Study Phase II EIS .................................6
   1.2.4 Atlanta to Chattanooga Maglev Deployment Study Phase II Addendum .................7
   1.2.5 Concept Design Report for the Multi-Modal Passenger Terminal .........................7
   1.2.6 High Speed Trains Nashville-Chattanooga -Atlanta ...............................................8
   1.2.7 Chattanooga, Hamilton County / North Georgia Trans Plan 2030 LRTP .................8
   1.2.8 ARC Envision 6 Needs Assessment Report ..........................................................9

2. Existing Conditions ............................................................................................... 11
   2.1 Population and Income .........................................................................................11
   2.2 Visitors ..................................................................................................................11
   2.3 Major Highway Network ......................................................................................11
   2.4 Aviation .................................................................................................................15
   2.5 Railroads ................................................................................................................15
   2.6 Transit ...................................................................................................................15
   2.7 Air Quality ............................................................................................................16

3. Project Need and Purpose ....................................................................................... 17
   3.1 Existing and Future Transportation Demand and Travel Growth .............................17
   3.2 Provision of Person Trip Capacity versus Highway Capacity ....................................18
   3.3 Enhance Airport Access ......................................................................................18
   3.4 Maintain or Improve Regional Air Quality ...............................................................18
   3.5 Address Safety Deficiencies in Corridor ..................................................................19
   3.6 Promote Economic Development ...........................................................................19
   3.7 Reduce Energy Consumption ................................................................................22
   3.8 Enhance Intermodal Connections/Relationships .......................................................22
   3.9 Address Social Demands of Various Population Groups .........................................22
   3.10 Support Comprehensive Land Use Planning and Smart Growth Initiatives ............23
   3.11 Provide Link in Southeast US Region HSGT system .............................................23

4. Conceptual HSGT Alternatives ............................................................................... 24
   4.1 No-Build Alternative ..............................................................................................24
   4.2 Build Alternative(s) ...............................................................................................24
   4.2.1 Southern Corridor ..............................................................................................24
   4.2.2 Central Corridor ...............................................................................................27
   4.2.3 Northern Corridor .............................................................................................28
   4.3 Technology Alternatives .......................................................................................30
   4.3.1 Diesel Multiple Units (DMU) ..............................................................................30
   4.3.2 Commuter Rail ..................................................................................................31
1. Introduction

The National Environmental Policy Act of 1969 (NEPA) requires that the potential environmental impacts of an action be assessed for every federal action that could “significantly affect the quality of the human environment.” The law applies to any project where there is federal action, including federal financial assistance, the issuance of a permit, or a requirement for federal approval. Following the enactment of NEPA, regulations issued by the Council on Environmental Quality (CEQ) noted that Environmental Impact Statements (EISs) shall “provide full and fair discussion of significant environmental impacts and shall inform decision-makers and the public of the reasonable alternatives which would avoid or minimize adverse impacts or enhance the quality of the human environment” (40 Code of Federal Regulations [CFR] Parts 1500-1508). An EIS is required when it is apparent from the beginning of the project, or through subsequent analysis, that the proposed project is likely to have a major effect on the human environment.

The Georgia Department of Transportation (GDOT) is preparing a Tier 1 EIS for the Atlanta to Chattanooga High Speed Ground Transportation (HSGT) corridor with the assistance of the Tennessee Department of Transportation (TDOT) and with the Federal Railroad Administration (FRA) and the Federal Highway Administration (FHWA) as the federal co-lead agencies. The FRA and FHWA are operating administrations within the United States Department of Transportation (USDOT). FRA has oversight responsibility for the safety of railroad operations nationwide. The FHWA administers the highway transportation programs of the USDOT in accordance with the Department of Transportation Act (49 U.S. Code (USC) §104 and USC §101 et. seq.). As such, it also coordinates the development of highway programs with other modes of transportation. At this time, cooperating federal agencies include, but are not limited to the United States Army Corps of Engineers (USACE), FRA and FHWA, who have determined that an EIS is appropriate to satisfy the NEPA requirements.

Preparation of the Tier I EIS, together with its eventual circulation and review and comment, is designed to ensure that all viable alternatives for the project are evaluated, including a “No-Build Alternative.” Additionally, all substantial transportation, social, economic, and environmental impacts are assessed; and public involvement and comments are solicited to assist the decision-making process. The evaluation of alternatives helps to ensure that the environmental impacts, benefits, costs, and trade-offs among alternatives are in compliance with federal and state requirements and addressed according to FRA and FHWA procedures and CEQ NEPA regulations.

When preparing an EIS, Scoping is one of the first steps of the process. The Scoping Phase is used to identify reasonable and feasible concepts to be evaluated in the EIS, to determine environmental impacts to be assessed, and to gain insight on how stakeholders would like to be involved throughout the study. Scoping includes outreach to both the agencies and the public to identify possible issues at the outset of the project and also typically coincides with the agency Early Coordination process. The FHWA and FRA published a Notice of Intent (NOI) on August 22, 2007, to prepare a Tier I EIS. A copy of the NOI is included in Appendix A.
A copy of the legal advertisement published prior to the scoping meetings is included in Appendix B. Three comments were received regarding the NOI, two from the U. S. Fish and Wildlife Service (USFWS), dated October 4, 2007 and September 25, 2007; and one from the City of Atlanta Department of Aviation dated October 3, 2007. Copies of the comments are included in Appendix C. The USFWS (Tennessee Office) comment noted the various federally endangered or threatened species that are known to occur in the region including the snail darter and the large-flowered skullcap, and requested that these species be considered as the project is being planned. The comment from the Department of Aviation noted plans to expand the Hartsfield-Jackson Atlanta International Airport (HJAIA) terminal to the west and requested to meet with the project team to ensure that they are aware of these specific plans and other proposed improvements to the airport.

The Tier I EIS will be prepared at a level of detail appropriate for a programmatic analysis with the main goal being determination of a preferred HSGT technology, a general corridor location, general station locations, potential environmental impacts of the preferred alternative, and identification of a phased implementation plan. A Tier II EIS would be required prior to advancing the project to the design and construction phases.

The 30-day scoping comment period formally closed October 4, 2007. This date marks the completion of the scoping process. This Scoping Summary Report formalizes this step in the EIS process. The remaining steps in the EIS process include Alternatives Analysis and environmental impact evaluation, preparation of a Draft EIS (DEIS), presentation of findings to the public and agencies, preparation of the Final EIS (FEIS) summarizing comments on the DEIS, and finally FRA and FHWA would issue a decision on the FEIS as part of a Record of Decision (ROD). See Figure 1 for a graphical representation of this Planning and Project Development Process.

This scoping summary report also provides a brief project background, and a review of transportation networks and HSGT-related studies, economic data and federal air quality requirements for the Atlanta to Chattanooga corridor. These baseline data combined with an explanation of the HSGT project need and purpose, and the HSGT conceptual alternatives serve to inform and prepare stakeholders for participation in the scoping process. The last two sections of the report detail the stakeholder outreach and participation activities, and the results of these processes.
Figure 1: Tier I EIS Planning and Project Development Process
1.1 Project Background / History

The concept of HSGT service between Atlanta, Georgia and Chattanooga, Tennessee has been a subject of study for approximately ten years. Initially, the GDOT studied this corridor as part of a 1997 Intercity Rail Plan. The Atlanta to Chattanooga Corridor was first considered for high-speed rail service as part of the federal Magnetic Levitation (Maglev) Deployment Program funded by the FRA to demonstrate Maglev technology in the United States. Georgia was among several states that participated in the program. The Atlanta Regional Commission (ARC), in association with GDOT and the Georgia Regional Transportation Authority (GRTA), analyzed the 110-mile Atlanta to Chattanooga corridor over a four-year period, from 1999 to 2003. The purpose of this process was to explore mobility options and determine the feasibility for a high-speed passenger service. TDOT 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, eight were determined to be highly relevant background information for the Atlanta to Chattanooga study. 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:

- **Georgia Intercity Rail Plan Final Report, March 1997**
- **Atlanta to Chattanooga Maglev Deployment Study Environmental Assessment, February 2000**
- **Atlanta to Chattanooga Maglev Deployment Study Phase II EIS, March 2002**
- **Concept Design Report for the Multi-Modal Passenger Terminal, February 2002**
- **Atlanta to Chattanooga Maglev Deployment Study Phase II Addendum, March 2002**
- **High Speed Trains Nashville – Chattanooga – Atlanta, November 2003**
- **Chattanooga Hamilton County/North Georgia Trans Plan 2030, Long Range Transportation Study (LRTP) – June 2005**
- **ARC Envision 6/Mobility 2030 Regional Transportation Plan (RTP), May 2006**

1.2 Key Initial Document Summaries

The following provides a brief summary of these key studies.

**1.2.1 Georgia 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.

### 1.2.2 Atlanta to Chattanooga Maglev Deployment Study Environmental Assessment (EA)

An EA of Maglev high-speed passenger service was initiated in the 110-mile Atlanta to Chattanooga corridor in August of 1999. FRA initiated the Maglev Transportation Technology Deployment Program in an effort to demonstrate the feasibility of Maglev technology in the United States. The study was administered by the 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.

#### 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 HJAIA paralleling the Metropolitan Atlanta Rapid Transit 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.

EA Preferred Alignment

Discussion of choosing the preferred alignment mentions a preference to serve downtown Atlanta instead of following I-285. Segments A, B, E, F and G 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.

Station Locations

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

1.2.3 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 (HSR). This study did not examine environmental impacts by alignment and did not screen environmental impacts for the preferred alignment.

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.

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 Hartsfield Airport. Use of existing railroad corridors in the study area was not recommended.

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.

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. That study concluded that significantly higher capital cost of Maglev 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 were 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 one of the western alignments, the WA alignment. All technologies performed well with higher speeds on the I-75 alignment compared with other alignments.

1.2.4 Atlanta to Chattanooga Maglev Deployment Study Phase II Addendum

This document summarizes the findings of the Phase II planning and environmental study and provided detailed alignment maps and station plans as well as operating and cost comparisons between alternatives. A possible timeline for Maglev implementation was also presented as part of this study.

1.2.5 Concept Design Report for the Multi-Modal Passenger Terminal

An oversight committee comprised of board members for the GDOT, the Georgia Regional Transportation Authority (GRTA), and the Georgia Rail Passenger Authority (GRPA), formed the state’s Rail Passenger Program Management Team (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 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.

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.

**1.2.6 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 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 miles per hour 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.

**1.2.7 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, Lookout Mountain, Red Bank, Ridgesside, 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.
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 Transportation System 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 projects receive the bulk of funding at $1.347 billion for the Tennessee and Georgia portions combined.

1.2.8 ARC Envision 6 Needs Assessment Report

The RTP 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, the I-75 north corridor had the second 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 Bus Rapid Transit (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 High Occupancy Vehicle (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%.

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 US41/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 US41 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 north, 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 business district.
2. Existing Conditions

The study corridor generally parallels Interstate 75 from HJAIA in the Atlanta metropolitan area, to Chattanooga, Tennessee. The study area consists of rolling topography dissected by numerous rivers and streams. This area is heavily urbanized, primarily within and around the City of Atlanta and the City of Chattanooga, but also includes suburban and rural areas within the corridor. The study area is contained partially or entirely in the following counties: Hamilton County, Tennessee; and Clayton, Fulton, Cobb, Cherokee, Floyd, Bartow, Douglas, Paulding, Polk, Murray, Whitfield, Gordon, Chattooga, Walker, and Catoosa Counties, Georgia. A map of the study area is provided as Figure 2.

2.1 Population and Income

According to data from the U.S. Census, the population in the project corridor has increased from 2,766,800 in 1990 to 4,603,08 in 2006. It is projected that the project corridor population will reach 5,222,153 between the years 2015 to 2030. That increase translates into an 88.87% growth from the year 1990. The project corridor’s average income of $41,875 falls in-between the Georgia ($42,433) and Tennessee ($36,360) average incomes. The percentage of households living below the poverty level in the project corridor is 13.48%, which is above Georgia at 9.90% and Tennessee at 10.30%. Population data is provided as Tables 1 and 2.

2.2 Visitors

The Atlanta and 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.

2.3 Major Highway Network

Three major highways connect the metropolitan Atlanta area with the northwest Georgia and Chattanooga metropolitan areas. These three routes are Interstate 75, US 41 and US 27. Interstate 75 is one of the most heavily traveled interstates in Georgia as well as in the entire nation. Traffic volumes north of Atlanta on I-75 for 2005 ranged from the low to mid 100,000s in Bartow County to the mid 80,000s near the Tennessee border. According to the Georgia Interstate System Plan, completed in 2004, most of I-75 north of Atlanta is projected to exceed available capacity. By 2035, volumes on I-75 will continue to exceed capacity, even assuming that the additional lanes have been implemented.
Table 1: Corridor Population Growth by County

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Bartow</td>
<td>55,915</td>
<td>76,019</td>
<td>91,266</td>
<td>134,409 (2)</td>
<td>78,494</td>
<td>140.38%</td>
</tr>
<tr>
<td>Catoosa</td>
<td>42,464</td>
<td>53,282</td>
<td>62,016</td>
<td>101,319 (1)</td>
<td>58,855</td>
<td>138.59%</td>
</tr>
<tr>
<td>Chattooga</td>
<td>22,242</td>
<td>25,470</td>
<td>26,442</td>
<td>34,114 (1)</td>
<td>11,872</td>
<td>53.37%</td>
</tr>
<tr>
<td>Cherokee</td>
<td>90,204</td>
<td>141,903</td>
<td>195,327</td>
<td>213,951 (2)</td>
<td>123,747</td>
<td>137.18%</td>
</tr>
<tr>
<td>Clayton</td>
<td>181,436</td>
<td>236,517</td>
<td>271,240</td>
<td>299,916 (2)</td>
<td>118,480</td>
<td>65.30%</td>
</tr>
<tr>
<td>Cobb</td>
<td>447,745</td>
<td>607,751</td>
<td>679,325</td>
<td>763,889 (2)</td>
<td>316,144</td>
<td>70.60%</td>
</tr>
<tr>
<td>Douglas</td>
<td>71,120</td>
<td>92,174</td>
<td>119,557</td>
<td>218,551 (2)</td>
<td>147,431</td>
<td>207.29%</td>
</tr>
<tr>
<td>Fulton</td>
<td>648,776</td>
<td>816,006</td>
<td>960,009</td>
<td>1,145,902 (2)</td>
<td>497,126</td>
<td>76.62%</td>
</tr>
<tr>
<td>Floyd</td>
<td>81,251</td>
<td>90,565</td>
<td>95,322</td>
<td>157,090 (1)</td>
<td>75,839</td>
<td>93.33%</td>
</tr>
<tr>
<td>Gordon</td>
<td>35,067</td>
<td>44,104</td>
<td>51,419</td>
<td>85,435 (1)</td>
<td>50,368</td>
<td>143.63%</td>
</tr>
<tr>
<td>Hamilton</td>
<td>211,000</td>
<td>307,896</td>
<td>312,905</td>
<td>352,285 (1)</td>
<td>151,334</td>
<td>66.95%</td>
</tr>
<tr>
<td>Murray</td>
<td>26,147</td>
<td>36,506</td>
<td>41,398</td>
<td>83,246 (2)</td>
<td>57,099</td>
<td>218.37%</td>
</tr>
<tr>
<td>Paulding</td>
<td>41,611</td>
<td>81,678</td>
<td>121,530</td>
<td>221,839 (2)</td>
<td>180,228</td>
<td>433.12%</td>
</tr>
<tr>
<td>Polk</td>
<td>33,815</td>
<td>38,127</td>
<td>41,091</td>
<td>72,735 (1)</td>
<td>38,920</td>
<td>115.09%</td>
</tr>
<tr>
<td>Walker</td>
<td>41,398</td>
<td>61,053</td>
<td>64,606</td>
<td>89,032 (1)</td>
<td>47,634</td>
<td>115.06%</td>
</tr>
<tr>
<td>Whitfield</td>
<td>72,462</td>
<td>83,525</td>
<td>92,999</td>
<td>126,185 (2)</td>
<td>53,723</td>
<td>74.13%</td>
</tr>
<tr>
<td>County Total</td>
<td>2,104,643</td>
<td>2,794,576</td>
<td>3,226,452</td>
<td>4,099,898</td>
<td>1,993,017</td>
<td>94.80%</td>
</tr>
</tbody>
</table>

- **Georgia Total**: 6,478,149 | 8,186,453 | 9,363,941 | 12,017,838 (2) | 5,539,689 | 85.51%
- **TN Total**: 4,877,185 | 5,689,283 | 6,038,803 | 7,380,634 (2) | 2,503,449 | 51.32%

**Sources**: 2000 U.S. Census and American Community Survey 2006 Update; Chattanooga-Hamilton County Regional Planning Council; North Georgia Regional Development Center; Catoosa Regional Development Authority; Atlanta Regional Commission

**Note**: Projection Years: (1) 2025; (2) 2030
Table 2: Corridor Overall Population Growth by City

<table>
<thead>
<tr>
<th>City</th>
<th>1990</th>
<th>2000</th>
<th>7/1/2006</th>
<th>Projection*</th>
<th>Actual Change*</th>
<th>% Change*</th>
<th>1990 to Projection Year</th>
<th>1990 to Projection Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Atlanta, GA</td>
<td>394,017</td>
<td>416,474</td>
<td>486,411</td>
<td>602,783 (3)</td>
<td>208,766</td>
<td>52.98%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Chattanooga, TN</td>
<td>152,466</td>
<td>155,554</td>
<td>155,190</td>
<td>175,755 (2)</td>
<td>23,289</td>
<td>15.27%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cartersville, GA</td>
<td>12,035</td>
<td>15,925</td>
<td>17,407</td>
<td>44,121 (3)</td>
<td>32,086</td>
<td>266.60%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dalton, GA</td>
<td>21,761</td>
<td>27,912</td>
<td>33,045</td>
<td>117,400 (2)</td>
<td>95,639</td>
<td>439.49%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Douglasville, GA</td>
<td>11,635</td>
<td>20,065</td>
<td>28,870</td>
<td>28,870</td>
<td>17,235</td>
<td>148.13%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kennesaw, GA</td>
<td>8,936</td>
<td>21,675</td>
<td>30,936</td>
<td>48,487 (2)</td>
<td>39,551</td>
<td>442.60%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rome, GA</td>
<td>30,326</td>
<td>34,980</td>
<td>36,142</td>
<td>36,000 (1)</td>
<td>5,674</td>
<td>18.71%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Smyrna, GA</td>
<td>30,981</td>
<td>40,999</td>
<td>48,632</td>
<td>69,039 (2)</td>
<td>39,558</td>
<td>122.84%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>City Total</td>
<td>662,157</td>
<td>733,584</td>
<td>836,633</td>
<td>1,122,255</td>
<td>460,098</td>
<td>69.48%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>County Total</td>
<td>2,104,643</td>
<td>2,794,576</td>
<td>3,226,452</td>
<td>4,099,898</td>
<td>1,993,017</td>
<td>94.80%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Study Corridor Total</td>
<td>2,766,800</td>
<td>3,528,160</td>
<td>4,063,085</td>
<td>5,222,153</td>
<td>2,455,353</td>
<td>88.87%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Georgia Total:</td>
<td>6,478,149</td>
<td>8,186,453</td>
<td>9,363,941</td>
<td>(3) 12,017,838</td>
<td>5,539,689</td>
<td>85.51%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tennessee Total:</td>
<td>4,877,185</td>
<td>5,689,283</td>
<td>6,038,803</td>
<td>(3) 7,380,634</td>
<td>2,503,449</td>
<td>51.32%</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Sources: 2000 US Census and American Community Survey 2006 Update
Chattanooga Hamilton County RPC
North Georgia Regional Development Center
Cartersville Comprehensive Plan update
Dalton Comprehensive Plan
Atlanta Regional Commission

Projection Year: 1 = 2015, 2 = 2025, 3 = 2030

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. However, even with these improvements, many of these facilities are projected to operate at or above capacity. In addition, 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.

Portions of US 41 are four lanes from Atlanta to Chattanooga, with two lanes in more rural sections. North of Atlanta, the daily traffic volumes in 2005 ranged from a low of 5,000 to a high of 40,000. While not as heavily traveled as I-75, US 41 is also expected to equal or exceed capacity within the next 20 years, despite several proposed multi-lane improvements.

Traffic volumes along the US 27 corridor range from a low of approximately 5,000 Average Annual Daily Traffic (AADT) to a high of around 40,000 AADT in Rome in 2005. The future (2025) Level of Service (LOS) for the corridor is approaching or exceeding capacity.
2.4 Aviation

HJAIA 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 eight million international passengers in 2006. Lovell Field currently serves ten major airports via six different airlines. Atlanta’s Hartsfield 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.

2.5 Railroads

There are three main railroad lines (W&A, CSX 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 connected Chattanooga, Tennessee, and Gadsden, Alabama.

2.6 Transit

The major transit systems operating along or near the corridor include, but are not limited to, MARTA, Cobb County Transit (CCT), GRTA, C-Tran (Clayton County), Rome Transit Department (RTD), and Chattanooga Area Rapid Transit 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 trips to its riders annually.

GRTA operates 58 buses, 55 vanpools and four demand response vehicles offering 2,231,859 trips for its passengers annually. C-Tran operates 24 buses and five routes within Clayton County, Georgia. RTD operates 24 buses, and four demand response vehicles providing 830,502 trips to its riders annually. CARTA operates 49 buses, 12 demand response vehicles, and two sky-rail trains providing 2,529,157 trips to its passengers annually.

In addition to these more urban transit systems, Greyhound operates bus service between Atlanta and Chattanooga, with eight daily departures from Atlanta Monday through Saturday and six departures on Sundays. The most recent passenger data, which was collected from October 1, 2006 to September 30, 2007, reports over 149,805 passengers and 3,639 buses have traveled between Atlanta and Chattanooga.
2.7 Air Quality

Ten counties in the project study area have been designated as nonattainment areas for not meeting National Ambient Air Quality Standards (NAAQS) under the Clean Air Act (CAA). Bartow, Cherokee, Clayton, Cobb, Douglas, Fulton and Paulding Counties are all part of the Atlanta Nonattainment Area for ozone and PM$_{2.5}$ (particulate matter with an aerodynamic diameter of 2.5 microns or less). Floyd County constitutes the Rome Nonattainment Area for PM$_{2.5}$. Catoosa and Hamilton Counties are part of the Chattanooga Nonattainment Area for PM$_{2.5}$ 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. 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.

Until October 16, 2007 a portion of Murray County was a nonattainment area for ozone. The designated portion included the portion of the county included in the Chattahoochee National Forest. This 8-hour nonattainment area was re-designated by the U.S. Environmental Protection Agency (EPA) as a maintenance area on October 16th. EPA also approved a revision to the Georgia State Implementation Plan including the 8-hour maintenance plan for the Murray County area on this date.
3. Project Need and Purpose

The growth in both population, employment and tourism in the Atlanta to Chattanooga corridor is projected to increase significantly resulting in increased travel demand for both goods and people. The transportation infrastructure that will serve this demand, including highways, transit and aviation are all projected to be at or above capacity, despite proposed improvements programmed to expand these facilities.

The overall purpose of the Atlanta to Chattanooga HSGT system is to enhance intercity passenger mobility in northwest Georgia, and part of Tennessee, by expanding passenger transportation capacity, increasing overall personal and business mobility and providing an alternative to highway and air travel in a manner that is safe, reliable, and cost-effective while avoiding, minimizing, and/or mitigating effects on affected neighborhoods and the environment.

Currently, the state and interstate highway systems within the corridor are operating at or near capacity, especially within and adjacent to Atlanta, Rome, Dalton and Chattanooga areas. Although capacity improvements to the state and interstate roadway system along the corridor are either currently underway or planned for the near future, they will not address all of the future capacity or mobility needs for the region. The increased traffic volumes and accident rates in the study corridor further emphasize the need for alternative transportation. Social and economic demands will continue to call for a provision of alternative transportation choices for those individuals, who cannot or choose not to drive, as well as those travelers and commuters looking for alternatives to congested highways.

The following paragraphs outline the deficiencies and transportation issues that define the need for the Atlanta to Chattanooga HSGT.

3.1 Existing and Future Transportation Demand and Travel Growth

There is a need to provide mobility options to address existing and future transportation demand and travel growth in the corridor. The corresponding increase in the number of automobiles will far exceed the states’ ability to provide enough safe, efficient, and environmentally acceptable solutions with the existing highway and airport infrastructure.

The Atlanta area is the ninth-largest metropolitan area in the United States and consists of up to 28 counties in Georgia. According to the US Census 2006 population estimates, the 28-county Atlanta metropolitan area is currently the fastest-growing metropolitan area in the United States based on numerical gains. The Georgia job market is one of the ten strongest in the nation. The Atlanta area is the economic engine for the State of Georgia, representing two thirds of the state’s economy.

Chattanooga is the fourth largest city in Tennessee and the county seat of Hamilton County. The City of Chattanooga is located at the crossroads of three states: Alabama, Georgia, and Tennessee. Chattanooga is home to several Fortune 500 companies, such as Blue Cross/Blue
Shield of Tennessee, Brach & Brock Confections, Chattem Inc., Dixie Yarns, The Krystal Company, McKee Banking Company, North American Royalties, Olan Mills and the headquarters for the Division of Power of the Tennessee Valley Authority (TVA), which is the largest utility in the United States. The US Census 2006 population estimates show that Chattanooga/Hamilton County is the fifth fastest growing county the State.

Level of service (LOS) is a measure of traffic density (or a measure of congestion). The transportation LOS system uses the letters A through F, with A being best and F being worst to measure congestion on roadways. The peak hour volume (PHV) is the volume of traffic that uses the approach, lane, or lane group in question during the hour of the day that observes the highest traffic volumes for that intersection. See Figures 3 and 4, which identify LOS and PHV for I-75. The majority of the corridor operates, or will operate, at LOS E or F.

### 3.2 Provision of Person Trip Capacity versus Highway Capacity

A HSGT system cannot meet all of the future capacity needs of the major travel corridors within the study area and will not eliminate congestion, but will relieve some of the traffic problems, and may delay the need for future improvements, freeing funds for other network capacity improvements. In addition, HSGT service would provide mobility options to the traveling public.

Interstate 75 is one of the most heavily traveled interstates in the entire nation, typically second only to the I-95 corridor. Most of I-75 north of Atlanta is projected to exceed available capacity. Projects are currently planned to widen I-75. However, by 2030, volumes on I-75 will continue to exceed capacity. US Highway 41 is also expected to equal or exceed capacity within the next 20 years, despite several proposed multi-lane improvements. The US 27 corridor is also approaching or exceeding capacity.

### 3.3 Enhance Airport Access

HJAIA is consistently ranked as one of the world’s busiest airports. About 250,000 passengers use HJAIA on an average day. As roads to HJAIA approach capacity, and the vehicular access from the north becomes congested and unreliable, a HSGT system, in conjunction with MARTA and other available transit modes, would provide an additional non-vehicular mode of airport access.

The six flights per day between HJAIA and Chattanooga’s Airport, Lovell Field, account for 28% of its traffic. Lovell Field captures only 55% of the region’s perspective enplanements. Since 80% of local passengers flying in and out of HJAIA live north of Interstate 20, Lovell Field may become a more desirable option for those in northwestern Georgia and far North Atlanta due to improved access provided by HSGT.

### 3.4 Maintain or Improve Regional Air Quality

There is a need to maintain or improve regional air quality. The CAA of 1970 and the CAA Amendments of 1990 require regional long-range transportation plans to support the achievement
and maintenance of air quality standards. These areas must demonstrate that proposed transportation improvements do not negatively impact the quality of the air.

The use of new technologies being considered for the HSGT and other approaches aimed at reducing the demand for trips in single occupancy vehicles, must be an integral part of all transportation plans and programs to ensure that these areas conform to federal air quality standards. Multi-purpose transportation corridors, such as high-speed rail lines in medians and designated lanes for high occupancy vehicles and local travel, are transportation strategies that can achieve a reduction in pollution levels.

3.5 Address Safety Deficiencies in Corridor

Safety is a paramount consideration in providing transportation capacity. Recent statistics indicate that passenger rail travel is one of the safest modes of transportation, while motor vehicle fatalities account for more than 90 percent of all transportation-related fatalities. Analysis of accident data on I-75 shows increasing numbers of accidents and injuries over time, as the study corridor becomes more congested.

In order to minimize the possibility of train-vehicular or pedestrian collisions and maximize safety, this HSGT project will incorporate grade-separated crossings and barrier intrusion systems. The HSGT system may contribute to a reduction in the accident rate as automobile and some truck trips (freight) are diverted from parallel highway facilities to the HSGT facility. Thus, accident rates are anticipated to decrease as a result of fewer vehicles on the roadway and a reduction in the number of vehicle miles traveled by the public.

3.6 Promote Economic Development

There is a need to promote economic development in the region within and between Atlanta and Chattanooga. The existing transportation system is one of the critical factors hindering economic development in the corridor. For years, the area has been hampered by an inadequate system of regional freeways that do not meet the demand of all users. Although there is potential for economic development at existing activity areas, efficient transportation access to these sites is not always present.
Figure 3 Levels of Service North

LOS calculated by Moreland Altobelli Associates, Inc- Staff
Figure 4 Levels of Service South

LOS calculated by Moreland Altobelli Associates, Inc- Staff
Construction and eventual operation of the HSGT system will create jobs and associated economic development. With the proper placement of HSGT stations, there could be an impetus to redevelop any nearby undeveloped and underdeveloped sites, which creates employment opportunities. In addition, the development of an alternative transportation system in the region could help revitalize local industries, which in turn will create new employment opportunities and job markets.

**3.7 Reduce Energy Consumption**

Transportation energy consumption is expected to grow by 30 percent within the next 15 years. Americans consume disproportionate shares of the world’s energy, perhaps as much as 34 percent. Nearly half of the oil Americans use is imported from other countries, creating a heavy dependence on foreign oil. Traffic congestion resulted in a total annual average cost of $69.5 billion, 3.5 billion hours of delay, and 5.6 billion additional gallons of fuel.

There is a need to reduce energy consumption, both nationally and locally. Transportation accounts for approximately two-thirds of all oil consumed in this country. Implementation of a HSGT system could result in potential energy savings from reduced vehicle travel, and consequently, could reduce some of the demand for oil. As compared to other potential modal improvements within the corridor, HSGT has the potential to utilize less energy per passenger.

**3.8 Enhance Intermodal Connections/Relationships**

HSGT offers an alternative transportation mode that could reduce congestion and increase regional mobility and intermodal connectivity. By diverting travelers from single-occupant automobile trips, HSGT would not only help reduce roadway congestion in the corridor, but connect to existing and planned transit systems within the corridor, including, but not limited to MARTA, CCT and CARTA. These connections will provide relief for local and sub-regional highway facilities, and provide additional access, through non-automotive means, to the corridor’s airports.

The provision of HSGT service will create momentum for the development of a multi-modal, intermodal transportation system by assisting in servicing longer distant trips, by non-automotive means, that local transit cannot serve.

**3.9 Address Social Demands of Various Population Groups**

Senior citizens and those with disabilities depend on access to user-friendly transportation facilities and services for mobility between major urban centers and visitor attractions. Bus service is provided sporadically along the corridor, which offers senior citizens and the disabled no alternative transportation means other than vehicle travel.

Business travelers lose productive working hours and tourists lose valuable recreation time because of delays on congested roadways and in congested airports. In order to ensure efficient
and cost effective travel for business and tourist travelers, more than one mode of transportation is desirable.

3.10 Support Comprehensive Land Use Planning and Smart Growth Initiatives

The opportunities of intermodal connectivity, improved mobility, and economic activity offered by a HSGT system support local land use planning goals and smart growth initiatives.

Integrating land use choices with transportation choices is the best approach to addressing the corridor’s challenges and to promoting healthy, sustainable regional economic development and quality communities. Communities across the country are attempting to provide a range of mobility options to increase travel by non-automotive means, which would result in higher quality and increased development at activity centers, and encourage compact urban growth and transit-oriented development. The HSGT would connect major regional activity centers and encourage compact urban growth.

A HSGT system provides for more effective linkages to important regional activity centers and major business development areas, provides for worker access to jobs, business access to markets, and resident access to services. In addition, the fixed-guideway element of HSGT has the potential to influence and support denser development patterns. This occurs directly by presenting joint development opportunities and indirectly by enhancing land values around transit centers and fixed-guideway stations.

3.11 Provide Link in Southeast US Region HSGT system

TDOT is currently evaluating the Nashville to Chattanooga corridor, and has studied in the past the Louisville to Nashville corridor for HSGT. The existing Norfolk Southern 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 is also being evaluated. Other nearby HSGT corridors that have been analyzed include, but are not limited to, Charlotte to Washington DC, Atlanta to Savannah, Savannah to Jacksonville, and Jacksonville to Miami.

With high-speed rail corridors in the planning stages to the east, west, and south of Atlanta-Chattanooga corridor, this corridor is a major piece in a future hub system of high-speed train service from Atlanta throughout the Southeast. There is a need to advance HSGT as a network.
4. Conceptual HSGT Alternatives

The alternatives to be evaluated in the Atlanta to Chattanooga HSGT project would include implementing the current transportation plans for the corridor, and would also evaluate alternatives that would construct a new very HSGT project. The alternatives presented during scoping included the No-Build Alternative and various Build Alternatives, which are described in more detail in the following section. This discussion is broken into two distinct categories, alignment and technology. A graphic depicting the conceptual alignments and the station locations is provided as *Figure 5*.

4.1 No-Build Alternative

For the purposes of this project the Baseline Alternative or the No Action as per CEQ will be the same as the No-Build Alternative. This alternative includes the existing network highway and transit system projects. In addition, projects programmed in the adopted plans, which also includes low-cost, operationally oriented transit improvements are assumed in the No Build Alternative.

4.2 Build Alternative(s)

Several alignments have been developed along a variety of corridors to serve the purpose and need of the project. All conceptual alignments that have been developed begin at the HJAIA and end in downtown Chattanooga, Tennessee, after stopping at Lovell Field Airport on the outskirts of Chattanooga. Potential project alignments for the build alternative will be evaluated and narrowed down through the Alternatives Analysis process. Because of the size of the corridor and the multiple connection points that could be made the corridor has been divided into three sections, South, Central, and North. The alternatives presented during the scoping process are described below by segment within each corridor section.

4.2.1 Southern Corridor

This corridor extends from the Atlanta Airport to south of the Cobb/Cherokee and Polk/Floyd county lines. A map of the Southern corridor is provided as *Figure 6*.

I-75 MEDIAN ALIGNMENT - This alignment was developed to serve the most densely developed portion of the corridor and can briefly be described with the following defining features:

- Four stations; Hartsfield Airport (Southern Crescent Transportation Center), Downtown Atlanta (Five Points area) Galleria Station, and Town Center Station
- Aerial structure in the median of I-75 from the Hartsfield Airport to one mile south of I-20
- Tunnel through downtown Atlanta with a deep underground station near Forsyth and Alabama Streets with the tunnel ending north of Bankhead highway
Figure 5. Conceptual Alignments and Station Location Map
• Aerial structure in Howell Mill Road and back into the I-75 median
• Aerial Station in the median of I-75 near the Galleria with patron access from either side of the highway
• At-grade section in the median from north of I-575 junction to the Town Center Station with patron access from above and either side of the highway

I-75 CORRIDOR ALIGNMENT - This alignment is similar to the I-75 median alignment from the Atlanta Airport to approximately two miles north of the I-75 / I-285 junction where it begins to weave in and out of the median on aerial structure in order to allow for higher speeds. Other differences include the following:

• Aerial structure from Delk Road to Town Center Station
• Requires right-of-way outside of and adjacent to the I-75 corridor
• Aerial Station at Town center spanning the I-75 highway

I-285 BY-PASS - This segment starts out at the existing Hartsfield Terminal and MARTA station and continues on Camp Creek Parkway to I-285, and includes the following features:
• At-grade along the west shoulder of I-285
• Grade-separated alignment with the local highway interchanges
• An Intermodal Station with MARTA near MLK Highway
• A Galleria Station on the west side of I-75

I-285 TO I-75 CONNECTOR - This segment attempts to alleviate the aerial structure along Howell Mill Road with a mostly at-grade section along the railroad corridor to I-285 and back to I-75.

ROME ALIGNMENT – This segment provides a potentially higher speed route from the Atlanta Airport to I-75. The alignment bypasses downtown Atlanta and the highly developed I-75 corridor north of Atlanta. The alignment follows Camp Creek Parkway to I-285 and utility corridors through rural areas.

4.2.2 Central Corridor

This corridor extends from the Southern Corridor past Calhoun along the I-75 corridor. A map of the Central Corridor is provided as Figure 7.

I-75 MEDIAN ALIGNMENT- This alignment stays in the median of I-75 in a mostly at-grade configuration. This alignment would require that some narrow sections of the existing median be widened by shifting the mainline of I-75 to the outside. This segment proposes one station in the median of I-75 near Cartersville.

I-75 CORRIDOR ALIGNMENT- This alignment is similar to the I-75 median alignment, but proposes to weave in and out of the highway corridor to obtain higher speeds. Other features are noted as follows:

• It crosses Lake Alatoona with a high-speed curve passing through some residential areas
• It requires new right-of-way outside the I-75 highway
• It is a mix of at-grade, aerial structure and tunnel sections
• It has one station on the east side of I-75 near Cartersville

ROME ALIGNMENT - This alignment passes through rural areas with a high-speed alignment and serves Rome with a station. It is mostly at-grade and re-joins the I-75 alignment south of Calhoun.

ROME TO I-75 CONNECTOR - This segment provides a connection from the I-75 alignment to Rome. It is mostly at-grade with short sections of aerial and tunnel sections.

EASTERN ALIGNMENT - This alignment departs from the I-75 corridor north of Cartersville and generally follows the CSX corridor with a higher speed alignment. The alignment is generally at-grade with short sections of aerial structure. Please see Figure 7, which illustrates all of the alignment segments in the Central Corridor.
4.2.3 Northern Corridor

This corridor extends from Gordon County to downtown Chattanooga. A map of the Northern Corridor is provided as Figure 8.

I-75 MEDIAN ALIGNMENT - This alignment mainly follows the median of I-75 and generally utilizes an at-grade configuration. Other features of this alignment include the following:

• This alignment would require that some narrow sections of the existing median be widened by shifting the mainline of I-75 to the outside.
• The alignment passes to the west of the I-75 corridor south of the Dalton area to avoid the more developed area, which would be accomplished with a mix of aerial and at-grade configurations.
• The Station is proposed to be located in the median with access from either side.
• It diverts from the I-75 median south of the I-24 corridor passing through residential and commercial areas to the Lovell Field Airport Station along Airport Road.
I-75 CORRIDOR ALIGNMENT - This alignment is similar to the I-75 median alignment, but proposes to weave in and out of the highway corridor to obtain higher speeds. Other features are noted as follows:

- The alignment is usually on the side of the highway corridor mostly aerial structure with long at grade sections and some tunnels.
- A Dalton Station is proposed on the east side of I-75.
- It diverts from the I-75 median south of the I-24 corridor passing through residential and commercial areas to the Lovell Field Airport Station along Airport Road.

EASTERN ALIGNMENT - This alignment continues in the CSX corridor in a mostly at-grade configuration, but would include some aerial structure sections.

- The alignment diverts from the CSX corridor south of Chatsworth through the rural areas.
- A Dalton Chatsworth Station is proposed near Chatsworth Road.
• North of the Station, the alignment is mostly at-grade with some significant tunnels and aerial structure sections.
• The alignment section ends at the Lovell Field Airport Station along Airport Road.

DOWNTOWN CHATTANOOGA CONNECTOR - This segment continues from the Airport Station to downtown Chattanooga following the railroad corridor in a mostly at-grade configuration. This segment includes a station located downtown near the railroad corridor.

4.3 Technology Alternatives

As described above the growth in both population and employment in the Atlanta to Chattanooga corridor is projected to continue resulting in increased travel demand for both goods and people. The transportation infrastructure that will serve this demand, including highways, transit and aviation are all projected to be at or above capacity within the next 20+ years, despite proposed improvements programmed to expand these facilities.

As indicated in the Draft Project Purpose and Need Statement in Section 3, the purpose of an Atlanta to Chattanooga HSGT system is to enhance intercity passenger mobility in northwest Georgia, and part of Tennessee, by expanding passenger transportation capacity, increasing mobility and providing an alternative to highway and air travel in a manner that is safe, reliable, and cost-effective while avoiding, minimizing, and/or mitigating impacts on neighborhoods and the environment.

Intericity passenger mobility has the potential to be provided by several modes. Based on past studies in this corridor it has been determined that HSGT is an excellent alternative mode when compared to highway (personal automobile, intercity bus) and air travel. HSGT can be provided by several different transportation technology options, ranging from diesel multiple units and commuter rail to Maglev. The various technology options and their applicability to this study are briefly discussed below.

4.3.1 Diesel Multiple Units (DMU)

DMU refers to a steel wheel on steel rail transit vehicle that is self-propelled, with the capacity to pull non-powered cars. Typically, these are European-style vehicles, which are utilized for regional and sub-regional passenger service, and are intended for low density, non-electrified lines up to 30 to 35 miles in length. Heavy duty DMU’s have been in service in Europe for several decades, and were utilized in the past in this country for intracity rail and intercity rail. However, in this country, these cars were discontinued in the late 1940’s, early 1950’s, coinciding with the demise of intraurbans and trolleys. Recently, there has been renewed interest in DMU’s, typically in cities that have old railroad spur lines, abandoned main lines or underutilized short lines that appear attractive for commuter rail. Some cities that have major rail lines, have found that DMU’s have the potential to be a less costly alternative to Light Rail Transit or traditional push-pull commuter rail (see below). The issue until recently has been the crash strength of the DMU vehicles. The DMU’s produced to date have been non-FRA compliant, and thus could not operate on the same track with freight or AMTRAK trains. However, recently advances in technology have allowed the development of FRA-compliant
vehicles. DMU technology has a maximum speed of approximately 70 miles per hour (mph), with an average operating speed of approximately 35 mph and is appropriate for regional and sub-regional intercity travel from suburb to urban core, but not for higher speed interstate, intercity travel. DMUs will not be evaluated in this study.

### 4.3.2 Commuter Rail

Commuter rail typically serves medium to high passenger volumes over medium to longer distances. The technology is steel wheel on steel rail. Commuter rail most often shares right-of-way with freight rail traffic. The traction power is provided by a diesel-powered locomotive, which pushes or pulls one or several passenger coach cars. Although the potential speed of this technology is 79 to 110 mph, because the general station spacing is approximately seven to 10 miles, the average operating speed is well under 59 mph. Typically, the distance between stops is greater than other forms of fixed guideway transit (heavy rail, light rail), and the number of stops at the destination (the urban core) is limited. Commuter rail is currently utilized throughout the United States as a regional transportation alternative to the automobile or intercity and express bus to access the urban core from outlying suburban communities. Recent commuter rail projects cover distances ranging from 31 miles in Nashville to 75 miles in South Florida and in Seattle. The State of Georgia is currently planning for commuter rail from Atlanta to locations such as Athens (72 miles, 11 stops), Gainesville (53 miles, 11 stops), Canton (43 miles, 8 stops), Bremen (52 miles, 6 stops), Senoia (38 miles, 7 stops), Madison (68 miles, 9 stops) and Lovejoy (26 miles, 7 stops) with an extension to Macon (103 miles, 13 stops). As with the DMU, this technology is appropriate for regional and sub-regional intercity travel from outlying areas to the urban core, but is not ideal for higher speed interstate intercity travel. Commuter rail will not be evaluated in this study.

### 4.3.3 Intercity Rail

Intercity Rail is provided in this country by AMTRAK, which serves medium to higher passenger volumes over long distances. This technology utilizes diesel-powered locomotives that are steel wheel on steel rail, with coach, first class, sleeper, dining and club cars. As with commuter rail technology, intercity rail as provided by AMTRAK shares the right-of-way with freight rail traffic. With commuter rail, this sharing of the track is not overly problematic, as commuter rail schedules are typically peak hour oriented and freight service can be scheduled around passenger service. With intercity rail, this is not the case. Intercity rail runs on daily scheduled service, and often crosses several state lines as well as railroad territories. Thus, because of freight service on the same track, intercity rail is often several hours off schedule. The average station spacing for intercity rail is typically 30 miles or more. While the potential speeds are limited to the class of the railroad, approximately 79 to 110 mph, the average operating speeds are 69 mph and below in order to comply with municipal speed restrictions, avoid conflict with freight traffic, and be compatible with unprotected corridors with multiple grade crossings and vehicular points of conflict, and alignment characteristics of the track. While this technology is appropriate for intercity travel, the slow average operating speeds, the shared track utilization, the multiple grade crossings and corresponding safety issues, and the
inability to provide a travel time competitive with automobile travel within the corridor, eliminates the consideration of this technology in this study.

4.3.4 “Low” High Speed Intercity Rail

“Low” High Speed Intercity Rail is provided in this country by AMTRAK, which serves the Northeast corridor between Boston, New York, Philadelphia and Washington D.C.. This technology utilizes both diesel and electric powered locomotives that are steel wheel on steel track, with coach, first class, and club cars. Unlike commuter rail and intercity rail technology, high-speed intercity rail as provided by AMTRAK, when it operates at high speeds, is on exclusive track in a sealed corridor. The average station spacing for high-speed intercity rail is typically 75 miles or more. While the potential speeds are limited to the class of the railroad, approximately 79 to 110 mph, the potential speeds on the Northeast corridor can be as high as 150 mph, with the average operating speeds of 90 mph. While this technology is appropriate for intercity travel, previous studies conducted in the Atlanta to Chattanooga corridor documented the inability of this “low” high-speed technology to provide a travel time competitive with automobile travel within the corridor. Pending a reaffirmation of the previous study’s conclusion through patronage forecasting, it is anticipated that this technology would be eliminated from consideration in this study.

4.3.5 Very High Speed Rail (VHS)

VHS Rail serves higher passenger volumes over long distances. This technology utilizes electric-powered locomotives that receive energy from overhead wires to the vehicle. The vehicles themselves are steel wheel on steel track, with coach, first class, sleeper, dining and club cars. Unlike commuter and intercity rail, this technology is on totally grade separated right of way, which eliminates potential points of conflict with pedestrians or other non rail vehicles. In addition, there is no shared use of the track with freight, so higher speeds and passenger schedules can be met. The station spacing can be as low as 30 miles, and average 50 to 75 miles in order to take advantage of the speed of the technology. Speeds of this technology are approximately 220 mph, although recent advances allow this technology to travel at speeds in excess of 320 mph. While the average operating speed of this technology is approximately 180 mph, there are several lines operating in Europe at average speeds of 200 mph. Although this technology does not currently operate in the U.S., it is utilized throughout Europe and Asia including the TGV in France, the ICE in Germany, and the Shinkansen in Japan. This technology is well suited for intercity travel, and previous studies conducted in the Atlanta to Chattanooga corridor documented the ability of this high-speed technology to provide a travel time competitive with automobile travel within the corridor. The application of VHS technology within the corridor will be evaluated.

4.3.6. Maglev

Maglev serves higher passenger volumes over long distances. This technology utilizes either attractive or repulsive magnetic forces to lift and propel the train along a guideway. Maglev allows the vehicles to hover or float a small distance above the guideway, thereby eliminating
friction and rolling resistance. The power is supplied to the magnets through the track. Maglev uses a unique guideway and could also operate in a shared right-of-way similar to VHS systems. Like VHS, this technology is on totally grade separated right of way, which eliminates potential points of conflict with pedestrians or other non rail vehicles, and higher speeds and passenger schedules can be met. The station spacing can be as low as 30 miles, and average 50 to 75 miles in order to take advantage of the speed of the technology. Current systems under development are designed for maximum operating speeds above that of VHS technology, 310 mph and beyond. A Japanese maglev train has reached speeds of 360 mph. While there are currently no Maglev systems in intercity revenue service, the German Transrapid system is currently in commercial operation in China on a track over 20 miles long between downtown Shanghai and the airport. In addition, the 25 mile closed loop test track in Elmsland, Germany had been in operation for over 20 years. This system has also been certified for use in Germany for a Hamburg-Berlin line, and a 23-mile line running from Munich Airport to the city center is approved for construction. This technology is appropriate for intercity travel, and previous studies conducted in the Atlanta to Chattanooga corridor documented the ability of this high-speed technology to provide a travel time competitive with automobile travel within the corridor. This technology will be considered in this study.
5. Scoping Process

The scoping process for the Atlanta to Chattanooga HSGT corridor is being conducted in accordance with 23 CFR 771.123 and 40 CFR 1501.7 to solicit participation from agencies, counties, municipalities, and the public under the NEPA process. The scoping process is used to identify the range of alternatives to be studied, the potential impacts to the human and natural environments, and the key issues and concerns to be addressed in the EIS. This section of the report documents the scoping efforts conducted for the Atlanta to Chattanooga HSGT Study and the results of those efforts.

The scoping open houses were announced using newspaper advertisements and news releases. The advertisement appeared in the Atlanta Journal Constitution on September 2 and September 16. In addition, a report by the Associated Press was published and aired by most area media outlets. There were relevant individual news stories on the scoping open houses in at least three northwest Georgia newspapers: the Rome-News Tribune, The Daily Tribune-News of Cartersville, and the Chattanooga Times-Free Press. Some of these stories and reports were generated by pre-event news releases and others were coverage of the open houses themselves and the public’s input.

5.1 Stakeholder Participation

Two agency scoping meetings and three public scoping open houses were held for the project. The agency scoping meetings were held in Atlanta and Chattanooga on September 18th and September 20th, respectively. The September 18th meeting was held at 10:00 A.M. at the GDOT Office of Environment/Location, in Atlanta. The September 20th meeting was held at 10:00 A.M. at the Hamilton County Public Library in Chattanooga.

The scoping meetings were announced in a Notice of Intent (NOI) that appeared in the Federal Register on August 22, 2007. A copy of the NOI and the legal advertisement is included as Appendix A and Appendix B. Other means of advertising included direct mailings to federal and state environmental regulatory and review agencies and local government officials, which also initiated the Early Coordination Process. Public Scoping open houses were held between 5:00 P.M and 7:30 P.M in Powder Springs, Rome, and Chattanooga on September 18th, 19th, and 20th, respectively. The invitations to stakeholders to participate in the scoping process are summarized in the following sections.

5.1.1 Public and Agency Open House/Meeting Format

Public

A series of three open houses for public input were held along the project corridor. A series of thirty exhibit graphic boards were displayed to help explain the project. There were individuals from the consultants available to answer questions of the attendees. A Scoping Booklet handout was given out to each of the attendees. A total of 75 people attended the three public
information open houses. Copies of the Public Meeting Summaries are provided as Appendix D and a copy of the Scoping Booklet is provided as Appendix H.

Agency

There were two meetings for agency input held in the corridor. The meetings started with GDOT giving an overview of the project, after which the various consultants gave a presentation explaining the scope of the project. After the presentation, there was a question and answer portion, where the agencies could ask questions, provide their input, or specify analysis that should be considered as part of the EIS process. A total of 17 people representing various agencies attended. Copies of the Agency Meeting Minutes are provided as Appendix E.

5.2 Mailings

State and federal environmental regulatory and review agencies, Native American tribal councils, municipalities, counties, floodplain administrators, and other government organizations and officials were notified of the scoping meetings and scoping process through a mailing. Copies of example letters and mailing lists are included in Appendix F and G. Federal and state agencies, regional government planning organizations, Native American tribes and associated agencies, counties and municipalities, and members of Congress contacted are listed below.

5.2.1 Federal and State Agencies

U.S. Army Corps of Engineers
U.S. Center for Disease Control - National Center for Environmental Health
U.S. Department of Agriculture, Natural Resources Conservation Service
U.S. Department of Homeland Security
  Federal Emergency Management Agency
U.S. Department of Housing and Urban Development
U.S. Department of the Interior
  Fish and Wildlife Service
  Geological Survey - Environmental Affairs Program
  National Park Service
U.S. Department of Transportation
  Federal Highway Administration
  Federal Railroad Administration
  Federal Transit Administration
U.S. Environmental Protection Agency – Region IV
Georgia Department of Natural Resources (GDNR)
  Division of Floodplain Management
  Environmental Protection Division
  Georgia Natural Heritage Program
  Historic Preservation Division - State Historic Preservation Office (SHPO)
Georgia Forestry Commission
5.2.2 Regional Government Planning Organizations

Atlanta Regional Commission (ARC)
Chattanooga - Hamilton County Regional Planning Council
Coosa Valley Regional Development Center (RDC)
North Georgia RDC

5.2.3 Native American Tribes and Associated Agencies

Absentee-Shawnee Tribe of Oklahoma
Alabama-Coushatta Tribe of Texas
Alabama-Quassarte Tribal Town of the Creek
Cherokee Nation of Oklahoma
The Chickasaw Nation
Choctaw Nation of Oklahoma
Coushatta Tribe of Louisiana
Eastern Band of Cherokee Indians of North Carolina
Eastern Shawnee Tribe of Oklahoma
Kialegee Tribal Town of the Creek Nation
Loyal Shawnee Tribe of Oklahoma
Miccosukee Tribe of Indians of Florida
Mississippi Band of Choctaw Indians
Muscogee (Creek) Nation of Oklahoma
Poarch Band of Creek Indians
Seminole Tribe of Florida
Seminole Nation of Oklahoma
Thlopthlocco Tribal Town
United Keetoowah Band of Cherokee Indians
Yuchi Tribe of Oklahoma
Advisory Council on Tennessee Indian Affairs
Bureau of Indian Affairs Eastern Agency
Tennessee Commission of Indian Affairs
Tennessee Native American Convention

5.2.4 Counties

Bartow County          Gordon County
Catoosa County         Gwinnett County
Chattooga County       Hamilton County
Cherokee County        Murray County
Clayton County         Polk County
5.2.5 Municipalities

<table>
<thead>
<tr>
<th>Cobb County</th>
<th>Paulding County</th>
</tr>
</thead>
<tbody>
<tr>
<td>Douglas County</td>
<td>Walker County</td>
</tr>
<tr>
<td>Floyd County</td>
<td>Whitfield</td>
</tr>
</tbody>
</table>

5.2.6 Chambers of Commerce

Atlanta Chamber of Commerce
Chattanooga Chamber of Commerce

5.2.7 United States Congress

Senator Saxby Chambliss
Senator Johnny Isakson
Representative Phil Gingrey

Representative John Lewis
Representative John Linder
Representative Tom Price
6. Scoping Meeting Results

Public Meetings

Three public meetings were held on September the 18th, 19th and 20th between 5:30 to 7:00 PM. The following is a brief synopsis of the results of each of the open houses:

Powder Springs Public Scoping Public Information Open House, September 19, 2007-

A total of 13 people attended. From those attending, 10 comment forms, no letters and 2 verbal statements were received. An additional letter from the City of Atlanta’s Department of Aviation was received during the ten-day comment period following the open house, totaling thirteen comments. They are summarized as follows:

<table>
<thead>
<tr>
<th>No. Opposed</th>
<th>No. In Support</th>
<th>Uncommitted</th>
<th>Conditional</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>4</td>
<td>1</td>
<td>4</td>
</tr>
</tbody>
</table>

Rome Scoping Public Information Open House, September 19, 2007-

A total of 14 people attended. From those attending, 3 comment forms, no letters and 2 verbal statements were received. No additional comments were received during the ten-day comment period following the open house, for a total of 5 comments. They are summarized as follows:

<table>
<thead>
<tr>
<th>No. Opposed</th>
<th>No. In Support</th>
<th>Uncommitted</th>
<th>Conditional</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>3</td>
<td>0</td>
<td>2</td>
</tr>
</tbody>
</table>

Chattanooga Scoping Public Information Open House, September 20, 2007-

A total of 49 people attended. From those attending, 24 comment forms, no letters and 1 verbal statement were received. No additional comments were received during the ten-day comment period following the open house, for a total of 25 comments. They are summarized as follows:

<table>
<thead>
<tr>
<th>No. Opposed</th>
<th>No. In Support</th>
<th>Uncommitted</th>
<th>Conditional</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>20</td>
<td>3</td>
<td>2</td>
</tr>
</tbody>
</table>

Copies of the Public Meeting Summaries are provided as Appendix D.
Government Agency Meeting

The Atlanta government agency meeting was attended by a total of 17 participants representing the following agencies and organizations; ARC, Chattanooga Enterprise Zone, Coosa Valley RDC, USACE Savannah District, US EPA Region IV, FHWA, GDNR-Historic Preservation Division, GDOT Planning Data and Intermodal Development and GDOT Office of Environment/Location

The topics that were raised at the Atlanta Agency meeting are as follows:

- Greyhound bus travel times and stops along the project corridor
- Concerns about available capacity along the CSX and Norfolk Southern rail lines
- Clarification on the freight component of the HSGT system
- Concerns over HSR using existing freight lines
- Concerns whether the project would meet the standards of the Etowah Conservation Habitat Plan
- Request to review the methodology and the level of detail proposed in the Tier I EIS
- Concerns over whether any reservoirs were located in the vicinity of the proposed corridor
- If the project would comply with Section 6002 of the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users regarding new obligations for a public comment process
- If other corridors were being considered other than rail corridors
- If the number and locations of stations limits potential speed
- If origin destination data would be incorporated into ridership projections
- Were there any preliminary cost figures and what those figures were
- How wide typical support columns would be in elevated sections
- Whether monorail systems had or would be considered
- How the project would be integrated with the Bus Rapid Transit Plans along I-75
- Where VHS or Maglev has been implemented in the US
- How high the elevated sections would have to be above ground
- If another alternative could be considered that served Cartersville instead of Rome
- If quickest route between Atlanta and Chattanooga is desired, then the Rome Alignment makes sense
- If a reduction in landings is expected at HJAIA was anticipated as result of the project
- Comparison of the energy usage of VHS and Maglev
- Was HSGT included in any municipality/county transportation plans?
- The projects effect on the State Implementation Plan
- The width of the anticipated or recommended corridor

The topics raised at the Chattanooga Agency meeting are as follows:

- The proposed station locations were questioned and it was thought that Dalton should have a station closer to town rather than the Chatsworth/Dalton station shown
• Additional GIS data was available and should be used as appropriate

Copies of the minutes from the agency meetings are provided as Appendix E.

6.1 Scope Changes

One of the changes that came out of the scoping process is the inclusion of a Western Suburb Alignment, which would be located in the Southern Corridor. This Alignment has a potentially higher speed alignment from the Atlanta Airport to I-75. The alignment bypasses downtown Atlanta and the highly developed I-75 corridor north of Atlanta. The line follows Camp Creek Parkway and utility corridors through rural areas joining the I-75 corridor near Lake Altoona south of Cartersville. This alignment was added to the list of potential alternatives for consideration and analysis as part of the Tier I EIS along with the other alternatives identified in Section 4.2 of this report.

6.2 Next Steps

The purpose of the Scoping Phase for the Tier I EIS is to identify potential project alternatives that will be screened to determine if they are reasonable and feasible. The alternatives that are determined to best meet the project purpose and need while minimizing impacts to the social, cultural, and natural environments would then be evaluated further and in greater detail in the EIS. Another desired outcome of the scoping process is to identify the specific environmental impacts to be assessed, and to identify how the public would like to be involved throughout the study. After the close of the scoping period, GDOT evaluated the comments and input received from the agencies and the public regarding the project purpose and need, methodology to complete the study, station locations, alignments, technology, and sensitive ecological issues and made applicable changes to the study, which includes the ongoing development of an Agency Coordination Plan, and the addition of a new concept alignment to be considered as part of the analysis..

6.2.1 Evaluation Methodology

Based on a review of existing conditions, previous transportation studies, local land use and transportation plans, and input from the public, this study identified a wide range of potential alternatives for the implementation of a HSGT solution for the Atlanta to Chattanooga corridor. This “universe of alternatives” included both possible alignments (broken down into segments) and a range of transportation technologies. Potential alignment segments, station locations and different technologies would be evaluated further through a modeling process that compares factors including travel time, patronage, and operation and maintenance costs to name a few of the evaluation criteria. The various conceptual alternatives alignments would also undergo an environmental screening to identify potential environmental impacts associated with each alignment. Ongoing public involvement and stakeholder coordination would also be an important feature of the alternatives screening and development process.
6.2.2 Methodology for Narrowing Alternatives

In developing a methodology for the screening of alternatives for the project, the following general approach would be followed:

1. **Prepare a Universe of Alternatives** – A series of conceptual alternatives that represents all feasible connections between Atlanta and Chattanooga has been developed, on which the initial screening would be completed.

2. **Develop Measures of Effectiveness** – Measures of Effectiveness (MOEs) are used to compare the differences between the various alternatives and determine the extent that each meets the project purpose and need.

3. **Complete Preliminary Screening** – Alternatives would be evaluated based on the MOEs.

4. **Identify Environmental Areas of Concern** – Each of the alternative alignments would be evaluated to identify potential areas of environmental concern.

5. **Narrow Alternatives** – Those alternative that perform the best when compared against the MOEs, and are determined to have the least impact to areas of environmental concern would be advanced for further evaluation until a preferred alternative is defined. The preferred alternative will identify the corridor and the technology.

6. **Keep Stakeholders Involved** – Continued public outreach on this project will be an important part of the alternatives development and decision making process as they are narrowed. An upcoming round of public outreach is currently being planned to begin meeting with affected municipalities in the corridor to begin discussions regarding potential alignment and station locations. Outreach to environmental justice populations is also planned in the early phases of the Public Involvement Plan.
7.0 TECHNICAL MEETING MINUTES (SEPTEMBER 2008)
Georgia Department of Transportation

Tier I Environmental Impact Statement
High-Speed Ground Transportation in the
Atlanta to Chattanooga Corridor

Project PTSC0-0023-00-002
PI #T001684

FINAL TECHNICAL MEETING MINUTES

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

September 2008
### TABLE OF CONTENTS

January 23, 2008, Meeting with Douglas County ................................................................. 1
January 23, 2008, Meeting with City of Cartersville ............................................................... 3
January 24, 2008, Meeting with Floyd County and City of Rome .......................................... 5
January 24, 2008, Meeting with City of Marietta ................................................................. 7
January 25, 2008, Meeting with Murray County ................................................................. 9
January 25, 2008, Meeting with City of Atlanta ................................................................. 11
January 28, 2008, Meeting with Polk County ................................................................. 13
January 28, 2008, Meeting with Catoosa County & City of Ringgold ................................. 15
January 29, 2008, Meeting with Gordon County ............................................................... 17
January 29, 2008, Meeting with Bartow County .............................................................. 19
April 23, 2008, Meeting with Cumberland Community Improvement District ..................... 21
April 23, 2008, Meeting with Town Center Community Improvement District ..................... 23
May 21, 2008, Meeting with Chattanooga Metropolitan Airport Authority ......................... 27
May 22, 2008, Meeting with City of Rockmart ......................................................................... 29
May 23, 2008, Meeting with Whitfield County, City of Dalton, North Georgia Regional Development Center (NGRDC) .................................................................................................................. 31
June 13, 2008, Meeting with Clayton County ....................................................................... 33
June 19, 2008, Meeting with Cobb County ......................................................................... 35
June 19, 2008, Meeting with Paulding County ..................................................................... 37
MEETING MINUTES

Attendees:  
Mark Hardgrove (PI), Jere Burruss (MA), Mark Lunsford (MA)  
Amy Brumelow, Director of Planning & Zoning, Douglas County  
Eric McDonald, Assistant Director, Development Authority of Douglas County

Location:  
Douglas County Courthouse  
1st Floor - Development Services Office  
8700 Hospital Drive  
Douglasville, GA

1.0 Introductions
- Exchange of business cards
- Explained the purpose of the meeting

2.0 Provided the following project meeting materials
- Scoping Meeting Workbook
- Purpose & Need Statement
- 2 CDs with Plan and Profile Sheets for all HSGT corridors, Typical Sections and a Corridor Study Map (all in PDF format)
- A Display board with a 24 x 36 Proposed Alignment Map showing station locations was used at this meeting

3.0 General Discussion of HSGT Alignments and Potential Station Areas
- The portion of the corridor near Chapel Hill and Mason Creek Roads could affect a residential area, private school, fire station and a golf club.
- Areas north of Interstate 20 would be suitable for high-speed ground transportation, but these areas have been targeted for industrial type economic development.
- The portion of the corridor along South Fulton Parkway up to Caps Ferry Road and Route 161 would be less congested if it were shifted to Post Road, which is a more “open” route.
• The Post Road/I-20 interchange would be a logical location for a station.

• In general, Douglas County does not support high-density development that could occur in proximity to a station. Comprehensive Plan only allows 3 acres lots in the Post Road interchange location. County does not allow PD zoning.

4.0 Explanation of Next Steps in the EIS Process and for the Project

• Alternatives Analysis (AA) is in progress for initial screening of alignments for “fatal flaws” (Phase II of EIS).

• Detailed environmental analyses will proceed after AA is completed in late Spring/early Summer of 2008.

• Public meetings and workshops for the project will be scheduled.

5.0 Points of Contact for Follow-Up Questions and Requests

• Attendees were requested to provide input on the corridor through Douglas County directly to Mark Lunsford.

• The EIS team directed attendees to the GDOT website for project data and stated that a project-specific website should be operational in the next couple of months.

• Speakers’ Bureau and stakeholder meetings will be conducted in the near future to provide project briefings to local organizations (business and civic) in the corridor.
Atlanta - Chattanooga
High-Speed Ground Transportation (HSGT) Study

Project PTSC0-0023-00-002; PI # T001684
January 23, 2008, Meeting with City of Cartersville

MEETING MINUTES

Attendees:  Mark Hardgrove (PI), Jere Burruss (MA), Mark Lunsford (MA)
            Randy Mannino, Planning & Development Director, City of Cartersville
            Jerry Milam, Assistant City Manager, City of Cartersville
            Thomas Sanders, City Engineer, City of Cartersville
            Richard Osborne, City Planner, City of Cartersville
            Melinda Lemmon, Executive Director, Cartersville-Bartow County
            Economic Development
            Kay Read, President and CEO, Cartersville-Bartow County Chamber of
            Commerce
            Bill McMullen, Transportation Committee, Cartersville-Bartow County
            Chamber of Commerce

Location:   City of Cartersville Planning & Development Department
           City Hall, 10 North Public Square, 2nd Floor
           Cartersville, GA

1.0  Introductions
    • Exchange of business cards
    • Explained the purpose of the meeting

2.0  Provided the following project meeting materials
    • Scoping Meeting Workbook
    • Purpose & Need Statement
    • 2 CDs with Plan and Profile Sheets for all HSGT corridors, Typical Sections and
      a Corridor Study Map (all in PDF format)
    • A Display board with a 24 x 36 Proposed Alignment Map showing station
      locations was used at this meeting

3.0  General Discussion of HSGT Alignments and Potential Station Areas
    • The current City of Cartersville land use plan (2007) does not support a station
      location at the I-75/U.S. Route 411 interchange. The plan designates this
interchange for the relocation and expansion of the Weinman Mineral Museum, and as the 100,000 square foot Tellus Science Museum.

- The City openly supports a high speed ground transportation system and station.
- The City's preference for a high-speed ground transportation station along I-75 is, in descending order: Main Street exit, Red Top Mountain exit, US Route 411 and the State Route 20 exit.
- The City's future land use plan supports a station at Main Street.

4.0 Explanation of Next Steps in the EIS Process and for the Project

- Alternatives Analysis (AA) is in progress for initial screening of alignments for "fatal flaws" (Phase II of EIS).
- Detailed environmental analyses will proceed after AA is completed in late Spring/early Summer of 2008.
- Public meetings and workshops for the project will be scheduled.

5.0 Points of Contact for Follow-Up Questions and Requests

- Attendees were requested to provide input on the corridor through and potential station location adjacent to the City of Cartersville directly to Mark Lunsford.
- The EIS team directed attendees to the GDOT website for project data and stated that a project-specific website should be operational in the next couple of months.
- Speakers' Bureau and stakeholder meetings will be conducted in the near future to provide project briefings to local organizations (business and civic) in the corridor. Melinda Lemmon and Kay Read will help facilitate these meetings.
Atlanta - Chattanooga
High-Speed Ground Transportation (HSGT) Study

Project PTSC0-0023-00-002; PI # T001684
January 24, 2008, Meeting with Floyd County and City of Rome

MEETING MINUTES

Attendees: Mark Hardgrove (PI), L.N. Marchi (MA), Mark Lunsford (MA)
Sue Hiller, Planner/Director, Rome-Floyd County Planning Department
Joseph Davidson, Planner, Rome-Floyd County Planning Department
Kevin Poe, County Manager, Floyd County
Blaine Williams, Assistant County Manager, Floyd County
Ron Sitterding, Director of Community Development and Special Projects,
City of Rome
Sammy Rich, Assistant City Manager, City of Rome
Sam Freeman, Director of Business & Industry Services, Greater Rome
Chamber of Commerce

Location: Floyd County/City of Rome Planning Department
City of Rome Offices
601 Broad Street
Rome, GA

1.0 Introductions
  • Exchange of business cards
  • Explained the purpose of the meeting

2.0 Provided the following project meeting materials
  • Scoping Meeting Workbook
  • Purpose & Need Statement
  • 2 CDs with Plan and Profile Sheets for all HSGT corridors, Typical Sections and a Corridor Study Map (all in PDF format)
  • A Display board with a 24 x 36 Proposed Alignment Map showing station locations was used at this meeting

3.0 General Discussion of HSGT Alignments and Potential Station Areas
  • Access/Frontage roads built as part of the 411 by-pass project south to the county line could interfere with the alignments. As part of the Rome Bypass
project, 200-foot wide right-of-way (ROW) will be acquired along either side. Need to coordinate with GDOT and City/County regarding highway cross section.

- The City/County generally supports the preliminary location of the station as shown. There was discussion as to why the alignment does not go further into downtown Rome, which was agreed upon. Station could be slid up or down along the bypass, but must have tangent track.

- Station location should be preferably along the Rome Transit Department's (RTD) transit route. Current station as shown may be located near an Environmental Justice (EJ) area. Extra ROW was purchased to the northeast of the proposed HSGT station along the Kingston Highway as a protective measure for a low-income community adjacent to this location. Zoning doesn’t preclude the station location proposed at Kingston Highway.

- Near or at the junction of the Rome to I-75 Connector and Rome Alignment is a municipal ground water supply well.

- Comprehensive Plan/Land Development Code allows for overlay zoning

- City/County to provide input to station location preferences, i.e., possibly closer to Ga. 53. or along 411 corridor.

4.0 Explanation of Next Steps in the EIS Process and for the Project

- Alternatives Analysis (AA) is in progress for initial screening of alignments for “fatal flaws” (Phase II of EIS).

- Detailed environmental analyses will proceed after AA is completed in late Spring/early Summer of 2008.

- Public meetings and workshops for the project will be scheduled.

5.0 Points of Contact for Follow-Up Questions and Requests

- Attendees were requested to provide input on the alignments through Floyd County and the potential station location adjacent to the City of Rome directly to Mark Lunsford.

- The EIS team directed attendees to the GDOT website for project data and stated that a project-specific website should be operational in the next couple of months.

- Speakers’ Bureau and stakeholder meetings will be conducted in the near future to provide project briefings to local organizations (business and civic) in the corridor.
Atlanta - Chattanooga
High-Speed Ground Transportation (HSGT) Study
Project PTSC0-0023-00-002; PI # T001684
January 24, 2008, Meeting with City of Marietta

MEETING MINUTES

Attendees:  Mark Hardgrove (PI), L.N. Manchi (MA), Mark Lunsford (MA)
Daniel Conn, Assistant Public Works Director/City Engineer
Rusty Roth, Planning & Zoning Manager, Department of Development Services, City of Marietta
Beth Sessoms, Manager of Economic Development, Department of Development Services, City of Marietta

Location:  City of Marietta Development Services Department
205 Lawrence Street, 2nd Floor Conference Room
Marietta, GA

1.0  Introductions
   • Exchange of business cards
   • Explained the purpose of the meeting

2.0  Provided the following project meeting materials
   • Scoping Meeting Workbook
   • Purpose & Need Statement
   • 2 CDs with Plan and Profile Sheets for all HSGT corridors, Typical Sections and a Corridor Study Map (all in PDF format)
   • A Display board with a 24 x 36 Proposed Alignment Map showing station locations was used at this meeting

3.0  General Discussion of HSGT Alignments and Potential Station Areas
   • There was much discussion as to the justification for a station in Marietta versus Town Center or Cumberland.
   • In the event HSGT stations cannot be located in the Cumberland or Town Center Area CIDs, the City of Marietta would advocate for stations along I-75 at the following exit locations in order of descending preference: Route 120 South Loop, Route 120 North Loop, Canton Road.
   • The Route 120/I-75 location would not be a suitable HSGT station because of congestion.
• An LCI/TOD study was conducted for the Delk Road corridor.

• A proposed BRT station site at Franklin Road was also suggested as a good location for a HSGT station.

• It was suggested that the station location avoid the Roswell Road area.

• It was strongly suggested that given the industries in Marietta such, as Lockheed, it would be a shame for the HSGT system to pass by the City.

• Latest socioeconomic projections are available and are included in the recently concluded Cobb CTP.

• City staff indicated the willingness to provide any necessary GIS data and also mentioned that the web site is a good resource for necessary information.

4.0  Explanation of Next Steps in the EIS Process and for the Project

• Alternatives Analysis (AA) is in progress for initial screening of alignments for “fatal flaws” (Phase II of EIS).

• Detailed environmental analyses will proceed after AA is completed in late Spring/early Summer of 2008.

• Public meetings and workshops for the project will be scheduled.

5.0  Points of Contact for Follow-Up Questions and Requests

• Attendees were requested to provide input on the Interstate 75 corridor through the City of Marietta directly to Mark Lunsford.

• The EIS team directed attendees to the GDOT website for project data and stated that a project-specific website should be operational in the next couple of months.

• Speakers’ Bureau and stakeholder meetings will be conducted in the near future to provide project briefings to local organizations (business and civic) in the corridor.
Atlanta - Chattanooga
High-Speed Ground Transportation (HSGT) Study

Project PTSC0-0023-00-002; PI # T001684
January 25, 2008, Meeting with Murray County

MEETING MINUTES

Attendees: Mark Hardgrove (PI), Jere Burruss (MA)
Dickey Barnes, Director of Land Development, Murray County
Jim Welch, County Commissioner, Murray County
Tom Starnes, Murray County Manager

Location: Murray County Land Development Office
121 North 4th Avenue
Chatsworth, GA

1.0 Introductions

- Exchange of business cards
- Explained the purpose of the meeting

2.0 Provided the following project meeting materials

- Scoping Meeting Workbook
- Purpose & Need Statement
- 2 CDs with Plan and Profile Sheets for all HSGT corridors, Typical Sections and a Corridor Study Map (all in PDF format)
- A Display board with a 24 x 36 Proposed Alignment Map showing station locations was used at this meeting

3.0 General Discussion of HSGT Alignments and Potential Station Areas

- Dickey Barnes will work on getting updated land use information to MA.
- Murray County concurs that the general Dalton station area, near the Whitfield/Murray County line in Whitfield County, would be the proper location for a station if the CSX alignment were chosen.
- There was much discussion regarding the economic impact of a HSGT system to a government tax base, even if there was no station within that government’s jurisdiction. The County generally supports the proposed HSGT system.
4.0 Explanation of Next Steps in the EIS Process and for the Project

- Alternatives Analysis (AA) is in progress for initial screening of alignments for "fatal flaws" (Phase II of EIS).

- Detailed environmental analyses will proceed after AA is completed in late Spring/early Summer of 2008.

- Public meetings and workshops for the project will be scheduled.

5.0 Points of Contact for Follow-Up Questions and Requests

- Attendees were requested to provide input on the corridor through Murray County directly to Mark Lunsford.

- The EIS team directed attendees to the GDOT website for project data and stated that a project-specific website should be operational in the next couple of months.

- Speakers' Bureau and stakeholder meetings will be conducted in the near future to provide project briefings to local organizations (business and civic) in the corridor. Jim Welch will help facilitate these meetings.
Atlanta - Chattanooga
High-Speed Ground Transportation (HSGT) Study

Project PTSC0-0023-00-002; PI # T001684
January 25, 2008, Meeting with City of Atlanta

MEETING MINUTES

Attendees: Mark Hardgrove (PI), L.N. Manchi (MA), Mark Lunsford (MA)
Heather Alhadeff, Assistant Director of Transportation Planning,
Bureau of Planning (BCP), City of Atlanta
Jessica Lavandier, Land Use Planner, BOP, City of Atlanta

Location: Atlanta City Hall
55 Trinity Avenue, Suite 1450, 1st Floor
Atlanta, GA

1.0 Introductions
- Exchange of business cards
- Explained the purpose of the meeting

2.0 Provided the following project meeting materials
- Scoping Meeting Workbook
- Purpose & Need Statement
- 2 CDs with Plan and Profile Sheets for all HSGT corridors, Typical Sections and a Corridor Study Map (all in PDF format)
- A Display board with a 24 x 36 Proposed Alignment Map showing station locations was used at this meeting

3.0 General Discussion of HSGT Alignments and Potential Station Areas
- BOP does not know if the I-285 Connector alignment is feasible with the adjacent industrial railroad uses (CSX and Norfolk Southern).
- Aerial segments of the I-285 alignment as well as the I-75 alignment south of the downtown Atlanta area could present environmental justice and visual resource impacts.
- As a general position, the City would strongly suggest tunnel sections versus aerial sections.
- The I-75 alignments in the vicinity of Howell Mill and Huff Roads "sandwich" a City of Atlanta reservoir. The proposed Belt Line also crosses the corridor in this vicinity.

- City of Atlanta staff felt that the Multi-Modal Passenger Terminal (MMPT) station location in the Downtown Atlanta area was preferred over the Vine City station, but understand the difficulty in accessing that location.

- The City expresses concern regarding the potential negative economic impact of a HSGT system.

- City staff also expressed concern that the Atlanta Regional Commission (ARC) model was undercounting population and employment for the City of Atlanta area, and wanted to review modeling methodology and model results.

- City staff agreed to work with the consultant team regarding fatal flaws in the alignments and station locations, and committed to alert the team about policy issues concerning a potential HSGT system.

4.0 Explanation of Next Steps in the EIS Process and for the Project

- Alternatives Analysis (AA) is in progress for initial screening of alignments for "fatal flaws" (Phase II of EIS).

- City of Atlanta staff requested the draft measures of effectiveness (MOE's) to be used in the alignment evaluation process. It was indicated that these were forthcoming, but required GDOT, FRA and FHWA approval prior to release.

- Detailed environmental analyses will proceed after AA is completed in late Spring/early Summer of 2008.

- Public meetings and workshops for the project will be scheduled.

5.0 Points of Contact for Follow-Up Questions and Requests

- Attendees were requested to provide input on the alignments through the City of Atlanta and on the potential station locations directly to Mark Lunsford.

- City of Atlanta staff indicated that they would be providing comments on the station locations, alignment options, and also the draft need and purpose document in the next month or so.

- City staff wanted to know more about the steering committee meetings, i.e., the frequency of the meetings and also when the last meeting was held. They would like to participate in these steering committee meetings. Phil Harris was identified as the point of contact at the City of Atlanta for this study. (G. Ross was contacted regarding this item).

- The EIS team directed attendees to the GDOT website for project data and stated that a project-specific website should be operational in the next couple of months.

- Speakers' Bureau and stakeholder meetings will be conducted in the near future to provide project briefings to local organizations (business and civic) in the corridor.
Atlanta - Chattanooga
High-Speed Ground Transportation (HSGT) Study

Project PTSC0-0023-00-002; PI # T001684
January 28, 2008, Meeting with Polk County

MEETING MINUTES

Attendees:  Mark Hardgrove (PI), Mark Lunsford (MA)
           Clinton Lester, County Manager, Polk County
           Kim Graham, Planning & Zoning Administrator, Polk County
           Randall Brazier, Ordinance Enforcement Officer, Polk County
           Policy Department

Location:  Polk County Planning & Zoning Office
           Commissioner’s Office, Suite A
           144 West Avenue
           Cedartown, GA

1.0  Introductions
   • Exchange of business cards
   • Explained the purpose of the meeting

2.0  Provided the following project meeting materials
   • Scoping Meeting Workbook
   • Purpose & Need Statement
   • 2 CDs with Plan and Profile Sheets for all HSGT corridors, Typical Sections and a Corridor Study Map (all in PDF format)
   • A Display board with a 24 x 36 Proposed Alignment Map showing station locations was used at this meeting

3.0  General Discussion of HSGT Alignments and Potential Station Areas
   • Polk County does not foresee any obvious constraints to the proposed corridor, except for potential encroachment on an industrial park in Rockmart if the corridor was shifted.
   • The alignments were discussed regarding potential residential impact but were generally acceptable.
   • The Study team was encouraged to contact Rockmart regarding station locations. Staff indicated that development was rapidly occurring in the area
near the alignment and station location, and that the longer it took to implement the HSGT system, the less available right-of-way would be.

4.0 Explanation of Next Steps in the EIS Process and for the Project

- Alternatives Analysis (AA) is in progress for initial screening of alignments for “fatal flaws” (Phase II of EIS).
- Detailed environmental analyses will proceed after AA is completed in late Spring/early Summer of 2008.
- Public meetings and workshops for the project will be scheduled.

5.0 Points of Contact for Follow-Up Questions and Requests

- Attendees were requested to provide input on the corridor through Polk County directly to Mark Lunsford.
- The EIS team directed attendees to the GDOT website for project data and stated that a project-specific website should be operational in the next couple of months.
- Speakers’ Bureau and stakeholder meetings will be conducted in the near future to provide project briefings to local organizations (business and civic) in the corridor.
Atlanta - Chattanooga
High-Speed Ground Transportation (HSGT) Study

Project PTSC0-0023-00-002; PI # T001684
January 28, 2008, Meeting with Catoosa County & City of Ringgold

MEETING MINUTES

Attendees: Mark Hardgrove (PI), Mark Lunsford (MA)
Donald Brown, Planning & Zoning Administrator, Catoosa County
Olney Meadows, Catoosa County Public Works
Jason Hall, Code Enforcement Officer, City of Ringgold
Bob Peck, Chairman, Catoosa County Development Authority

Location: City of Ringgold Administrative Offices
150 Tennessee Street
Ringgold, GA

1.0 Introductions

- Exchange of business cards
- Explained the purpose of the meeting

2.0 Provided the following project meeting materials

- Scoping Meeting Workbook
- Purpose & Need Statement
- 2 CDs with Plan and Profile Sheets for all HSGT corridors, Typical Sections and a Corridor Study Map (all in PDF format)
- A Display board with a 24 x 36 Proposed Alignment Map showing station locations was used at this meeting

3.0 General Discussion of HSGT Alignments and Potential Station Areas

- Public Works urged the EIS team to look at the Final Long Range Transportation Plan for the Hamilton County-North Georgia TPO.
- There was support regarding the station location indicated on the maps, but no strong preference for any general location.
- All participants were very supportive of the benefits of a potential HSGT system.
4.0 Explanation of Next Steps in the EIS Process and for the Project

- Alternatives Analysis (AA) is in progress for initial screening of alignments for "fatal flaws" (Phase II of EIS).
- Detailed environmental analyses will proceed after AA is completed in late Spring/early Summer of 2008.
- Public meetings and workshops for the project will be scheduled.

5.0 Points of Contact for Follow-Up Questions and Requests

- Attendees were requested to provide input on the alignments through Catoosa County and the potential station location in Ringgold directly to Mark Lunsford.
- The EIS team directed attendees to the GDOT website for project data and stated that a project-specific website should be operational in the next couple of months.
- Speakers' Bureau and stakeholder meetings will be conducted in the near future to provide project briefings to local organizations (business and civic) in the corridor.
Atlanta - Chattanooga
High-Speed Ground Transportation (HSGT) Study

Project PTSC0-0023-00-002; PI # T001684
January 29, 2008, Meeting with Gordon County

MEETING MINUTES

Attendees: L.N. Manchi (MA), Jere Burress (MA), Mark Lunsford (MA)
Randy Darling, County Administrator, Gordon County
Greg Frisbee, Director, Planning and Development Department, Gordon County
Barry Hice, Gordon County Public Works
Jimmy Phillips, President, Gordon County Chamber of Commerce Development Authority

Location: Gordon County Chamber of Commerce Room
300 South Wall Street
Calhoun, GA

1.0 Introductions
   • Exchange of business cards
   • Explained the purpose of the meeting

2.0 Provided the following project meeting materials
   • Scoping Meeting Workbook
   • Purpose & Need Statement
   • 2 CDs with Plan and Profile Sheets for all HSGT corridors, Typical Sections and a Corridor Study Map (all in PDF format)
   • A Display board with a 24 x 36 Proposed Alignment Map showing station locations was used at this meeting

3.0 General Discussion of HSGT Alignments and Potential Station Areas
   • The portions of the I-75 alignments south of Union Grove Road include large Mohawk distribution facilities (660,000 square feet), a 35-acre LG Chemical property south of the Mohawk facilities, and the 750-acre King I-75 Industrial Park for which the development authority is actively recruiting industrial tenants.
   • Areas between I-75 and U.S. Route 41 are slated for future industrial development, including a planned 300,000 SF space for a floor covering company.
• Adjacent to or within the corridor, along Plainview Road, is a 110-acre property that is being considered for a 1.75 million SF regional distribution facility. A confidential client is negotiating with the State of Georgia before making final site selection. Project Tiger is the code word for this project. Within the next 30 days the client should make their final site selection decision.

• The Rome alignment should be moved south to the county line because the State of Georgia has acquired 500 acres along Nicholsville Road for a new battlefield park that was historically part of the Resaca Battlefield. The Taylor Ridge historic site is north of this new park.

• The US Route 411 corridor is “quiet” from a development standpoint and should not present any development conflicts for the project.

4.0 Explanation of Next Steps in the EIS Process and for the Project

• Alternatives Analysis (AA) is in progress for initial screening of alignments for “fatal flaws” (Phase II of EIS).

• Detailed environmental analyses will proceed after AA is completed in late Spring/early Summer of 2008.

• Public meetings and workshops for the project will be scheduled.

5.0 Points of Contact for Follow-Up Questions and Requests

• Attendees were requested to provide input on the alignments through Gordon County directly to Mark Lunsford.

• The EIS team directed attendees to the GDOT website for project data and stated that a project-specific website should be operational in the next couple of months.

• Speakers’ Bureau and stakeholder meetings will be conducted in the near future to provide project briefings to local organizations (business and civic) in the corridor. Jimmy Phillips expressed interest to help facilitate these meetings.
Atlanta - Chattanooga
High-Speed Ground Transportation (HSGT) Study
Project PTSC0-0023-00-002; PI # T001684
January 29, 2008, Meeting with Bartow County

MEETING MINUTES

Attendees: L.N. Manchi (MA), Jere Burruss (MA), Mark Lunsford (MA)
Steve Bradley, County Administrator, Bartow County
Ray Sullivan, Planning Director, Bartow County

Location: Bartow County Commissioner's Conference Room
135 West Cherokee Avenue, Suite 135
Cartersville, GA

1.0 Introductions
• Exchange of business cards
• Explained the purpose of the meeting

2.0 Provided the following project meeting materials
• Scoping Meeting Workbook
• Purpose & Need Statement
• 2 CDs with Plan and Profile Sheets for all HSGT corridors, Typical Sections and a Corridor Study Map (all in PDF format)
• A Display board with a 24 x 36 Proposed Alignment Map showing station locations was used at this meeting

3.0 General Discussion of HSGT Alignments and Potential Station Areas
• The West Suburban Maglev alignment goes through the 40,000-acre Etowah National Historic District. The Etowah River and Pumpkinvine Creek drainages have lots of archaeological sites.
• Bartow County gave the EIS team a "heads up" on transportation studies that are about to begin for the widening of Route 113, from Taylorsville to Emerson & I-75; Highway 140 from Alpharetta to Adairsville & Canton (see the Bartow County LRTP); and the new Old Alabama Road corridor from Red Top Mountain to Route 41 & 293.
• Bartow County would be receptive to a station location anywhere in the county along the I-75 corridor.
4.0 Explanation of Next Steps in the EIS Process and for the Project
   - Alternatives Analysis (AA) is in progress for initial screening of alignments for "fatal flaws" (Phase II of EIS).
   - Detailed environmental analyses will proceed after AA is completed in late Spring/early Summer of 2008.
   - Public meetings and workshops for the project will be scheduled.
   - Steve Bradley expressed a desire to serve on the Project Steering Committee.

5.0 Points of Contact for Follow-Up Questions and Requests
   - Attendees were requested to provide input on the alignments through Bartow County directly to Mark Lunsford.
   - The EIS team directed attendees to the GDOT website for project data and stated that a project-specific website should be operational in the next couple of months.
   - Speakers' Bureau and stakeholder meetings will be conducted in the near future to provide project briefings to local organizations (business and civic) in the corridor.
Atlanta – Chattanooga  
High-Speed Ground Transportation (HSGT) Study  

Project PTSC0-0023-00-002; PI #T001684  
April 23, 2008, Meeting with Cumberland Community Improvement District

MEETING MINUTES

Attendees:  Mark Hardgrove (PI); Jere Burrell (MA); Chris Kingsbury (MA); Linda Hamrick (CRA); Malaika Rivers, Executive Director, Cumberland Community Improvement District

Location:  Cumberland Community Improvement District  
240 Interstate North Parkway  
Marietta, Georgia 30006

1.0 Introductions

- Exchange of business cards
- Explained the purpose of the meeting

2.0 Provided the following project meeting materials

- Scoping Meeting Workbook
- Purpose & Need Statement
- Plan and Profile Sheets for HSGT Corridors in the CID Area
- 2 CDs with Plan and Profile Sheets for all HSGT corridors, typical sections and a Corridor Study Map (all in PDF format)
- A display board with a 24" x 36" Proposed Alignment Map showing station locations was used at this meeting

3.0 General Discussion of HSGT Alignments and Potential Stations

- CID strongly supports the I-75 alignments.
- The Galleria Station south of I-285 is satisfactory for the I-75 median and I-75 corridor alignments.
- The station for the I-285 Bypass alignment should be changed from south of Windy Hill Road along I-75 to a location along I-285 between Cumberland Boulevard and Cobb Parkway.

4.0 Explanation of Next Steps in the EIS Process and for the Project

- Alternatives Analysis (AA) is in progress for initial screening of alignments for "fatal flaws" (Phase II of EIS).
• Detailed environmental analyses will proceed after AA is completed in late Spring/early Summer of 2008.
• Public meetings and workshops for the project will be scheduled.

5.0 Points of Contact for Follow-Up Questions and Requests

• Attendees were requested to provide input on the corridors directly to Chris Kingsbury.
• The EIS team directed attendees to the GDOT website for project data and stated that a project-specific website should be operational in the next couple of months.
• Speakers' Bureau and stakeholder meetings will be conducted in the near future to provide project briefings to local organizations (business and civic) in the corridor.
Atlanta – Chattanooga
High-Speed Ground Transportation (HSGT) Study

Project PTSC0-0023-00-002; PI #T001684
April 23, 2008, Meeting with Town Center Community Improvement District

MEETING MINUTES

Attendees: Mark Hardgrove (PI); Jere Burruss (MA);
Chris Kingsbury (MA); Linda Hamrick (CRA)
Lanie Shipp, Executive Director, Town Center Community Improvement
District

Location: Town Center Community Improvement District
Town Park Commons
Bldg. 125, Town Park Drive, Room 270
Marietta, Georgia 30066

1.0 Introductions
   • Exchange of business cards
   • Explained the purpose of the meeting

2.0 Provided the following project meeting materials
   • Scoping Meeting Workbook
   • Purpose & Need Statement
   • Plan and Profile Sheets for HSGT Corridors in the CID Area
   • 2 CDs with Plan and Profile Sheets for all HSGT corridors, typical sections
     and a Corridor Study Map (all in PDF format)
   • A display board with a 24" x 36" Proposed Alignment Map showing station
     locations was used at this meeting

3.0 General Discussion of HSGT Alignments and Potential Stations
   • The station for both the I-75 median and I-75 corridor alignment should be
     south of Chastain Road, where a new roadway (Big Shanty Road) is
     projected to pass under I-75.
   • The CID supports the I-75 alignment.

4.0 Explanation of Next Steps in the EIS Process and for the Project
   • Alternatives Analysis (AA) is in progress for initial screening of alignments for
     "fatal flaws" (Phase II of EIS).
• Detailed environmental analyses will proceed after AA is completed in late Spring/early Summer of 2008.
• Public meetings and workshops for the project will be scheduled.

5.0 Points of Contact for Follow-Up Questions and Requests

• Attendees were requested to provide input on the corridors directly to Chris Kingsbury.
• The EIS team directed attendees to the GDOT website for project data and stated that a project-specific website should be operational in the next couple of months.
• Speakers’ Bureau and stakeholder meetings will be conducted in the near future to provide project briefings to local organizations (business and civic) in the corridor.
Atlanta - Chattanooga
High-Speed Ground Transportation (HSGT) Study
Project PTSC0-0023-00-002; PI # T001684
May 21, 2008, Meeting with Hamilton County, City of Chattanooga, Chattanooga-Hamilton County Regional Planning & Chattanooga-Hamilton County/North Georgia TPO

MEETING MINUTES

Attendees:  L.N. Manchi (MA), Linda Hamrick (CRA), Harry West (GA Tech)
Steve Leach, City of Chattanooga Public Works
Gary Hilbert, City of Chattanooga Land Development
Barry Bennett, Hamilton County Administration
Melissa Taylor, Chattanooga Hamilton County Regional Planning Agency

Location:  1250 Market Street, Conference Room
Chattanooga, TN 37402-4440

1.0  Introductions
- Exchange of business cards
- Explained the purpose of the meeting

2.0  Provided the following project meeting materials
- Scoping Meeting Workbook
- Purpose & Need Statement
- 2 CDs with Plan and Profile Sheets for all HSGT corridors, Typical Sections and a Corridor Study Map (all in PDF format)
- A Display board with a 24 x 36 Proposed Alignment Map showing station locations was used at this meeting

3.0  General Discussion of HSGT Alignments and Potential Station Areas
- Strong preference for I-75 Corridor & Maglev technology, as well as alignments related to Maglev.
- Trains should operate non-stop from Lovell Field to Dalton.
- Downtown station should be moved further west near the Chattanooga Choo-Choo in the vicinity of Market Street and Main Street. Generally, follow the existing rail line from the current station location.
- Bridge structures near the creek could be a potential issue.
• CSX yard area, on the alignment between Lovell Field and Downtown, could be a potential NIMBY issue.

• Connectivity to Nashville is very important.

• Steve Leach, City Public Works Administrator, felt that Lovell Field airport station was more important than the Downtown station.

• Airport has some options for acquisition of additional land, and suggested that may be underway.

• Group had many questions regarding the project process, specifically, more on background, previous study findings, and NEPA process.

• The feasibility study between Nashville and Chattanooga is now complete, and it was recommended that we review the findings from that study.

• During the stakeholder and speakers bureau meetings, we were urged to reach out to the EJ groups and several Environmental groups.

4.0 Explanation of Next Steps in the EIS Process and for the Project

• Alternatives Analysis (AA) is in progress for initial screening of alignments for "fatal flaws" (Phase II of EIS).

• Detailed environmental analyses will proceed after AA is completed in late Spring/early Summer of 2008.

• Public meetings and workshops for the project will be scheduled.

5.0 Points of Contact for Follow-Up Questions and Requests

• Melissa Taylor indicated that she would prepare a consensus memo summarizing their position on the alignments as well as the station locations.

• Speakers' Bureau and stakeholder meetings will be conducted in the near future to provide project briefings to local organizations (business and civic) in the corridor.
Atlanta - Chattanooga
High-Speed Ground Transportation (HSGT) Study

Project PTSC0-0023-00-002; PI # T001684
May 21, 2008, Meeting with Chattanooga Metropolitan Airport Authority

MEETING MINUTES

Attendees: L.N. Manchi (MA), Linda Hamrick (CRA), Harry West (GA Tech)
Michael Landguth, Lovell Field CEO

Location: 101 Airport Road
Chattanooga, TN 37421

1.0 Introductions
   • Exchange of business cards
   • Explained the purpose of the meeting

2.0 Provided the following project meeting materials
   • Scoping Meeting Workbook
   • Purpose & Need Statement
   • 2 CDs with Plan and Profile Sheets for all HSGT corridors, Typical Sections and a Corridor Study Map (all in PDF format)
   • A Display board with a 24 x 36 Proposed Alignment Map showing station locations was used at this meeting

3.0 General Discussion of HSGT Alignments and Potential Station Areas
   • Suggested a possible new alignment into the airport property, shifting the current alignment in a northwesterly direction. This is to accommodate a potential second runway being considered in the long-term vision for Lovell Field. Considering that there will be a 3200-4500’ of separation between runways, the new alignment should come somewhere in between the two runways.
   • The current station location for Lovell Field as was shown in the plans and profiles was considered appropriate
   • Michael Landguth is very supportive of the project, sees Lovell Field as a major multi-modal center, and the project supports his long-term vision for the airport.
   • He sees the need for coherent national policy on transportation and energy, and he talks to Congressmen and Senators in support of this.
4.0 Explanation of Next Steps in the EIS Process and for the Project

- Alternatives Analysis (AA) is in progress for initial screening of alignments for “fatal flaws” (Phase II of EIS).
- Detailed environmental analyses will proceed after AA is completed in late Spring/early Summer of 2008.
- Public meetings and workshops for the project will be scheduled.

5.0 Points of Contact for Follow-Up Questions and Requests

- Speakers' Bureau and stakeholder meetings will be conducted in the near future to provide project briefings to local organizations (business and civic) in the corridor.
Atlanta - Chattanooga
High-Speed Ground Transportation (HSGT) Study
Project PTSC0-0023-00-002; PI # T001684
May 22, 2008, Meeting with City of Rockmart

MEETING MINUTES

Attendees:  L.N. Manchi (MA), Linda Hamrick (CRA)
            Jeff Ellis, City Manager
            Stacey Smith, Planner, Community Development Department

Location:  City of Rockmart
          200 S Marble Street
          Rockmart, GA 30153

1.0  Introductions
    • Exchange of business cards
    • Explained the purpose of the meeting

2.0  Provided the following project meeting materials
    • Scoping Meeting Workbook
    • Purpose & Need Statement
    • 2 CDs with Plan and Profile Sheets for all HSGT corridors, Typical Sections and a Corridor Study Map (all in PDF format)
    • A Display board with a 24 x 36 Proposed Alignment Map showing station locations was used at this meeting

3.0  General Discussion of HSGT Alignments and Potential Station Areas
    • City is very supportive of the HSGT project, which they heard about from Polk County since we already met with Polk in January of this year.
    • Both Maglev and Very High Speed Rail alignments were considered acceptable to the City officials.
    • The alignment is going through the Coosa Valley Technical College and other important destinations and that seemed like a good idea to the City officials.
    • The City of Rockmart officials were told at the meeting to plan on having a 20 to 30 acre station site available since they are working on the Comprehensive plan.
City officials indicated that they shouldn't have a problem in dedicating a site of that size since they have several land parcels along the alignment. However, the City Manager wanted to run this issue by the Council members and other key elected officials. They will be in contact about the exact location later.

4.0 Explanation of Next Steps in the EIS Process and for the Project

- Alternatives Analysis (AA) is in progress for initial screening of alignments for "fatal flaws" (Phase II of EIS).
- Detailed environmental analyses will proceed after AA is completed in late Spring/early Summer of 2008.
- Public meetings and workshops for the project will be scheduled.

5.0 Points of Contact for Follow-Up Questions and Requests

- Speakers' Bureau and stakeholder meetings will be conducted in the near future to provide project briefings to local organizations (business and civic) in the corridor.
Atlanta - Chattanooga
High-Speed Ground Transportation (HSGT) Study

Project PTSC0-0023-00-002; PI # T001684

May 23, 2008, Meeting with Whitfield County, City of Dalton, North Georgia Regional Development Center (NGRDC)

MEETING MINUTES

Attendees: L.N. Manchi (MA), Linda Hamrick (CRA), and Harry West (GA Tech)
Robert McLeod, Whitfield County Administrator
Kevin Herritt, Planner, Whitfield County
Benny Dunn, City of Dalton
Barry Tarter, Bill Allen, Larry Van den Bosch, Barnett Chitwood, Matt Tucher, NGRDC

Location: Administrative Building #1
301 West Crawford Street
Dalton, GA 30720-4286

1.0 Introductions

- Exchange of business cards
- Explained the purpose of the meeting

2.0 Provided the following project meeting materials

- Scoping Meeting Workbook
- Purpose & Need Statement
- 2 CDs with Plan and Profile Sheets for all HSGT corridors, Typical Sections and a Corridor Study Map (all in PDF format)
- A Display board with a 24 x 36 Proposed Alignment Map showing station locations was used at this meeting

3.0 General Discussion of HSGT Alignments and Potential Station Areas

- Support for I-75 alignment—eliminate Eastern Corridor from further consideration
- More time and discussion needed on station location since Whitfield County is currently involved in the Comprehensive Plan update process. Both the county and city officials felt that a firm location cannot be given at this meeting and that elected officials need to be approached on this issue.
• Study needs to be accelerated and not be a 30 or 36-month study as shown on the schedule in the newsletter.

• Alignments need to consider civil war sites on sheet C367. A sewer plant is located north of Willowdale Road and the final alignment option needs to consider that.

• Attendees felt that money was being wasted on alignments that don’t make much sense and also that don’t capture the ridership along the corridor.

• No agreement between Whitfield County and NGRDC on the proposed HSGT station location. – Whitfield County seemed to prefer Walnut Avenue @ I-75 near the Trade Center area as they see future re-development along Walnut Avenue and also because Walnut Avenue is the heart of Dalton for activity centers and businesses. North Georgia Regional Development Center (NGRDC) suggested Connector 3 interchange with I-75 (4-5 miles south of I-75 & Walnut Avenue) as the potential station location area for the I-75 alignment as they think it would be the least expensive option.

• County Administrator said Whitfield County is prepared to make a financial commitment for local matching funds in case a Tier II EIS is being pursued.

4.0 Explanation of Next Steps in the EIS Process and for the Project

• Alternatives Analysis (AA) is in progress for initial screening of alignments for “fatal flaws” (Phase II of EIS).

• Detailed environmental analyses will proceed after AA is completed in late Spring/early Summer of 2008.

• Public meetings and workshops for the project will be scheduled.

5.0 Points of Contact for Follow-Up Questions and Requests

• Speakers’ Bureau and stakeholder meetings will be conducted in the near future to provide project briefings to local organizations (business and civic) in the corridor.
Atlanta - Chattanooga
High-Speed Ground Transportation (HSGT) Study

Project PTSC0-0023-00-002; PI # T001684
June 13, 2008, Meeting with Clayton County

MEETING MINUTES

Attendees:  Jere Burruss (MA), Chris Brady (CRA)
             Linda Hamrick (CRA), Harry West (GA Tech)
             Robin Roberts, Director, Clayton County Economic Development
             Jeff Metarko, Interim Director, Clayton County DOT
             Beverly Ramsey, Interim Clayton County Zoning Administrator

Location:  Clayton County DOT
           7960 N. McDonough Street
           Jonesboro, GA 30236

6.0 Introductions
   • Exchange of business cards
   • Explained the purpose of the meeting
   • Discussed previous studies

2.0 Provided the following project meeting materials
   • Scoping Meeting Workbook
   • Purpose & Need Statement
   • Project Newsletter
   • 2 CDs with Plan and Profile Sheets for all HSGT corridors, Typical Sections and
     a Corridor Study Map (all in PDF format)
   • A Display board with a 24 x 36 Proposed Alignment Map showing station
     locations was used at this meeting

3.0 General Discussion of HSGT Alignments and Potential Station Areas
   • Clayton County favored the I-75 route alignment, which would pass through the
     County.
   • Clayton County explained their Mountain View Redevelopment Plan, which has
     been studied and refined over a twenty-year period. This property is generally
     bound by I-75 on the West and I-285 on the South, and was formerly the site of
     the City of Mountain View. This was acquired by the City of Atlanta as part of the
Hartsfield-Jackson Atlanta International Airport’s Noise Abatement and Land Use Compatibility Program. The Plan includes mixed-use development and parking associated with needs generated by the Airport operations.

- A central component of the Plan is a multi-modal transportation facility (Southern Crescent Transportation Center). The transportation center is envisioned to accommodate the following elements and would be located along the NS Railroad tracks.
  - Parking
  - People Mover to the Airport
  - Commuter Rail Service as per Georgia DOT’s Rail Passenger Program
  - MARTA Service Extension through the City of Hapeville
  - Local Transit Operations (Clayton Community Transit)

- Clayton County requested that the HSGT I-75 route alignment include a station at the Southern Crescent Transportation Center in lieu of a station at other locations that may be under consideration.

4.0 Explanation of Next Steps in the EIS Process and for the Project

- Alternatives Analysis (AA) is in progress for initial screening of alignments for “fatal flaws” (Phase II of EIS).
- Detailed environmental analyses will proceed after AA is completed in late Summer of 2008.
- Public meetings and workshops for the project will be scheduled.

5.0 Points of Contact for Follow-Up Questions and Requests

- Attendees were requested to provide input on the corridor through Clayton County directly to Jere Burruss.
- The EIS team directed attendees to the project website www.atl-chatt.org for project data and periodic updates.
- Speakers’ Bureau and stakeholder meetings will be conducted in the near future to provide project briefings to local organizations (business and civic) in the corridor.
Atlanta - Chattanooga
High-Speed Ground Transportation (HSGT) Study

Project PTSC0-0023-00-002; PI # T001684
June 19, 2008, Meeting with Cobb County

MEETING MINUTES

Attendees: L.N. Manchi (MA), Jere Burruss (MA)
           Linda Hamrick (CRA), Harry West (GA Tech)
           Dana Johnson, Planning Division Manager, Cobb County Community
           Development
           Marc Dixon, Planner, Cobb County Community Development
           Phillip Westbrook, Planner, Cobb County Community Development
           Cathy Brown, Cobb County Economic Development
           Lorraine Vance, Cobb County DOT

Location: Cobb County’s Managers Meeting Room
          100 Cherokee Street
          Marietta, GA

1.0 Introductions
   • Exchange of business cards
   • Explained the purpose of the meeting
   • Discussed previous studies

2.0 Provided the following project meeting materials
   • Scoping Meeting Workbook
   • Purpose & Need Statement
   • Project Newsletter
   • 2 CDs with Plan and Profile Sheets for all HSGT corridors, Typical Sections and
     a Corridor Study Map (all in PDF format)
   • A Display board with a 24 x 36 Proposed Alignment Map showing station
     locations was used at this meeting

3.0 General Discussion of HSGT Alignments and Potential Station Areas
   • Cobb County favors the l-75 alignments and thought Maglev technology was
     preferable to VHSR due to visual and noise concerns for VHSR.
- Cobb County favors the I-75 alignments.
- Previous coordination meetings with the Cumberland and Town Center Community Improvement Districts were discussed. For the Town Center CID input, the Cobb staff agreed with a recommendation to locate stations on I-75 at the proposed Big Shanty Road underpass which is consistent with a proposed Bus Rapid Transit Station at this same location.
- For the Cumberland input, the Cobb staff agreed to I-75 stations at Akers Mill Road in conjunction with a purposed Bus Rapid Transit Station of this same location. They questioned an I-285 Bypass Station at Cumberland Blvd./Cobb Parkway and preferred an I-75 location for the I-285 Bypass Alignment, but did not rule out the CID’s recommended site on Cumberland Blvd.

4.0 Explanation of Next Steps in the EIS Process and for the Project
- Alternatives Analysis (AA) is in progress for initial screening of alignments for "fatal flaws" (Phase II of EIS).
- Detailed environmental analyses will proceed after AA is completed in late Summer of 2008.
- Public meetings and workshops for the project will be scheduled.

5.0 Points of Contact for Follow-Up Questions and Requests
- Attendees were requested to provide input on the corridor through Cobb County directly to L.N. Manchi
- The EIS team directed attendees to the project website www.atl-chatt.org for project data and periodic updates.
- Speakers’ Bureau and stakeholder meetings will be conducted in the near future to provide project briefings to local organizations (business and civic) in the corridor.
Atlanta - Chattanooga
High-Speed Ground Transportation (HSGT) Study

Project PTSC0-0023-00-002; PI # T001684
June 19, 2008, Meeting with Paulding County

MEETING MINUTES

Attendees: L.N. Manchi (MA), Jere Burruss (MA)
            Linda Hamrick (CRA), Harry West (GA Tech)
            Chris Robinson, Paulding County Assistant Community Development
            Director
            Scott Greene, Paulding County DOT Director

Location: Henry Winn Building
          120 East Memorial Drive
          Dallas, GA 30132

1.0 Introductions
   • Exchange of business cards
   • Explained the purpose of the meeting
   • Discussed previous studies

2.0 Provided the following project meeting materials
   • Scoping Meeting Workbook
   • Purpose & Need Statement
   • Project Newsletter
   • 2 CDs with Plan and Profile Sheets for all HSGT corridors, Typical Sections and
     a Corridor Study Map (all in PDF format)
   • A Display board with a 24 x 36 Proposed Alignment Map showing station
     locations was used at this meeting

3.0 General Discussion of HSGT Alignments and Potential Station Areas
   • Paulding County supports the HSGT concept even if a station is not planned in
     the County. They felt that potential stations in either Rockmart (on the Rome
     alignment) or Cartersville (on the I-75 alignment) would be accessible.
   • Paulding County was interested in potential stations being considered in the
     County on the Rome and Western suburb alignments. These alignments lent
     themselves to a common station location in the County near SR 120. (VHSR-
Sheet C187, near Sta. 1948+93.41 and Maglev – Sheet C217, near Sta. 1950+00). Paulding County understood these locations are only for preliminary planning and evaluation purposes.

- A new Paulding County Airport is under construction on the south side of US 278 about 5.5 miles west of Dallas. This facility will accommodate general aviation operations and is expected to be a catalyst for an adjacent business/technology park development. Paulding County will provide the HSGT Team more information on the new airport.

- Both the VHSR and Maglev alignments looked good to the County staff.

4.0 Explanation of Next Steps in the EIS Process and for the Project

- Alternatives Analysis (AA) is in progress for initial screening of alignments for “fatal flaws” (Phase II of EIS).

- Detailed environmental analyses will proceed after AA is completed in late Summer of 2008.

- Public meetings and workshops for the project will be scheduled.

5.0 Points of Contact for Follow-Up Questions and Requests

- Attendees were requested to provide input on the corridor through Paulding County directly to L.N. Manchi

- The EIS team directed attendees to the project website www.atl-chatt.org for project data and periodic updates.

- Speakers’ Bureau and stakeholder meetings will be conducted in the near future to provide project briefings to local organizations (business and civic) in the corridor.
8.0 2010 PARTICIPATING AGENCY MEETINGS MINUTES
Atlanta-Chattanooga Corridor
High Speed Ground Transportation Project
Participating Agency Meeting

October 19, 2010 10:00 AM – 12:00 Noon
Georgia Department of Transportation
600 West Peachtree Street, Atlanta, Georgia

Attendees: (*Participated via phone)

Georgia Department of Transportation
Glenn Bowman, Office of Environmental Services
Gail D’Avino, Office of Environmental Services
Lillian Jackson, Government & Community Relations Manager
Lisa Safstrom, Scenic Byways Coordinator
Bryan Holloway

Lead Agencies
Katy Allen, Federal Highway Administration
Catherine Dobbs-Kauffman*, Federal Railroad Administration

Participating Agencies
Kelly Laycock, U.S. Environmental Protection Agency
Jamie Higgins, U.S. Environmental Protection Agency, Region IV
Pete Patavina*, U.S. Fish and Wildlife Services – Athens, GA
Mary Dills, U.S. Army Corps of Engineers, Savannah District, Regulatory Division, Piedmont Branch
Paul Burkhalter*, Georgia Department of Natural Resources
Paul Archambault*, Southeast TN Development District
Gary Sexton*, Southeast TN Development District
Bob McCord*, Atlanta Regional Commission
Kenneth Parr*, Tennessee Valley Authority
Kenneth Wester*, Appalachian Regional Commission
John Crocker, Metropolitan Atlanta Rapid Transit Authority (MARTA)
Luz Borreto*, City of Atlanta
Richard Osborne, City of Cartersville
Randy Mannino, City of Cartersville
Jackson Myers, City of College Park
Tommy Parker*, Murray County Commissioners Office
Mike Jolley*, Dalton Utilities
Robert Todd*, Tennessee Wildlife Resources Agency
Joe Ferguson, The Enterprise Center
Roussan Francois, Fulton County
Delmos Stone, Rome Floyd County Planning Department
Sue Hiller, Rome Floyd County Planning Department
Crew Heimer, Georgia Regional Transportation Authority (GRTA)
Matt Denton*, Polk County
DRAFT MEETING MINUTES

I. WELCOME AND INTRODUCTIONS

Glenn Bowman, State Environmental Administrator for the Georgia Department of Transportation (GDOT) welcomed participants and initiated introduction of meeting participants both on the phone and present. He then outlined the following meeting agenda:

1. Review of Participating Agency comments on the Screening Criteria and Methodology Report and the September 23, 2010 meeting
2. Presentation of results of the Screening Process
3. Next steps

II. REVIEW OF PARTICPATING AGENCY COMMENTS

Sheldon Fialkoff, Consultant Team Project Manager, confirmed that all participants had received a copy of the presentation either in hard copy form at the meeting, or emailed out ahead of time to those joining by phone.

There were approximately 25 comments received from the Participating Agencies that could be grouped into five general categories. The five categories and the response to the comments are summarized as follows:

1. Links to Local Transit
   Comment: There should be some acknowledgment in the Screening Report as to the linkages to local transit.
   Response: While links to local transit it would not be a discriminator among the alternatives at this level, it is important and will be evaluated in subsequent analyses. In recognition of its importance, a discussion of linkages to local transit will be included in a section of the Screening Report, although it will not become a measure of effectiveness (MOE) at this time.

2. Forest Habitats
   Comment: There was concern that forest habitats were not included as an evaluation criteria or MOE.
   Response: Forest habitats are evaluated by examining the amount of built environment within the ROW and by utilizing the parkland MOE. The parkland MOE includes forest habitats. In combination, the two MOEs give a view of the potential use of forest habitat. Forest habitats would also be examined in greater detail in the DEIS assessment.

3. Environmental Justice (EJ) Communities
   Comment: Why not acknowledge EJ communities in the Screening Process?
   Response: We felt we could not do justice at this level of screening to the positives and negatives on the impact to EJ communities. It will be part of the DEIS. It will also be acknowledged in the Screening Report, but not as an MOE.
4. Farmland – will be considered in the DEIS, and not as an MOE in the Screening Report.
5. Scoring system – the Screening Report uses a five-point system rather than a four-point system to show greater differentiation between alternatives.

The full list of comments will be documented in a Disposition of Comments Report, and circulated to everyone after it has been reviewed by GDOT, FHWA, and FRA.

III. SCREENING RESULTS PRESENTATION

Sheldon Fialkoff went on to provide an overview of the project and the screening methodology, criteria, and results. It was noted that these are preliminary results, since this is all subject to review. Below is an outline of the presentation.

- Alignments/Corridors
- Screening Process and Results
- Alignments Advancing in DEIS
- Next Steps

IV. NEXT STEPS

A similar slideshow will be presented to stakeholder groups starting the week of October 25th through November 8th, 2010. All comments from Participating Agencies and stakeholders will be documented and addressed. The Screening Report is currently under review by GDOT, FHWA and FRA. Once these agencies complete their review, the document will be distributed to Participating Agencies and the study will proceed into the development of an administrative draft of the DEIS.

V. QUESTION & ANSWER SESSION

The following resulted from the Q&A session held after the presentation of the screening results.

Q1: (Mary Dills, USACE Savannah) – You talk about use of the median on I-75. How does that work with the current proposal for high-occupancy travel (HOT) lanes?

A1: (Sheldon Fialkoff) – We will be addressing that as part of the DEIS. We will look at whether the system should be elevated or the road widened if it is at-grade. This would appear in the potential impacts section of the DEIS.

(Glenn Bowman): It is important to note that these are separate and independent projects. The HOT project is pretty far along so it may eventually influence more decisions as it moves ahead. We are not setting the exact alignment in this Tier 1, but instead using a buffer of approximately 1,000 feet.

Q2: (Pete Patavina, USFWS) – How did you weigh alignments within corridors? All of the criteria appear to be weighed equally. It does not seem like the environmental criteria capture the benefits of the project completely. For instance, in terms of air quality being directly proportional to ridership. Shouldn’t ridership have a higher weighting? There does not seem to be a good measure yet of how the HGST would be relieving pressures on the interstate system in that corridor. Maybe more alignments should be carried into the DEIS. The benefits to the environment (i.e. air quality) of high ridership should be taken more heavily into account. We want to make sure that the most efficient alignments make it into the DEIS stage.
A2: (Todd Hill) – We tried not to weight anything at this level since we do not have detailed engineering for the alignments under consideration. At this broader level of study, there is not enough detail to assess those types of impacts. This will be looked at further in the DEIS.

(Glenn Bowman) – The screening process attempts to look at the alignments resulting from the Scoping Process objectively to determine which alignments best meet the Purpose and Need of the project. All of the criteria are Purpose and Need based, and assessed on a pass/fail basis.

(Sheldon Fialkoff) – Ridership was considered, and several alignments were eliminated because of low ridership numbers. If you look at the majority of the alignments that were eliminated, it was actually due to environmental considerations. Environmental considerations eliminated almost half of the alignments. The screening criteria remained unweighted so that alignments could be assessed equally across the board. At this point, if an alignment is not doing well in one criterion, it is unlikely that it will do better as it moves further in the analysis. We will look at air quality at a Tier 1 level.

(Glenn Bowman) – We are looking for the Participating Agencies to challenge the numbers that they do not feel comfortable with to make sure we have applied the criteria correctly. It is not just about what we are moving forward with, but what we are not moving forward with.

Q3: (Bryan Hollaway, GDOT) – Under the MOEs of the Environmental Criteria why does the I-75 corridor get a “1” when it is an existing corridor that has already been developed?

A3: (Sheldon Fialkoff) – It is not just the right-of-ways that are being considered, but a 500-foot buffer to either side of the highway centerline. This allows us to identify any potential resources that might be affected if widening or another use outside of the existing right-of-way is necessary.

(Todd Hill) – The data has only been taken at a GIS level at this point. Field surveys have not yet been completed. They will be completed as part of the DEIS. You have to remember that part of the reason that I-75 is where it is has to do with the fact that there was development present prior to the interstate system, which is why there is a higher number of impacts along the I-75 corridor than some of the more rural corridors.

(Glenn Bowman) – At the same time, it is a better-studied corridor, with more GIS data available.

Q4: (Kelly Laycock, EPA) – Under the Environmental Criteria MOEs are the stream indicators just calculated as the number of crossings? Is there a way to get an indication of linear feet at the GIS level?

A4: (Todd Hill) – When we get to the more detailed analysis level and have a better feel for the alignment, we will have to do more in depth assessments.

(Sheldon Fialkoff) – We calculated the number of crossings for streams, and the area for lakes. This was as specific as we could get at this level without further engineering. We feel they represented the potential effects well enough for this level. The engineering will deal with how we cross the stream or lake, or how we work around it.
Q5: (Pete Patavina, USFWS) – Are the ridership numbers encouraging versus the capital and operational costs?

A5: (Sheldon Fialkoff) – It is a little premature to be looking at that. There is no one barometer to determine cost of rail. The ridership is around 10-11,000 riders annually and the capital cost is estimated to be in the multiple billions.

VI. CLOSING REMARKS AND ADJOURN

Comments on the results of the Screening Report are requested by November 18, 2010 to Alan Ware. The next steps include stakeholder meetings and three public meetings to present the surviving alignments in Chattanooga, Dalton, and Atlanta in the first two weeks of November to present essentially the same information as this meeting. The exact dates are as follows:

Chattanooga, TN
Thursday, November 4, 6:00 p.m. - 8:00 p.m. (presentation at 6:30 PM)
Regional Planning Agency, First Floor, Room 1A, 1250 Market Street, Chattanooga, TN 37402

Dalton, GA
Monday, November 8, 6:00 p.m. - 8:00 p.m. (presentation at 6:30 PM)
Dalton State College. James Brown Center, Room 105, 650 College Drive, Dalton, GA 30720

Atlanta, GA
Tuesday, November 9, 6:00 p.m. - 8:00 p.m. (presentation at 6:30 PM)
St. Mark United, Fellowship Hall, Methodist Church, 781 Peachtree Street, NE, Atlanta, GA 30308

Assuming no major delays as a result of public and stakeholder review or coordination with the lead federal agencies review of the DEIS, we are hoping the Participating Agencies will get back together sometime next spring to go over the details of the draft.
9.0 2010 PUBLIC INFORMATION OPEN HOUSES
COMMENTS
<table>
<thead>
<tr>
<th>Item No.</th>
<th>Project Support</th>
<th>Category</th>
<th>Comment</th>
<th>Medium</th>
<th>Reviewer</th>
</tr>
</thead>
</table>
| 1       | For            | Expression of support | This is an excellent project that I think should happen sooner than later. I’m glad to see it taking form. | Comment form | Ricardo Bailey  
20 Marietta St. #10E  
Atlanta, GA 30303 |
| 2       | Uncommitted    | No comment | | Comment form | Katy Brookby  
1930 Dellwood Dr.  
Atlanta, GA 30309 |
| 3       | For            | No Comment | | Comment form | Randy Curles  
1860 Gainsborough Dr.  
Chamblee, GA 30341 |
| 4       | For            | No Comment | | Comment form | Steve Hausler  
2410 Paces Ferry Rd.  
Suite 100  
Atlanta, GA 30339 |
| 5       | For            | No Comment | | Comment form | Robert Isaf  
5330 Redfield Rd.  
Dunwoody, GA 30338 |
| 6       | For            | Expression of support | Great Project! GDOT needs more projects like this. We don’t need to expand another highway in the Atlanta Region. | Comment form | Wyatt Kendall  
609 Virginia Ave.  
Apt. #5207  
Atlanta, GA 30306 |
<p>| 7       | Conditional    | Economic and financial aspects | This presentation did not provide a cost benefit analysis &amp; compare the high speed project to low speed rail or no change. There was no explanation of auto, bus or plane travel &amp; costs. Without this information it is hard to formulate an informed opinion. However, I do support &amp; encourage the idea of regional rail transit for Atlanta. | Comment form | John Kent |</p>
<table>
<thead>
<tr>
<th>Item No.</th>
<th>Project Support For / Against / Conditional / Uncommitted</th>
<th>Category</th>
<th>Comment</th>
<th>Medium</th>
<th>Reviewer</th>
</tr>
</thead>
<tbody>
<tr>
<td>8</td>
<td>For</td>
<td>Maintaining higher speeds</td>
<td>How can we have all the proposed train stops without sacrificing speed?? Include estimated productivity gains, not just time saved, when choosing between routes. Please communicate with Atlanta in town neighborhoods early &amp; often to minimize adverse impacts on the city.</td>
<td>Comment form</td>
<td>Jeff Lam 400 W. Peachtree St. NW, Unit 715 Atlanta, GA 30308</td>
</tr>
<tr>
<td>9</td>
<td>Conditional</td>
<td>Economic and financial aspects</td>
<td>HSGT for passengers needs to be demonstrably capable of generating sustainable economic growth before it justifies the commitment of federal funds. I have not yet seen any argument that distinguishes this corridor from others.</td>
<td>Comment form</td>
<td>Eugene S. McGuinness 301 10th St. NW Atlanta, GA 30309</td>
</tr>
<tr>
<td>10</td>
<td>For</td>
<td>Expression of support</td>
<td>Such a system would most definitely enhance the Atlanta transportation needs.</td>
<td>Comment form</td>
<td>Gloria J. Mims 835 Oglethorpe Ave. SW #601 Atlanta, GA 30310</td>
</tr>
<tr>
<td>11</td>
<td>For</td>
<td>Expression of support</td>
<td>Great Project – excellent groundwork &amp; preparation/analysis!</td>
<td>Comment form</td>
<td>Ben O’Callaghan 2903 Yale Court Atlanta, GA 30339</td>
</tr>
<tr>
<td>12</td>
<td>For</td>
<td>Expression of support</td>
<td>Very exciting project! Can we have it tomorrow? I think the 4 recommended alignments are the best options.</td>
<td>Comment form</td>
<td>Scott Rose 805 Peachtree St., #403 Atlanta, GA 30308</td>
</tr>
<tr>
<td>13</td>
<td>Conditional</td>
<td>Economic and financial aspects</td>
<td>As a pilot project, it is a great start, but until the project reaches the point where monetary costs are considered, it is difficult to pass judgment. I would like to see current numbers on commuters between Chattanooga region and Atlanta region.</td>
<td>Comment form</td>
<td>Christopher Silveira 4301 Renaissance Way Atlanta, GA 30308</td>
</tr>
<tr>
<td>14</td>
<td>For</td>
<td>Expression of support</td>
<td>Project has amazing national potential. Big step for this state and the southeast.</td>
<td>Comment form</td>
<td>Adam Toal 170 Boulevard SE Apt #H210 Atlanta, GA 30312</td>
</tr>
<tr>
<td>15</td>
<td>For</td>
<td>Connection to airports</td>
<td>I am a huge supporter of high speed rail &amp; look forward to future connections to other major cities across the country – it appears the high speed connection to HJAIA was eliminated from the second screening. In order to increase ridership this stop/node should be added back.</td>
<td>Comment form</td>
<td>Jessica Toal 170 Boulevard SE Apt # H210 Atlanta, GA 30312</td>
</tr>
<tr>
<td>Item No.</td>
<td>Project Support</td>
<td>Category</td>
<td>Comment</td>
<td>Medium</td>
<td>Reviewer</td>
</tr>
<tr>
<td>---------</td>
<td>-----------------</td>
<td>----------</td>
<td>---------</td>
<td>--------</td>
<td>----------</td>
</tr>
<tr>
<td>16</td>
<td>Conditional</td>
<td>Economic and financial aspects</td>
<td>A good example and first experiment of HSGT. It’s meaningful to connect the important areas in an HSGT network. But make sure the area can generate enough ridership for the transit system.</td>
<td>Comment form</td>
<td>Yi Zhon 505C GLC 301 10th Street NW Atlanta, GA 30318</td>
</tr>
<tr>
<td>17</td>
<td>Conditional</td>
<td>Technology selection</td>
<td>My comment would just be regarding possible technologies that I would hope at this point, due to the economic conditions and scarcity of funds that we should focus on the steel rail technology because it is more proven. There is less risk and it’s more flexible, no matter what the funding situation might be.</td>
<td>Court Reporter</td>
<td>David Kelman 9219 Magic Mtn. Dr. Chattanooga, TN 37421</td>
</tr>
<tr>
<td>18</td>
<td>For</td>
<td>Expression of support</td>
<td>It appears that logic prevailed during Tier I studies. The four I-75 corridor designs make the most ’common’ sense, and I am glad the study shows the results.</td>
<td>Comment form</td>
<td>Tim Boyd County Courthouse Ste 401 Chattanooga, TN 37402</td>
</tr>
<tr>
<td>19</td>
<td>For</td>
<td>No Comment</td>
<td></td>
<td>Comment form</td>
<td>Hugh Failing 1250 Market Street Suite 2000 Chattanooga, TN 37402</td>
</tr>
<tr>
<td>20</td>
<td>Conditional</td>
<td>Environmental and property impacts</td>
<td>Concerned with the possible environmental impact as well as the impact on private property ownership.</td>
<td>Comment form</td>
<td>Stephen D. Fairley 153 W. 17th St. Chattanooga, TN 37408</td>
</tr>
<tr>
<td>21</td>
<td>For</td>
<td>Expression of support</td>
<td>I support this project 100%. GA and TN need more transportation options!!</td>
<td>Comment form</td>
<td>Ashley Farless 1210 Premier Drive Suite 200 Chattanooga, TN 37421</td>
</tr>
<tr>
<td>22</td>
<td>For</td>
<td>No Comment</td>
<td></td>
<td>Comment form</td>
<td>Nelson Galeano 2627 Hixson Pike #149 Chattanooga, TN 37415</td>
</tr>
<tr>
<td>23</td>
<td>For</td>
<td>No Comment</td>
<td></td>
<td>Comment form</td>
<td>Donna Gorka 1000 S. Scenic Hwy. Chattanooga, TN 37409</td>
</tr>
<tr>
<td>24</td>
<td>For</td>
<td>Expression of support</td>
<td>Hope it’s done while I’m still young enough to ride it.</td>
<td>Comment form</td>
<td>John T. Horton 3909 Hoyt Street, Chattanooga, TN 37411</td>
</tr>
<tr>
<td>25</td>
<td>For</td>
<td></td>
<td>I am only concerned about the political concerns this could bring.</td>
<td>Comment form</td>
<td>Cameron Kilgore 500 McMurry Cove Rising Farm, GA 30738</td>
</tr>
<tr>
<td>Item No.</td>
<td>Project Support For / Against / Conditional / Uncommitted</td>
<td>Category</td>
<td>Comment</td>
<td>Medium</td>
<td>Reviewer</td>
</tr>
<tr>
<td>---------</td>
<td>--------------------------------------------------------</td>
<td>----------</td>
<td>---------</td>
<td>--------</td>
<td>----------</td>
</tr>
<tr>
<td>26</td>
<td>For</td>
<td>No Comment</td>
<td>Comment form</td>
<td>Dennis Malone 1250 Market St. Suite 2100 Chattanooga, TN 37402</td>
<td></td>
</tr>
<tr>
<td>27</td>
<td>For</td>
<td>Expression of support</td>
<td>This is a long awaited and overdue project. Public rail transportation along this corridor will vastly improve many aspects of life in communities throughout the region.</td>
<td>Comment form</td>
<td>Aaron Moore 529 Old Hwy 2 Cisco, GA 30708</td>
</tr>
<tr>
<td>28</td>
<td>For</td>
<td>Expression of support</td>
<td>Splendid concept, well formulated design basis scoping – good presentation – will attend future updates.</td>
<td>Comment form</td>
<td>Roger Mortlock 1000 S. Scenic Hwy Chattanooga, TN 37409</td>
</tr>
<tr>
<td>29</td>
<td>For</td>
<td>Connections to airport</td>
<td>The Chattanooga Metropolitan Airport is presently planning a future terminal which should include the Maglev Intermodal Facility. Conversations need to start now.</td>
<td>Comment form</td>
<td>John Naylor 1001 Airport Rd. Suite 14 Chattanooga, TN 37421</td>
</tr>
<tr>
<td>30</td>
<td>For</td>
<td>Expression of support</td>
<td>The sooner the project is completed, the better.</td>
<td>Comment form</td>
<td>Kim Nixon 4113 Finch Lane Chattanooga, TN 36419</td>
</tr>
<tr>
<td>31</td>
<td>For</td>
<td>No Comment</td>
<td>Comment form</td>
<td>Jenny Park 5502 St. Elmo Ave. Chattanooga, TN 37409</td>
<td></td>
</tr>
<tr>
<td>32</td>
<td>For</td>
<td>Technology selection</td>
<td>I hope this becomes reality as soon as possible. I also believe the project should go with Maglev Technology.</td>
<td>Comment form</td>
<td>John Pless 4279 Benton Drive Chattanooga, TN 37406</td>
</tr>
<tr>
<td>33</td>
<td>For</td>
<td>No Comment</td>
<td>Comment form</td>
<td>Ronald Simmons 7524 Igou Gap Rd. Chattanooga, TN 37421</td>
<td></td>
</tr>
<tr>
<td>34</td>
<td>For</td>
<td>Expression of support</td>
<td>Due to screening process, I-75 alignment makes sense. Chattanooga to Atlanta connection &amp; Chicago to Jacksonville is very exciting!</td>
<td>Comment form</td>
<td>Jeremiah Smith 306 W. Main St. Suite 114 Chattanooga, TN 37408</td>
</tr>
<tr>
<td>35</td>
<td>For</td>
<td>Expression of support</td>
<td>Wish it were here already!</td>
<td>Comment form</td>
<td>Marie Thomas 140 Lillie Drive Chickamauga, GA 30707</td>
</tr>
</tbody>
</table>
## PUBLIC COMMENTS RECEIVED DURING NOVEMBER PUBLIC INFORMATION OPEN HOUSES

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Project Support</th>
<th>Category</th>
<th>Comment</th>
<th>Medium</th>
<th>Reviewer</th>
</tr>
</thead>
<tbody>
<tr>
<td>36</td>
<td>For</td>
<td></td>
<td>It is an important alternative. People mover needed as an integral part of an overall integrated transport network.</td>
<td>Comment form</td>
<td>Chet Tschetter 2111 Sargent Daly Dr. Chattanooga, TN 37421</td>
</tr>
<tr>
<td>37</td>
<td>For</td>
<td>Environmental and property impacts</td>
<td>Certainly do!! Kind of thing our country must do. Question: Since all corridors now being considered involve proximity to I-75, what is being done to determine if trains at &gt;180mph would negatively impact vehicles? I have been near the TGV and the Shinkansen and they move a huge envelope of air. Would this affect drivers and/or their vehicles especially campers, semis and the like??</td>
<td>Comment form</td>
<td>Richard VanScoy 2 Rock Crest Dr. Signal Mtn., TN 37377</td>
</tr>
<tr>
<td>38</td>
<td>For</td>
<td>Expression of support</td>
<td>High speed rail is inevitable. We can’t keep widening freeways. This connection would provide much needed corridor capacity and expand options for air travelling without major airport expansion.</td>
<td>Comment form</td>
<td>John Van Winkle 1250 Market Street Suite 3030 Chattanooga, TN 37402</td>
</tr>
<tr>
<td>39</td>
<td>For</td>
<td>Economic and financial aspects</td>
<td>Will it create meaningful jobs for Northwest GA and Chattanooga?</td>
<td>Comment form</td>
<td>Greg Walton 817 Greenwood Rd. Chattanooga, TN 37411</td>
</tr>
<tr>
<td>40</td>
<td>For</td>
<td>Expression of support</td>
<td>The U.S. is far behind Europe and Asia in high speed rail capabilities. The proposed route is in a great area to begin to build up these capabilities within the U.S. It should also provide an economic boost to the area.</td>
<td>Comment form</td>
<td>Sandra &amp; Floyd Walterhouse 2678 Churchill Downs Cr. Chattanooga, TN 37421</td>
</tr>
<tr>
<td>41</td>
<td>For</td>
<td>Expression of support</td>
<td>Thank you for facilitating this public meeting in Chattanooga for this very important project.</td>
<td>Comment form</td>
<td>Shane Womack 1201 C. Market St. Chattanooga, TN 37402</td>
</tr>
</tbody>
</table>
### PUBLIC COMMENTS RECEIVED DURING NOVEMBER PUBLIC INFORMATION OPEN HOUSES

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Project Support For / Against / Conditional / Uncommitted</th>
<th>Category</th>
<th>Comment</th>
<th>Medium</th>
<th>Reviewer</th>
</tr>
</thead>
<tbody>
<tr>
<td>42</td>
<td>For</td>
<td>Expression of support</td>
<td>I like the project. I’m not understanding completely where the technology is, but they haven’t decided on that. I think this needed. It’s been desperately needed for a long time. We had no viable transport rail up until about 50 years ago, and it worked well. Unfortunately, the interstates sort of supplanted it, and it’s never recovered. The rail system had been subsidized since its inception. The interstates have been subsidized since their inception. I don’t see why this should be any different for this project. It will need to be subsidized with tax dollars. There’s no contradiction of that. There’s no surprise to that. It just needs to be done. If we want to provide a later needed transportation over and above the interstates and over and above the local street grid, it needs to be implemented. It needed to be implemented probably ten or 20 years ago. Unfortunately, politics get in the way and we have lots of unbending ideologues who just don’t believe in rail which is unfortunate. They don’t understand the economics of the system. They don’t understand the economics of rail or how the railroads work and have worked to start with to move people and to move foods and services. So it’s needed. It’s been needed for a long while. I’m in favor of it. I think that people quickly come to the conclusion that the I-75 corridor is probably the easiest way of going about it. Like I said, people have been thinking about this for 20 years. It’s just been needed all that time. It just needed some impetus and some seed money to get started.</td>
<td>Comment form</td>
<td>Court Reporter Dr. J.M. Prince 282 Briar Patch Lane Cartersville, GA</td>
</tr>
<tr>
<td>43</td>
<td>For</td>
<td>No Comment</td>
<td></td>
<td>Comment form</td>
<td>Earl Ashby 30 Camden Woods Dr. Cartersville, GA 30121</td>
</tr>
<tr>
<td>44</td>
<td>For</td>
<td>Expression of support</td>
<td>The sooner the better!</td>
<td>Comment form</td>
<td>Judy Brock P.O. Box 3031 Cartersville, GA 30120</td>
</tr>
<tr>
<td>Item No.</td>
<td>Project Support For / Against / Conditional / Uncommitted</td>
<td>Category</td>
<td>Comment</td>
<td>Medium</td>
<td>Reviewer</td>
</tr>
<tr>
<td>---------</td>
<td>---------------------------------------------------------</td>
<td>----------</td>
<td>---------</td>
<td>--------</td>
<td>----------</td>
</tr>
</tbody>
</table>
| 45      | For                                                     | No Comment | Comment form | B.G. Butler  
66 Timberlake  
Cartersville, GA 30121 |
| 46      | For                                                     | Expression of support  
Very pleased with your mindset of high speed rail defined as 180mph +. | Comment form | L. Ken Collins, II  
6501 Mall Blvd.  
Union City, GA 30291 |
| 47      | For                                                     | Expression of support  
I believe the day is coming that the price of gasoline will force people to mass transit. | Comment form | Sam Freeman  
1 Riverside Parkway  
Rome, GA 30161 |
| 48      | For                                                     | Expression of support  
Very excited about the project. Keep up the good work! The sooner the better. | Comment form | Wesley D. Moore  
P.O. Box 201544  
Cartersville, GA 30120 |
| 49      | For                                                     | First, need to build 411 Connector Highway on the route that already has been approved. | Comment form | William Neel, Jr.  
P.O. Box 458  
Cartersville, GA 30120 |
| 50      | For                                                     | Expression of support  
Need as high a speed (particularly infrastructure) as possible. Glad that Cartersville is integral part of system being planned. | Comment form | Richard Brock  
P.O. Box 3031  
Cartersville, GA 30120 |
| 51      | For                                                     | Expression of support  
Needed to be done / started years ago. At least a decade or more. | Comment form | J.M. Princey  
282 Briar Patch Lane  
Cartersville, GA 30120 |
| 52      | Uncommitted                                             | No Comment | Comment form | Kay Read  
P.O. Box 307  
Cartersville, GA 30120 |
| 53      | For                                                     | Expression of support  
This would be a positive economic impact for the NW region of Georgia & Chattanooga. Installing the system would be a great impact for job growth. Increased visitors to points on the route would help businesses. Reduced emissions beneficial too. | Comment form | Raborn Taylor, III  
807 North Tennessee St.  
Suite 101  
Cartersville, GA 30120 |
| 54      | For                                                     | No Comment | Comment form | Ann Westmoreland  
21 Herring St.  
Cartersville, GA 30120 |
| 55      | Uncommitted                                             | No Comment | Comment form | Dennis Neff  
38 Rocky Cr. N.E.  
White, GA 30184 |
<table>
<thead>
<tr>
<th>Item No.</th>
<th>Project Support For / Against / Conditional / Uncommitted</th>
<th>Category</th>
<th>Comment</th>
<th>Medium</th>
<th>Reviewer</th>
</tr>
</thead>
</table>
| 56      | For                                                      | Expression of support | I’m very supportive of the high speed rail route. I don’t think that we can get it completed fast enough really. I’ve overheard a lot of people critical of the cost of these type of projects and it’s common. The economic impact that this project specifically and similar projects would have for our region, our state and even our nation would be tremendous. Payback would be more than we could really imagine - the return on the investment that we’d make.
Another thing I don’t think people appreciate is the potential to have a national and international network of these high speed rail routes and the potential to transport manufactured and industrial items, raw materials, and actually manufacturing products. Again, the economic benefits would be out of this world, especially in conjunction with other large scale infrastructure projects. Which you run into the very similar criticisms an cynicism. The same principles apply. The return of those kinds of investments would be extraordinary.
It’s just exciting. It gives people a vision for the future, especially even younger generations to have something to be inspired about, economic job opportunities, something to actually go to school for. I just hope and pray we can move this forward quickly and be excited, get excited about it. It’s exciting. So it’s frustrating maybe to hear people’s criticism. It’s very exciting. That’s it. | Court Reporter | Dustin Coker  
P.O. Box 1844  
Dalton, GA 30722 |
| 57      | For                                                      | Station locations, fares and schedule | Pricing and Boarding Time (Security) must be considered to make the HGST a viable option for the public. Would recommend an express train. | Comment form | LaDon Bandy  
236 Gray Street  
Trion, GA 30753 |
<table>
<thead>
<tr>
<th>Item No.</th>
<th>Project Support For / Against / Conditional / Uncommitted</th>
<th>Category</th>
<th>Comment</th>
<th>Medium</th>
<th>Reviewer</th>
</tr>
</thead>
<tbody>
<tr>
<td>58</td>
<td>Conditional</td>
<td>Environmental and property impacts</td>
<td>I have a farm at Carbondale exit. I’m not wanting – we have donated to 41 Highway years ago. My granddaddy helped build Carbondale Road and we gave them I-died before he collected anything on I-75. So I’m not wanting to give them any more, not wanting to give them another inch. I do think the way to go, and I understand this is one of the proposals, is to go down the center of I-75 and build it up high, whatever you call that. They said that was one of the leading possibilities. If you come over on the east side, they’ll wipe my farm out. I’m trying to hold on to it for my kids. I’ve got two grandkids. I want to give them a place to live. I don’t want to sell it. Put it in the center of I-75 up high. Do something about the noise. The trucks on I-75 are just terrible. I don’t know what kind of noise there would be with this high speeding rail. They can do something to keep the noise down I’m sure. That’s what I would like to see happen.</td>
<td>Court Reporter</td>
<td>Altoona Holland 2002 Brook Haven Dalton, GA 30720</td>
</tr>
<tr>
<td>59</td>
<td>For</td>
<td>No Comment</td>
<td></td>
<td>Comment form</td>
<td>Ernest M. Acree, Jr. P.O. Box 39 Dalton, GA 30722</td>
</tr>
<tr>
<td>60</td>
<td>For</td>
<td>No Comment</td>
<td></td>
<td>Comment form</td>
<td>Randall Acree 38 Forest Hill Rd. SW Dalton, GA 30720</td>
</tr>
<tr>
<td>61</td>
<td>Conditional</td>
<td>Economic and financial aspects</td>
<td>If ridership pays for construction and operation would support</td>
<td>Comment form</td>
<td>Frank Barnes 107 Timberland Dr. Dalton, GA 30721</td>
</tr>
<tr>
<td>62</td>
<td>For</td>
<td>Expression of support</td>
<td>Can’t come soon enough</td>
<td>Comment form</td>
<td>Peggy Belk 709 Emmons Dr. Dalton, GA 30720</td>
</tr>
<tr>
<td>63</td>
<td>For</td>
<td>Expression of support</td>
<td>To compete for new industry (economic development), to bring tourist to area as well as people who want to take advantage of our green space and trails, to commute to Dalton to work – We must proceed and fund this project for the benefit of our state.</td>
<td>Comment form</td>
<td>Linda Blackman 1717 Briarcliff Cir. Dalton, GA 30720</td>
</tr>
<tr>
<td>Item No.</td>
<td>Support For / Against / Conditional / Uncommitted</td>
<td>Category</td>
<td>Comment</td>
<td>Medium</td>
<td>Reviewer</td>
</tr>
<tr>
<td>---------</td>
<td>-------------------------------------------------</td>
<td>----------</td>
<td>---------</td>
<td>--------</td>
<td>----------</td>
</tr>
<tr>
<td>64</td>
<td>For</td>
<td>Expression of support</td>
<td>We need this! Way past due!</td>
<td>Comment form</td>
<td>Judy Bowen 1928 Fairfield Drive Dalton, GA 30720</td>
</tr>
<tr>
<td>65</td>
<td>Conditional</td>
<td>Economic and financial aspects</td>
<td>I am in favor of public transportation initiatives but my concerns are: funding sources, taking over of private properties, type of fuel/propulsion system, and who would be in charge if administrating the system</td>
<td>Comment form</td>
<td>Denil Bryson 910 David Drive Dalton, GA 30720</td>
</tr>
<tr>
<td>66</td>
<td>For</td>
<td>No Comment</td>
<td></td>
<td>Comment form</td>
<td>Carlos Calderin 504 Williamsburg Dr. Dalton, GA 30720</td>
</tr>
<tr>
<td>67</td>
<td>For</td>
<td>Expression of support</td>
<td>It would eliminate traffic on I-75 and make the process much easier and quicker.</td>
<td>Comment form</td>
<td>Dana Chumley 1825 Rocky Branch Pass Marietta, GA 30066</td>
</tr>
<tr>
<td>68</td>
<td>For</td>
<td>Expression of support</td>
<td>Move forward as quickly as possible. Economic impact would be tremendous. Exciting and inspiring vision for future. Nationwide high speed rail network! MAGLEV</td>
<td>Comment form</td>
<td>Dustin Coker P.O. Box 1844 Dalton, GA 30722</td>
</tr>
<tr>
<td>69</td>
<td>For</td>
<td>No Comment</td>
<td></td>
<td>Comment form</td>
<td>Gary Crews 1011 Desota Drive Dalton, GA 30720</td>
</tr>
<tr>
<td>70</td>
<td>For</td>
<td>Expression of support</td>
<td>Very Good project. Will bring development and reduce the use of I-75 and save lives.</td>
<td>Comment form</td>
<td>Emeka Ejieke 17 Knollwood Way Cartersville, GA 30121</td>
</tr>
<tr>
<td>71</td>
<td>Conditional</td>
<td>Station locations, fares and schedule</td>
<td>Cost to ride? Frequency of trains? Will there be an express train?</td>
<td>Comment form</td>
<td>Howard Elder 415 Ambercliff Rocky Face, GA 30740</td>
</tr>
<tr>
<td>72</td>
<td>For</td>
<td>No Comment</td>
<td></td>
<td>Comment form</td>
<td>M.W. Glenn 509 Winding Way Dalton, GA 30720</td>
</tr>
<tr>
<td>73</td>
<td>For</td>
<td>Economic and financial aspects</td>
<td>As long as it doesn’t run a deficit on GA or TN state/local government budgets</td>
<td>Comment form</td>
<td>Nathan Horne 508 E. Morris St. Dalton, GA 30722</td>
</tr>
<tr>
<td>74</td>
<td>For</td>
<td>Expression of support</td>
<td>I am for anything that benefits downtown Dalton. I lived in Chicago from 1969 – 1986 and experienced the joy of a well – developed rail system.</td>
<td>Comment form</td>
<td>Ben Laughter P.O. Box 1005 Dalton, GA 30722</td>
</tr>
<tr>
<td>Item No.</td>
<td>Project Support For / Against / Conditional / Uncommitted</td>
<td>Category</td>
<td>Comment</td>
<td>Medium</td>
<td>Reviewer</td>
</tr>
<tr>
<td>---------</td>
<td>----------------------------------------------------------</td>
<td>----------</td>
<td>---------</td>
<td>--------</td>
<td>----------</td>
</tr>
<tr>
<td>75</td>
<td>For</td>
<td>Expression of support</td>
<td>I’m in favor of using the I-75 corridor due to the existing right-of-way. This would minimize adverse environmental and cultural impacts.</td>
<td>Comment form</td>
<td>John Loughridge 3421 Smyrna Ramhurst Rd. Chatsworth, GA 30705</td>
</tr>
<tr>
<td>76</td>
<td>For</td>
<td>Expression of support</td>
<td>This is one of the most important things we can do for this area.</td>
<td>Comment form</td>
<td>Melissa Lu 890 College Drive Dalton, GA 30720</td>
</tr>
<tr>
<td>77</td>
<td>For</td>
<td>Expression of support</td>
<td>For I-75 corridor with stop in Dalton</td>
<td>Comment form</td>
<td>Maryanne McDanie 1767 Rapala Drive, NE Dalton, GA 30721</td>
</tr>
<tr>
<td>78</td>
<td>For</td>
<td>Expression of support</td>
<td>Support the I-75 corridor. Add later to provide additional routes if it makes economic sense.</td>
<td>Comment form</td>
<td>W.L. McDaniel, Jr. MD 1767 Rapala Drive, NE Dalton, GA 30721</td>
</tr>
<tr>
<td>79</td>
<td>For</td>
<td>No Comment</td>
<td></td>
<td>Comment form</td>
<td>Mickey D. McGan, 95 Club Drive Trion, GA 30753</td>
</tr>
<tr>
<td>80</td>
<td>For</td>
<td>No Comment</td>
<td></td>
<td>Comment form</td>
<td>Katie O’Gwin 161 East Armuchee Rd. Lafayette, GA 30728</td>
</tr>
<tr>
<td>81</td>
<td>For</td>
<td>No Comment</td>
<td></td>
<td>Comment form</td>
<td>Tate O’Gwin 161 East Armuchee Rd. Lafayette, GA 30728</td>
</tr>
<tr>
<td>82</td>
<td>For</td>
<td>No Comment</td>
<td></td>
<td>Comment form</td>
<td>Bobby Painter 132 Marion Drive Dalton, GA 30720</td>
</tr>
<tr>
<td>83</td>
<td>For</td>
<td>No Comment</td>
<td></td>
<td>Comment form</td>
<td>Margie Painter 132 Marion Drive Dalton, GA 30720</td>
</tr>
<tr>
<td>84</td>
<td>For</td>
<td>Expression of support</td>
<td>YES!</td>
<td>Comment form</td>
<td>Chris Patterson 1922 Fairington Drive Dalton, GA 30720</td>
</tr>
<tr>
<td>85</td>
<td>For</td>
<td>No Comment</td>
<td></td>
<td>Comment form</td>
<td>Octavio Perez P.O. Box 185 Dalton, GA 30722</td>
</tr>
<tr>
<td>86</td>
<td>For</td>
<td>Expression of support</td>
<td>We need some relief on I-75</td>
<td>Comment form</td>
<td>William D. Rich 309 W. Nance Springs Rd. SW Resaca, GA 30735</td>
</tr>
</tbody>
</table>
## PUBLIC COMMENTS RECEIVED DURING NOVEMBER PUBLIC INFORMATION OPEN HOUSES

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Project Support For / Against / Conditional / Uncommitted</th>
<th>Category</th>
<th>Comment</th>
<th>Medium</th>
<th>Reviewer</th>
</tr>
</thead>
<tbody>
<tr>
<td>87</td>
<td>For</td>
<td>Expression of support</td>
<td>Let's get started!</td>
<td>Comment form</td>
<td>Dawn A. Sanders 604 Kenilworth Ct. Dalton, GA 30720</td>
</tr>
<tr>
<td>88</td>
<td>For</td>
<td></td>
<td>No Comment</td>
<td>Comment form</td>
<td>John Schwenn 1303 Morton Dr. Dalton, GA 30720</td>
</tr>
<tr>
<td>89</td>
<td>For</td>
<td>Expression of support</td>
<td>I support this project and it makes sense to have it on I-75. It also makes sense that Dalton is a stop on the corridor. With all the business people travelling to Hartsfield on a daily basis, it is to the advantage to have a stop in Dalton.</td>
<td>Comment form</td>
<td>Phyllis Stephens 890 College Dr. Dalton, GA 30720</td>
</tr>
<tr>
<td>90</td>
<td>Conditional</td>
<td></td>
<td>No Comment</td>
<td>Comment form</td>
<td>Naomi Swanger 703 Valley Dr. Dalton, GA 30720</td>
</tr>
<tr>
<td>91</td>
<td>For</td>
<td>Expression of support</td>
<td>This will provide a great mechanism for business travel and stimulate economic development</td>
<td>Comment form</td>
<td>John Thomas 2622 Oakridge Dr. Rocky Falls, GA 30740</td>
</tr>
<tr>
<td>92</td>
<td>For</td>
<td></td>
<td>No Comment</td>
<td>Comment form</td>
<td>Ted Thompson 1004 Willow Park Dr. Dalton, GA 30720</td>
</tr>
<tr>
<td>93</td>
<td>For</td>
<td>Expression of support</td>
<td>Make it happen! I am very excited about this proposed project. I think it is an excellent way to show the world that our country is not falling behind. I understand that it is expensive but most good investments are. This project will foster growth and opportunity for the future of our region. Please take action and let the public know how we can help make it happen!</td>
<td>Email via website</td>
<td>Anonymous</td>
</tr>
</tbody>
</table>
## PUBLIC COMMENTS RECEIVED DURING NOVEMBER PUBLIC INFORMATION OPEN HOUSES

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Project Support For / Against / Conditional / Uncommitted</th>
<th>Category</th>
<th>Comment</th>
<th>Medium</th>
<th>Reviewer</th>
</tr>
</thead>
</table>
| 94      | Conditional                                              | Station locations, fares and schedule | I would like to make 4 points about a possible high-speed rail link between Atlanta and Chattanooga.  
1. Target Market - The target market for such a high speed rail link are round trip customers that will be able to get to their destination without renting a car. Few people, I think, will drive to a train station and then rent a car when they get to Atlanta or Chattanooga. The target passenger will either take MARTA at the Atlanta end or board a plane at one of the airports.  
2. Direct connection to ATL. - A significant portion of the travelers will board at intervening cities with the intention of boarding a plane. These travelers have the choice of either parking at the train station or at the airport. They may also choose the train because their spouse is willing to drop them off at the train station and not so willing to drive to the airport.  
A good example of such services in Japan's Narita Express. The train is designed for airport travelers. The inside of the train looks more like a passenger cabin of a jet than a MARTA train. It has reclining seats, overhead bins for luggage, and places to store larger pieces of luggage at the ends of the cars. Airlines can probably give you an approximation of the size of this market from tickets sold to residents along the corridor.  
3. Unified fare system - A unified fare system simplifies the problem of someone boarding at the ATL airport MARTA station and getting off in Marietta. It also may lessen the need for a train station in downtown Atlanta. | Email via website | Michael Ceigler  
10585 Branham Fields Rd.  
Johns Creek, GA 30097 |
<table>
<thead>
<tr>
<th>Item No.</th>
<th>Project Support</th>
<th>Category</th>
<th>Comment</th>
<th>Medium</th>
<th>Reviewer</th>
</tr>
</thead>
</table>
| 94      | Conditional     | Station locations, fares and schedule | I have traveled to Asia, within North America, and Europe. One of the things that I appreciate about Japan is the use of a single fare card, the PASMO card, for all rail and bus service. You load it up with enough money for your trip, tap the card when you get on, tap it when you get off. The Tokyo area rail service is actually multiple carriers that have agreed on a common fare card. In some cases you get on one carrier’s platform and get off on another’s. Somehow they figure out who gets how much of your fare. A fare calculation based upon where you get on and where you get off can be adjusted up or down based upon the contribution of the source and destination counties.  
4. Realistic assumptions about fare subsidy. - I think, when we talk about fare subsidies we should take a high level view. I think 10 to 15 cents per passenger mile is reasonable from all sources. Here is why: The I-75 corridor is saturated, it will be necessary to add more capacity, by road widening, high-speed rail or both. One way or another it is going to come out of the taxpayer’s pocket. If we focus on road widening, how much will adding a lane cost, how many cars per day will that add? Of course, coming up with a cost per vehicle mile, requires making an assumption about how long the road will last. Given the public's reaction to the continuation of tolls on GA-400. I think a fairer way to answer the cost per vehicle mile question is to ask given the cost and the projected monthly traffic: How much do we need to charge each car at the projected traffic level to make a 20 year mortgage payment. Using the rate that the Federal government pays for 20 year obligations.  
I think that would be a reasonable fare subsidy. If the traveler did not take the train, the taxpayer would have to pay that much for the car to use the road. | Email via website | Michael Ceigler cont’d |
<table>
<thead>
<tr>
<th>Item No.</th>
<th>Project Support</th>
<th>Category</th>
<th>Comment</th>
<th>Medium</th>
<th>Reviewer</th>
</tr>
</thead>
<tbody>
<tr>
<td>95</td>
<td>For</td>
<td>Expression of support</td>
<td>I fly out of Atlanta a few times a year, and go down to visit friends or shop. I hate having to deal with the traffic and the gas cost. If we had a high speed train alternative, it would allow me to visit Atlanta more often, and it would make Dalton even more attractive to potential investors and employees as they see the ease with which one can travel to one of the major cities in the United States.</td>
<td>Email via website</td>
<td>Donna Davis</td>
</tr>
<tr>
<td>96</td>
<td>For</td>
<td>Expression of support</td>
<td>Unfortunately, I don't believe I will be able to attend the public meeting in Cartersville on November 18, 2010 regarding the High Speed Ground Transportation between Atlanta and Chattanooga, but I want to say &quot;SIGN ME UP!&quot; I live in northern Bartow County and presently work in downtown Atlanta, have worked in downtown Atlanta for 20 yrs, and expect to work in downtown Atlanta for another 15 years or more. I adamantly support the High Speed Ground Transportation and hope it becomes a reality.</td>
<td>Email via website</td>
<td>Billie Robinson 22 Sugarberry Pl. Cartersville, GA 30121</td>
</tr>
<tr>
<td>97</td>
<td>For</td>
<td>Expression of support</td>
<td>I am a resident of Rome GA. I choose to live in Rome after living in Atlanta for many years. I have family here and enjoy the laid back life a small town can offer. I do not, however, enjoy the traffic I encounter whenever business takes me to Atlanta. I would love to be able to have my cake and eat it too. I would love for job opportunities to open up for me in the &quot;Big City&quot; and still stay living in my home. I also think that with the high speed rail, many more cars would be off the road keeping tons of toxins out of our environment. Please start building today!</td>
<td>Email via website</td>
<td>James McCrickard 228 A Huffaker Rd. Rome, GA 30165</td>
</tr>
<tr>
<td>Item No.</td>
<td>Project Support For / Against / Conditional / Uncommitted</td>
<td>Category</td>
<td>Comment</td>
<td>Medium</td>
<td>Reviewer</td>
</tr>
<tr>
<td>---------</td>
<td>--------------------------------------------------------</td>
<td>----------</td>
<td>---------</td>
<td>--------</td>
<td>----------</td>
</tr>
<tr>
<td>98</td>
<td>Against Environmental and property impacts</td>
<td>I own a house that is being impacted by your US 411 project, and now I find out that not only am I going to end up with a highway in my backyard, but you're also going to throw a train in my backyard? I am beyond angry. You have turned what is supposed to be my peaceful retirement home (after 20 years of active duty military service) into a nightmare. I lived in Europe for 10 years. The trains are noisy through all hours and they are dirty. And, with a train station right near my house, I can expect lots of transient (read - undesired) strangers hanging out in my neighborhood. Have you ever seen a train station neighborhood that didn't have graffiti and riff-raff hanging out all hours (especially nighttime)? Stop the madness! You are ruining Cartersville, Georgia and you are making the retirement home that I've worked so hard for, worthless!</td>
<td>Email via website</td>
<td>Jamie McClain 190 Nickel Loop Slidell, LA 70458</td>
<td></td>
</tr>
<tr>
<td>99</td>
<td>For Station locations, fares and schedule</td>
<td>I would like to express my support for the proposed Atlanta-Chattanooga HSGT Project. The HSGT provides a much needed transportation service that links communities and offers transit options to its users as an alternative to air and automotive travel. When traveling in Europe and also along the eastern coast in the U.S., I frequently took trains to travel to the city or outlying towns and villages.</td>
<td>Email via website</td>
<td>Pamela Glaser 209 Lloyd Springs Rd. Soddy-Daisy, TN 37379</td>
<td></td>
</tr>
</tbody>
</table>
### PUBLIC COMMENTS RECEIVED DURING NOVEMBER PUBLIC INFORMATION OPEN HOUSES

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Project Support For / Against / Conditional / Uncommitted</th>
<th>Category</th>
<th>Comment</th>
<th>Medium</th>
<th>Reviewer</th>
</tr>
</thead>
<tbody>
<tr>
<td>99</td>
<td>For</td>
<td>Station locations, fares and schedule</td>
<td>I found this means of travel very efficient and convenient. I would like to have the same opportunity living here in the South. One concern that I have after looking over the materials presented on Nov. 4th is that the project study area covers a good amount of area in North GA, but in TN it takes in only Hamilton County. I believe that there may be opportunities in Bradley County and perhaps Marion County that should also be studied. Local systems - whether as shuttles, express bus routes or other rail opportunities could further link the Chattanooga hub to more HSGT users for increased connectivity? I would also like to see each county submit growth readiness plans or other documents that address land use, ecology and transportation issues. These plans should be created (and required as part of the HSGT efforts. Communities in the project area must adopt smart growth policies that build more transit oriented development to ensure the success of the HSGT project.</td>
<td>Email via website</td>
<td>Pamela Glaser cont’d.</td>
</tr>
<tr>
<td>100</td>
<td>For</td>
<td>Expression of support</td>
<td>I definitely support a regional high speed rail project and think we need to do whatever we can to move quickly on the Atlanta to Chattanooga connection.</td>
<td>Email via website</td>
<td>Karen Hundt 6521 Forest Park Dr. Signal Mtn., TN 37377</td>
</tr>
<tr>
<td>101</td>
<td>For</td>
<td>Expression of support</td>
<td>I unfortunately did not attend the meeting because I had no idea it was taking place. Was this advertised in anyway? Regardless. Please build us some high speed rail. At this point, years and years of planning and re-planning and &quot;Hey, it's been 10 years since that study, so time for a new study&quot; I just want to see something get built... to anywhere. Just show me the GDOT has the ability to actually follow through on something (and no, highway re-paving doesn't count)</td>
<td>Email via website</td>
<td>Cynthia Toso 800 Peachtree St. NE #1212 Atlanta, GA 30308</td>
</tr>
<tr>
<td>Item No.</td>
<td>Project Support</td>
<td>Category</td>
<td>Comment</td>
<td>Medium</td>
<td>Reviewer</td>
</tr>
<tr>
<td>---------</td>
<td>-----------------</td>
<td>-------------------------------</td>
<td>-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>-----------------</td>
<td>-------------------------------</td>
</tr>
</tbody>
</table>
| 102     | Against         | Economic and financial aspects| I believe this will be a huge mistake, that tax payers will pay billions of dollars, with little or no benefits to them. Remember the Trade Center, NASCAR museum, AMTRAK, MARTA. Surely you have roads that need to be repaired. Many could have been repaired with the money paid for this study. Stop wasting money that you don't have, for things that we do not want or need. | Email via website | Dudley Lock  
601 Royal Oak Dr.  
Dalton, GA 30721 |
| 103     | For             | Expression of support         | We have very little mass transit in this country because of the tax structure which favors oil and autos. This project will greatly benefit the airports in Atlanta and Chattanooga. People from north GA go to Atlanta and Chattanooga for many other reasons other than the airport. A train system that would stop at more locations would benefit the people and would create more of an environmental and social impact. | Email via website | Charles Callaway  
1907 Wycliffe Dr.  
Dalton, GA 30720-7124 |
| 104     | Against         | Economic and financial aspects| This project should be scrapped. It is a waste of taxpayer money that is more desperately needed for repair and expansion of our interstate highways. I know for a fact, that a private company by the name of Groome Transportation is currently operating hourly service from Chattanooga to the Atlanta Airport seven days a week. They operate 8-10 passenger vans and, unlike this idiotic project, pay taxes rather than waste them. The Nation's for profit railroads once upon a time provided passenger rail service between the nation's urban centers, but they discontinued that service because such service was unprofitable. That is why Amtrak is operated by the federal government - there is no money to be made. | Email via website | Bret Rudeseal  
7 E. Camelia Rd. NE  
Rome, GA 30161 |
PUBLIC COMMENTS RECEIVED DURING NOVEMBER PUBLIC INFORMATION OPEN HOUSES

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Project Support For / Against / Conditional / Uncommitted</th>
<th>Category</th>
<th>Comment</th>
<th>Medium</th>
<th>Reviewer</th>
</tr>
</thead>
<tbody>
<tr>
<td>104</td>
<td>Against</td>
<td>Economic and financial aspects</td>
<td>According to your own estimates, traffic is not expected to exceed 11000 passengers per year, which at Groome's fare structure will be about $333,000.00 per year. That is revenue that wouldn't pay the salary of 4 full time unionized state bureaucrats, much less pay for maintenance, equipment, staff, nor liability insurance. I would point out that Groome already provides the level of service that is demanded by the traffic load. This project will do nothing to alleviate traffic congestion on I-75, as that traffic is a combination of tractor trailer traffic and North South traffic to and from Florida. A much more useful project would be an interstate that allowed vehicle traffic to avoid Atlanta while allowing vehicle traffic to connect with South Georgia and I-20 West to Alabama. I would point out that the Atlanta Airport put in a small &quot;people mover&quot; for their rental car operators and that the project was very small (less than 2 miles) in scale but cost a great deal of money-which businesses at the airport are now having to pay for-and did not open for business for over 3 years. I look forward to an explanation as to why our state resources are being wasted.</td>
<td>Email via website</td>
<td>Bret Rudeseal cont’d</td>
</tr>
</tbody>
</table>
### PUBLIC COMMENTS RECEIVED DURING NOVEMBER PUBLIC INFORMATION OPEN HOUSES

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Project Support</th>
<th>Category</th>
<th>Comment</th>
<th>Medium</th>
<th>Reviewer</th>
</tr>
</thead>
<tbody>
<tr>
<td>105</td>
<td>Conditional</td>
<td>Connections to airports</td>
<td>This project makes sense if it connects the two airports. As has been said in the past this would allow Atlanta people to use the less crowded Chattanooga airport and allow Chattanooga people to use the many connections of the Atlanta Airport without the parking and ground trip to Atlanta. I have seen people on the MARTA System in Atlanta who obviously have bags for the Atlanta Airport. It could also have connections to sports facilities in Atlanta and to the MARTA system. The Braves play 83 games in Atlanta and People from this area are well represented. I have seen a standard train connection to Fenway Park in Boston which is well ridden by people from Worchester, Mass. area. There are even complaints in that area that, since the last train runs at 11:00 p.m., they have to leave Red Sox games too early. I think I heard that a plan to connect Baltimore - Washington International (BWI), Dulles and Reagan National Airports was approved. Although cost might be prohibitive a link to downtown Chattanooga might be useful since a large part of our tourist traffic downtown is from the Atlanta area.</td>
<td>Email via website</td>
<td>Fred Brunker</td>
</tr>
<tr>
<td>106</td>
<td>For</td>
<td>Expression of support</td>
<td>I have been hearing this for a long time and I hope it finally comes to fruition. It is a step in the right direction and will bring much needed relief to Hartsfield as it may become the second ATL airport.</td>
<td>Email via website</td>
<td>Yaqim Lalani</td>
</tr>
<tr>
<td>107</td>
<td>Conditional</td>
<td>Construction and operation</td>
<td>What will be the travel time for each one? I know we need to go thru the bigger cities so it can make money (#1), but it also needs to go thru the smaller cities so they can grow. Are we trying to get from CHA to ATL the quickest way, the best way, or the most riders? I hope to be there on Monday but would like to see how high it will be off the ground also not just the route.</td>
<td>Email via website</td>
<td>Gerald Caldwell</td>
</tr>
<tr>
<td>108</td>
<td>For</td>
<td>Expression of support</td>
<td>I wish it were already in operation.</td>
<td>Email via website</td>
<td>Yvonne Peters</td>
</tr>
</tbody>
</table>
### PUBLIC COMMENTS RECEIVED DURING NOVEMBER PUBLIC INFORMATION OPEN HOUSES

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Project Support For / Against / Conditional / Uncommitted</th>
<th>Category</th>
<th>Comment</th>
<th>Medium</th>
<th>Reviewer</th>
</tr>
</thead>
<tbody>
<tr>
<td>109</td>
<td>For Expression of support</td>
<td></td>
<td>In my opinion, transportation of any kind linking Atlanta and Chattanooga would be a great asset to the region. My family would take more opportunities to shop and see regional attractions (zoo, museums, sports, concerts, etc.) if transportation was readily available. I also think commuting to work/school would be wonderful.</td>
<td>Email via website</td>
<td>Anonymous</td>
</tr>
<tr>
<td>110</td>
<td>For Expression of support</td>
<td></td>
<td>This is needed in the Chattanooga area and will be utilized</td>
<td>Email via website</td>
<td>Sarah Merrell 8461 Shadetree Lane Ooltewah, TN 37363</td>
</tr>
<tr>
<td>111</td>
<td>For Expression of support</td>
<td></td>
<td>I am in support of the Maglev Atlanta-Chattanooga High speed rail project.</td>
<td>Email via website</td>
<td>Betsy Evans 4808 Curtis Cir. Chattanooga, TN 37415</td>
</tr>
<tr>
<td>112</td>
<td>For</td>
<td>No Comment</td>
<td>Comment form</td>
<td>Anonymous</td>
<td></td>
</tr>
</tbody>
</table>
I. Meeting Background

<table>
<thead>
<tr>
<th>Meeting Name</th>
<th>GDOT HSGT Public Information Open House</th>
</tr>
</thead>
<tbody>
<tr>
<td>Meeting Date</td>
<td>November 8, 2010</td>
</tr>
<tr>
<td>Meeting Time</td>
<td>6:00 p.m. to 8:00 p.m.</td>
</tr>
<tr>
<td>Venue</td>
<td>Dalton State College</td>
</tr>
<tr>
<td>City</td>
<td>Dalton, GA</td>
</tr>
<tr>
<td>Attendees</td>
<td>87</td>
</tr>
<tr>
<td>Project Team</td>
<td>GDOT, AECOM, Dovetail Consulting, Moreland-Altobelli</td>
</tr>
<tr>
<td>Interpreters</td>
<td>Aaron Moore (Spanish), Michael Chumley (Portuguese)</td>
</tr>
<tr>
<td>Court Reporter</td>
<td>Tracy Beamon</td>
</tr>
<tr>
<td>Moderator</td>
<td>L. N. Manchi, Moreland-Altobelli</td>
</tr>
</tbody>
</table>

II. Information Distributed

a. Public Comment Cards (English, Spanish, Portuguese)
b. Project Description (English, Spanish, Portuguese)
c. Project Newsletter, Issue #2
d. Public Information Open House Welcome Letter (English, Spanish, Portuguese)

III. Meeting Summary

During the first 30 minutes of the meeting, participants registered and received written project information. Participants also reviewed display boards and asked study team members questions related to the project alternatives under consideration, evaluation criteria, and preliminary results of the screening of the alternatives. The meeting sign-in sheets are included as Attachment A. The updated project stakeholder list is included as Attachment B.

At approximately 6:30 p.m., Mr. Manchi, a member of the GDOT consultant team, presented the Atlanta-Chattanooga High Speed Ground Transportation Tier 1 Environmental Impact Statement, Preliminary Screening Results presentation. The presentation is included as Attachment C.

Attendees were encouraged to dictate their comments to the court reporter or complete public comment cards and place them in the return box. Comments transcribed by the court reporter are included as Attachment D. Public comment cards received at the meeting are included as Attachment E.

Following the presentation, study team members continued to discuss the display boards and answer questions with meeting participants.

The meeting adjourned at 8:00 p.m.

IV. Attachments

Attachment A Sign-In Sheets
Attachment B Project Stakeholder List
Attachment C Presentation
Attachment D Court Reporter Transcription
Attachment E Public Comment Cards
Attachment A
Sign-In Sheets
## Atlanta – Chattanooga High Speed Ground Transportation
### Public Information Meeting
### S I G N - I N S H E E T

<table>
<thead>
<tr>
<th>Name</th>
<th>How Did You Hear About Meeting? (Newspaper, Radio, Email, Internet)</th>
<th>Mailing Address</th>
<th>Phone</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>William Black</td>
<td>Archway</td>
<td>1717 BRIAN CFF Co</td>
<td>706</td>
<td><a href="mailto:blackman@gdot.ga.us">blackman@gdot.ga.us</a></td>
</tr>
<tr>
<td>Jake O'Brien</td>
<td></td>
<td></td>
<td>226-3726</td>
<td></td>
</tr>
<tr>
<td>Carlos Anderson</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Name</td>
<td>How Did You Hear About Meeting? (Newspaper, Radio, Email, Internet)</td>
<td>Mailing Address</td>
<td>Phone</td>
<td>Email</td>
</tr>
<tr>
<td>------------------</td>
<td>---------------------------------------------------------------------</td>
<td>-------------------------</td>
<td>----------------</td>
<td>-------------------------------</td>
</tr>
<tr>
<td>Dan McEntire</td>
<td>Newspaper</td>
<td>P.O.Box 1075 CHATS WORTH, GA. 706-695-4611</td>
<td><a href="mailto:SupermeCEGTher9c@WEBSTREAm.ER">SupermeCEGTher9c@WEBSTREAm.ER</a></td>
<td></td>
</tr>
<tr>
<td>Roger Williams</td>
<td>Legislature</td>
<td>13Y Huntington Rd, Dalton GA. 706-278-0390</td>
<td>Roger @optlink.us</td>
<td></td>
</tr>
<tr>
<td>Dianne &amp; Mike Putnam</td>
<td>504 Valley Rd, Dalton</td>
<td>278-2933</td>
<td><a href="mailto:dianneputnam@hotmail.com">dianneputnam@hotmail.com</a></td>
<td></td>
</tr>
<tr>
<td>Melissa Lu</td>
<td>Chamber of Commerce</td>
<td>840 College Dr, Dalton 30720</td>
<td>706-483-2028</td>
<td><a href="mailto:mclu@uga.edu">mclu@uga.edu</a></td>
</tr>
<tr>
<td>Zade Blackman</td>
<td>Archway</td>
<td>1711 Brindley Creek</td>
<td>706-226-3726</td>
<td><a href="mailto:Blackman@optlink.us">Blackman@optlink.us</a></td>
</tr>
<tr>
<td>Katheryn</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
# High Speed Ground Transportation
**Public Information Meeting**

**SIGN-IN SHEET**

<table>
<thead>
<tr>
<th>Name</th>
<th>How Did You Hear About Meeting? (Newspaper, Radio, Email, Internet)</th>
<th>Mailing Address</th>
<th>Phone</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dustin Coker</td>
<td>Newspaper</td>
<td>PO Box 1844, Dalton GA 30722</td>
<td>706-847-7697</td>
<td><a href="mailto:highestdesire@gmail.com">highestdesire@gmail.com</a></td>
</tr>
<tr>
<td>John Schwenn</td>
<td>Newspaper</td>
<td>1303 Mountain Dr, Dalton, GA 30720</td>
<td>706-618-1237</td>
<td><a href="mailto:schwenn@daltonstate.edu">schwenn@daltonstate.edu</a></td>
</tr>
<tr>
<td>Mark Knauf</td>
<td>Email</td>
<td>15 PO Box 3105, Dalton 30722</td>
<td>706-278-4499</td>
<td><a href="mailto:klawson@camerUPLOAD.COM">klawson@camerUPLOAD.COM</a></td>
</tr>
<tr>
<td>Ben Laughter</td>
<td>Radio</td>
<td>205 E 5th Ave, Dalton 30722</td>
<td>706-529-5255</td>
<td><a href="mailto:blaughter@chester.edu">blaughter@chester.edu</a></td>
</tr>
<tr>
<td>Denil Bryson</td>
<td>Email</td>
<td>1910 David Drive, Dalton, GA 30720</td>
<td></td>
<td><a href="mailto:dbryson@optiLINK.us">dbryson@optiLINK.us</a></td>
</tr>
<tr>
<td>Howard Smith</td>
<td>Email</td>
<td>5840 Juanico Dr, Lithia 72212</td>
<td>414-946-5704</td>
<td><a href="mailto:asmith@chart.com">asmith@chart.com</a></td>
</tr>
<tr>
<td>Phyllis Stephens</td>
<td>Chamber</td>
<td>490 College Drive, Rome, GA 30165</td>
<td>706-7373</td>
<td><a href="mailto:stephens@Valleymachan.com">stephens@Valleymachan.com</a></td>
</tr>
<tr>
<td>Bill Bowen</td>
<td>E-mail</td>
<td>PO Box 645, Dalton 30722</td>
<td>706-795-6111</td>
<td><a href="mailto:williambowen@netmail.com">williambowen@netmail.com</a></td>
</tr>
<tr>
<td>John Loughridge</td>
<td>Newspaper</td>
<td>700 E 2nd Ave Suite 5, Rome, GA 30165</td>
<td>706-295-6131</td>
<td><a href="mailto:jloughridge@gsu.edu">jloughridge@gsu.edu</a></td>
</tr>
<tr>
<td>Robert Kellam</td>
<td>Internet</td>
<td>475 Richdale Dr, Dalton, GA 30720</td>
<td>706-539-3971</td>
<td><a href="mailto:robert_kellam@hotmail.com">robert_kellam@hotmail.com</a></td>
</tr>
<tr>
<td>Name</td>
<td>How Did You Hear About Meeting?</td>
<td>Mailing Address</td>
<td>Phone</td>
<td>Email</td>
</tr>
<tr>
<td>-------------------</td>
<td>--------------------------------</td>
<td>-----------------------</td>
<td>-------------</td>
<td>------------------------------</td>
</tr>
<tr>
<td>Chris Patterson</td>
<td>Newspaper</td>
<td>1922 Fairington Dr</td>
<td>706-226-7723</td>
<td></td>
</tr>
<tr>
<td>Amy Turner</td>
<td>Senator</td>
<td></td>
<td>706-226-7723</td>
<td><a href="mailto:Amy_Turner@isaksongov.com">Amy_Turner@isaksongov.com</a></td>
</tr>
<tr>
<td>Bobby &amp; Margie Painter</td>
<td>Newspaper</td>
<td>132 Marion Drive Dalton GA</td>
<td>706-225-9080</td>
<td><a href="mailto:mmpainter@optlink.us">mmpainter@optlink.us</a></td>
</tr>
<tr>
<td>Diana Spiker</td>
<td>News</td>
<td>320 Terminal St</td>
<td>706-637-4120</td>
<td></td>
</tr>
<tr>
<td>Steve Sawyer</td>
<td>Chamber</td>
<td>1914 Meadow Beach CIR</td>
<td>706-225-4975</td>
<td><a href="mailto:S.Sawyer@live.com">S.Sawyer@live.com</a></td>
</tr>
<tr>
<td>Bob Kinkaid</td>
<td>News-Chamber</td>
<td>1920 Fairington</td>
<td>706-483-7166</td>
<td><a href="mailto:Bob.Kinkaid@inlandrealty.com">Bob.Kinkaid@inlandrealty.com</a></td>
</tr>
<tr>
<td>Mike Farrell</td>
<td>Newspaper</td>
<td>244 Ben Petran Rd. Renfrew</td>
<td>706-225-6152</td>
<td></td>
</tr>
<tr>
<td>Donna Walker</td>
<td>Congress</td>
<td>Tom Graves</td>
<td></td>
<td><a href="mailto:donnawalker@mail.house.gov">donnawalker@mail.house.gov</a></td>
</tr>
<tr>
<td>Ernest Acree Jr</td>
<td>News</td>
<td>P.O.Box 39 Dalton GA</td>
<td>706-227-7007</td>
<td>SAVRA30722@sko</td>
</tr>
<tr>
<td>Holly Mixen</td>
<td>News</td>
<td>111 Kemper St Dalton GA</td>
<td>423-637-2324</td>
<td><a href="mailto:hollyamirens@comcast.net">hollyamirens@comcast.net</a></td>
</tr>
<tr>
<td>Name</td>
<td>How Did You Hear About Meeting? (Newspaper, Radio, Email, Internet)</td>
<td>Mailing Address</td>
<td>Phone</td>
<td>Email</td>
</tr>
<tr>
<td>-----------------------</td>
<td>---------------------------------------------------------------</td>
<td>----------------------------------</td>
<td>-------------</td>
<td>------------------------------------------</td>
</tr>
<tr>
<td>Benny Dunn</td>
<td>E-mail</td>
<td>P.O. Box 1205, Dalton, GA 30720</td>
<td>706-298-7677</td>
<td><a href="mailto:b.dunn@cityofdalton.ga.gov">b.dunn@cityofdalton.ga.gov</a></td>
</tr>
<tr>
<td>John O'Neal</td>
<td>Friend</td>
<td></td>
<td>706-771-3341</td>
<td></td>
</tr>
<tr>
<td>Allen Peterfreund</td>
<td>E-mail</td>
<td>200 W. Hawthorne St., Dalton, GA 30720</td>
<td>706-528-4209</td>
<td><a href="mailto:allen.peterfreund@secpga.com">allen.peterfreund@secpga.com</a></td>
</tr>
<tr>
<td>Edisto Painter</td>
<td>E-mail</td>
<td>908 W. Tyler St., Dalton, GA 30720</td>
<td>706-260-0575</td>
<td></td>
</tr>
<tr>
<td>Paul &amp; Peggy Beuk</td>
<td>Mail/Out</td>
<td>109 Exeter St., Dalton</td>
<td>706-292-3383</td>
<td></td>
</tr>
<tr>
<td>Beth Layson</td>
<td>Wife</td>
<td>1015 S. Wilmot, Atlanta</td>
<td>706-629-4120</td>
<td><a href="mailto:blayson@gmail.com">blayson@gmail.com</a></td>
</tr>
<tr>
<td>Bryan Roberts</td>
<td>Friend</td>
<td>203 Hudson Lane, Dalton</td>
<td>706-629-8255</td>
<td><a href="mailto:bryanroberts@bellsouth.net">bryanroberts@bellsouth.net</a></td>
</tr>
<tr>
<td>Nathaniel Horne</td>
<td>E-mail</td>
<td>508 E. Morris St, Dalton, GA</td>
<td>423-432-3360</td>
<td><a href="mailto:nathaniel-horne@mobankind.com">nathaniel-horne@mobankind.com</a></td>
</tr>
<tr>
<td>John Neal</td>
<td>E-mail</td>
<td>745 College Drive, Suite B, Dalton, GA 30720</td>
<td>706-259-2586</td>
<td><a href="mailto:jneale@ublaw.com">jneale@ublaw.com</a></td>
</tr>
<tr>
<td>Brian Anderson</td>
<td>E-mail</td>
<td>896 College Drive, Dalton, GA 30720</td>
<td>706-278-7373</td>
<td><a href="mailto:andersen@daltonchamber.org">andersen@daltonchamber.org</a></td>
</tr>
<tr>
<td>Name</td>
<td>How Did You Hear About Meeting?</td>
<td>Mailing Address</td>
<td>Phone</td>
<td>Email</td>
</tr>
<tr>
<td>---------------------------</td>
<td>---------------------------------</td>
<td>-------------------------------------------</td>
<td>----------------</td>
<td>--------------------------------------</td>
</tr>
<tr>
<td>John Thomas</td>
<td>Email</td>
<td>2622 Oak Ridge Dr.</td>
<td>706-462-2214</td>
<td>jthomas@at＆amp;lt;Century.net</td>
</tr>
<tr>
<td>Dawn Sanders</td>
<td></td>
<td>604 Kenilworth Ct.</td>
<td>706-272-6900</td>
<td><a href="mailto:dawna.sanders@regions.com">dawna.sanders@regions.com</a></td>
</tr>
<tr>
<td>Octavius Perez</td>
<td></td>
<td>PO Box 181</td>
<td>701-278-2115</td>
<td><a href="mailto:Oct2115@yahoo.com">Oct2115@yahoo.com</a></td>
</tr>
<tr>
<td>Don Cope</td>
<td></td>
<td>PO Box 869 Dalton</td>
<td>706-847-1051</td>
<td><a href="mailto:dcape@druid.com">dcape@druid.com</a></td>
</tr>
<tr>
<td>Bud Kettles</td>
<td></td>
<td>503 W 7th St. Dalton</td>
<td>706-272-2330</td>
<td><a href="mailto:bckettb@wmgc.org">bckettb@wmgc.org</a></td>
</tr>
<tr>
<td>Tom Gay</td>
<td>Email</td>
<td>585 Cheek Rd, Suite D, Dalton</td>
<td>678-440-6109</td>
<td><a href="mailto:gayt@v.com">gayt@v.com</a></td>
</tr>
<tr>
<td>Maryanne McDaniel</td>
<td>Email</td>
<td>1341 Japan Dr NE, Dalton</td>
<td>706-581-7653</td>
<td><a href="mailto:okelred@aol.com">okelred@aol.com</a></td>
</tr>
<tr>
<td>B. A. Goodner</td>
<td>Email</td>
<td>305 Van Buren Dr, Dalton</td>
<td>706-361-8845</td>
<td>J KIMCH @ WINDSTREAM.COM</td>
</tr>
<tr>
<td>Tom Peeples</td>
<td>Word of mouth</td>
<td>241 W Industrial Blvd., Dalton</td>
<td>706-247-7760</td>
<td><a href="mailto:TomPeeples@amcit.com">TomPeeples@amcit.com</a> - Textile.net</td>
</tr>
<tr>
<td>Shelby Peeples</td>
<td></td>
<td>1906 S. Hamilton Rd.</td>
<td>706-536-1107</td>
<td></td>
</tr>
</tbody>
</table>
## Atlanta – Chattanooga High Speed Ground Transportation
### Public Information Meeting
#### SIGN-IN SHEET

<table>
<thead>
<tr>
<th>Name</th>
<th>How Did You Hear About Meeting? (Newspaper, Radio, Email, Internet)</th>
<th>Mailing Address</th>
<th>Phone</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Aholly Rich</td>
<td>Newspaper</td>
<td>390 W.more St.S.E.</td>
<td>770-277-4288</td>
<td></td>
</tr>
<tr>
<td>2. Alton Hallard</td>
<td>Newspaper</td>
<td>2002 Brook House Dr.</td>
<td>706-217-5649</td>
<td></td>
</tr>
<tr>
<td>3. Mike Hallard</td>
<td>Newspaper</td>
<td>141 Carbondale Rd.</td>
<td>704-277-1324</td>
<td></td>
</tr>
<tr>
<td>4. Mickey McGraw</td>
<td>Flyer</td>
<td>95 Club Drive F5 3073</td>
<td>706-844-2269</td>
<td><a href="mailto:mcgrew@mhawkins.com">mcgrew@mhawkins.com</a></td>
</tr>
<tr>
<td>5. Choos Chic</td>
<td>The Daily Citizen</td>
<td>The Daily Citizen</td>
<td>(760) 271-7722</td>
<td></td>
</tr>
<tr>
<td>6. Joe Cargal</td>
<td>Internet</td>
<td>1105 Memorial Dr. Dalton GA 30720</td>
<td>(706) 278-9271</td>
<td><a href="mailto:j_cargal@hhcs.org">j_cargal@hhcs.org</a></td>
</tr>
<tr>
<td>7. Nick Foerdy</td>
<td>Newspaper</td>
<td>310 Capps St, Dalton GA 30720</td>
<td>706-876-1371</td>
<td><a href="mailto:foerdytyn@ngrl.org">foerdytyn@ngrl.org</a></td>
</tr>
<tr>
<td>8. Mitch Cooper</td>
<td>FLY</td>
<td>3000 Headrick C.R.</td>
<td>706-275-9461</td>
<td><a href="mailto:headrickcr@ymail.com">headrickcr@ymail.com</a></td>
</tr>
<tr>
<td>9. Judy Bowen</td>
<td>Newspaper</td>
<td>1938 Fair Field Dr. Dalton</td>
<td>706-240-1623</td>
<td></td>
</tr>
<tr>
<td>10. Ted Thompson</td>
<td>&quot;</td>
<td>1004 Willow Park Lane</td>
<td>706-267-1623</td>
<td></td>
</tr>
<tr>
<td>Name</td>
<td>How Did You Hear About Meeting? (Newspaper, Radio, Email, Internet)</td>
<td>Mailing Address</td>
<td>Phone</td>
<td>Email</td>
</tr>
<tr>
<td>-----------------</td>
<td>---------------------------------------------------------------------</td>
<td>------------------------------------------</td>
<td>-----------------</td>
<td>------------------------------</td>
</tr>
<tr>
<td>William J. Rich</td>
<td>Newspaper</td>
<td>309 W. Nance St Rd. S.E.</td>
<td>706-227-1428</td>
<td>N/A</td>
</tr>
<tr>
<td>Don Bandy</td>
<td>Newspaper</td>
<td>236 Gray Street</td>
<td>706-342-5948</td>
<td><a href="mailto:don_bandy@yahoo.com">don_bandy@yahoo.com</a></td>
</tr>
<tr>
<td>Frank Barnes</td>
<td>By Invitation</td>
<td>107 Timberland Dr.</td>
<td>706-254-8337</td>
<td></td>
</tr>
<tr>
<td>Bill McDaniel</td>
<td>By Invitation</td>
<td>1741 Roper Rd.</td>
<td>706-254-5424</td>
<td></td>
</tr>
<tr>
<td>LANA CHUMLEY</td>
<td>Interpreter</td>
<td>1825 Rock Branch Pass 28006 GA</td>
<td>703-515-0099</td>
<td><a href="mailto:pica_pau40@yahoo.com">pica_pau40@yahoo.com</a></td>
</tr>
<tr>
<td>Gary Crews</td>
<td>Email</td>
<td>1011 Desoto Dr</td>
<td>706-536-5744</td>
<td><a href="mailto:gcl0k@yahoo.com">gcl0k@yahoo.com</a></td>
</tr>
<tr>
<td>Glenn Barren</td>
<td>GDOT</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>George Sadooruk</td>
<td>K-Mail</td>
<td>449 Castle Rd.</td>
<td>706-226-4946</td>
<td></td>
</tr>
<tr>
<td>Charles A. Colley</td>
<td>Newspaper</td>
<td>1907 Wychhoff Dr. 30720</td>
<td>706-278-8807</td>
<td>dascal @ windstream.net</td>
</tr>
<tr>
<td>F. L. St. Glenn</td>
<td>Newspaper</td>
<td>584 Winning Way</td>
<td>706-226-7198</td>
<td></td>
</tr>
<tr>
<td>Name</td>
<td>How Did You Hear About Meeting?</td>
<td>Mailing Address</td>
<td>Phone</td>
<td>Email</td>
</tr>
<tr>
<td>-----------------</td>
<td>---------------------------------</td>
<td>-------------------------------</td>
<td>---------------</td>
<td>-----------------------------------------</td>
</tr>
<tr>
<td>R. W. Ayers</td>
<td>Newspaper</td>
<td>138 Forrest Hill Rd</td>
<td>706-443-8579</td>
<td><a href="mailto:waynehixon@comcast.net">waynehixon@comcast.net</a></td>
</tr>
<tr>
<td>Wayne Hixon</td>
<td>Newspaper</td>
<td>P.O. Box 2763</td>
<td>423-664-1632</td>
<td><a href="mailto:waynehixon@comcast.net">waynehixon@comcast.net</a></td>
</tr>
<tr>
<td>Tammi Swanson</td>
<td></td>
<td>703 Valley Dr., Dalton, GA 30720</td>
<td>706-342-6511</td>
<td><a href="mailto:waynedfelder@woodstream.net">waynedfelder@woodstream.net</a></td>
</tr>
<tr>
<td>Howard Elder</td>
<td>Chamber</td>
<td>415 Amherstiff, Rocky Face</td>
<td>706-278-6979</td>
<td><a href="mailto:waynedfelder@woodstream.net">waynedfelder@woodstream.net</a></td>
</tr>
<tr>
<td>Emeka Ejiofor</td>
<td>Newspaper</td>
<td>17 Knollwood Way</td>
<td>832-381-8207</td>
<td><a href="mailto:naymek@comcast.net">naymek@comcast.net</a></td>
</tr>
<tr>
<td>Andy Johnson</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Michael Putnam</td>
<td>Paper</td>
<td>504 Valley Dr., Dalton, GA 30720</td>
<td>706-278-2932</td>
<td><a href="mailto:mputnam@mapes.com">mputnam@mapes.com</a></td>
</tr>
<tr>
<td>Katy Allen</td>
<td>GDOT</td>
<td>1601 N. Main Street</td>
<td>706-919-0946</td>
<td><a href="mailto:katyallen@dot.gov">katyallen@dot.gov</a></td>
</tr>
<tr>
<td>Bert &amp; Teresa Boozer</td>
<td>DCN</td>
<td>1704 Broadview Way</td>
<td>706-278-5256</td>
<td><a href="mailto:tboorer@comcast.net">tboorer@comcast.net</a></td>
</tr>
<tr>
<td>Amber Loughridge</td>
<td></td>
<td>3421 Smyrna Road</td>
<td>706-517-9809</td>
<td></td>
</tr>
<tr>
<td>Name</td>
<td>How Did You Hear About Meeting?</td>
<td>Mailing Address</td>
<td>Phone</td>
<td>Email</td>
</tr>
<tr>
<td>-----------------</td>
<td>---------------------------------</td>
<td>-----------------------</td>
<td>-------------</td>
<td>------------------------</td>
</tr>
<tr>
<td>Brent Landry</td>
<td>email</td>
<td>P.O. 1264 Dalton, GA 30722</td>
<td>706-278-3511</td>
<td><a href="mailto:bllandry@radio.com">bllandry@radio.com</a></td>
</tr>
<tr>
<td>Jason Lindsey</td>
<td>Radio</td>
<td>305 S. Thornton, Dalton</td>
<td>706-693-2583</td>
<td></td>
</tr>
<tr>
<td>Mairy Watson</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jillian Pavlica</td>
<td>email</td>
<td>405 E 11th St Chattanooga</td>
<td>423-767-6324</td>
<td><a href="mailto:jpavlica@wdtnnu.com">jpavlica@wdtnnu.com</a></td>
</tr>
<tr>
<td>Andy Johns</td>
<td></td>
<td></td>
<td></td>
<td><a href="mailto:ajohns@finesfree.com">ajohns@finesfree.com</a></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Attachment B
Project Stakeholder List
<table>
<thead>
<tr>
<th>Last Name</th>
<th>First Name</th>
<th>Organization</th>
<th>How did you hear about meeting?</th>
<th>Address 1</th>
<th>City</th>
<th>State</th>
<th>Zip</th>
<th>Phone #</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>Blackman</td>
<td>William</td>
<td>Archway</td>
<td>1717 Briarcliff Cir.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>706-226-3726</td>
<td><a href="mailto:blackman@optilink.us">blackman@optilink.us</a></td>
</tr>
<tr>
<td>O'Gwin</td>
<td>Tate</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Calderan</td>
<td>Dan</td>
<td>Newspaper</td>
<td>P.O. Box 1075</td>
<td>Chatsworth GA</td>
<td>706-695-4611</td>
<td><a href="mailto:supremecarpenterc@windstream.net">supremecarpenterc@windstream.net</a></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Williams</td>
<td>Roger</td>
<td>Legislature</td>
<td>1322 Huntingdon Rd.</td>
<td>Dalton GA</td>
<td>706-278-0390</td>
<td><a href="mailto:rwillroger@optilink.us">rwillroger@optilink.us</a></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Putnam</td>
<td>Dianne</td>
<td>Chamber of Commerce</td>
<td>504 Valley Dr.</td>
<td>Dalton GA</td>
<td>278-2933</td>
<td><a href="mailto:dianneputnam@hotmail.com">dianneputnam@hotmail.com</a></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Putnam</td>
<td>Mike</td>
<td>Chamber of Commerce</td>
<td>504 Valley Dr.</td>
<td>Dalton GA</td>
<td>278-2933</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lu</td>
<td>Melissa</td>
<td>Chamber of Commerce</td>
<td>890 College Dr.</td>
<td>Dalton GA</td>
<td>706-483-2028</td>
<td><a href="mailto:mvlu@uga.edu">mvlu@uga.edu</a></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Blackmen</td>
<td>Linda</td>
<td>Archway</td>
<td>1717 Briarcliff Cir.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>706-226-3726</td>
<td><a href="mailto:blackman@optilink.us">blackman@optilink.us</a></td>
</tr>
</tbody>
</table>

**Dalton, GA - November 8, 2010**

*Note: The list above contains names and contact information for individuals who heard about a meeting. The specific context or nature of the meeting is not provided.*
<table>
<thead>
<tr>
<th>Last Name</th>
<th>First Name</th>
<th>Organization</th>
<th>How did you hear about meeting?</th>
<th>Address 1</th>
<th>City</th>
<th>State</th>
<th>Zip</th>
<th>Phone #</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cargal</td>
<td>Joe</td>
<td>Internet</td>
<td></td>
<td>1105 Memorial Dr.</td>
<td>Dalton</td>
<td>GA</td>
<td>30720</td>
<td>706-278-9211</td>
<td><a href="mailto:jcargal@hhes.org">jcargal@hhes.org</a></td>
</tr>
<tr>
<td>Fogarty</td>
<td>Nick</td>
<td>Newspaper</td>
<td></td>
<td>310 Cappes St.</td>
<td>Dalton</td>
<td>GA</td>
<td>30720</td>
<td>706-876-1379</td>
<td><a href="mailto:fogarty2@eogl.org">fogarty2@eogl.org</a></td>
</tr>
<tr>
<td>Cooper</td>
<td>Mitch</td>
<td>FYI</td>
<td></td>
<td>3200 Headsick Cir</td>
<td>Dalton</td>
<td>GA</td>
<td>30720</td>
<td>706-275-4041</td>
<td><a href="mailto:headsickcir@yahoo.com">headsickcir@yahoo.com</a></td>
</tr>
<tr>
<td>Bowen</td>
<td>Judy</td>
<td>Newspaper</td>
<td></td>
<td>1928 Fairfield</td>
<td>Dalton</td>
<td>GA</td>
<td>706-280-1623</td>
<td>706-260-1623</td>
<td></td>
</tr>
<tr>
<td>Thompson</td>
<td>Ted</td>
<td>Newspaper</td>
<td></td>
<td>1015 Memorial Dr.</td>
<td>Dalton</td>
<td>GA</td>
<td>30720</td>
<td>706-278-9211</td>
<td><a href="mailto:jcargal@hhes.org">jcargal@hhes.org</a></td>
</tr>
<tr>
<td>Brandy</td>
<td>LaDon</td>
<td>Newspaper</td>
<td></td>
<td>236 Gray St.</td>
<td>Trion</td>
<td>GA</td>
<td>30753</td>
<td>706-734-2548</td>
<td><a href="mailto:landon_bradly@yahoo.com">landon_bradly@yahoo.com</a></td>
</tr>
<tr>
<td>Barnes</td>
<td>Frank</td>
<td>Newspaper</td>
<td></td>
<td>107 Timberland Dr.</td>
<td>Dalton</td>
<td>GA</td>
<td>30721</td>
<td>706-259-6317</td>
<td></td>
</tr>
<tr>
<td>McDaniel</td>
<td>Bill</td>
<td>Newspaper</td>
<td></td>
<td>1767 Rapala Dr. NE</td>
<td>Dalton</td>
<td>GA</td>
<td>30721</td>
<td>706-259-5424</td>
<td></td>
</tr>
<tr>
<td>Chumley</td>
<td>Lana</td>
<td>Interpreter</td>
<td></td>
<td>1825 Rocky Branch Pass</td>
<td>Marietta GA</td>
<td>30066</td>
<td>770-675-0707</td>
<td><a href="mailto:sicapau40@yahoo.com">sicapau40@yahoo.com</a></td>
<td></td>
</tr>
<tr>
<td>Crews</td>
<td>Gary</td>
<td>Email</td>
<td></td>
<td>1011 Desota Drive</td>
<td>Dalton</td>
<td>GA</td>
<td>30720</td>
<td>706-581-5744</td>
<td><a href="mailto:gc10K@ymail.com">gc10K@ymail.com</a></td>
</tr>
<tr>
<td>Bowman</td>
<td>Glenn</td>
<td>GDOT</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sadosuk</td>
<td>George</td>
<td>Email</td>
<td></td>
<td>449 Castle Rd.</td>
<td>Dalton</td>
<td>GA</td>
<td>30720</td>
<td>706-226-0946</td>
<td></td>
</tr>
<tr>
<td>Callaway</td>
<td>Charles A.</td>
<td>Newspaper</td>
<td></td>
<td>1907 Wydcliffe Dr.</td>
<td>Dalton</td>
<td>GA</td>
<td>30720</td>
<td>706-278-1986</td>
<td><a href="mailto:bescac@windstream.net">bescac@windstream.net</a></td>
</tr>
<tr>
<td>Glenn</td>
<td>M W.</td>
<td>Newspaper</td>
<td></td>
<td>509 Winding Way</td>
<td>Dalton</td>
<td>GA</td>
<td>30720</td>
<td>706-226-2198</td>
<td></td>
</tr>
<tr>
<td>Agree</td>
<td>Randall</td>
<td>Newspaper</td>
<td></td>
<td>138 Forest Hill Rd.</td>
<td>Dalton</td>
<td>GA</td>
<td>30720</td>
<td>706-483-8575</td>
<td></td>
</tr>
<tr>
<td>Hixon</td>
<td>Wayne</td>
<td>Newspaper</td>
<td></td>
<td>P.O. Box 21283</td>
<td>Chattanooga TN</td>
<td>37363</td>
<td>423-875-1632</td>
<td><a href="mailto:waynehixon@comcast.net">waynehixon@comcast.net</a></td>
<td></td>
</tr>
<tr>
<td>Swanson</td>
<td>Naomi</td>
<td>Newspaper</td>
<td></td>
<td>703 Valley Dr.</td>
<td>Dalton</td>
<td>GA</td>
<td>30720</td>
<td>706-281-1824</td>
<td><a href="mailto:dalontonipe@ymail.com">dalontonipe@ymail.com</a></td>
</tr>
<tr>
<td>Elden</td>
<td>Howard</td>
<td>Chamber of Commerce</td>
<td>415 Ambercliff</td>
<td>Rocky Face</td>
<td>30740</td>
<td>706-278-6979</td>
<td><a href="mailto:howardelden@windstream.net">howardelden@windstream.net</a></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ejieke</td>
<td>Endea</td>
<td>News</td>
<td></td>
<td>17 Knollwood Way</td>
<td>Cartersville GA</td>
<td>30112</td>
<td>770-305-8328</td>
<td><a href="mailto:endearl@yahoo.com">endearl@yahoo.com</a></td>
<td></td>
</tr>
<tr>
<td>Putnam</td>
<td>Michael</td>
<td>Paper</td>
<td></td>
<td>504 Valley Dr.</td>
<td>Dalton</td>
<td>GA</td>
<td>30720</td>
<td>706-278-2933</td>
<td><a href="mailto:mpupnam@mapei.com">mpupnam@mapei.com</a></td>
</tr>
<tr>
<td>Allen</td>
<td>Katy</td>
<td>GDOT</td>
<td></td>
<td>1601 E. Mountain Dr.</td>
<td>Powder Spring GA</td>
<td>30127</td>
<td>770-919-0996</td>
<td><a href="mailto:katvallen@doit.gov">katvallen@doit.gov</a></td>
<td></td>
</tr>
<tr>
<td>Boozer</td>
<td>Teresa</td>
<td>DCN</td>
<td></td>
<td>1704 Brandywine Way</td>
<td>Dalton</td>
<td>GA</td>
<td>30720</td>
<td>706-278-5256</td>
<td><a href="mailto:tboozer@optlink.us">tboozer@optlink.us</a></td>
</tr>
<tr>
<td>Boozer</td>
<td>Bert</td>
<td>DCN</td>
<td></td>
<td>1704 Brandywine Way</td>
<td>Dalton</td>
<td>GA</td>
<td>30720</td>
<td>706-278-5256</td>
<td></td>
</tr>
<tr>
<td>Loughridge</td>
<td>Amber</td>
<td>Newspaper</td>
<td></td>
<td>3421 Smyrna Ramhurst Rd.</td>
<td>Chatsworth GA</td>
<td>30705</td>
<td>706-617-9809</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Langley</td>
<td>Brent</td>
<td>Email</td>
<td></td>
<td>P.O. Box 1284</td>
<td>Dalton</td>
<td>GA</td>
<td>30722</td>
<td>706-278-5511</td>
<td><a href="mailto:clangley2@raradio.com">clangley2@raradio.com</a></td>
</tr>
<tr>
<td>Lindsey</td>
<td>Jason</td>
<td>Radio Work</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>706-573-2533</td>
<td></td>
</tr>
<tr>
<td>Watson</td>
<td>May</td>
<td>Work, Daily Citizen</td>
<td>308 S. Thornton</td>
<td>Dalton GA</td>
<td>30720</td>
<td>706-424-3895</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pavlica</td>
<td>Jillian</td>
<td>Email</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>727-424-3895</td>
<td><a href="mailto:jtpavlica@wdmntv.wm">jtpavlica@wdmntv.wm</a></td>
</tr>
<tr>
<td>Johns</td>
<td>Andy</td>
<td>Email</td>
<td></td>
<td>405 E. 11th St.</td>
<td>Chattanooga TN</td>
<td>37409</td>
<td>423-757-6324</td>
<td><a href="mailto:apjohns@timesfreepress.com">apjohns@timesfreepress.com</a></td>
<td></td>
</tr>
</tbody>
</table>
Attachment D

Court Reporter Transcription
GEORGIA DEPARTMENT OF TRANSPORTATION
PUBLIC HEARING

TRANSCRIPT OF HEARING:

RE: PROJECT PTSCO-0023-00-002
  P.I. NO. T001684
  ATLANTA-CHATTANOOGA HIGH SPEED
  GROUND TRANSPORTATION PROJECT

NOVEMBER 8, 2010
6:00 P.M. - 8:00 P.M.

DALTON STATE COLLEGE
650 COLLEGE DRIVE
DALTON, GEORGIA

TRACY A. BEAMON, CCR
HAPPY FACES COURT REPORTING SERVICES
P.O. BOX 1063
TUCKER, GEORGIA 30085
DUSTIN COKER
DALTON, GEORGIA

DUSTIN COKER: I'm from Dalton, Georgia. I'm very supportive of the high speed rail route. I don't think that we can get it completed fast enough, really. I've overheard a lot of people critical of the cost of these type of projects and it's common. The economic impact that this project specifically and similar projects would have for our region, our state, and even our nation would be tremendous. Payback would be more than we could really imagine, the return on the investment that we'd make.

Another thing I don't think people appreciate is the potential to have a national and international network of these high speed rail routes and the potential to transport manufactured and industrial items, raw materials, and actually manufacturing products. Again, the economic benefits would be out of this world, especially in conjunction with other large scale infrastructure projects. Which you run into the very similar criticisms or cynicism. The same
principles apply. The return of those kinds of investments would be extraordinary.

It's just exciting. It gives people a vision for the future, especially even younger generations to have something to be inspired about, economic job opportunities, something to actually go to school for. I just hope and pray we can move this forward quickly and be excited, get excited about it. It's exciting. So it's frustrating maybe to hear people's criticism. It's very exciting. That's it.

- - -

ALTOONA HOLLAND

DALTON, GEORGIA

ALTOONA HOLLAND: I have a farm at Carbondale exit. I'm not wanting -- we have donated to 41 Highway years ago. My granddaddy
helped build Carbondale Road and we gave them -- he died before he collected anything on I-75. So I'm not wanting to give them any more, not wanting to give them another inch.

I do think the way to go, and I understand this is one of the proposals, is to go down the center of I-75 and build it up high, whatever you call that. They said that was one of the leading possibilities. If you come over on the east side, they'll wipe my farm out. I'm trying to hold on to it for my kids. I've got two grandkids. I want to give them a place to live. I don't want to sell it. Put it in the center of I-75 up high. Do something about the noise. The trucks on I-75, just jake brakes, is just terrible. I don't know what kind of noise there would be with this high speeding rail. They can do something to keep the noise down, I'm sure. That's what I would like to see happen.
REPORTER'S CERTIFICATE

STATE OF GEORGIA:
COUNTY OF WHITFIELD:

I, Tracy A. Beamon, Certified Court Reporter and Notary Public, do hereby certify that I reported in machine shorthand the November 8, 2010, witnesses statements in the above-styled cause; that the foregoing pages, numbered from 1 to 5, inclusive, were typed under my personal supervision and constitute a true record of said proceedings.

I further certify that I am not an attorney or counsel of any of the parties, nor a relative or employee of any attorney of counsel connected with the action, nor financially interested in the outcome of the action.

Witness my hand in the City of Dalton, County of Whitfield, State of Georgia, this 10th day of November, 2010.

\PAR
Tracy A. Beamon, CCR-1003

My Commission Expires on the
12th day of February, 2011.
STATE OF GEORGIA:
COUNTY OF WHITFIELD:

I, Tracy A. Beamon, Certified Court Reporter
and Notary Public, do hereby certify that I reported
in machine shorthand the November 8, 2010, witnesses
statements in the above-styled cause; that the
foregoing pages, numbered from 1 to 5, inclusive, were
typed under my personal supervision and constitute a
true record of said proceedings.

I further certify that I am not an attorney or
counsel of any of the parties, nor a relative or
employee of any attorney of counsel connected with the
action, nor financially interested in the outcome of the
action.

Witness my hand in the City of Dalton, County of
Whitfield, State of Georgia, this 10th day of November,
2010.

Tracy A. Beamon, CCR-195
My Commission Expires on the
12th day of February, 2014.
Attachment E
Public Comment Cards
Georgia Department of Transportation
Public Information Open House Comment Card

Project PTSC0-0023-00-002: Hamilton County, Tennessee; and Fulton, Cobb, Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattahoochee, Catoosa, Clayton, Douglas, Paulding, Polk, and Walker, Georgia Counties, P.I. No. T001684

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

Please print responses.

Name

Address

Do you support the project? ✓ For □ Against □ Conditional □ Uncommitted

Comments

How did you hear about this meeting? □ Radio □ Newspaper □ Signs ✓ Word of Mouth □ Other

Was the location of the meeting convenient for you to attend? ✓ Yes □ No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? ✓ Yes □ No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel? ✓ Yes □ No

Do you understand the project after attending this meeting? ✓ Yes □ No

Please share your suggestions on improving the way GDOT conducts public meetings. NONE

Mail To:
Mr. Glenn Bowman, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308
Georgia Department of Transportation
Public Information Open House Comment Card

Project PTSC0-0023-00-002: Hamilton County, Tennessee; and Fulton, Cobb, Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattooga, Catoosa, Clayton, Douglas, Paulding, Polk, and Walker, Georgia Counties, P.I. No. T001684

Tier I Environmental Impact Statement

Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Project

Please print responses.

Name

Address

Do you support the project? □ For □ Against □ Conditional □ Uncommitted

Comments

How did you hear about this meeting? □ Radio □ Newspaper □ Signs □ Word of Mouth

□ Other

Was the location of the meeting convenient for you to attend? □ Yes □ No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? □ Yes □ No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel? □ Yes □ No

Do you understand the project after attending this meeting? □ Yes □ No

Please share your suggestions on improving the way GDOT conducts public meetings.

Mail To:
Mr. Glenn Bowman, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308
Georgia Department of Transportation
Public Information Open House Comment Card

Project PTSC0-0023-00-002: Hamilton County, Tennessee; and Fulton, Cobb, Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattooga, Catoosa, Clayton, Douglas, Paulding, Polk, and Walker, Georgia Counties, P.I. No. T001684

Tier I Environmental Impact Statement

Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Project

Please print responses.

Name: LaDon Bandy
Address: 236 Gray St
Trion, GA 30753

Do you support the project? ☑ For ☐ Against ☐ Conditional ☐ Uncommitted
Comments: Pricing and boarding time (security) must be considered to make the HSGT a viable option for the public. I would recommend an express train.

How did you hear about this meeting? ☑ Newspaper ☐ Radio ☐ Signs ☐ Word of Mouth ☐ Other

Was the location of the meeting convenient for you to attend? ☑ Yes ☐ No
If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? ☑ Yes ☐ No
If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel? ☑ Yes ☐ No

Do you understand the project after attending this meeting? ☑ Yes ☐ No

Please share your suggestions on improving the way GDOT conducts public meetings.

Mail To:
Mr. Glenn Bowman, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308
Georgia Department of Transportation
Public Information Open House Comment Card

Project PTSC0-0023-00-002: Hamilton County, Tennessee; and Fulton, Cobb, Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattooga, Catoosa, Clayton, Douglas, Paulding, Polk, and Walker, Georgia Counties, P.I. No. T001684
Tier I Environmental Impact Statement
Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Project

Please print responses.

Name
FRANK BARNES

Address
101 TIMBERLAND DR.
DALTON, GA 30721

Do you support the project?
☐ For ☐ Against ☑ Conditional ☐ Uncommitted

Comments
IF RIDERSHIP PAYS FOR CONSTRUCTION & OPERATION
WOULD SUPPORT

How did you hear about this meeting?
☐ Radio ☐ Newspaper ☐ Signs ☐ Word of Mouth
☐ Other 30 YEARS AGO

Was the location of the meeting convenient for you to attend?
☑ Yes ☐ No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend?
☑ Yes ☐ No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel?
☑ Yes ☐ No

Do you understand the project after attending this meeting?
☐ Yes ☑ No

Please share your suggestions on improving the way GDOT conducts public meetings.
THERE NO GOVT. AGENCY THAT EFFICIENTLY MANAGES THIS TYPE PROJECT WELL.

Mail To:
Mr. Glenn Bowman, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308
Georgia Department of Transportation
Public Information Open House Comment Card

Project PTSC0-0023-00-002: Hamilton County, Tennessee; and Fulton, Cobb, Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattooga, Catoosa, Clayton, Douglas, Paulding, Polk, and Walker, Georgia Counties, P.I. No. T001684

Tier I Environmental Impact Statement

Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Project

Please print responses.

Name: Peggy Beck
Address: 707 Emmons Dr.
Pfalzgraf, GA 30720

Do you support the project?  [ ] For  [ ] Against  [ ] Conditional  [ ] Uncommitted

Comments: Can't be soon enough.

How did you hear about this meeting?  [ ] Radio  [ ] Newspaper  [ ] Signs  [ ] Word of Mouth
[ ] Other

Was the location of the meeting convenient for you to attend?  [ ] Yes  [ ] No
If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend?  [ ] Yes  [ ] No
If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel?  [ ] Yes  [ ] No

Do you understand the project after attending this meeting?  [ ] Yes  [ ] No

Please share your suggestions on improving the way GDOT conducts public meetings.

Mail To:
Mr. Glenn Bowman, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308
Georgia Department of Transportation
Public Information Open House Comment Card
Project PTSC0-0023-00-002: Hamilton County, Tennessee; and Fulton, Cobb, Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattooga, Catoosa, Clayton, Douglas, Paulding, Polk, and Walker, Georgia Counties, P.I. No. T001684
Tier I Environmental Impact Statement
Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Project

Please print responses.

Name: Linda Blackman
Address: 1717 Briarcliff Cir
          Dalton 30720

Do you support the project?  □ For  □ Against  □ Conditional  □ Uncommitted
Comments: To compete for new industry (economic development), to bring tourists to area as well as people who want to take advantage of our greenspace and trails, to commute to Dalton to work — we must proceed and fund this project for the benefit of our state.

How did you hear about this meeting?  □ Radio  □ Newspaper  □ Signs  □ Word of Mouth
□ Other

Was the location of the meeting convenient for you to attend?  □ Yes  □ No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend?  □ Yes  □ No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel?  □ Yes  □ No

Do you understand the project after attending this meeting?  □ Yes  □ No

Please share your suggestions on improving the way GDOT conducts public meetings.

Mail To:
Mr. Glenn Bowman, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308
Georgia Department of Transportation
Public Information Open House Comment Card

Project PTSC0-0023-00-002: Hamilton County, Tennessee; and Fulton, Cobb, Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattooga, Catoosa, Clayton, Douglas, Paulding, Polk, and Walker, Georgia Counties, P.I. No. T001684

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

Please print responses.

Name: Judy Bowman
Address: 1720 4th Field Dr
Dalton, GA 30720

Do you support the project? [ ] For [ ] Against [ ] Conditional [ ] Uncommitted
Comments: We need this! Way past due!

How did you hear about this meeting? [ ] Radio [ ] Newspaper [ ] Signs [ ] Word of Mouth [ ] Other

Was the location of the meeting convenient for you to attend? [ ] Yes [ ] No
If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? [ ] Yes [ ] No
If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel? [ ] Yes [ ] No

Do you understand the project after attending this meeting? [ ] Yes [ ] No

Please share your suggestions on improving the way GDOT conducts public meetings.
[ ] Need clearer transportation system

Mail To:
Mr. Glenn Bowman, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308
Name: Denil Bryson
Address: 1910 David Drive
         Dalton, GA 30720

Do you support the project?  □ For  □ Against  □ Conditional  □ Uncommitted
Comments: I am in favor of public transportation initiatives but my concerns are: funding sources, taking over of private properties, type of fuel/propulsion system, and who would be in charge of administering the system.

How did you hear about this meeting?  □ Radio  □ Newspaper  □ Signs  □ Word of Mouth  □ Other Official mtg email forwarded by friend

Was the location of the meeting convenient for you to attend?  □ Yes  □ No
If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend?  □ Yes  □ No
If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel?  □ Yes  □ No

Do you understand the project after attending this meeting?  □ Yes  □ No

Please share your suggestions on improving the way GDOT conducts public meetings.

The presentation could have been less rushed, but I appreciate that it was open to the public in a convenient location.

Mail To:
Mr. Glenn Bowman, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308
Georgia Department of Transportation
Public Information Open House Comment Card

Project PTSC0-0023-00-002: Hamilton County, Tennessee; and Fulton, Cobb, Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattooga, Catoosa, Clayton, Douglas, Paulding, Polk, and Walker, Georgia Counties. P.I. No. T001684

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

Please print responses:

Name Carlos Calkin

Address 507 Williamsburg Dr

Do you support the project? [ ] For [ ] Against [ ] Conditional [ ] Uncommitted

Comments

How did you hear about this meeting? [ ] Radio [ ] Newspaper [ ] Signs [ ] Word of Mouth

[ ] Other

Was the location of the meeting convenient for you to attend? [ ] Yes [ ] No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? [ ] Yes [ ] No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel? [ ] Yes [ ] No

Do you understand the project after attending this meeting? [ ] Yes [ ] No

Please share your suggestions on improving the way GDOT conducts public meetings.

Mail To:
Mr. Glenn Bowman, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308
Georgia Department of Transportation
Public Information Open House Comment Card

Project PTSC0-0023-00-002: Hamilton County, Tennessee; and Fulton, Cobb, Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattooga, Catoosa, Clayton, Douglas, Paulding, Polk, and Walker, Georgia Counties, P.I. No. T001684
Tier I Environmental Impact Statement

Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Project

Please print responses.

Name          LANOS CHUMLEY
Address       1825 ROCKY BRANCH PASS

Do you support the project?    ☑ For    ☐ Against    ☐ Conditional    ☐ Uncommitted

Comments       IT WOULD ALLEVIATE TRAFFIC CONGESTIONS AND MAKE THE PROCESS MUCH EASIER + QUICKER

How did you hear about this meeting?    ☑ Radio    ☐ Newspaper    ☐ Signs    ☐ Word of Mouth    ☐ Other

Was the location of the meeting convenient for you to attend?    ☐ Yes    ☑ No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend?    ☐ Yes    ☑ No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel?    ☑ Yes    ☐ No

Do you understand the project after attending this meeting?    ☑ Yes    ☐ No

Please share your suggestions on improving the way GDOT conducts public meetings.

Mail To:
Mr. Glenn Bowman, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308
Georgia Department of Transportation
Public Information Open House Comment Card

Project PTSC0-0023-00-002: Hamilton County, Tennessee; and Fulton, Cobb, Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattooga, Catoosa, Clayton, Douglas, Paulding, Polk, and Walker, Georgia Counties, P.I. No. T001684

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

Please print responses:

Name: Dustin Coker
Address: P.O. Box 1844, Dalton, Ga. 30722

Do you support the project?  □ For  □ Against  □ Conditional  □ Uncommitted

Comments: More forward as quickly as possible, economic impact would be tremendous, exciting and inspiring vision for future, Nationwide high speed rail network!!

Maglev

How did you hear about this meeting?  □ Radio  □ Newspaper  □ Signs  □ Word of Mouth  □ Other

Was the location of the meeting convenient for you to attend?  □ Yes  □ No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend?  □ Yes  □ No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel?  □ Yes  □ No

Do you understand the project after attending this meeting?  □ Yes  □ No

Please share your suggestions on improving the way GDOT conducts public meetings.

Mail To:
Mr. Glenn Bowman, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW - 16th Floor
Atlanta, Georgia 30308
Georgia Department of Transportation
Public Information Open House Comment Card

Project PTSC0-0023-00-002: Hamilton County, Tennessee; and Fulton, Cobb, Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattooga, Catoosa, Clayton, Douglas, Paulding, Polk, and Walker, Georgia Counties, P.I. No. T001684

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

Please print responses.

Name: Gary Crews
Address: 1011 Desoto Drive
         Oakwood, GA 30566

Do you support the project? [ ] For  [ ] Against  [ ] Conditional  [ ] Uncommitted

Comments: ____________________________________________________________

How did you hear about this meeting? [ ] Radio  [ ] Newspaper  [ ] Signs  [ ] Word of Mouth
[ ] Other: e-mail

Was the location of the meeting convenient for you to attend? [ ] Yes  [ ] No
If no, please suggest a general location that is more convenient to your community.

______________________________________________________________

Was the time of the meeting convenient for you to attend? [ ] Yes  [ ] No
If no, please suggest a time frame that is more convenient for you.

______________________________________________________________

Were your questions answered by GDOT personnel? [ ] Yes  [ ] No

Do you understand the project after attending this meeting? [ ] Yes  [ ] No

Please share your suggestions on improving the way GDOT conducts public meetings.

______________________________________________________________

Mail To:
Mr. Glenn Bowman, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308
Georgia Department of Transportation
Public Information Open House Comment Card
Project PTSC0-0023-00-002: Hamilton County, Tennessee; and Fulton, Cobb, Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattooga, Catoosa, Clayton, Douglas, Paulding, Polk, and Walker, Georgia Counties, P.I. No. T001684
Tier I Environmental Impact Statement
Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Project

Please print responses.
Name: Emeka Egieke
Address: 17 Knollwood Way, Cartersville, GA 30121

Do you support the project? ☑ For ☐ Against ☐ Conditional ☐ Uncommitted

Comments: Very good project. Will bring development and reduce the use of I-75 by locals and same times.

How did you hear about this meeting? ☐ Radio ☐ Newspaper ☐ Signs ☐ Word of Mouth ☐ Other

Was the location of the meeting convenient for you to attend? ☐ Yes ☐ No
If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? ☐ Yes ☐ No
If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel? ☐ Yes ☐ No

Do you understand the project after attending this meeting? ☐ Yes ☐ No

Please share your suggestions on improving the way GDOT conducts public meetings.

Mail To:
Mr. Glenn Bowman, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308

Excellent project, we need to move forward with it.
Georgia Department of Transportation
Public Information Open House Comment Card
Project PTSC0-0023-00-002: Hamilton County, Tennessee; and Fulton, Cobb, Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattooga, Catoosa, Clayton, Douglas, Paulding, Polk, and Walker, Georgia Counties, P.I. No. T001684
Tier I Environmental Impact Statement
Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Project

Print responses.

Name: Howard Elder
Address: 415 Ambercliff
Rocky Face, GA 30740

Do you support the project?  [ ] For  [ ] Against  [x] Conditional  [ ] Uncommitted

Comments:
- Cost to ride?
- Frequency of trains?
- Will there be an express train?

How did you hear about this meeting?  [ ] Radio  [x] Newspaper  [ ] Signs  [ ] Word of Mouth
[ ] Other

Was the location of the meeting convenient for you to attend?  [x] Yes  [ ] No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend?  [x] Yes  [ ] No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel?  [ ] Yes  [x] No

Do you understand the project after attending this meeting?  [ ] Yes  [x] No

Please share your suggestions on improving the way GDOT conducts public meetings.

[Handwritten note]: Project not far enough along to answer most of my questions.

Mail To:
Mr. Glenn Bowman, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308
Georgia Department of Transportation
Public Information Open House Comment Card

Project PTSC0-0023-00-002 : Hamilton County, Tennessee; and Fulton, Cobb, Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattooga, Catoosa, Clayton, Douglas, Paulding, Polk, and Walker, Georgia Counties, P.I. No. T001684

Tier I Environmental Impact Statement

Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Project

Please print responses.

Name ____________________________________________________________________________
M. W. Green

Address ____________________________________________________________________________
509 Winding Way
Dalton, GA 30720

Do you support the project? □ For □ Against □ Conditional □ Uncommitted

Comments __________________________________________________________________________
________________________________________________________________________________
________________________________________________________________________________
________________________________________________________________________________

How did you hear about this meeting? □ Radio □ Newspaper □ Signs □ Word of Mouth
□ Other __________________________________________________________________________

Was the location of the meeting convenient for you to attend? □ Yes □ No

If no, please suggest a general location that is more convenient to your community.
________________________________________________________________________________

Was the time of the meeting convenient for you to attend? □ Yes □ No

If no, please suggest a time frame that is more convenient for you.
________________________________________________________________________________

Were your questions answered by GDOT personnel? □ Yes □ No

Do you understand the project after attending this meeting? □ Yes □ No

Please share your suggestions on improving the way GDOT conducts public meetings.
________________________________________________________________________________
________________________________________________________________________________

Mail To:
Mr. Glenn Bowman, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308
Georgia Department of Transportation
Public Information Open House Comment Card

Project PTSC0-0023-00-002: Hamilton County, Tennessee; and Fulton, Cobb, Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattooga, Catoosa, Clayton, Douglas, Paulding, Polk, and Walker, Georgia Counties, P.I. No. T001684

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

Please print responses.

Name ____________________________
Address __________________________

Do you support the project?  □ For  □ Against  □ Conditional  □ Uncommitted

Comments __________________________

How did you hear about this meeting?  □ Radio  □ Newspaper  □ Signs  □ Word of Mouth
□ Other ____________________________

Was the location of the meeting convenient for you to attend?  □ Yes  □ No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend?  □ Yes  □ No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel?  □ Yes  □ No

Do you understand the project after attending this meeting?  □ Yes  □ No

Please share your suggestions on improving the way GDOT conducts public meetings.

Mail To:
Mr. Glenn Bowman, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308
Georgia Department of Transportation
Public Information Open House Comment Card
Project PTSC0-0023-00-002: Hamilton County, Tennessee; and Fulton, Cobb, Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattooga, Catoosa, Clayton, Douglas, Paulding, Polk, and Walker, Georgia Counties, P.I. No. T001684
Tier I Environmental Impact Statement
Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Project

Please print responses.
Name: [Signature]
Address: [Signature]

Do you support the project?  □ For  □ Against  □ Conditional  □ Uncommitted

Comments: I am for anything that benefits Dalton.
I lived in Chicago from 1989-1986 and experienced the joy of a well-developed rail system.

How did you hear about this meeting?  □ Radio  □ Newspaper  □ Signs  □ Word of Mouth
□ Other

Was the location of the meeting convenient for you to attend?  □ Yes  □ No
If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend?  □ Yes  □ No
If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel?  □ Yes  □ No

Do you understand the project after attending this meeting?  □ Yes  □ No

Please share your suggestions on improving the way GDOT conducts public meetings.
should have been a QA/QC session

Mail To:
Mr. Glenn Bowman, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308
Georgia Department of Transportation
Public Information Open House Comment Card
Project PTSC0-0023-00-002: Hamilton County, Tennessee; and Fulton, Cobb, Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattooga, Catoosa, Clayton, Douglas, Paulding, Polk, and Walker, Georgia Counties, P.I. No. T001684
Tier I Environmental Impact Statement
Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Project

Please print responses.

Name: John Loughridge
Address: 3421 Smyrna Ramhurst Rd
         Chatsworth, GA 30705

Do you support the project?  □ For  □ Against  □ Conditional  □ Uncommitted
Comments: I'm in favor of using the I-75 corridor due to the existing Right of Way. This would minimize adverse environmental and cultural impacts.

How did you hear about this meeting?  □ Radio  □ Newspaper  □ Signs  □ Word of Mouth
                                     □ Other

Was the location of the meeting convenient for you to attend?  □ Yes  □ No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend?  □ Yes  □ No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel?  □ Yes  □ No

Do you understand the project after attending this meeting?  □ Yes  □ No

Please share your suggestions on improving the way GDOT conducts public meetings.

Mail To:
Mr. Glenn Bowman, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308
Georgia Department of Transportation
Public Information Open House Comment Card
Project PTSC0-0023-00-002: Hamilton County, Tennessee; and Fulton, Cobb, Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattooga, Catoosa, Clayton, Douglas, Paulding, Polk, and Walker, Georgia Counties, P.I. No. T001684
Tier I Environmental Impact Statement
Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Project

Please print responses:
Name: Melissa Lu
Address: 890 College Drive, Dalton, GA 30720

Do you support the project?  ☒ For  ☐ Against  ☐ Conditional  ☐ Uncommitted
Comments:  This is one of the most imp. things we can do for this area.

How did you hear about this meeting?  ☐ Radio  ☐ Newspaper  ☐ Signs  ☐ Word of Mouth
☐ Other  Chamber of Commerce

Was the location of the meeting convenient for you to attend?  ☐ Yes  ☒ No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend?  ☐ Yes  ☒ No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel?  ☐ Yes  ☒ No

Do you understand the project after attending this meeting?  ☐ Yes  ☒ No

Please share your suggestions on improving the way GDOT conducts public meetings.
I came meeting a good plain-English overview. I got a little lost in the technical language.

Mail To:
Mr. Glenn Bowman, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308
Georgia Department of Transportation
Public Information Open House Comment Card

Project PTSC0-0023-00-002: Hamilton County, Tennessee; and Fulton, Cobb, Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattooga, Catoosa, Clayton, Douglas, Paulding, Polk, and Walker, Georgia Counties, P.I. No. T001684

Tier I Environmental Impact Statement

Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Project

Please print responses.

Name: Maryanne McDaniel
Address: 1164 Ragala Dr, NC

Dalton, Ga 30721

Do you support the project?  X For  □ Against  □ Conditional  □ Uncommitted

Comments: I am concerned with stop in Dalton.

How did you hear about this meeting?  □ Radio  □ Newspaper  □ Signs  X Word of Mouth

□ Other

Was the location of the meeting convenient for you to attend?  X Yes  □ No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend?  X Yes  □ No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel?  □ Yes  □ No

Do you understand the project after attending this meeting?  □ Yes  □ No

Please share your suggestions on improving the way GDOT conducts public meetings.

Mail To:
Mr. Glenn Bowman, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308
Georgia Department of Transportation
Public Information Open House Comment Card
Project PTSC0-0023-00-002 : Hamilton County, Tennessee; and Fulton, Cobb, Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattooga, Catoosa, Clayto, Douglas, Paulding, Polk, and Walker, Georgia Counties, P.I. No. T001684
Tier I Environmental Impact Statement
Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Project

Please print responses.

Name  W. J. Daniel Jr. M.D.  
Address  1767 Rapala Dr. NE  Dalton, GA  30721

Do you support the project?  [ ] For  [ ] Against  [ ] Conditional  [ ] Uncommitted

Comments  Support the I 75 corridor, add Dalton to future additional routes if it makes economic sense.

How did you hear about this meeting?  [ ] Radio  [ ] Newspaper  [ ] Signs  [ ] Word of Mouth  [ ] Other  internet

Was the location of the meeting convenient for you to attend?  [ ] Yes  [ ] No

If no, please suggest a general location that is more convenient to your community.

[ ] Yes  [ ] No

Was the time of the meeting convenient for you to attend?

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel?  [ ] Yes  [ ] No

Do you understand the project after attending this meeting?  [ ] Yes  [ ] No

Please share your suggestions on improving the way GDOT conducts public meetings.

[ ] Ask for questions from audience.  [ ] Need more cost estimate.

Mail To:
Mr. Glenn Bowman, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW - 16th Floor
Atlanta, Georgia 30308
Georgia Department of Transportation
Public Information Open House Comment Card

Project PTSC0-0023-00-002: Hamilton County, Tennessee; and Fulton, Cobb, Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattooga, Catoosa, Clayton, Douglas, Paulding, Polk, and Walker, Georgia Counties, P.I. No. T001684

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

Please print responses.
Name: 

Address: 95 Club Drive Sion 30753

Do you support the project?  
☐ For  ☐ Against  ☐ Conditional  ☐ Uncommitted

Comments: 

How did you hear about this meeting?  
☐ Radio  ☐ Newspaper  ☐ Signs  ☐ Word of Mouth  
☐ Other / 

Was the location of the meeting convenient for you to attend?  
☐ Yes  ☐ No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend?  
☐ Yes  ☐ No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel?  
☐ Yes  ☐ No

Do you understand the project after attending this meeting?  
☐ Yes  ☐ No

Please share your suggestions on improving the way GDOT conducts public meetings.

Mail To:
Mr. Glenn Bowman, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308
Georgia Department of Transportation
Public Information Open House Comment Card

Project PTSC0-0023-00-002: Hamilton County, Tennessee; and Fulton, Cobb, Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattooga, Catoosa, Clayton, Douglas, Paulding, Polk, and Walker, Georgia Counties, P.I. No. T001684

Tier I Environmental Impact Statement

Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Project

Please print responses.

Name: [Redacted]
Address: 1101 E. Armstrong Rd

Do you support the project? [ ] For  [ ] Against  [ ] Conditional  [ ] Uncommitted

Comments:

How did you hear about this meeting? [ ] Radio  [ ] Newspaper  [ ] Signs  [ ] Word of Mouth

[ ] Other: [Redacted]

Was the location of the meeting convenient for you to attend? [ ] Yes  [ ] No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? [ ] Yes  [ ] No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel? [ ] Yes  [ ] No

Do you understand the project after attending this meeting? [ ] Yes  [ ] No

Please share your suggestions on improving the way GDOT conducts public meetings.

[Redacted]

Mail To:
Mr. Glenn Bowman, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308
Georgia Department of Transportation
Public Information Open House Comment Card

Project PTSC0-0023-00-002: Hamilton County, Tennessee; and Fulton, Cobb, Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattooga, Catoosa, Clayton, Douglas, Paulding, Polk, and Walker, Georgia Counties, P.I. No. T001684

Tier I Environmental Impact Statement

Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Project

Please print responses.

Name: [Signature]
Address: 1610 E. Faxon Road, Lafayette, GA

Do you support the project? [ ] For  [ ] Against  [ ] Conditional  [ ] Uncommitted

Comments: ____________________________________________________________
______________________________________________________________________
______________________________________________________________________

How did you hear about this meeting?  [ ] Radio  [ ] Newspaper  [ ] Signs  [ ] Word of Mouth  [ ] Other

Was the location of the meeting convenient for you to attend?  [ ] Yes  [ ] No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend?  [ ] Yes  [ ] No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel?  [ ] Yes  [ ] No

Do you understand the project after attending this meeting?  [ ] Yes  [ ] No

Please share your suggestions on improving the way GDOT conducts public meetings.

Mail To:
Mr. Glenn Bowman, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308
Georgia Department of Transportation
Public Information Open House Comment Card

Project PTSC0-0023-00-002: Hamilton County, Tennessee; and Fulton, Cobb, Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattooga, Catoosa, Clayton, Douglas, Paulding, Polk, and Walker, Georgia Counties, P.I. No. T001684

Tier I Environmental Impact Statement

Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Project

Please print responses.

Name ___Bobby Painter___

Address ___132 Marion Drive___

___Dalton, GA 30720-5733___

Do you support the project? ☐ For  ☐ Against  ☐ Conditional  ☐ Uncommitted

Comments ____________________________

__________________________

How did you hear about this meeting?  ☐ Radio  ☐ Newspaper  ☐ Signs  ☐ Word of Mouth

☐ Other ____________________________

Was the location of the meeting convenient for you to attend?  ☐ Yes  ☐ No

If no, please suggest a general location that is more convenient to your community.

__________________________

Was the time of the meeting convenient for you to attend?  ☐ Yes  ☐ No

If no, please suggest a time frame that is more convenient for you.

__________________________

Were your questions answered by GDOT personnel?  ☐ Yes  ☐ No

__________________________

Do you understand the project after attending this meeting?  ☐ Yes  ☐ No

__________________________

Please share your suggestions on improving the way GDOT conducts public meetings.

__________________________

Mail To:
Mr. Glenn Bowman, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308
Georgia Department of Transportation
Public Information Open House Comment Card

Project PTSC0-0023-00-002 : Hamilton County, Tennessee; and Fulton, Cobb, Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattooga, Catoosa, Clayton, Douglas, Paulding, Polk, and Walker, Georgia Counties, P.I. No. T001684

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

Please print responses.

Name ________________________________
Address ________________________________

Do you support the project? ☑️ For □ Against □ Conditional □ Uncommitted

Comments __________________________________________________________
________________________________________________________

How did you hear about this meeting? □ Radio ☑️ Newspaper □ Signs □ Word of Mouth
□ Other _______________________________________________________

Was the location of the meeting convenient for you to attend? ☑️ Yes □ No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? ☑️ Yes □ No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel? ☑️ Yes □ No

Do you understand the project after attending this meeting? ☑️ Yes □ No

Please share your suggestions on improving the way GDOT conducts public meetings.

Mail To:
Mr. Glenn Bowman, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308
Georgia Department of Transportation
Public Information Open House Comment Card

Project PTSC0-0023-00-002: Hamilton County, Tennessee; and Fulton, Cobb, Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattooga, Catoosa, Clayon, Douglas, Paulding, Polk, and Walker, Georgia Counties, P.I. No. T001684
Tier I Environmental Impact Statement
Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Project

Please print responses.

Name: Chris Patterson
Address: 1922 Fairview Rd
Dalton, GA 30720

Do you support the project? □ For □ Against □ Conditional □ Uncommitted

Comments:
Yes!

How did you hear about this meeting? □ Radio □ Newspaper □ Signs □ Word of Mouth □ Other

Was the location of the meeting convenient for you to attend? □ Yes □ No
If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? □ Yes □ No
If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel? □ Yes □ No

Do you understand the project after attending this meeting? □ Yes □ No

Please share your suggestions on improving the way GDOT conducts public meetings.

I would see this transportation system to connect (Douglas, GA) Atlanta!
I would be a win-win situation, cut down on interstate traffic, and cut accidents down.

Mail To:
Mr. Glenn Bowman, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308
Georgia Department of Transportation
Public Information Open House Comment Card

Project PTSC0-0023-00-002: Hamilton County, Tennessee; and Fulton, Cobb, Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattooga, Catoosa, Claytoon, Douglas, Paulding, Polk, and Walker, Georgia Counties, P.I. No. T001684

Tier I Environmental Impact Statement

Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Project

Please print responses.

Name: [Signature]  
Address: [Signature]  

Do you support the project?  
[ ] For  [ ] Against  [ ] Conditional  [ ] Uncommitted  

Comments:  

How did you hear about this meeting?  
[ ] Radio  [ ] Newspaper  [ ] Signs  [ ] Word of Mouth  
[ ] Other:  

Was the location of the meeting convenient for you to attend?  
[ ] Yes  [ ] No  
If no, please suggest a general location that is more convenient to your community.  

Was the time of the meeting convenient for you to attend?  
[ ] Yes  [ ] No  
If no, please suggest a time frame that is more convenient for you.  

Were your questions answered by GDOT personnel?  
[ ] Yes  [ ] No  

Do you understand the project after attending this meeting?  
[ ] Yes  [ ] No  

Please share your suggestions on improving the way GDOT conducts public meetings.  

Mail To:  
Mr. Glenn Bowman, P.E., State Environmental Administrator  
Georgia Department of Transportation  
600 West Peachtree Street, NW – 16th Floor  
Atlanta, Georgia 30308
Georgia Department of Transportation
Public Information Open House Comment Card

Project PTSC0-0023-00-002: Hamilton County, Tennessee; and Fulton, Cobb, Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattanooga, Catoosa, Clayon, Douglas, Paulding, Polk, and Walker, Georgia Counties, P.I. No. T001684

Tier I Environmental Impact Statement

Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Project

Please print responses.

Name: William Lich

Address: 309 W. Name.springs Rd Sw.
Rasada, Georgia 30735

Do you support the project? ☑ For  ☐ Against  ☐ Conditional  ☐ Uncommitted

Comments: Need some relief on I 75

How did you hear about this meeting? ☑ Radio  ☑ Newspaper  ☐ Signs  ☐ Word of Mouth  ☐ Other

Was the location of the meeting convenient for you to attend? ☑ Yes  ☐ No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? ☑ Yes  ☐ No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel? ☑ Yes  ☐ No

Do you understand the project after attending this meeting? ☑ Yes  ☐ No

Please share your suggestions on improving the way GDOT conducts public meetings.

Good up to this point.

Mail To:
Mr. Glenn Bowman, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308
Georgia Department of Transportation
Public Information Open House Comment Card

Project PTSC0-0023-00-002: Hamilton County, Tennessee; and Fulton, Cobb, Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattooga, Catoosa, Clayton, Douglas, Paulding, Polk, and Walker, Georgia Counties, P.I. No. T001684

Tier I Environmental Impact Statement

Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Project

Please print responses.

Name: Dawn A. Sanders
Address: 104 Kenilworth Ct
          Dalton, GA 30720

Do you support the project?  □ For  □ Against  □ Conditional  □ Uncommitted

Comments: Let's get started!

How did you hear about this meeting?  □ Radio  □ Newspaper
                     □ Signs  □ Word of Mouth
                     □ Other __________________________

Was the location of the meeting convenient for you to attend?  □ Yes  □ No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend?  □ Yes  □ No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel?  □ Yes  □ No

Do you understand the project after attending this meeting?  □ Yes  □ No

Please share your suggestions on improving the way GDOT conducts public meetings.

Perhaps offer public Q&A rather than one-on-one Q&A.

Mail To:
Mr. Glenn Bowman, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308
Georgia Department of Transportation
Public Information Open House Comment Card

Project PTSC0-0023-00-002: Hamilton County, Tennessee; and Fulton, Cobb, Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattooga, Catoosa, Clayton, Douglas, Paulding, Polk, and Walker, Georgia Counties, P.I. No. T001684

Tier I Environmental Impact Statement

Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Project

Please print responses.

Name: John Schwenk
Address: 1303 Martin Dr
Dalton, GA 30720

Do you support the project? [ ] For [ ] Against [ ] Conditional [ ] Uncommitted

Comments: 

How did you hear about this meeting? [ ] Radio [ ] Newspaper [ ] Signs [ ] Word of Mouth
[ ] Other __________________________

Was the location of the meeting convenient for you to attend? [ ] Yes [ ] No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? [ ] Yes [ ] No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel? [ ] Yes [ ] No

Do you understand the project after attending this meeting? [ ] Yes [ ] No

Please share your suggestions on improving the way GDOT conducts public meetings.

Mail To:
Mr. Glenn Bowman, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308
Georgia Department of Transportation
Public Information Open House Comment Card
Project PTSC0-0023-00-002: Hamilton County, Tennessee; and Fulton, Cobb, Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattooga, Catoosa, Clayton, Douglas, Paulding, Polk, and Walker, Georgia Counties, P.I. No. T001684
Tier I Environmental Impact Statement
Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Project

Please print responses.

Name: Phyllis Stephens
Address: Chamber of Commerce
90 College Drive, Dalton

Do you support the project? [ ] For [ ] Against [ ] Conditional [ ] Uncommitted

Comments: I support this project and it makes sense to habitat in I-75. It also makes sense that Dalton is a stop on the daily.
With all the businesses people travel to Hartsfield on a daily basis, it is to the advantage to have a Chamber + News in Dalton.

How did you hear about this meeting? [ ] Radio [ ] Newspaper [ ] Signs [ ] Word of Mouth
[ ] Other: Chamber + News in Dalton

Was the location of the meeting convenient for you to attend? [ ] Yes [ ] No
If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? [ ] Yes [ ] No
If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel? [ ] Yes [ ] No

Do you understand the project after attending this meeting? [ ] Yes [ ] No

Please share your suggestions on improving the way GDOT conducts public meetings.
Thank you for including Dalton as one of your public hearing sites. We appreciate it.

Mail To:
Mr. Glenn Bowman, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308
Georgia Department of Transportation
Public Information Open House Comment Card

Project PTSC0-0023-00-002: Hamilton County, Tennessee; and Fulton, Cobb, Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattooga, Catoosa, Clayton, Douglas, Paulding, Polk, and Walker, Georgia Counties, P.I. No. T001684

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

Please print responses.

Name

Address

Do you support the project?  □ For  □ Against  □ Conditional  □ Uncommitted

Comments

How did you hear about this meeting?  □ Radio  □ Newspaper  □ Signs  □ Word of Mouth

□ Other

Was the location of the meeting convenient for you to attend?  □ Yes  □ No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend?  □ Yes  □ No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel?  □ Yes  □ No

Do you understand the project after attending this meeting?  □ Yes  □ No

Please share your suggestions on improving the way GDOT conducts public meetings.

Mail To:
Mr. Glenn Bowman, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308
Georgia Department of Transportation
Public Information Open House Comment Card

Project PTSC0-0023-00-002 : Hamilton County, Tennessee; and Fulton, Cobb, Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattooga, Catoosa, Clayton, Douglas, Paulding, Polk, and Walker, Georgia Counties, P.I. No. T001684
Tier I Environmental Impact Statement
Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Project

Please print responses.

Name

Address

Do you support the project? For □ Against □ Conditional □ Uncommitted

Comments

How did you hear about this meeting? □ Radio □ Newspaper □ Signs □ Word of Mouth

Was the location of the meeting convenient for you to attend? □ Yes □ No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? □ Yes □ No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel? □ Yes □ No

Do you understand the project after attending this meeting? □ Yes □ No

Please share your suggestions on improving the way GDOT conducts public meetings.

Mail To:
Mr. Glenn Bowman, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308
Georgia Department of Transportation
Public Information Open House Comment Card
Project PTSC0-0023-00-002: Hamilton County, Tennessee; and Fulton, Cobb, Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattooga, Catoosa, Clayton, Douglas, Paulding, Polk, and Walker, Georgia Counties, P.I. No. T001684
Tier I Environmental Impact Statement
Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Project

Please print responses.
Name: Thompson, John
Address: 1000 WILLOW LAKE

Do you support the project? □ For □ Against □ Conditional □ Uncommitted
Comments:

How did you hear about this meeting? □ Radio □ Newspaper □ Signs □ Word of Mouth
□ Other

Was the location of the meeting convenient for you to attend? □ Yes □ No
If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? □ Yes □ No
If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel? □ Yes □ No

Do you understand the project after attending this meeting? □ Yes □ No

Please share your suggestions on improving the way GDOT conducts public meetings.

Mail To:
Mr. Glenn Bowman, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308
I. Meeting Background

<table>
<thead>
<tr>
<th>Meeting Name</th>
<th>GDOT HSGT Public Information Open House</th>
</tr>
</thead>
<tbody>
<tr>
<td>Meeting Date</td>
<td>November 4, 2010</td>
</tr>
<tr>
<td>Meeting Time</td>
<td>6:00 p.m. to 8:00 p.m.</td>
</tr>
<tr>
<td>Venue</td>
<td>Regional Planning Agency</td>
</tr>
<tr>
<td>City</td>
<td>Chattanooga, TN</td>
</tr>
<tr>
<td>Attendees</td>
<td>66</td>
</tr>
<tr>
<td>Project Team</td>
<td>GDOT, AECOM, Dovetail Consulting, Moreland-Altobelli</td>
</tr>
<tr>
<td>Interpreters</td>
<td>Aaron Moore (Spanish), Michael Chumley (Portuguese)</td>
</tr>
<tr>
<td>Court Reporter</td>
<td>Kim Nixon</td>
</tr>
<tr>
<td>Moderator</td>
<td>L. N. Manchi, Moreland-Altobelli</td>
</tr>
</tbody>
</table>

II. Information Distributed

a. Public Comment Cards (English, Spanish, Portuguese)
b. Project Description (English, Spanish, Portuguese)
c. Project Newsletter, Issue #2
d. Public Information Open House Welcome Letter (English, Spanish, Portuguese)

III. Meeting Summary

During the first 30 minutes of the meeting, participants registered and received written project information. Participants also reviewed display boards and asked study team members questions related to the project alternatives under consideration, evaluation criteria, and preliminary results of the screening of the alternatives. The meeting sign-in sheets are included as Attachment A. The updated project stakeholder list is included as Attachment B.

At approximately 6:30 p.m., Mr. Manchi, a member of the GDOT consultant team, presented the Atlanta-Chattanooga High Speed Ground Transportation Tier 1 Environmental Impact Statement, Preliminary Screening Results presentation. The presentation is included as Attachment C.

Attendees were encouraged to dictate their comments to the court reporter or complete public comment cards and place them in the return box. Comments transcribed by the court reporter are included as Attachment D. Public comment cards received at the meeting are included as Attachment E.

Following the presentation, study team members continued to discuss the display boards and answer questions with meeting participants.

The meeting adjourned at 8:00 p.m.

IV. Attachments

<table>
<thead>
<tr>
<th>Attachment</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Attachment A</td>
<td>Sign-In Sheets</td>
</tr>
<tr>
<td>Attachment B</td>
<td>Project Stakeholder List</td>
</tr>
<tr>
<td>Attachment C</td>
<td>Presentation</td>
</tr>
<tr>
<td>Attachment D</td>
<td>Court Reporter Transcription</td>
</tr>
<tr>
<td>Attachment E</td>
<td>Public Comment Cards</td>
</tr>
</tbody>
</table>
Attachment A
Sign-In Sheets
# Atlanta – Chattanooga High Speed Ground Transportation
## Public Information Meeting
### SIGN-IN SHEET

<table>
<thead>
<tr>
<th></th>
<th>Name</th>
<th>How Did You Hear About Meeting?</th>
<th>Mailing Address</th>
<th>Phone</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>91</td>
<td>Robert A. Moore III</td>
<td>Paper</td>
<td>441 Plantation Dr.</td>
<td>423/326-8362</td>
<td><a href="mailto:raw03@yahoo.com">raw03@yahoo.com</a></td>
</tr>
<tr>
<td>92</td>
<td>Herman Benson Hatcher</td>
<td>Paper</td>
<td>608 Line Street</td>
<td>423/624-9080</td>
<td></td>
</tr>
<tr>
<td>93</td>
<td>Nelson Falcon</td>
<td>AT WORK</td>
<td>2627 Nixon 2.4 144</td>
<td>423-693-5141</td>
<td>falcon.n@chattanooga.900</td>
</tr>
</tbody>
</table>

...
## Atlanta – Chattanooga High Speed Ground Transportation
### Public Information Meeting
#### SIGN-IN SHEET

<table>
<thead>
<tr>
<th>Name</th>
<th>How Did You Hear About Meeting?</th>
<th>Mailing Address</th>
<th>Phone</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carol Brown</td>
<td>Newspaper</td>
<td>2053 Clematis Dr 37343</td>
<td>423-892-5639</td>
<td><a href="mailto:cbrown@yahoo.com">cbrown@yahoo.com</a></td>
</tr>
<tr>
<td>Roger Mortlock</td>
<td>Newspaper</td>
<td>KROS S. Cougar Hwy 37409</td>
<td>423-834-0066</td>
<td><a href="mailto:Rockemortlock@yahoo.co.uk">Rockemortlock@yahoo.co.uk</a></td>
</tr>
<tr>
<td>Steve Walker</td>
<td>GDOT</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>John Palm</td>
<td>WEB</td>
<td>3432 Pendemont Rd 464-403-14545</td>
<td>464-403-14545</td>
<td><a href="mailto:Palm@PBB.com">Palm@PBB.com</a></td>
</tr>
<tr>
<td>Marie Thomas</td>
<td>Newspaper</td>
<td>140 Lillie Dr, Chickamauga GA</td>
<td>706-634-7040</td>
<td></td>
</tr>
<tr>
<td>Jeremiah Smith</td>
<td>DRC</td>
<td>306 W. Main St Chatt, TN 37403</td>
<td>423-757-5108</td>
<td></td>
</tr>
<tr>
<td>Ron Littlefield</td>
<td>City Source</td>
<td>City Hall 11th St. 37403</td>
<td>423-757-5108</td>
<td><a href="mailto:littlefield@chatta.gov">littlefield@chatta.gov</a></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>123</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>124</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>125</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>126</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>127</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>128</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>129</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>130</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Name</td>
<td>How Did You Hear About Meeting?</td>
<td>Mailing Address</td>
<td>Phone</td>
<td>Email</td>
</tr>
<tr>
<td>-----------------------</td>
<td>---------------------------------</td>
<td>---------------------------------</td>
<td>-----------</td>
<td>--------------------------------------</td>
</tr>
<tr>
<td>Chet Tschetter</td>
<td>TFP</td>
<td>2111 Sagamore Daily Dr, Chat, TN</td>
<td>499-9127</td>
<td><a href="mailto:chetttschetter@gmail.com">chetttschetter@gmail.com</a></td>
</tr>
<tr>
<td>Jennifer Ciersch</td>
<td>Paper</td>
<td>515 Page Avenue, Atlanta</td>
<td>404-373-1680</td>
<td><a href="mailto:gierschhome@bellsouth.net">gierschhome@bellsouth.net</a></td>
</tr>
<tr>
<td>Hugh Failing</td>
<td>RPA</td>
<td></td>
<td>423-668-2287</td>
<td></td>
</tr>
<tr>
<td>Ashley Farless</td>
<td>Paper/Online</td>
<td>1210 Premier Drive</td>
<td>423266-7193</td>
<td><a href="mailto:ashley.farless@arcadis-us.com">ashley.farless@arcadis-us.com</a></td>
</tr>
<tr>
<td>Camron Kilzore</td>
<td>Online</td>
<td>510 Melny Coop, Rising Farm, GA</td>
<td>803229-0419</td>
<td><a href="mailto:gbstefreeman@gmail.com">gbstefreeman@gmail.com</a></td>
</tr>
<tr>
<td>LaRosa Collier</td>
<td>Paper</td>
<td>205 505 Daderick Street, Ste 200 Nashville, TN 37212</td>
<td>615253-1034</td>
<td><a href="mailto:larosa.collier@tn.gov">larosa.collier@tn.gov</a></td>
</tr>
<tr>
<td>John T Horton</td>
<td>Paper</td>
<td>1000 505 Daderick Street, Ste 200 Nashville, TN 37212</td>
<td>615253-1034</td>
<td><a href="mailto:john.horton@hotmail.com">john.horton@hotmail.com</a></td>
</tr>
<tr>
<td>Waverly Dye</td>
<td>Paper</td>
<td>P.O. Box 15322, Chat, TN 37415</td>
<td></td>
<td><a href="mailto:waverly.dye@bellsouth.net">waverly.dye@bellsouth.net</a></td>
</tr>
<tr>
<td>31</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>32</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>33</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>34</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>35</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>36</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>37</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>38</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>39</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>40</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Name</td>
<td>How Did You Hear About Meeting?</td>
<td>Mailing Address</td>
<td>Phone</td>
<td>Email</td>
</tr>
<tr>
<td>-----------------</td>
<td>---------------------------------</td>
<td>-------------------------------------------</td>
<td>---------------</td>
<td>------------------------------</td>
</tr>
<tr>
<td>Donna Stone</td>
<td>Friend</td>
<td>4602 Lake Haven Pk, Chattanooga, TN 37416</td>
<td>423-752-5551</td>
<td><a href="mailto:stone_donna@hotmail.com">stone_donna@hotmail.com</a></td>
</tr>
<tr>
<td>Justin Strickland</td>
<td>Online</td>
<td>210 Possum Street, Chattanooga, TN 37415</td>
<td>423-580-0715</td>
<td><a href="mailto:blueridge82@hotmail.com">blueridge82@hotmail.com</a></td>
</tr>
<tr>
<td>Tony Kindee</td>
<td>Online</td>
<td>132 Teri Lane, TN 37353</td>
<td>643-462-221</td>
<td><a href="mailto:tonykinder@aol.com">tonykinder@aol.com</a></td>
</tr>
<tr>
<td>Sandra Walkerhouse</td>
<td>Newspaper</td>
<td>2678 Churchill Downs Cdn, Chattanooga, TN 37408</td>
<td>423-461-1816</td>
<td>ste <a href="mailto:walkerhouse@comcast.net">walkerhouse@comcast.net</a></td>
</tr>
<tr>
<td>Floyd Walkerhouse</td>
<td>Newspaper</td>
<td></td>
<td></td>
<td><a href="mailto:fwoolacreek@gmail.com">fwoolacreek@gmail.com</a></td>
</tr>
<tr>
<td>Wabana Neaglee</td>
<td>Newspaper</td>
<td>505 Decatur Sw, Chattanooga, TN 37401</td>
<td>615-747-5316</td>
<td><a href="mailto:wneaglee@asburytn.com">wneaglee@asburytn.com</a></td>
</tr>
<tr>
<td>Steve Fairley</td>
<td>Newspaper</td>
<td>135 W. 17th St. Chattanooga, TN 37408</td>
<td>404-333-5574</td>
<td><a href="mailto:sfairley277@comcast.net">sfairley277@comcast.net</a></td>
</tr>
<tr>
<td>James W. Dillard</td>
<td>Newspaper</td>
<td>P.O. Box 1506, Hixson, TN 37709</td>
<td>423-903-9651</td>
<td><a href="mailto:james.dillard@gmail.com">james.dillard@gmail.com</a></td>
</tr>
<tr>
<td>John Taylor</td>
<td>Newspaper</td>
<td>Chattanooga Metro Airport, Chattanooga, TN 37408</td>
<td>423-635-2324</td>
<td><a href="mailto:jnaylor@chattanooga.com">jnaylor@chattanooga.com</a></td>
</tr>
<tr>
<td>Dan Johnson</td>
<td>City of Chattanooga</td>
<td>101 E. 1105 St., Chattanooga, TN 37402</td>
<td>423-425-7818</td>
<td><a href="mailto:john.dow@chattanooga.gov">john.dow@chattanooga.gov</a></td>
</tr>
<tr>
<td>Name</td>
<td>How Did You Hear About Meeting?</td>
<td>Mailing Address</td>
<td>Phone</td>
<td>Email</td>
</tr>
<tr>
<td>---------------------</td>
<td>---------------------------------</td>
<td>-------------------------------</td>
<td>--------------</td>
<td>-----------------------------------</td>
</tr>
<tr>
<td>Gary Ferguson</td>
<td></td>
<td>505 Deedman St., Suite 200</td>
<td>615-233-1020</td>
<td>gary.ferguson@sw</td>
</tr>
<tr>
<td>David Kelmer</td>
<td></td>
<td>9219 Magic Mountain Dr</td>
<td>423-553-0216</td>
<td>dskelman@ mindspring.com</td>
</tr>
<tr>
<td>Aldo A. McLean</td>
<td>newspaper</td>
<td>615 McCallie Ave</td>
<td>502-523-2537</td>
<td>aldol-mclean@ uic.edu</td>
</tr>
<tr>
<td>Catherine Watson</td>
<td>newspaper</td>
<td>3160 Lockwood Cir</td>
<td>423-874-0675</td>
<td>ccid490@ bellouth.net</td>
</tr>
<tr>
<td>Danny Cope</td>
<td></td>
<td>2033 Cumnien Dr</td>
<td>423-543-5037</td>
<td>danconcire@ comcast.net</td>
</tr>
<tr>
<td>Matthew Adams</td>
<td>interwebs</td>
<td>1612 Jefferson St</td>
<td>423-650-7851</td>
<td>matthewadams@ tpgbfi.com</td>
</tr>
<tr>
<td>Donna Gorka</td>
<td>newspaper</td>
<td>1000 S. Scenic Hwy</td>
<td>462-625-2517</td>
<td><a href="mailto:gorka@yahoo.com">gorka@yahoo.com</a></td>
</tr>
<tr>
<td>Richard Vasey</td>
<td></td>
<td>2 Rock Crest Dr, Signal Mtn</td>
<td>423-886-4047</td>
<td>vanscy2@ bellouth.net</td>
</tr>
<tr>
<td>Jamison Williams</td>
<td>undead of myth</td>
<td>335 Tinker St,</td>
<td>423-284-6188</td>
<td>Jamison W@ gmail.com</td>
</tr>
<tr>
<td>Shane Womack</td>
<td>newspaper</td>
<td>1201 Market Street</td>
<td>423-624-0170</td>
<td>Swanw womack@ hding.com</td>
</tr>
<tr>
<td>Name</td>
<td>How Did You Hear About Meeting?</td>
<td>Mailing Address</td>
<td>Phone</td>
<td>Email</td>
</tr>
<tr>
<td>-----------------------------</td>
<td>---------------------------------</td>
<td>------------------------------------------------------</td>
<td>------------------------</td>
<td>--------------------------------</td>
</tr>
<tr>
<td>Mike Chumley (Interpret)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Doug Gray</td>
<td>Radio News</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RONALD SIMMONS</td>
<td>Work</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aaron Gustafson</td>
<td>CHATTARATI</td>
<td>1115 Hanover St, Chattanooga 37405</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mark Hanzer</td>
<td>Work</td>
<td>1115 Hanover St, Chattanooga 37405</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lin &amp; Hal Crossland</td>
<td>Newspaper</td>
<td>9010 Burnwood Ln, Chattanooga, 37416</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Charles Abler</td>
<td>GDOT</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Arnold Cochran</td>
<td>Newspaper</td>
<td>1631 May Drive, Chattanooga 37402</td>
<td></td>
<td></td>
</tr>
<tr>
<td>John Van Winkle</td>
<td>Office</td>
<td>1250 Market St, SW, Chattanooga, TN 37402</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Name</td>
<td>How Did You Hear About Meeting?</td>
<td>Mailing Address</td>
<td>Phone</td>
<td>Email</td>
</tr>
<tr>
<td>-------------------</td>
<td>---------------------------------</td>
<td>------------------------------------------</td>
<td>-------------------</td>
<td>--------------------------------------</td>
</tr>
<tr>
<td>Mark S. Parks</td>
<td>Internet</td>
<td>6720 SaintHil Dr</td>
<td>(423) 326-0839</td>
<td><a href="mailto:mparks8192@yahoo.com">mparks8192@yahoo.com</a></td>
</tr>
<tr>
<td>Chris Acuff</td>
<td>Times-Picayune Press</td>
<td>4123 Eaglewood Dr</td>
<td>(423) 598-0005</td>
<td><a href="mailto:cjacuff@gmail.com">cjacuff@gmail.com</a></td>
</tr>
<tr>
<td>David Holmes</td>
<td>Fax</td>
<td>1041 Resaca Dr</td>
<td>423-874-6914</td>
<td></td>
</tr>
<tr>
<td>Jenny Park</td>
<td>Professor</td>
<td>5502 2nd Ave</td>
<td>(423) 488-0230</td>
<td><a href="mailto:jenny-park@u.ssa.edu">jenny-park@u.ssa.edu</a></td>
</tr>
<tr>
<td>Dennis Malone</td>
<td>APA Internet</td>
<td>5230 Market St, Suite 2100</td>
<td>(423) 643-6618</td>
<td><a href="mailto:Malone.de@chattanooga.gov">Malone.de@chattanooga.gov</a></td>
</tr>
<tr>
<td>Tim Boyd</td>
<td>County Court</td>
<td>401 Court Ave</td>
<td>423-797-8076</td>
<td><a href="mailto:timboyd20@gmail.com">timboyd20@gmail.com</a></td>
</tr>
<tr>
<td>Kris Miller</td>
<td>Fax</td>
<td>PO Box 589</td>
<td>256-282-2311</td>
<td></td>
</tr>
<tr>
<td>Nancy &amp; Walter Kiley</td>
<td>Paper</td>
<td>313 Walden Rd</td>
<td>(906) 366-9820</td>
<td></td>
</tr>
<tr>
<td>Ray Gleeve</td>
<td>Paper</td>
<td>48 Cloudcrest PK</td>
<td>423-605-9834</td>
<td><a href="mailto:Rgleeve@comcast.net">Rgleeve@comcast.net</a></td>
</tr>
<tr>
<td>Greg Walker</td>
<td>Fax</td>
<td>817 Greenwood Rd</td>
<td>423-624-5067</td>
<td></td>
</tr>
<tr>
<td>Name</td>
<td>How Did You Hear About Meeting?</td>
<td>Mailing Address</td>
<td>Phone</td>
<td>Email</td>
</tr>
<tr>
<td>-----------------------</td>
<td>---------------------------------</td>
<td>----------------------------------</td>
<td>-----------</td>
<td>----------------------------</td>
</tr>
<tr>
<td>John Press (John Pless)</td>
<td>Press Release</td>
<td>4279 Benton Drive Chattanooga</td>
<td>423-757-7338</td>
<td><a href="mailto:johnpless@newschannel9.com">johnpless@newschannel9.com</a></td>
</tr>
<tr>
<td>Adam Cripe</td>
<td>Press Release</td>
<td>400 E. 11th Street Chattanooga</td>
<td>423-757-0325</td>
<td><a href="mailto:acrisp@timesfreepress.com">acrisp@timesfreepress.com</a></td>
</tr>
<tr>
<td>Jana Barnello</td>
<td>Press Release</td>
<td>4279 Benton Drive Chattanooga</td>
<td>423-757-7717</td>
<td><a href="mailto:jbarnello@newschannel9.com">jbarnello@newschannel9.com</a></td>
</tr>
<tr>
<td>Rabbit Ziegler Wite</td>
<td>Press Release</td>
<td>615 Mc Callie Ave Chattanooga TN 37403</td>
<td>423-447-2274</td>
<td><a href="mailto:rabbit@ctlicradio.org">rabbit@ctlicradio.org</a></td>
</tr>
<tr>
<td>Melissa Curran</td>
<td>Friend</td>
<td>2400 Old York Chat TN 37403</td>
<td>423-653-8410</td>
<td><a href="mailto:mcurran@msn.com">mcurran@msn.com</a></td>
</tr>
<tr>
<td>Jesse Guardian</td>
<td>Friend</td>
<td>22 Bellflower Cir</td>
<td>423-716-003</td>
<td><a href="mailto:jesse@guardian.com">jesse@guardian.com</a></td>
</tr>
</tbody>
</table>
Attachment B
Project Stakeholder List
<table>
<thead>
<tr>
<th>Last Name</th>
<th>First Name</th>
<th>Organization</th>
<th>How did you hear about meeting?</th>
<th>Address 1</th>
<th>City</th>
<th>State</th>
<th>Zip</th>
<th>Phone #</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>Moore, III</td>
<td>Robert L.</td>
<td>Paper</td>
<td>6441 Plantation Dr.</td>
<td>Chattanooga, TN</td>
<td>37416</td>
<td>423-326-8862</td>
<td><a href="mailto:rmoore@yahoo.com">rmoore@yahoo.com</a></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hatcher</td>
<td>Horace</td>
<td>Paper</td>
<td>808 Line Street</td>
<td>Chattanooga, TN</td>
<td>37424</td>
<td>423-624-9060</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Galeano</td>
<td>Nelson</td>
<td>At work</td>
<td>2627 Hixon Pike #149</td>
<td>Chattanooga, TN</td>
<td>37415</td>
<td>423-693-9841</td>
<td><a href="mailto:galeano_ng@chattanooga.gov">galeano_ng@chattanooga.gov</a></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Brown</td>
<td>Carol</td>
<td>Newspaper</td>
<td>2033 Clematis Dr.</td>
<td>Hixson, TN</td>
<td>37433</td>
<td>423-842-5684</td>
<td><a href="mailto:chbrown@yahoo.com">chbrown@yahoo.com</a></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mortlock</td>
<td>Roger</td>
<td>Newspaper</td>
<td>1000 S. Scenic Hwy.</td>
<td>Chattanooga, TN</td>
<td>37409</td>
<td>423-834-0061</td>
<td><a href="mailto:rogermortlock@yahoo.com">rogermortlock@yahoo.com</a></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Walker</td>
<td>Steve</td>
<td>GDOT</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Palm</td>
<td>John</td>
<td>Web</td>
<td>3432 Piedmont Rd. NE #721</td>
<td>Atlanta, GA</td>
<td>30305</td>
<td>404-403-4545</td>
<td><a href="mailto:Palm@pbworld.com">Palm@pbworld.com</a></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Thomas</td>
<td>Marie</td>
<td>Newspaper</td>
<td>140 Lillie Dr.</td>
<td>Chickamauga, GA</td>
<td>30070</td>
<td>706-639-7040</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Smith</td>
<td>Jeremiah</td>
<td>DRC</td>
<td>306 W. Main St.</td>
<td>Chattanooga, TN</td>
<td>37408</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Littlefield</td>
<td>Ron</td>
<td>City Source</td>
<td>City Hall 11th St.</td>
<td>Chattanooga, TN</td>
<td>37403</td>
<td>423-425-7800</td>
<td><a href="mailto:littlefield@chattanooga.gov">littlefield@chattanooga.gov</a></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Day</td>
<td>James</td>
<td>Paper</td>
<td>P.O. Box 15302</td>
<td>Chattanooga, TN</td>
<td>37415</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Horton</td>
<td>John T.</td>
<td>Paper</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Collier</td>
<td>LaRosa</td>
<td>Paper</td>
<td>505 Deaderick Street, Ste. 1800</td>
<td>Nashville, TN</td>
<td>37243</td>
<td>615-253-1034</td>
<td><a href="mailto:larosa.collier@tn.gov">larosa.collier@tn.gov</a></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Farless</td>
<td>Ashley</td>
<td>Paper/Online</td>
<td>1210 Premier Drive, Suite 200</td>
<td>Chattanooga, TN</td>
<td>37427</td>
<td>423-756-7193</td>
<td><a href="mailto:ashley.farless@arcadis-us.com">ashley.farless@arcadis-us.com</a></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kilgore</td>
<td>Cameron</td>
<td>Online</td>
<td>500 McMurry Cove</td>
<td>Chattanooga, TN</td>
<td>37428</td>
<td>423-529-0418</td>
<td><a href="mailto:gkfstrfremonn@gmail.com">gkfstrfremonn@gmail.com</a></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Black</td>
<td>Scott R.</td>
<td>Chamber Email Online</td>
<td>3508 Martin Rd.</td>
<td>Chattanooga, TN</td>
<td>37415</td>
<td>423-280-0688</td>
<td><a href="mailto:sbblackog@hotmail.com">sbblackog@hotmail.com</a></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tschetter</td>
<td>Chet</td>
<td>TFP</td>
<td>2111 Sargent Daly Dr.</td>
<td>Chattanooga, TN</td>
<td>37421</td>
<td>489-9127</td>
<td><a href="mailto:chet.tschetter@gmail.com">chet.tschetter@gmail.com</a></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ciersch</td>
<td>Jennifer</td>
<td>Paper</td>
<td>515 Page Avenue</td>
<td>Atlanta, GA</td>
<td>30307</td>
<td>404-373-1680</td>
<td><a href="mailto:gierschhome@bellsouth.net">gierschhome@bellsouth.net</a></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Failing</td>
<td>Hugh</td>
<td>RPA</td>
<td></td>
<td></td>
<td></td>
<td>423-688-2287</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Stone</td>
<td>Donna</td>
<td>Friend</td>
<td>4602 Lake Haven Dr.</td>
<td>Chattanooga, TN</td>
<td>37416</td>
<td>423-757-5551</td>
<td><a href="mailto:stone.donna@chattanooga.gov">stone.donna@chattanooga.gov</a></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Strickland</td>
<td>Justin</td>
<td>Online</td>
<td>210 Forsythe Street</td>
<td>Chattanooga, TN</td>
<td>37415</td>
<td>423-580-0715</td>
<td>blue <a href="mailto:ridge82@hotmail.com">ridge82@hotmail.com</a></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kinder</td>
<td>Tony</td>
<td>Online</td>
<td>132 Terri Lane, SW</td>
<td>McDonald, TN</td>
<td>37353</td>
<td>643-6022</td>
<td><a href="mailto:tonykinder@aol.com">tonykinder@aol.com</a></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Walterhouse</td>
<td>Sandra</td>
<td>Newspaper</td>
<td>2678 Churchill Downs Cir.</td>
<td></td>
<td></td>
<td></td>
<td>423-499-8118</td>
<td><a href="mailto:sfwalterhouse@comcast.net">sfwalterhouse@comcast.net</a></td>
<td></td>
</tr>
<tr>
<td>Walterhouse</td>
<td>Floyd</td>
<td>Newspaper</td>
<td>2678 Churchill Downs Cir.</td>
<td></td>
<td></td>
<td></td>
<td>423-499-8118</td>
<td><a href="mailto:fwoarcreek@gmail.com">fwoarcreek@gmail.com</a></td>
<td></td>
</tr>
<tr>
<td>Aboagye</td>
<td>Kwabena</td>
<td>TDOT</td>
<td>505 Deaderick Street, SW</td>
<td>Nashville, TN</td>
<td>37243</td>
<td>605-741-5316</td>
<td><a href="mailto:kwabena-aboagby@tn.gov">kwabena-aboagby@tn.gov</a></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fairley</td>
<td>Steve</td>
<td>Newspaper</td>
<td>135 W. 17th St.</td>
<td>Chattanooga, TN</td>
<td>37408</td>
<td>404-323-5374</td>
<td><a href="mailto:sdfair77@comcast.net">sdfair77@comcast.net</a></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dillard</td>
<td>James W.</td>
<td>Newspaper</td>
<td>P.O. Box 1566</td>
<td>Hixson, TN</td>
<td>37433</td>
<td>423-903-9651</td>
<td><a href="mailto:james.dillard@gmail.com">james.dillard@gmail.com</a></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Naylor</td>
<td>John</td>
<td>Chattanooga Metra Airport</td>
<td>LRPC</td>
<td>1001 Airport Rd. Suite 14</td>
<td>Chattanooga, TN</td>
<td>37421</td>
<td>423-855-2214</td>
<td><a href="mailto:naylor@chattairport.com">naylor@chattairport.com</a></td>
<td></td>
</tr>
<tr>
<td>Johnson</td>
<td>Dan</td>
<td>City of Chattanooga</td>
<td>101 E. 11th St.</td>
<td>Chattanooga, TN</td>
<td>37402</td>
<td>423-425-7818</td>
<td><a href="mailto:johnson_dan@chattanooga.gov">johnson_dan@chattanooga.gov</a></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ferguson</td>
<td>Gary</td>
<td>Paper</td>
<td>505 Deaderick Street, Suite 1800</td>
<td>Nashville, TN</td>
<td>37243</td>
<td>615-253-1030</td>
<td><a href="mailto:gary.ferguson@tn.gov">gary.ferguson@tn.gov</a></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kelman</td>
<td>David</td>
<td>Newspaper</td>
<td>9219 Magic Mountain Dr.</td>
<td>Chattanooga, TN</td>
<td>37421</td>
<td>423-553-0716</td>
<td><a href="mailto:dskelman@mindspring.com">dskelman@mindspring.com</a></td>
<td></td>
<td></td>
</tr>
<tr>
<td>McLean</td>
<td>Aldo A.</td>
<td>Newspaper</td>
<td>615 McCollie Ave</td>
<td>Chattanooga, TN</td>
<td>37403</td>
<td>402-533-2537</td>
<td><a href="mailto:aldo-mclean@utc.edu">aldo-mclean@utc.edu</a></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Watson</td>
<td>Catherine</td>
<td>Newspaper</td>
<td>3463 Lockwood Cir.</td>
<td>Chattanooga, TN</td>
<td>37415</td>
<td>423-874-0695</td>
<td><a href="mailto:cch494@bellsouth.net">cch494@bellsouth.net</a></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Crye</td>
<td>Danny</td>
<td>Newspaper</td>
<td>2033 Clematis Dr.</td>
<td>Hixson, TN</td>
<td>37433</td>
<td>423-842-5684</td>
<td><a href="mailto:dancrye@comcast.net">dancrye@comcast.net</a></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Adams</td>
<td>Matthew</td>
<td>Interwebs</td>
<td>1612 Jefferson St.</td>
<td>Chattanooga, TN</td>
<td>37408</td>
<td>423-650-7851</td>
<td><a href="mailto:matthewdams@epbfi.com">matthewdams@epbfi.com</a></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gorka</td>
<td>Donna</td>
<td>Newspaper</td>
<td>1000 S. Scenic Hwy.</td>
<td>Chattanooga, TN</td>
<td>37409</td>
<td>423-825-2117</td>
<td><a href="mailto:dgorka@yahoo.com">dgorka@yahoo.com</a></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Van Scoy</td>
<td>Richard</td>
<td>Newspaper</td>
<td>2 Rock Crest Dr.</td>
<td>Signal Mtn.</td>
<td>20075</td>
<td>423-886-6704</td>
<td><a href="mailto:vanscoy2@bellsouth.net">vanscoy2@bellsouth.net</a></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Williams</td>
<td>Jamion</td>
<td>Word of Mouth</td>
<td>335 Tucker St.</td>
<td>Chattanooga, TN</td>
<td>37405</td>
<td>423-284-6168</td>
<td><a href="mailto:jamionw@gmail.com">jamionw@gmail.com</a></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Womack</td>
<td>Shane</td>
<td>Newspaper</td>
<td>1201C Market St.</td>
<td>Chattanooga, TN</td>
<td>37402</td>
<td>423-634-0170</td>
<td><a href="mailto:shane.womack@hrinc.com">shane.womack@hrinc.com</a></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gray</td>
<td>Doug</td>
<td>KWOY News</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Simmons</td>
<td>Ronald</td>
<td>Work</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gustafson</td>
<td>Aaron</td>
<td>Chattarat</td>
<td>1115 Hanover St.</td>
<td>Chattanooga, TN</td>
<td>37405</td>
<td></td>
<td></td>
<td></td>
<td><a href="mailto:aaron@easy-designs.net">aaron@easy-designs.net</a></td>
</tr>
<tr>
<td>Hgnzer</td>
<td>Mark</td>
<td>Work</td>
<td>117 Drew Rd.</td>
<td>Chattanooga, TN</td>
<td>37419</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Crossland</td>
<td>Lin</td>
<td>Newspaper</td>
<td>9010 Burnwood Ln.</td>
<td>Chattanooga, TN</td>
<td>37416</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Last Name</td>
<td>First Name</td>
<td>Organization</td>
<td>How did you hear about meeting?</td>
<td>Address 1</td>
<td>City</td>
<td>State</td>
<td>Zip</td>
<td>Phone #</td>
<td>Email</td>
</tr>
<tr>
<td>-----------</td>
<td>------------</td>
<td>--------------------</td>
<td>---------------------------------</td>
<td>--------------------</td>
<td>-------------</td>
<td>-------</td>
<td>----------</td>
<td>------------------------------</td>
<td>---------------------------------</td>
</tr>
<tr>
<td>Crossland</td>
<td>Hal</td>
<td>Newspaper</td>
<td></td>
<td>9010 Burnwood Ln.</td>
<td>Chattanooga</td>
<td>TN</td>
<td>37416</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mitchell</td>
<td>Clyde</td>
<td>GDOT</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cochran</td>
<td>Arnold</td>
<td>Newspaper</td>
<td></td>
<td>1631 Mary Dupre Dr.</td>
<td>Chattanooga</td>
<td>TN</td>
<td>37421</td>
<td></td>
<td><a href="mailto:vanwinkle@chattanooga.gov">vanwinkle@chattanooga.gov</a></td>
</tr>
<tr>
<td>Van Winkle</td>
<td>John</td>
<td>Office</td>
<td></td>
<td>1250 Market St., Suite 3030</td>
<td>Chattanooga</td>
<td>TN</td>
<td>37402</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Parks</td>
<td>Mark S.</td>
<td>Internet</td>
<td></td>
<td>8920 Sawtooth Dr.</td>
<td>Ooltewah</td>
<td>TN</td>
<td>37363</td>
<td>423-326-0839</td>
<td><a href="mailto:mparks8192@yahoo.com">mparks8192@yahoo.com</a></td>
</tr>
<tr>
<td>Acuff</td>
<td>Chris</td>
<td>Times Free Press</td>
<td></td>
<td>3401 Evergreen Dr.</td>
<td>Chattanooga</td>
<td>TN</td>
<td>37411</td>
<td>423-598-0008</td>
<td><a href="mailto:cjacuff@gmail.com">cjacuff@gmail.com</a></td>
</tr>
<tr>
<td>Holmes</td>
<td>David</td>
<td>Friend</td>
<td></td>
<td>1041 Roseland Dr.</td>
<td>Chattanooga</td>
<td>TN</td>
<td>37421</td>
<td>423-894-6541</td>
<td></td>
</tr>
<tr>
<td>Park</td>
<td>Jenny</td>
<td>Professor</td>
<td></td>
<td>5502 St. Elmo Ave.</td>
<td>Chattanooga</td>
<td>TN</td>
<td>37409</td>
<td>423-488-0230</td>
<td><a href="mailto:jenny-park@mocs.utc.edu">jenny-park@mocs.utc.edu</a></td>
</tr>
<tr>
<td>Malone</td>
<td>Dennis</td>
<td>RPA Internet</td>
<td></td>
<td>1250 Market St., Suite 2100</td>
<td>Chattanooga</td>
<td>TN</td>
<td>37402</td>
<td>423-643-6188</td>
<td><a href="mailto:malone_d@chattanooga.gov">malone_d@chattanooga.gov</a></td>
</tr>
<tr>
<td>Boyd</td>
<td>Tim</td>
<td>County Govt</td>
<td></td>
<td>Hamilton Co. Court House Suite 401</td>
<td>Chattanooga</td>
<td>TN</td>
<td>37402</td>
<td>423-987-8072</td>
<td><a href="mailto:timboyd522@gmail.com">timboyd522@gmail.com</a></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Friend P.O. Box 39</td>
<td></td>
<td></td>
<td></td>
<td>706-278-2232</td>
<td></td>
</tr>
<tr>
<td>Ratcliff</td>
<td>Gary</td>
<td>Paper</td>
<td></td>
<td>313 Walker Rd.</td>
<td>Rossville</td>
<td>GA</td>
<td>30741</td>
<td>706-866-9840</td>
<td></td>
</tr>
<tr>
<td>Ratcliff</td>
<td>Charlotte</td>
<td>Paper</td>
<td></td>
<td>313 Walker Rd.</td>
<td>Rossville</td>
<td>GA</td>
<td>30741</td>
<td>706-866-9840</td>
<td></td>
</tr>
<tr>
<td>Gieffe</td>
<td>Ray</td>
<td>Paper</td>
<td></td>
<td>48 Cloud Crest Dr.</td>
<td>Rossville</td>
<td>GA</td>
<td>30741</td>
<td>423-605-9834</td>
<td><a href="mailto:rgieffe@comcast.net">rgieffe@comcast.net</a></td>
</tr>
<tr>
<td>Walter</td>
<td>Greg</td>
<td>Joe Ferguson</td>
<td></td>
<td>817 Greenwood Rd.</td>
<td>Chattanooga</td>
<td>TN</td>
<td>37411</td>
<td>423-629-6507</td>
<td></td>
</tr>
<tr>
<td>Pless</td>
<td>John</td>
<td>Channel 9</td>
<td></td>
<td>Press Release 4279 Benton Drive</td>
<td>Chattanooga</td>
<td>TN</td>
<td>37406</td>
<td>423-757-7338</td>
<td><a href="mailto:jspless@newschannel9.com">jspless@newschannel9.com</a></td>
</tr>
<tr>
<td>Crisp</td>
<td>Adam</td>
<td>Times Free Press</td>
<td></td>
<td>Press Release 400 E. 11th Street</td>
<td>Chattanooga</td>
<td>TN</td>
<td>37405</td>
<td>423-757-6523</td>
<td><a href="mailto:acrisp@timesfreepress.com">acrisp@timesfreepress.com</a></td>
</tr>
<tr>
<td>Barnello</td>
<td>Jana</td>
<td>Channel 9</td>
<td></td>
<td>Press Release 4279 Benton Drive</td>
<td>Chattanooga</td>
<td>TN</td>
<td>37406</td>
<td>423-321-7717</td>
<td><a href="mailto:jbarnello@newschannel9.com">jbarnello@newschannel9.com</a></td>
</tr>
<tr>
<td>Zielke</td>
<td>Rabbit</td>
<td>WUTC</td>
<td></td>
<td>Press Release 815 McCallie Ave</td>
<td>Chattanooga</td>
<td>TN</td>
<td>37403</td>
<td>423-425-2224</td>
<td><a href="mailto:rabbit@celticradio.org">rabbit@celticradio.org</a></td>
</tr>
<tr>
<td>Carrich</td>
<td>Melissa</td>
<td>Visit South</td>
<td>Walking by 8440 Grady Dr.</td>
<td>8440 Grady Dr.</td>
<td>Chattanooga</td>
<td>TN</td>
<td>37419</td>
<td>423-653-8400</td>
<td><a href="mailto:m.carrich22@gmail.com">m.carrich22@gmail.com</a></td>
</tr>
<tr>
<td>Guardiani</td>
<td>Jesse</td>
<td>Friend</td>
<td></td>
<td>22 Bellflower Cir.</td>
<td></td>
<td></td>
<td></td>
<td>423-716-0036</td>
<td><a href="mailto:jesse@guardiani.us">jesse@guardiani.us</a></td>
</tr>
</tbody>
</table>
Attachment C
Presentation
Attachment D
Court Reporter Transcription
GEORGIA DEPARTMENT OF TRANSPORTATION
PUBLIC HEARING

TRANSCRIPT OF HEARING:

RE: PROJECT PTSC0-0023-00-002
P.I. NO. T001684
ATLANTA-CHATTANOOGA HIGH SPEED
GROUND TRANSPORTATION PROJECT

NOVEMBER 4, 2010
6:00 P.M. - 8:00 P.M.

REGIONAL PLANNING AGENCY
1250 MARKET STREET
CHATTANOOGA, TENNESSEE 37402

KIMBERLY J. NIXON, RPR
HAPPY FACES COURT REPORTING SERVICES
P. O. BOX 1063
TUCKER, GEORGIA 30085
(770)414-9071
MR. KELMAN: My comment would just be regarding the possible technologies, that I would hope at this point, due to the economic conditions and scarcity of funds, that we should focus on the steel rail technology because it is more proven. There is less risk and it's more flexible, no matter what the funding situation might be.

END OF STATEMENT
REPORTER'S CERTIFICATE

STATE OF TENNESSEE :

COUNTY OF HAMILTON :

I, Kimberly J. Nixon, RPR, the officer before whom the foregoing statement was taken, do hereby certify that the witness whose testimony appears in the foregoing statement was duly by me;

That the testimony of said witness was taken by me in machine shorthand and thereafter reduced to typewriting; that the said statement is a true record of testimony given by said witness;

That I am neither counsel for, related to, nor employed by any of the parties to the action in which this statement was taken, and further that I am not a relative or employee of any attorney or counsel employed by the parties hereto, nor financially or otherwise interested in the outcome of the action;

That the said statement has in no manner been changed or altered since same was given by said witness, but that the same has remained in my possession up to the time of delivery.

In witness whereof, I have hereunto set my hand this _____ day of ______, 2010.

KIMBERLY J. NIXON, RPR
Notary Public in and for the
State of Tennessee at Large.
My commission expires April 18, 2012.
STATE OF TENNESSEE : 

COUNTY OF HAMILTON : 

I, Kimberly J. Nixon, RPR, the officer before whom the foregoing statement was taken, do hereby certify that the witness whose testimony appears in the foregoing statement was duly by me;

That the testimony of said witness was taken by me in machine shorthand and thereafter reduced to typewriting; that the said statement is a true record of testimony given by said witness;

That I am neither counsel for, related to, nor employed by any of the parties to the action in which this statement was taken, and further that I am not a relative or employee of any attorney or counsel employed by the parties hereto, nor financially or otherwise interested in the outcome of the action;

That the said statement has in no manner been changed or altered since same was given by said witness, but that the same has remained in my possession up to the time of delivery.

In witness whereof, I have hereunto set my hand this 16th day of Mar., 2010.

__________________________
KIMBERLY J. NIXON, RPR
Notary Public in and for the State of Tennessee at Large.
My commission expires April 18, 2012.
Attachment E
Public Comment Cards
Georgia Department of Transportation
Public Information Open House Comment Card

Project PTSC0-0023-00-002: Hamilton County, Tennessee; and Fulton, Cobb, Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattooga, Catoosa, Clayton, Douglas, Paulding, Polk, and Walker, Georgia Counties, P.I. No. T001684

Tier I Environmental Impact Statement

Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Project

Please print responses.

Name: Tim Boyd - Family Co Commissioner
Address: Chatt Tn 37402

Do you support the project? ☐ For ☐ Against ☐ Conditional ☐ Uncommitted

Comments: It appears that logic prevails during Tier I studies. The four I-75 corridor designs make the most "common" sense, and I am glad the study shows the results.

How did you hear about this meeting? ☐ Radio ☐ Newspaper ☐ Signs ☐ Word of Mouth ☐ Other Email

Was the location of the meeting convenient for you to attend? ☐ Yes ☐ No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? ☐ Yes ☐ No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel? ☐ Yes ☐ No

Do you understand the project after attending this meeting? ☐ Yes ☐ No

Please share your suggestions on improving the way GDOT conducts public meetings.

Good Format - Very Informative

Mail To:
Mr. Glenn Bowman, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308
Georgia Department of Transportation
Public Information Open House Comment Card

Project PTSC0-0023-00-002: Hamilton County, Tennessee; and Fulton, Cobb, Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattooga, Catoosa, Clayton, Douglas, Paulding, Polk, and Walker, Georgia Counties, P.I. No. T001684

Tier I Environmental Impact Statement

Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Project

Please print responses.

Name  Hugh Failing
Address  1250 Market Street, Suite 2000
               Chattanooga, TN 37402

Do you support the project?  [X] For  [ ] Against  [ ] Conditional  [ ] Uncommitted

Comments

How did you hear about this meeting?  [ ] Radio  [ ] Newspaper  [ ] Signs  [ ] Word of Mouth
[ ] Other  RPA & TV news

Was the location of the meeting convenient for you to attend?  [X] Yes  [ ] No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend?  [X] Yes  [ ] No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel?  [X] Yes  [ ] No

Do you understand the project after attending this meeting?  [X] Yes  [ ] No

Please share your suggestions on improving the way GDOT conducts public meetings.

Start on time, 6:30, then 6:30 advertised (6:30 to 7 presentation) very informative and to the point

Mail To:
Mr. Glenn Bowman, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308
Georgia Department of Transportation
Public Information Open House Comment Card
Project PTSC0-0023-00-002 : Hamilton County, Tennessee; and Fulton, Cobb, Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattooga, Catoosa, Clayton, Douglas, Paulding, Polk, and Walker, Georgia Counties, P.I. No. T001684
Tier I Environmental Impact Statement
Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Project

Please print responses.

Name ____________________________________________________________

Address _________________________________________________________

Do you support the project?  □ For  □ Against  □ Conditional  □ Uncommitted

Comments ______________________________________________________

How did you hear about this meeting?  □ Radio  □ Newspaper  □ Signs  □ Word of Mouth

Was the location of the meeting convenient for you to attend?  □ Yes  □ No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend?  □ Yes  □ No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel?  □ Yes  □ No

Do you understand the project after attending this meeting?  □ Yes  □ No

Please share your suggestions on improving the way GDOT conducts public meetings.

THE PRESENTATION WAS VERY GOOD & COMPREHENSIVE

Mail To:
Mr. Glenn Bowman, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308
Georgia Department of Transportation
Public Information Open House Comment Card

Project PTSC0-0023-00-002: Hamilton County, Tennessee; and Fulton, Cobb, Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattooga, Catoosa, Clayton, Douglas, Paulding, Polk, and Walker, Georgia Counties, P.I. No. T001684

Tier I Environmental Impact Statement

Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Project

Please print responses.

Name: Ashley Farless
Address: 1210 Premier Drive, Suite 200 Chattanooga, TN 37401

Do you support the project? [X] For  [ ] Against  [ ] Conditional  [ ] Uncommitted

Comments: I support this project 100%. GA & TN need more transportation options.

How did you hear about this meeting?  [X] Newspaper  [ ] Signs  [ ] Word of Mouth  [ ] Other  [ ] Online

Was the location of the meeting convenient for you to attend?  [X] Yes  [ ] No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend?  [X] Yes  [ ] No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel?  [X] Yes  [ ] No

Do you understand the project after attending this meeting?  [X] Yes  [ ] No

Please share your suggestions on improving the way GDOT conducts public meetings.

Mail To:
Mr. Glenn Bowman, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308
Georgia Department of Transportation

Public Information Open House Comment Card

Project PTSC0-0023-00-002: Hamilton County, Tennessee; and Fulton, Cobb, Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattooga, Catoosa, Clayton, Douglas, Paulding, Polk, and Walker, Georgia Counties, P.I. No. T001684

Tier I Environmental Impact Statement

Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Project

Please print responses

Name _______________________________ 

Address ____________________________________________

2674 Nileon Pike #199

Chattanooga, TN 37415

Do you support the project? 

☐ For ☐ Against ☐ Conditional ☐ Uncommitted

Comments ____________________________________________

How did you hear about this meeting? 

☐ Radio ☐ Newspaper ☐ Signs ☐ Word of Mouth

☐ Other ____________________________________________

Was the location of the meeting convenient for you to attend? 

☐ Yes ☐ No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? 

☐ Yes ☐ No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel? 

☐ Yes ☐ No

Do you understand the project after attending this meeting? 

☐ Yes ☐ No

Please share your suggestions on improving the way GDOT conducts public meetings.

________________________________________________________________________

Mail To:

Mr. Glenn Bowman, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308
Georgia Department of Transportation
Public Information Open House Comment Card

Project PTSC0-0023-00-002: Hamilton County, Tennessee; and Fulton, Cobb, Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattooga, Catoosa, Clayton, Douglas, Paulding, Polk, and Walker, Georgia Counties, P.I. No. T001684

Tier I Environmental Impact Statement

Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Project

Please print responses.

Name: Donna Gorka

Address: 1000 S. Scenic Hwy
Chattanooga, TN 37409

Do you support the project? ☑ For  ☐ Against  ☐ Conditional  ☐ Uncommitted

Comments: __________________________________________________________
____________________________________________________________________
____________________________________________________________________

How did you hear about this meeting?  ☑ Radio  ☐ Newspaper  ☐ Signs  ☐ Word of Mouth
☐ Other: __________________________________________________________

Was the location of the meeting convenient for you to attend?  ☑ Yes  ☐ No

If no, please suggest a general location that is more convenient to your community.
____________________________________________________________________

Was the time of the meeting convenient for you to attend?  ☑ Yes  ☐ No

If no, please suggest a time frame that is more convenient for you.
____________________________________________________________________

Were your questions answered by GDOT personnel?  ☑ Yes  ☐ No

Do you understand the project after attending this meeting?  ☑ Yes  ☐ No

Please share your suggestions on improving the way GDOT conducts public meetings.
____________________________________________________________________
____________________________________________________________________

Mail To:
Mr. Glenn Bowman, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308
Georgia Department of Transportation
Public Information Open House Comment Card

Project PTSC0-0023-00-002: Hamilton County, Tennessee; and Fulton, Cobb, Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattooga, Catoosa, Clayton, Douglas, Paulding, Polk, and Walker, Georgia Counties, P.I. No. T001684

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

Please print responses.

Name: JOHN T. HORTON
Address: 3909 HOYT STREET
         CHATTANOOGA, TN 37411

Do you support the project?  □ For  □ Against  □ Conditional  □ Uncommitted

Comments: HOPE IT'S DONE WHILE I'M STILL YOUNG ENOUGH TO RIDE IT.

How did you hear about this meeting?  □ Radio  □ Newspaper  □ Signs  □ Word of Mouth
                                         □ Other

Was the location of the meeting convenient for you to attend?  □ Yes  □ No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend?  □ Yes  □ No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel?  □ Yes  □ No

Do you understand the project after attending this meeting?  □ Yes  □ No

Please share your suggestions on improving the way GDOT conducts public meetings.

Mail To:
Mr. Glenn Bowman, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308
Georgia Department of Transportation
Public Information Open House Comment Card

Project PTSC0-0023-00-002: Hamilton County, Tennessee; and Fulton, Cobb, Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattoooga, Catoosa, Clayton, Douglas, Paulding, Polk, and Walker, Georgia Counties, P.I. No. T001684

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

Please print responses.

Name: Cameron Kif gone
Address: 520 Mcelroy Cir
       Rome, GA 30165

Do you support the project?  [ ] For  [ ] Against  [ ] Conditional  [ ] Uncommitted

Comments: I am only concerned about the noise concerns this could bring.

How did you hear about this meeting?  [ ] Radio  [ ] Newspaper  [ ] Signs  [ ] Word of Mouth
       [ ] Other

Was the location of the meeting convenient for you to attend?  [ ] Yes  [ ] No

   If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend?  [ ] Yes  [ ] No

   If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel?  [ ] Yes  [ ] No

Do you understand the project after attending this meeting?  [ ] Yes  [ ] No

Please share your suggestions on improving the way GDOT conducts public meetings.

Mail To:
Mr. Glenn Bowman, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308
Georgia Department of Transportation
Public Information Open House Comment Card

Project PTSC0-0023-00-002: Hamilton County, Tennessee; and Fulton, Cobb, Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattooga, Catoosa, Clayton, Douglas, Paulding, Polk, and Walker, Georgia Counties, P.I. No. T001684

Tier I Environmental Impact Statement

Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Project

Please print responses.

Name: Dennis Malone
Address: 1250 Market St., Suite 2100

CHATTANOOGA, TN 37402

Do you support the project?  [ ] For  [ ] Against  [ ] Conditional  [ ] Uncommitted

Comments: ____________________________

How did you hear about this meeting?  [ ] Radio  [ ] Newspaper  [ ] Signs  [ ] Word of Mouth

[ ] Other: RPR

Was the location of the meeting convenient for you to attend?  [ ] Yes  [ ] No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend?  [ ] Yes  [ ] No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel?  [ ] Yes  [ ] No

Do you understand the project after attending this meeting?  [ ] Yes  [ ] No

Please share your suggestions on improving the way GDOT conducts public meetings.

Mail To:
Mr. Glenn Bowman, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308
Georgia Department of Transportation
Public Information Open House Comment Card
Project PTSC0-0023-00-002: Hamilton County, Tennessee; and Fulton, Cobb,
Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattooga, Catoosa, Clayton,
Douglas, Paulding, Polk, and Walker, Georgia Counties, P.I. No. T001684
Tier I Environmental Impact Statement
Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Project

Please print responses.

Name: Aaron Moore
Address: 529 Old Hwy 2
Cisco, GA. 30708

Do you support the project? [ ] For [ ] Against [ ] Conditional [ ] Uncommitted

Comments: This is a long awaited and overdue project. Public rail transport along
this corridor will vastly improve many aspects of life in communities throughout
the region.

How did you hear about this meeting? [ ] Radio [ ] Newspaper [ ] Signs [ ] Word of Mouth
[ ] Other
Chamber of Commerce

Was the location of the meeting convenient for you to attend? [ ] Yes [ ] No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? [ ] Yes [ ] No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel? [ ] Yes [ ] No

Do you understand the project after attending this meeting? [ ] Yes [ ] No

Please share your suggestions on improving the way GDOT conducts public meetings.

Mail To:
Mr. Glenn Bowman, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308
Georgia Department of Transportation
Public Information Open House Comment Card
Project PTSC0-0023-00-002: Hamilton County, Tennessee; and Fulton, Cobb, Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattooga, Catoosa, Clayton, Douglas, Paulding, Polk, and Walker, Georgia Counties, P.I. No. T001684
Tier I Environmental Impact Statement
Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Project

Please print responses.

Name: ROGER MORTLOCK
Address: 1000 S SCENIC HWY
        CHATTANOOGA, TN 37403-1139

Do you support the project?  [✓] For  [ ] Against  [ ] Conditional  [ ] Uncommitted

Comments:
SPLENDID CONCEPT, WELL FORMULATED
DESIGN BASIS SHOPPING - 2000
PRESENTATION - WILL ATTEND FUTURE UPDATES

How did you hear about this meeting?  [✓] Radio  [ ] Newspaper  [ ] Signs  [ ] Word of Mouth
[ ] Other

Was the location of the meeting convenient for you to attend?  [✓] Yes  [ ] No
If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend?  [ ] Yes  [✓] No
If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel?  [ ] Yes  [✓] No

Do you understand the project after attending this meeting?  [✓] Yes  [ ] No

Please share your suggestions on improving the way GDOT conducts public meetings.

Mail To:
Mr. Glenn Bowman, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308
Georgia Department of Transportation
Public Information Open House Comment Card

Project PTSC0-0023-00-002: Hamilton County, Tennessee; and Fulton, Cobb, Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattooga, Catoosa, Clayton, Douglas, Paulding, Polk, and Walker, Georgia Counties, P.I. No. T001684

Tier I Environmental Impact Statement

Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Project

Please print responses.

Name: John Naylor
Address: Chattanooga Metropolitan Airport Authority
1001 Airport Rd., Suite 14, Chattanooga, TN 37421

Do you support the project? □ For □ Against □ Conditional □ Uncommitted

Comments: The Chattanooga Metropolitan Airport is presently planning a future terminal which should include a major intermodal facility. Conversations need to start now.

How did you hear about this meeting? □ Radio □ Newspaper □ Signs □ Word of Mouth
□ Other □ TPO

Was the location of the meeting convenient for you to attend? □ Yes □ No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? □ Yes □ No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel? □ Yes □ No

Do you understand the project after attending this meeting? □ Yes □ No

Please share your suggestions on improving the way GDOT conducts public meetings.

Mail To:
Mr. Glenn Bowman, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308
Georgia Department of Transportation
Public Information Open House Comment Card

Project PTSC0-0023-00-002: Hamilton County, Tennessee; and Fulton, Cobb, Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattooga, Catoosa, Clayton, Douglas, Paulding, Polk, and Walker, Georgia Counties, P.I. No. T001684

Tier I Environmental Impact Statement

Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Project

Please print responses.

Name: Kim Nixon

Address: 4113 Finch Lane

Chatt, TN 37419

Do you support the project?  □ For  □ Against  □ Conditional  □ Uncommitted

Comments: The sooner the project is completed the better.

How did you hear about this meeting?  □ Radio  □ Newspaper  □ Signs  □ Word of Mouth  □ Other

Was the location of the meeting convenient for you to attend?  □ Yes  □ No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend?  □ Yes  □ No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel?  □ Yes  □ No

Do you understand the project after attending this meeting?  □ Yes  □ No

Please share your suggestions on improving the way GDOT conducts public meetings.

Mail To:
Mr. Glenn Bowman, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308
Georgia Department of Transportation
Public Information Open House Comment Card

Project PTSC0-0023-00-002: Hamilton County, Tennessee; and Fulton, Cobb, Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattooga, Catoosa, Clayton, Douglas, Paulding, Polk, and Walker, Georgia Counties, P.I. No. T001684

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

Please print responses.

Name: Jenny Park
Address: 5502 St. Elmo Ave. Chattanooga, TN 37409

Do you support the project? [X] For [ ] Against [ ] Conditional [ ] Uncommitted

Comments

How did you hear about this meeting? [ ] Radio [ ] Newspaper [ ] Signs [X] Word of Mouth [ ] Other

Was the location of the meeting convenient for you to attend? [X] Yes [ ] No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? [X] Yes [ ] No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel? [X] Yes [ ] No

Do you understand the project after attending this meeting? [X] Yes [ ] No

Please share your suggestions on improving the way GDOT conducts public meetings.

Mail To:
Mr. Glenn Bowman, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308
Georgia Department of Transportation
Public Information Open House Comment Card
Project PTSC0-0023-00-002: Hamilton County, Tennessee; and Fulton, Cobb, Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattooga, Catoosa, Clayton, Douglas, Paulding, Polk, and Walker, Georgia Counties, P.I. No. T001684
Tier I Environmental Impact Statement
Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Project

Please print responses.

Name: John Pless
Address: 4279 Benton Drive, Chattanooga, TN 37406

Do you support the project? [ ] For [ ] Against [ ] Conditional [ ] Uncommitted
Comments: I hope this becomes reality as soon as possible. I also believe the project should go with Maglev technology.

How did you hear about this meeting? [ ] Radio [ ] Newspaper [ ] Signs [ ] Word of Mouth
[ ] Other [ ] TV, NewsChannel 9

Was the location of the meeting convenient for you to attend? [ ] Yes [ ] No
If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? [ ] Yes [ ] No
If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel? [ ] Yes [ ] No

Do you understand the project after attending this meeting? [ ] Yes [ ] No

Please share your suggestions on improving the way GDOT conducts public meetings.

Chattanooga meeting went well.

Mail To:
Mr. Glenn Bowman, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308
Georgia Department of Transportation
Public Information Open House Comment Card
Project PTSC0-0023-00-002 : Hamilton County, Tennessee; and Fulton, Cobb, Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattooga, Catoosa, Clayton, Douglas, Paulding, Polk, and Walker, Georgia Counties, P.I. No. T001684
Tier I Environmental Impact Statement
Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Project

Please print responses.

Name  Ronald Simmons
Address  7524 Igoou Gap Rd
          Chattanooga, TN 37421

Do you support the project?  ☑ For  ☐ Against  ☐ Conditional  ☐ Uncommitted

Comments
__________________________________________________________
__________________________________________________________
__________________________________________________________

How did you hear about this meeting?  ☐ Radio  ☐ Newspaper  ☐ Signs  ☐ Word of Mouth
                                          ☑ Other E-MAIL AT WORK

Was the location of the meeting convenient for you to attend?  ☑ Yes  ☐ No

If no, please suggest a general location that is more convenient to your community.
__________________________________________________________

Was the time of the meeting convenient for you to attend?  ☑ Yes  ☐ No

If no, please suggest a time frame that is more convenient for you.
__________________________________________________________

Were your questions answered by GDOT personnel?  ☑ Yes  ☐ No

Do you understand the project after attending this meeting?  ☑ Yes  ☐ No

Please share your suggestions on improving the way GDOT conducts public meetings.
__________________________________________________________

Mail To:
Mr. Glenn Bowman, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW - 16th Floor
Atlanta, Georgia 30308
Georgia Department of Transportation  
Public Information Open House Comment Card  
Project PTSC0-0023-00-002: Hamilton County, Tennessee; and Fulton, Cobb, Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattooga, Catoosa, Clayton, Douglas, Paulding, Polk, and Walker, Georgia Counties, P.I. No. T001684  
Tier I Environmental Impact Statement  
Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Project

Please print responses.

Name: Jeremiah Smith  
Address: 360 W. Main St, Suite 114  
Chattanooga, TN 37408

Do you support the project?  
[X] For  [ ] Against  [ ] Conditional  [ ] Uncommitted

Comments: Due to screening process, I-75 alignment makes sense. Chattanooga to Atlanta connection + Chicago to Jacksonville is very exciting!

How did you hear about this meeting?  
[ ] Radio  [ ] Newspaper  [ ] Signs  [ ] Word of Mouth  
[ ] Other: Regional Planning Agency

Was the location of the meeting convenient for you to attend?  
[X] Yes  [ ] No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend?  
[X] Yes  [ ] No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel?  
[ ] Yes  [ ] No

Do you understand the project after attending this meeting?  
[X] Yes  [ ] No

Please share your suggestions on improving the way GDOT conducts public meetings.

Mail To:  
Mr. Glenn Bowman, P.E., State Environmental Administrator  
Georgia Department of Transportation  
600 West Peachtree Street, NW – 16th Floor  
Atlanta, Georgia 30308
Georgia Department of Transportation

Public Information Open House Comment Card

Project PTSC0-0023-00-002: Hamilton County, Tennessee; and Fulton, Cobb, Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattooga, Catoosa, Clayton, Douglas, Paulding, Polk, and Walker, Georgia Counties, P.I. No. T001684

Tier I Environmental Impact Statement

Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Project

Please print responses.

Name: MARIE THOMAS

Address: 140 Lillie Dr.
Chickamauga, GA 30707

Do you support the project? ☒ For ☐ Against ☐ Conditional ☐ Uncommitted

Comments: Wish it were here already!

How did you hear about this meeting? ☒ Newspaper ☐ Signs ☐ Word of Mouth
☐ Other

Was the location of the meeting convenient for you to attend? ☒ Yes ☐ No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? ☒ Yes ☐ No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel? ☒ Yes ☐ No

Do you understand the project after attending this meeting? ☒ Yes ☐ No

Please share your suggestions on improving the way GDOT conducts public meetings.

None—all presentations in all modes were very clear

Mail To:

Mr. Glenn Bowman, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308
Georgia Department of Transportation
Public Information Open House Comment Card
Project PTSC0-0023-00-002: Hamilton County, Tennessee; and Fulton, Cobb, Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattooga, Catoosa, Clayton, Douglas, Paulding, Polk, and Walker, Georgia Counties, P.I. No. T001684
Tier I Environmental Impact Statement
Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Project

Please print responses.

Name [CHART TSCHEITZ]
Address 2111 Sargent Only Drive
           CHATTANOOGA, TN 37421-2856

Do you support the project? ☑ For ☐ Against ☐ Conditional ☐ Uncommitted

Comments ST ES AN IMPORTANT ALTERNATIVE PEOPLE MOVER NEEDED AS PART OF AN OVERALL INTEGRATED TRANSPORT NETWORK.

How did you hear about this meeting? ☐ Radio ☑ Newspaper ☐ Signs ☐ Word of Mouth
☐ Other

Was the location of the meeting convenient for you to attend? ☐ Yes ☐ No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? ☑ Yes ☐ No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel? ☑ Yes ☐ No

Do you understand the project after attending this meeting? ☐ Yes ☐ No

Please share your suggestions on improving the way GDOT conducts public meetings.
We did not have clear boards for people to present what was said.
Point presentation provided in clear way to understand.

Mail To:
Mr. Glenn Bowman, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW - 16th Floor
Atlanta, Georgia 30308
Georgia Department of Transportation
Public Information Open House Comment Card
Project PTSC0-0023-00-002: Hamilton County, Tennessee; and Fulton, Cobb, Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattooga, Catoosa, Clayton, Douglas, Paulding, Polk, and Walker, Georgia Counties, P.I. No. T001684

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

Please print responses.

Name: Richard Van Scoy
Address: 2 Rock Crest Dr
         Signal Mtn., TN 37377

Do you support the project?  [X] For  [ ] Against  [ ] Conditional  [ ] Uncommitted

Comments: CERTAINLY DO !!! KIND OF THING OUR COUNTRY MUST DO.

Question: Since all corridors now being considered involve proximity to I-75, what is being done to determine if trains at >180 mph would negatively impact vehicles? I have been near the TVG and the Shin Kau Sen and they

How did you hear about this meeting?  [X] Radio  [ ] Newspaper  [ ] Signs  [ ] Word of Mouth
                                    [ ] Other

Was the location of the meeting convenient for you to attend?  [X] Yes  [ ] No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend?  [X] Yes  [ ] No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel?  [ ] Yes  [X] No

Do you understand the project after attending this meeting?  [X] Yes  [ ] No

Please share your suggestions on improving the way GDOT conducts public meetings.

Mail To:
Mr. Glenn Bowman, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308
Georgia Department of Transportation
Public Information Open House Comment Card

Project PTSC0-0023-00-002: Hamilton County, Tennessee; and Fulton, Cobb, Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattooga, Catoosa, Clayton, Douglas, Paulding, Polk, and Walker, Georgia Counties, P.I. No. T001684

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

Please print responses.

Name: John Van Winkle
Address: 1250 Market Street, Suite 3036
        Chattanooga, TN 37402

Do you support the project?  [✓] For  [ ] Against  [ ] Conditional  [ ] Uncommitted

Comments: High Speed rail is inevitable. We can't keep widening freeways. This connection would provide much-needed capacity and expand options for air travelers without major airport expansions.

How did you hear about this meeting?  [ ] Radio  [ ] Newspaper  [ ] Signs  [ ] Word of Mouth
[✓] Other: Work

Was the location of the meeting convenient for you to attend?  [✓] Yes  [ ] No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend?  [✓] Yes  [ ] No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel?  [ ] Yes  [✓] No

Do you understand the project after attending this meeting?  [✓] Yes  [ ] No

Please share your suggestions on improving the way GDOT conducts public meetings.

Mail To:
Mr. Glenn Bowman, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308
Georgia Department of Transportation
Public Information Open House Comment Card
Project PTSC0-0023-00-002: Hamilton County, Tennessee; and Fulton, Cobb, Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattooga, Catoosa, Clayton, Douglas, Paulding, Polk, and Walker, Georgia Counties, P.I. No. T001684

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

Please print responses.

Name: Greg W.
Address: 817 Greenwood Rd.
        Chattanooga, TN. 37411

Do you support the project? [ ] For [ ] Against [ ] Conditional [ ] Uncommitted

Comments: Will it create meaningful jobs for N. West Ga. & Chattanooga?

How did you hear about this meeting? [ ] Radio [ ] Newspaper [ ] Signs [ ] Word of Mouth [ ] Other

Was the location of the meeting convenient for you to attend? [ ] Yes [ ] No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? [ ] Yes [ ] No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel? [ ] Yes [ ] No

Do you understand the project after attending this meeting? [ ] Yes [ ] No

Please share your suggestions on improving the way GDOT conducts public meetings.

[Handwritten: Weekday or weekend meetings. Explain how many new jobs this project will create.]

Mail To:
Mr. Glenn Bowman, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308
Georgia Department of Transportation
Public Information Open House Comment Card

Project PTSC0-0023-00-002: Hamilton County, Tennessee; and Fulton, Cobb, Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattooga, Catoosa, Clayton, Douglas, Paulding, Polk, and Walker, Georgia Counties, P.I. No. T001684

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

Please print responses.

Name: Sandra Floyd Walterhouse
Address: 2678 Churchill Downs Cir 37421

Do you support the project? □ For ☑ Against □ Conditional □ Uncommitted

Comments: The U.S. is far behind Europe and Asia in high-speed rail capabilities. The proposed route is in a great area to begin to build up these capabilities within the U.S. It should also provide an economic boost to the area.

How did you hear about this meeting? ☑ Radio □ Newspaper □ Signs □ Word of Mouth □ Other

Was the location of the meeting convenient for you to attend? ☑ Yes □ No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? ☑ Yes □ No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel? □ Yes ☑ No

Do you understand the project after attending this meeting? ☑ Yes □ No

Please share your suggestions on improving the way GDOT conducts public meetings.

Mail To:
Mr. Glenn Bowman, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308
Georgia Department of Transportation
Public Information Open House Comment Card

Project PTSC0-0023-00-002 : Hamilton County, Tennessee; and Fulton, Cobb, Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattooga, Catoosa, Clayton, Douglas, Paulding, Polk, and Walker, Georgia Counties, P.I. No. T001684

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

Please print responses.

Name __________________________

Address __________________________

1501 E Market St.
Chattanooga, TN 37402

Do you support the project? □ For  □ Against  □ Conditional  □ Uncommitted

Comments _____________________________________________________________

Thank you for facilitating this public meeting in Chattanooga for this very important project.

How did you hear about this meeting?  □ Radio  □ Newspaper  □ Signs  □ Word of Mouth

□ Other __________________________

Was the location of the meeting convenient for you to attend?  □ Yes  □ No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend?  □ Yes  □ No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel?  □ Yes  □ No

Do you understand the project after attending this meeting?  □ Yes  □ No

Please share your suggestions on improving the way GDOT conducts public meetings.

Mail To:
Mr. Glenn Bowman, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308
I. Meeting Background

<table>
<thead>
<tr>
<th>Meeting Name</th>
<th>GDOT HSGT Public Information Open House</th>
</tr>
</thead>
<tbody>
<tr>
<td>Meeting Date</td>
<td>November 18, 2010</td>
</tr>
<tr>
<td>Meeting Time</td>
<td>6:00 p.m. to 8:00 p.m.</td>
</tr>
<tr>
<td>Venue</td>
<td>Cartersville Civic Center</td>
</tr>
<tr>
<td>City</td>
<td>Cartersville, GA</td>
</tr>
<tr>
<td>Attendees</td>
<td>28</td>
</tr>
<tr>
<td>Project Team</td>
<td>GDOT, AECOM, Dovetail Consulting, Moreland-Altobelli</td>
</tr>
<tr>
<td>Interpreters</td>
<td>Aaron Moore (Spanish), Michael Chumley (Portuguese)</td>
</tr>
<tr>
<td>Court Reporter</td>
<td>Jacqueline Washington</td>
</tr>
<tr>
<td>Moderator</td>
<td>L. N. Manchi, Moreland-Altobelli</td>
</tr>
</tbody>
</table>

II. Information Distributed

a. Public Comment Cards (English, Spanish, Portuguese)
b. Project Description (English, Spanish, Portuguese)
c. Project Newsletter, Issue #2
d. Public Information Open House Welcome Letter (English, Spanish, Portuguese)

III. Meeting Summary

During the first 30 minutes of the meeting, participants registered and received written project information. Participants also reviewed display boards and asked study team members questions related to the project alternatives under consideration, evaluation criteria, and preliminary results of the screening of the alternatives. The meeting sign-in sheets are included as Attachment A. The updated project stakeholder list is included as Attachment B.

At approximately 6:30 p.m., Mr. Manchi, a member of the GDOT consultant team, presented the Atlanta-Chattanooga High Speed Ground Transportation Tier 1 Environmental Impact Statement, Preliminary Screening Results presentation. The presentation is included as Attachment C.

Attendees were encouraged to dictate their comments to the court reporter or complete public comment cards and place them in the return box. Comments transcribed by the court reporter are included as Attachment D. Public comment cards received at the meeting are included as Attachment E.

Following the presentation, study team members continued to discuss the display boards and answer questions with meeting participants.

The meeting adjourned at 8:00 p.m.

IV. Attachments

Attachment A  Sign-In Sheets
Attachment B  Project Stakeholder List
Attachment C  Presentation
Attachment D  Court Reporter Transcription
Attachment E  Public Comment Cards
Attachment A
Sign-In Sheets
<table>
<thead>
<tr>
<th>Name and Publication/Station</th>
<th>How Did You Hear About Meeting? (Newspaper, Radio, Email, Internet)</th>
<th>Mailing Address</th>
<th>Phone</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 - Ken Collins</td>
<td>DOT website</td>
<td>101 Constitution Ave NW Suite G08 Washington, DC 20004</td>
<td>202-394-0000</td>
<td><a href="mailto:kcollins@tencons.com">kcollins@tencons.com</a></td>
</tr>
<tr>
<td>2 - Pauline Jones</td>
<td>Facebook</td>
<td>12 Roundtable Ct Cartersville, GA 30111</td>
<td>770-607-9966</td>
<td><a href="mailto:PaulineJ54@comcast.net">PaulineJ54@comcast.net</a></td>
</tr>
<tr>
<td>3 - Person did not want to sign in</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Name and Publication/Station</td>
<td>How Did You Hear About Meeting?</td>
<td>Mailing Address</td>
<td>Phone</td>
<td>Email</td>
</tr>
<tr>
<td>-----------------------------</td>
<td>---------------------------------</td>
<td>----------------</td>
<td>--------</td>
<td>----------------</td>
</tr>
<tr>
<td>Brande Paulin/patch</td>
<td>email</td>
<td><a href="mailto:brande.paulin@patch.com">brande.paulin@patch.com</a></td>
<td>1957</td>
<td>19Gmand</td>
</tr>
<tr>
<td>Bartow Neighbor Monica Burge</td>
<td>email</td>
<td><a href="mailto:bartow@neighbornewspapers.com">bartow@neighbornewspapers.com</a></td>
<td>770-795-3068</td>
<td></td>
</tr>
<tr>
<td>Judy Brock</td>
<td>Newspaper</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rick Brock</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Skip Butlere</td>
<td>II</td>
<td>Daily Tribune</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bryan Campy</td>
<td></td>
<td>WSBT</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Name and Publication/Station</td>
<td>How Did You Hear About Meeting? (Newspaper, Radio, Email, Internet)</td>
<td>Mailing Address</td>
<td>Phone</td>
<td>Email</td>
</tr>
<tr>
<td>-----------------------------</td>
<td>---------------------------------------------------------------</td>
<td>-----------------</td>
<td>-------</td>
<td>-------</td>
</tr>
<tr>
<td><strong>DAVID Doss</strong></td>
<td><strong>GDOT</strong></td>
<td></td>
<td>706-291-7663</td>
<td><a href="mailto:dfreeman@viasys.com">dfreeman@viasys.com</a></td>
</tr>
<tr>
<td><strong>Sam Freeman</strong></td>
<td><strong>Email</strong></td>
<td></td>
<td>706-606-1707</td>
<td><a href="mailto:sbgr@comcast.net">sbgr@comcast.net</a></td>
</tr>
<tr>
<td><strong>Bob Russell</strong></td>
<td><strong>Newspaper</strong></td>
<td></td>
<td>770-380-0627</td>
<td></td>
</tr>
<tr>
<td><strong>Billy Neel</strong></td>
<td><strong>Mailing</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Joe Barger</strong></td>
<td><strong>Mail</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Lon McAllister</strong></td>
<td><strong>Newspaper</strong></td>
<td></td>
<td>770-881-3697</td>
<td><a href="mailto:lwmcallister@comcast.net">lwmcallister@comcast.net</a></td>
</tr>
<tr>
<td><strong>Tom Prince</strong></td>
<td><strong>Web</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Karl Lutens</strong></td>
<td><strong>Chamber</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Ann Westmoreland</strong></td>
<td><strong>Radio</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Linda Adams</strong></td>
<td><strong>Newspaper</strong></td>
<td></td>
<td>678-868-8888</td>
<td></td>
</tr>
<tr>
<td>Name and Publication/Station</td>
<td>How Did You Hear About Meeting? (Newspaper, Radio, Email, Internet)</td>
<td>Mailing Address</td>
<td>Phone</td>
<td>Email</td>
</tr>
<tr>
<td>-----------------------------</td>
<td>---------------------------------------------------------------</td>
<td>----------------</td>
<td>-------</td>
<td>-------</td>
</tr>
<tr>
<td>1</td>
<td>BG Butler</td>
<td>Newspaper</td>
<td>610 Timba-Lalu Blvd</td>
<td>Cartersville, GA</td>
</tr>
<tr>
<td>2</td>
<td>Rabon Tellew</td>
<td>Newspaper</td>
<td>287 N. Tennessee St., 101</td>
<td>Cartersville, GA</td>
</tr>
<tr>
<td>3</td>
<td>Kaye Keppel</td>
<td>Mail/Chamber</td>
<td>P.O. Box 307</td>
<td>Cartersville, GA</td>
</tr>
<tr>
<td>4</td>
<td>Matt Shinell</td>
<td>Newspaper</td>
<td>251 S. Tann St, Cartersville</td>
<td>Cartersville, GA</td>
</tr>
<tr>
<td>5</td>
<td>Wesley Moore</td>
<td>Signs</td>
<td>P.O. Box 201544 Cartersville</td>
<td>Cartersville, GA</td>
</tr>
<tr>
<td>6</td>
<td>Coalition for the Right Road - Leslie Crawford</td>
<td>Newspaper</td>
<td>P.O. Box 200053, 30120</td>
<td>Cartersville, GA</td>
</tr>
<tr>
<td>7</td>
<td>Dennis N.</td>
<td>News</td>
<td>36 Rocky Cir 30164</td>
<td>Cartersville, GA</td>
</tr>
<tr>
<td>8</td>
<td>Earl Ashby</td>
<td>Newspaper</td>
<td>36 Camden Woods Dr</td>
<td>Cartersville, GA, 30121</td>
</tr>
<tr>
<td>9</td>
<td>Mary Martin</td>
<td>Newspaper</td>
<td>38 Camden Woods Dr</td>
<td>Cartersville, GA 30121</td>
</tr>
</tbody>
</table>
Attachment B
Project Stakeholder List
<table>
<thead>
<tr>
<th>Last Name</th>
<th>First Name</th>
<th>Organization</th>
<th>How did you hear about meeting?</th>
<th>Address 1</th>
<th>City</th>
<th>State</th>
<th>Zip</th>
<th>Phone #</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>Collins</td>
<td>Ken</td>
<td>DOT web site</td>
<td>101 Constitution Ave. NW 9th FL Suite C08</td>
<td>Washington</td>
<td>DC</td>
<td>20005</td>
<td>202-344-0000</td>
<td><a href="mailto:k.collins@tencate.com">k.collins@tencate.com</a></td>
<td></td>
</tr>
<tr>
<td>Jones</td>
<td>Pauline</td>
<td>Facebook</td>
<td>12 Roundtable Ct.</td>
<td>Cartersville</td>
<td>GA</td>
<td>30121</td>
<td>770-547-1957</td>
<td><a href="mailto:PaulineJ45@comcast.net">PaulineJ45@comcast.net</a></td>
<td></td>
</tr>
<tr>
<td>Poulnot</td>
<td>Brande</td>
<td>Patch</td>
<td>Email</td>
<td>19 Grant Drive</td>
<td>Cartersville</td>
<td>GA</td>
<td>30120</td>
<td>770-795-3088</td>
<td><a href="mailto:barte@neighbornewspapers.com">barte@neighbornewspapers.com</a></td>
</tr>
<tr>
<td>Burge</td>
<td>Monica</td>
<td>Bartow Neighbor</td>
<td>Email</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Brock</td>
<td>Judy</td>
<td>Newspaper</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Brock</td>
<td>Rick</td>
<td>Newspaper</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Butler</td>
<td>Skip</td>
<td>Daily Tribune</td>
<td>Newspaper</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Canopy</td>
<td>Bryan</td>
<td>WBHF</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Doss</td>
<td>David</td>
<td>GDOT</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Freeman</td>
<td>Sam</td>
<td>Email</td>
<td>1 Rivenside Parkway</td>
<td>Rome</td>
<td>GA</td>
<td>30161</td>
<td>706-291-7663</td>
<td><a href="mailto:sfreeman@vomega.com">sfreeman@vomega.com</a></td>
<td></td>
</tr>
<tr>
<td>Rellsier</td>
<td>Bob</td>
<td>City Newspaper</td>
<td>27 Spring Lake Tr.</td>
<td>White</td>
<td>GA</td>
<td>30184</td>
<td>770-606-1702</td>
<td><a href="mailto:pkgr@comcast.net">pkgr@comcast.net</a></td>
<td></td>
</tr>
<tr>
<td>Neel</td>
<td>Billy</td>
<td>Newspaper</td>
<td>P.O. Box 458</td>
<td>Cartersville</td>
<td>GA</td>
<td>30120</td>
<td>770-382-0622</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Barger</td>
<td>Joe</td>
<td>Mail</td>
<td>37 Barger St.</td>
<td>Ringgold</td>
<td>GA</td>
<td>30736</td>
<td>706-935-2019</td>
<td></td>
<td></td>
</tr>
<tr>
<td>McAllister</td>
<td>Lon</td>
<td>Newspaper</td>
<td>27 Bramblewood Pt. SW</td>
<td>Cartersville</td>
<td>GA</td>
<td>30120</td>
<td>770-881-3697</td>
<td><a href="mailto:locallister@comcast.net">locallister@comcast.net</a></td>
<td></td>
</tr>
<tr>
<td>Prince</td>
<td>J.M.</td>
<td>Web</td>
<td>282 Briarpatch Ln.</td>
<td>Cartersville</td>
<td>GA</td>
<td>30120</td>
<td>404-797-3423</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lutjens</td>
<td>Karl</td>
<td>Chamber</td>
<td>925 N. Tennessee st.</td>
<td>Cartersville</td>
<td>GA</td>
<td>30120</td>
<td>404-797-3423</td>
<td><a href="mailto:k.l@southlandengineers.com">k.l@southlandengineers.com</a></td>
<td></td>
</tr>
<tr>
<td>Westmoreland</td>
<td>Ann</td>
<td>Radio</td>
<td>21 Herring St.</td>
<td>Cartersville</td>
<td>GA</td>
<td>30120</td>
<td>678-858-5288</td>
<td><a href="mailto:Westmoreland_ann@yahoo.com">Westmoreland_ann@yahoo.com</a></td>
<td></td>
</tr>
<tr>
<td>Adams</td>
<td>Linda</td>
<td>Newspaper</td>
<td>10 Forrest Hill Dr.</td>
<td>Cartersville</td>
<td>GA</td>
<td>30121</td>
<td>706-291-7663</td>
<td><a href="mailto:sfreeman@vomega.com">sfreeman@vomega.com</a></td>
<td></td>
</tr>
<tr>
<td>Butler</td>
<td>B.G.</td>
<td>Newspaper</td>
<td>66 Timberlake Ln.</td>
<td>Cartersville</td>
<td>GA</td>
<td>30121</td>
<td>706-291-7663</td>
<td><a href="mailto:Bgbbj66@comcast.com">Bgbbj66@comcast.com</a></td>
<td></td>
</tr>
<tr>
<td>Taylor III</td>
<td>Raborn</td>
<td>Newspaper</td>
<td>807 Tennessee St., Suite 101</td>
<td>Cartersville</td>
<td>GA</td>
<td>30120</td>
<td><a href="mailto:R+3@landofgeorgia.com">R+3@landofgeorgia.com</a></td>
<td>Taylor <a href="mailto:III@landofgeorgia.com">III@landofgeorgia.com</a></td>
<td></td>
</tr>
<tr>
<td>Read</td>
<td>Kay</td>
<td>Mail/Chamber</td>
<td>P.O. Box 307</td>
<td>Cartersville</td>
<td>GA</td>
<td>30120</td>
<td>770-382-4845</td>
<td><a href="mailto:kay@cartersvillechamber.com">kay@cartersvillechamber.com</a></td>
<td></td>
</tr>
<tr>
<td>Shindl</td>
<td>Matt</td>
<td>Daily Tribune</td>
<td>Newspaper</td>
<td>Cartersville</td>
<td>GA</td>
<td>30120</td>
<td>770-547-0325</td>
<td><a href="mailto:Matt_shindl@daily-tribune.com">Matt_shindl@daily-tribune.com</a></td>
<td></td>
</tr>
<tr>
<td>Moore</td>
<td>Wesley D.</td>
<td>Signs</td>
<td>P.O. Box 201544</td>
<td>Cartersville</td>
<td>GA</td>
<td>30120</td>
<td>770-547-0325</td>
<td><a href="mailto:wasmooreld@gmail.com">wasmooreld@gmail.com</a></td>
<td></td>
</tr>
<tr>
<td>Crawford</td>
<td>Leslie</td>
<td>Coalition for the Right Road</td>
<td>Newspaper</td>
<td>Cartersville</td>
<td>GA</td>
<td>30120</td>
<td>678-535-7093</td>
<td><a href="mailto:Leslie@rymrock.com">Leslie@rymrock.com</a></td>
<td></td>
</tr>
<tr>
<td>Riff</td>
<td>Devin</td>
<td>News</td>
<td>38 Rocky Cir.</td>
<td>White</td>
<td>GA</td>
<td>30184</td>
<td>770-655-8888</td>
<td><a href="mailto:10011@comcast.net">10011@comcast.net</a></td>
<td></td>
</tr>
<tr>
<td>Ashby</td>
<td>Earl</td>
<td>Newspaper</td>
<td>30 Camden Woods Dr.</td>
<td>Cartersville</td>
<td>GA</td>
<td>30121</td>
<td>404-667-5918</td>
<td><a href="mailto:squirrel1999@comcast.net">squirrel1999@comcast.net</a></td>
<td></td>
</tr>
<tr>
<td>Martin</td>
<td>Mary</td>
<td>Newspaper</td>
<td>33 Camden Woods Dr.</td>
<td>Cartersville</td>
<td>GA</td>
<td>30121</td>
<td>770-608-0598</td>
<td><a href="mailto:bgonkee@comcast.net">bgonkee@comcast.net</a></td>
<td></td>
</tr>
</tbody>
</table>
Attachment C
Presentation
Attachment D

Court Reporter Transcription
GEORGIA DEPARTMENT OF TRANSPORTATION
PUBLIC HEARING

ATLANTA-CHATTANOOGA HIGH SPEED
GROUND TRANSPORTATION
TIER 1 ENVIRONMENTAL IMPACT STATEMENT

PROJECT PTSCO -0023-00-002
P.I. NO. T001684

CARTERSVILLE CIVIC CENTER
435 WEST MAIN STREET
CARTERSVILLE, GEORGIA

THURSDAY, NOVEMBER 18, 2010
6:00 P.M.

JACQUELINE WASHINGTON, CCR-B-2190
HAPPY FACES COURT REPORTING SERVICES
P.O. BOX 1063
TUCKER, GEORGIA 30085
(770) 414-9071
DR. PRINCE: My name is Dr. J. M. Prince. I live at 282 Briar Patch Lane, Cartersville, Georgia 30120.

I like the project. I'm not understanding completely about where the technology is, but they haven't decided on that.

I think this is needed. It's been desperately needed for a long time. We had no viable transport rail up until about 50 years ago, and it worked well.

Unfortunately, the interstates sort of supplanted it, and it's never recovered. The rail system had been subsidized since its inception.

The interstates have been subsidized since their inception. I don't see why this should be any different for this project.

It will need to be subsidized with tax dollars. There's no contradiction of that. There's no surprise of that. It just needs to be done.

If we want to provide a later needed transportation over and above the interstates and over and above the local street grid, it needs to be implemented.

It needed to be implemented probably ten or 20 years ago. Unfortunately, politics get in the way, and we have lots of unbending ideologues who just don't
believe in rail which is unfortunate.

They don't understand the economics of the system. They don't understand the economics of rail or how the railroads work and have worked to start with to move people and to move foods and services.

So it's needed. It's been needed for a long while. I'm in favor of it. I think that people quickly come to the conclusion that the I-75 parter is probably the easiest way of going about it.

Like I said, people have been thinking about this for 20 years. It's just been needed all that time. It just needed some impetus and some seed money to get started. Thank you.

(Concluded at 8:00 p.m.)
CERTIFICATE
-------------------

STATE OF GEORGIA:

COUNTY OF COBB:

I hereby certify that said proceeding was taken down, as stated in the caption, and reduced to typewriting under my direction, and that the foregoing pages represent a true, complete, and correct transcript of said proceeding.

This, the 18th of November, 2010.

_________________________________________
Jacqueline A. Washington, CCR-B-2190
CERTIFICATE

STATE OF GEORGIA:

COUNTY OF COBB:

I hereby certify that said proceeding was taken down, as stated in the caption, and reduced to typewriting under my direction, and that the foregoing pages represent a true, complete, and correct transcript of said proceeding.

This, the 18th of November, 2010.

[Signature]

Jacqueline A. Washington, CCR-B-2190
Attachment E
Public Comment Cards
Georgia Department of Transportation
Public Information Open House Comment Card

Project PTSC0-0023-00-002: Hamilton County, Tennessee; and Fulton, Cobb, Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattooga, Catoosa, Clayton, Douglas, Paulding, Polk, and Walker, Georgia Counties, P.I. No. T001684

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

Please print responses.

Name: Earl Ashby
Address: 30 Camden Woods Dr
Cartersville GA 30121

Do you support the project?  √ For  □ Against  □ Conditional  □ Uncommitted

Comments______________________________________________________________
_____________________________________________________________________
_____________________________________________________________________

How did you hear about this meeting?  □ Radio  √ Newspaper  □ Signs  □ Word of Mouth
□ Other______________________________________________________________

Was the location of the meeting convenient for you to attend?  √ Yes  □ No

If no, please suggest a general location that is more convenient to your community.
_____________________________________________________________________

Was the time of the meeting convenient for you to attend?  √ Yes  □ No

If no, please suggest a time frame that is more convenient for you.
_____________________________________________________________________

Were your questions answered by GDOT personnel?  √ Yes  □ No

Do you understand the project after attending this meeting?  √ Yes  □ No

Please share your suggestions on improving the way GDOT conducts public meetings.

____________________________________________________________________

Mail To:
Mr. Glenn Bowman, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308
Georgia Department of Transportation
Public Information Open House Comment Card

Project PTSC0-0023-00-002: Hamilton County, Tennessee; and Fulton, Cobb, Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattooga, Catoosa, Clayton, Douglas, Paulding, Polk, and Walker, Georgia Counties, P.I. No. T001684

Tier I Environmental Impact Statement

Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Project

Please print responses.

Name: Judy Brock
Address: PO Box 3031
Cartersville, GA 30120

Do you support the project? [x] For  [] Against  [] Conditional  [] Uncommitted

Comments: The sooner the better!

How did you hear about this meeting? [x] Newspaper  [] Radio  [] Signs  [] Word of Mouth
[] Other

Was the location of the meeting convenient for you to attend? [x] Yes  [] No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? [x] Yes  [] No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel? [x] Yes  [] No

Do you understand the project after attending this meeting? [x] Yes  [] No

Please share your suggestions on improving the way GDOT conducts public meetings.

Mail To:
Mr. Glenn Bowman, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308
Georgia Department of Transportation
Public Information Open House Comment Card

Project PTSC0-0023-00-002: Hamilton County, Tennessee; and Fulton, Cobb, Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattooga, Catoosa, Clayton, Douglas, Paulding, Polk, and Walker, Georgia Counties, P.I. No. T001684

Tier I Environmental Impact Statement

Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Project

Please print responses.

Name  

Address  

Do you support the project?  

☑ For  ☐ Against  ☐ Conditional  ☐ Uncommitted

Comments  

How did you hear about this meeting?  

☐ Radio  ☑ Newspaper  ☐ Signs  ☐ Word of Mouth  ☐ Other

Was the location of the meeting convenient for you to attend?  

☑ Yes  ☐ No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend?  

☑ Yes  ☐ No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel?  

☐ Yes  ☑ No

Do you understand the project after attending this meeting?  

☐ Yes  ☑ No

Please share your suggestions on improving the way GDOT conducts public meetings.

Mail To:

Mr. Glenn Bowman, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308
Georgia Department of Transportation
Public Information Open House Comment Card

Project PTSC0-0023-00-002: Hamilton County, Tennessee; and Fulton, Cobb, Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattooga, Catoosa, Clayton, Douglas, Paulding, Polk, and Walker, Georgia Counties, P.I. No. T001684

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

Please print responses.

Name: L. Ken Collins, III
Address: 6501 Mall Blvd, Union City, GA 30291

Do you support the project? ☑ For ☐ Against ☐ Conditional ☐ Uncommitted

Comments:

Very pleased with your mindset of high speed rail defined as 180 mph +.

How did you hear about this meeting? ☐ Radio ☐ Newspaper ☐ Signs ☐ Word of Mouth ☐ Other

Was the location of the meeting convenient for you to attend? ☑ Yes ☐ No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? ☑ Yes ☐ No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel? ☑ Yes ☐ No

Do you understand the project after attending this meeting? ☑ Yes ☐ No

Please share your suggestions on improving the way GDOT conducts public meetings.

Mail To:
Mr. Glenn Bowman, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308
Georgia Department of Transportation
Public Information Open House Comment Card

Project PTSC0-0023-00-002 : Hamilton County, Tennessee; and Fulton, Cobb, Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattooga, Catoosa, Clayton, Douglas, Paulding, Polk, and Walker, Georgia Counties, P.I. No. T001684

Tier I Environmental Impact Statement

Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Project

Please print responses.

Name: SAK FREEMAN, GREATER ROME CHAMBER OF COMMERCE
Address: 7 RIVERSIDE PKWY
          ROME, GA, 30161

Do you support the project?  □ For  □ Against  □ Conditional  □ Uncommitted

Comments: I believe the day is coming that the price of gasoline will force people to mass transit.

How did you hear about this meeting?  □ Radio  □ Newspaper  □ Signs  □ Word of Mouth  □ Other: Email from GADOT

Was the location of the meeting convenient for you to attend?  □ Yes  □ No
If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend?  □ Yes  □ No
If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel?  □ Yes  □ No

Do you understand the project after attending this meeting?  □ Yes  □ No

Please share your suggestions on improving the way GDOT conducts public meetings.

Mail To:
Mr. Glenn Bowman, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308
Georgia Department of Transportation
Public Information Open House Comment Card
Project PTSC0-0023-00-002: Hamilton County, Tennessee; and Fulton, Cobb, Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattooga, Catoosa, Clayton, Douglas, Paulding, Polk, and Walker, Georgia Counties, P.I. No. T001684
Tier I Environmental Impact Statement
Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Project

Please print responses.

Name Wesley D. Moore
Address P.O. Box 201534
Carterville, GA 30120

Do you support the project? 
- [ ] For
- [ ] Against
- [ ] Conditional
- [ ] Uncommitted

Comments
Very excited about the project.
Keep up the good work!
The sooner the better.

How did you hear about this meeting?
- [ ] Radio
- [ ] Newspaper
- [ ] Signs
- [ ] Word of Mouth
- [ ] Other

Was the location of the meeting convenient for you to attend?
- [ ] Yes
- [ ] No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend?
- [ ] Yes
- [ ] No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel?
- [ ] Yes
- [ ] No

Do you understand the project after attending this meeting?
- [ ] Yes
- [ ] No

Please share your suggestions on improving the way GDOT conducts public meetings.

Mail To:
Mr. Glenn Bowman, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308
Georgia Department of Transportation
Public Information Open House Comment Card
Project PTSC0-0023-00-002: Hamilton County, Tennessee; and Fulton, Cobb, Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattooga, Catoosa, Clayton, Douglas, Paulding, Polk, and Walker, Georgia Counties, P.I. No. T001684
Tier I Environmental Impact Statement
Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Project

Please print responses.

Name: WILLIAM NEEL, JR.
Address: P.O. BOX 458
CARTERSVILLE GA 30120

Do you support the project? [ ] For [ ] Against [ ] Conditional [ ] Uncommitted

Comments: FIRST NEED TO BUILD 411 CONNECTOR HIGHWAY ON THE ROUTE THAT ALREADY HAS BEEN APPROVED.

How did you hear about this meeting? [ ] Radio [ ] Newspaper [ ] Signs [ ] Word of Mouth [ ] Other

Was the location of the meeting convenient for you to attend? [ ] Yes [ ] No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? [ ] Yes [ ] No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel? [ ] Yes [ ] No

Do you understand the project after attending this meeting? [ ] Yes [ ] No

Please share your suggestions on improving the way GDOT conducts public meetings.

Mail To:
Mr. Glenn Bowman, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308
Georgia Department of Transportation
Public Information Open House Comment Card
Project PTSC0-0023-00-002: Hamilton County, Tennessee; and Fulton, Cobb, Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattooga, Catoosa, Clayton, Douglas, Paulding, Polk, and Walker, Georgia Counties, P.I. No. T001684
Tier I Environmental Impact Statement
Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Project

Name: Richard Brook
Address: P.O. Box 3031, Cartersville, GA 30120

Do you support the project? [ ] For [x] Against [ ] Conditional [ ] Uncommitted

Comments: Need as high a speed (particularly infrastructure) as possible. Glad that Cartersville is integral part of system being planned.

How did you hear about this meeting? [ ] Radio [x] Newspaper [ ] Signs [ ] Word of Mouth [ ] Other

Was the location of the meeting convenient for you to attend? [x] Yes [ ] No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? [ ] Yes [x] No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel? [x] Yes [ ] No

Do you understand the project after attending this meeting? [x] Yes [ ] No

Please share your suggestions on improving the way GDOT conducts public meetings.

Mail To:
Mr. Glenn Bowman, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308
Georgia Department of Transportation
Public Information Open House Comment Card

Project PTSC0-0023-00-002: Hamilton County, Tennessee; and Fulton, Cobb, Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattooga, Catoosa, Clayton, Douglas, Paulding, Polk, and Walker, Georgia Counties, P.I. No. T001684

Tier I Environmental Impact Statement

Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Project

Please print responses.

Name: [Handwritten: Jim Prince]
Address: 282 Briarpatch Ln, Cartersville, GA 30120

Do you support the project?  [ ] For  [ ] Against  [ ] Conditional  [ ] Uncommitted

Comments: [Handwritten: Needed to be done started years ago. At least a decade or more.]

How did you hear about this meeting?  [ ] Radio  [ ] Newspaper  [ ] Signs  [ ] Word of Mouth
[ ] Other  [ ]

Was the location of the meeting convenient for you to attend?  [ ] Yes  [ ] No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend?  [ ] Yes  [ ] No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel?  [ ] Yes  [ ] No

Do you understand the project after attending this meeting?  [ ] Yes  [ ] No

Please share your suggestions on improving the way GDOT conducts public meetings.

Mail To:
Mr. Glenn Bowman, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308
Georgia Department of Transportation
Public Information Open House Comment Card
Project PTSC0-0023-00-002: Hamilton County, Tennessee; and Fulton, Cobb, Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattooga, Catoosa, Clayton, Douglas, Paulding, Polk, and Walker, Georgia Counties, P.I. No. T001684
Tier I Environmental Impact Statement
Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Project

Please print responses.

Name: Kay Read
Address: Box 307
      Cartersville, GA 30120

Do you support the project?  [ ] For  [ ] Against  [ ] Conditional  [x] Uncommitted

Comments

How did you hear about this meeting?  [ ] Radio  [ ] Newspaper  [ ] Signs  [ ] Word of Mouth
          [x] Other  [ ] Chamber  [ ] Email

Was the location of the meeting convenient for you to attend?  [x] Yes  [ ] No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend?  [x] Yes  [ ] No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel?  [x] Yes  [ ] No

Do you understand the project after attending this meeting?  [x] Yes  [ ] No

Please share your suggestions on improving the way GDOT conducts public meetings.

Mail To:
Mr. Glenn Bowman, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308
Georgia Department of Transportation
Public Information Open House Comment Card
Project PTSC0-0023-00-002: Hamilton County, Tennessee; and Fulton, Cobb, Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattooga, Catoosa, Clayton, Douglas, Paulding, Polk, and Walker, Georgia Counties, P.I. No. T001684
Tier I Environmental Impact Statement
Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Project

Please print responses.

Name: Rabon Taylor
Address: 807 North Tennessee Street, Suite 101
        Chattanooga, GA 30170

Do you support the project? [✓] For  [ ] Against  [ ] Conditional  [ ] Uncommitted

Comments: This would be a positive economic impact for the NW region of GA & Chattanooga. Enabling the system to be a great input for job growth. Increased visitors to points on the route would help businesses. Reduced emissions benefited too.

How did you hear about this meeting? [✓] Radio  [ ] Newspaper  [ ] Signs  [ ] Word of Mouth
        [ ] Other

Was the location of the meeting convenient for you to attend? [✓] Yes  [ ] No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? [✓] Yes  [ ] No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel? [✓] Yes  [ ] No

Do you understand the project after attending this meeting? [✓] Yes  [ ] No

Please share your suggestions on improving the way GDOT conducts public meetings.

Mail To:
Mr. Glenn Bowman, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308
Georgia Department of Transportation
Public Information Open House Comment Card
Project PTSC0-0023-00-002: Hamilton County, Tennessee; and Fulton, Cobb, Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattooga, Catoosa, Clayton, Douglas, Paulding, Polk, and Walker, Georgia Counties, P.I. No. T001684
Tier I Environmental Impact Statement
Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Project

Please print responses:
Name: Ann Westmoreland
Address: 21 Herring Street
Cartersville, GA 30120

Do you support the project?  [ ] For  [ ] Against  [ ] Conditional  [ ] Uncommitted
Comments

How did you hear about this meeting?  [ ] Radio  [ ] Newspaper  [ ] Signs  [ ] Word of Mouth
[ ] Other

Was the location of the meeting convenient for you to attend?  [ ] Yes  [ ] No
If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend?  [ ] Yes  [ ] No
If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel?  [ ] Yes  [ ] No

Do you understand the project after attending this meeting?  [ ] Yes  [ ] No

Please share your suggestions on improving the way GDOT conducts public meetings.

[Signature]

Mail To:
Mr. Glenn Bowman, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308
Georgia Department of Transportation
Public Information Open House Comment Card
Project PTSC0-0023-00-002: Hamilton County, Tennessee; and Fulton, Cobb, Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattooga, Catoosa, Clayton, Douglas, Paulding, Polk, and Walker, Georgia Counties, P.I. No. T001684
Tier I Environmental Impact Statement
Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Project

Please print responses.

Name: [Print Name]  
Address: [Address]

Do you support the project?  
☐ For  ☐ Against  ☐ Conditional  ☑ Uncommitted

Comments: __________________________________________________________________________
______________________________________________________________________________________

How did you hear about this meeting?  
☐ Radio  ☑ Newspaper  ☐ Signs  ☐ Word of Mouth  
☐ Other __________________________________________________________________________

Was the location of the meeting convenient for you to attend?  
☑ Yes  ☐ No

If no, please suggest a general location that is more convenient to your community.

____________________________________________________________________________________

Was the time of the meeting convenient for you to attend?  
☑ Yes  ☐ No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel?  
☑ Yes  ☐ No

Do you understand the project after attending this meeting?  
☑ Yes  ☐ No

Please share your suggestions on improving the way GDOT conducts public meetings.

____________________________________________________________________________________

Mail To:
Mr. Glenn Bowman, P.E., State Environmental Administrator  
Georgia Department of Transportation  
600 West Peachtree Street, NW – 16th Floor  
Atlanta, Georgia 30308
I. Meeting Background

<table>
<thead>
<tr>
<th>Meeting Name</th>
<th>GDOT HSGT Public Information Open House</th>
</tr>
</thead>
<tbody>
<tr>
<td>Meeting Date</td>
<td>November 9, 2010</td>
</tr>
<tr>
<td>Meeting Time</td>
<td>6:00 p.m. to 8:00 p.m.</td>
</tr>
<tr>
<td>Venue</td>
<td>St. Mark United Methodist Church</td>
</tr>
<tr>
<td>City</td>
<td>Atlanta, GA</td>
</tr>
<tr>
<td>Attendees</td>
<td>32</td>
</tr>
<tr>
<td>Project Team</td>
<td>GDOT, AECOM, Dovetail Consulting, Moreland-Altobelli</td>
</tr>
<tr>
<td>Interpreters</td>
<td>Aaron Moore (Spanish), Michael Chumley (Portuguese)</td>
</tr>
<tr>
<td>Court Reporter</td>
<td>Jacqueline Washington</td>
</tr>
<tr>
<td>Moderator</td>
<td>L. N. Manchi, Moreland-Altobelli</td>
</tr>
</tbody>
</table>

II. Information Distributed

- Public Comment Cards (English, Spanish, Portuguese)
- Project Description (English, Spanish, Portuguese)
- Project Newsletter, Issue #2
- Public Information Open House Welcome Letter (English, Spanish, Portuguese)

III. Meeting Summary

During the first 30 minutes of the meeting, participants registered and received written project information. Participants also reviewed display boards and asked study team members questions related to the project alternatives under consideration, evaluation criteria, and preliminary results of the screening of the alternatives. The meeting sign-in sheets are included as Attachment A. The updated project stakeholder list is included as Attachment B.

At approximately 6:30 p.m., Mr. Manchi, a member of the GDOT consultant team, presented the Atlanta-Chattanooga High Speed Ground Transportation Tier 1 Environmental Impact Statement, Preliminary Screening Results presentation. The presentation is included as Attachment C.

Attendees were encouraged to dictate their comments to the court reporter or complete public comment cards and place them in the return box. Comments transcribed by the court reporter are included as Attachment D. Public comment cards received at the meeting are included as Attachment E.

Following the presentation, study team members continued to discuss the display boards and answer questions with meeting participants.

The meeting adjourned at 8:00 p.m.

IV. Attachments

- Attachment A: Sign-In Sheets
- Attachment B: Project Stakeholder List
- Attachment C: Presentation
- Attachment D: Court Reporter Transcription
- Attachment E: Public Comment Cards
Attachment A
Sign-In Sheets
<table>
<thead>
<tr>
<th>Name</th>
<th>How Did You Hear About Meeting? (Newspaper, Radio, Email, Internet)</th>
<th>Mailing Address</th>
<th>Phone</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ricardo Bailey</td>
<td>Internet</td>
<td>80 Marietta St 10E</td>
<td>404-394-2394</td>
<td><a href="mailto:ricardo.soules@gmail.com">ricardo.soules@gmail.com</a></td>
</tr>
<tr>
<td>Knox O'Callaghan</td>
<td>Newspapers</td>
<td>4578 Kingsley Drive 30350</td>
<td>404-818-5010</td>
<td><a href="mailto:kcallaghan@itsmart.com">kcallaghan@itsmart.com</a></td>
</tr>
<tr>
<td>Ben O'Callaghan</td>
<td>Newspapers</td>
<td>2903 Yale Court 30357</td>
<td>706-613-6206</td>
<td><a href="mailto:bcallaghan@aol.com">bcallaghan@aol.com</a></td>
</tr>
<tr>
<td>Ricardo Neveu</td>
<td>01</td>
<td>119 Luckie St NW 3033</td>
<td>404-522-0072</td>
<td><a href="mailto:rneveu@cnnx.com">rneveu@cnnx.com</a></td>
</tr>
</tbody>
</table>
# Atlanta – Chattanooga High Speed Ground Transportation
## Public Information Meeting
### SIGN-IN SHEET

<table>
<thead>
<tr>
<th>Name</th>
<th>How Did You Hear About Meeting?</th>
<th>Mailing Address</th>
<th>Phone</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>Keith Hoggard</td>
<td>Email</td>
<td>3160 Main St., Apt 200, Duluth, GA 30096</td>
<td>770-813-0882</td>
<td><a href="mailto:keith.hoggard@stantec.com">keith.hoggard@stantec.com</a></td>
</tr>
<tr>
<td>Mac Crawford</td>
<td></td>
<td>5115 North St., NW, Apt 417C, Atlanta, GA 30318</td>
<td>770-986-1260</td>
<td><a href="mailto:mcranford@dot.gov">mcranford@dot.gov</a></td>
</tr>
<tr>
<td>Dr. Alex</td>
<td>Email</td>
<td>1111 1st Street NW, Apt 417C, Atlanta, GA 30318</td>
<td>404-578-5619</td>
<td><a href="mailto:balex3@gatech.edu">balex3@gatech.edu</a></td>
</tr>
<tr>
<td>Christopher Silvaia</td>
<td>GDOT website</td>
<td>901 Renaissance Way NE, Atlanta, GA 30303</td>
<td>404-308-0872</td>
<td><a href="mailto:casilv@gatech.edu">casilv@gatech.edu</a></td>
</tr>
<tr>
<td>Wyatt Kendall</td>
<td>Email</td>
<td>607 Virginia Ave, AVE AP1 1207, Atlanta, GA 30306</td>
<td>404-308-0872</td>
<td><a href="mailto:jkendall3@selega.org">jkendall3@selega.org</a></td>
</tr>
<tr>
<td>Tim Wells</td>
<td></td>
<td>1101 Westlake Ave, Atlanta, GA 30306</td>
<td>404-308-0872</td>
<td><a href="mailto:twells@1th.com">twells@1th.com</a></td>
</tr>
<tr>
<td>Pat Durrett</td>
<td>GP</td>
<td>500 Reservoir Road, Anniston, GA 30003</td>
<td>404-308-0872</td>
<td>patdurrett@mindsp_sipt</td>
</tr>
<tr>
<td>Robert Isaf</td>
<td></td>
<td>5850 Rodfield Road, Knoxville, GA 30318</td>
<td>404-308-0872</td>
<td><a href="mailto:robert_isaf@e-mail.com">robert_isaf@e-mail.com</a></td>
</tr>
</tbody>
</table>

10
# Atlanta – Chattanooga High Speed Ground Transportation
## Public Information Meeting
### SIGN-IN SHEET

<table>
<thead>
<tr>
<th>Name</th>
<th>How Did You Hear About Meeting? (Newspaper, Radio, Email, Internet)</th>
<th>Mailing Address</th>
<th>Phone</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jeff Lam</td>
<td></td>
<td>400 W. Peachtree St., NW, #715</td>
<td>678-756-2261</td>
<td><a href="mailto:jwlam@alumnio.clemson.edu">jwlam@alumnio.clemson.edu</a></td>
</tr>
<tr>
<td>Scott Rose</td>
<td></td>
<td>505 Peachtree St. #403</td>
<td>678-954-8899</td>
<td><a href="mailto:the.ledure@gmail.com">the.ledure@gmail.com</a></td>
</tr>
<tr>
<td>David LaMoore</td>
<td></td>
<td>860 Peachtree St. #2101</td>
<td>404-272-2750</td>
<td><a href="mailto:domaine@gmail.com">domaine@gmail.com</a></td>
</tr>
<tr>
<td>Steve Vanisher</td>
<td>Newspaper</td>
<td>2410 Peachtree St. Suite 600</td>
<td>404-926-0721</td>
<td><a href="mailto:steve@barbygroup.com">steve@barbygroup.com</a></td>
</tr>
<tr>
<td>Eugene P. McGuinness</td>
<td></td>
<td>301 10th Street, NW #6045</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Joe McCuney</td>
<td></td>
<td>1079 Old Navy Rd.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Olufemi Kolent</td>
<td></td>
<td>1820 Georgia Tech Blvd, Suite 4</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Randy Carles</td>
<td>Newspaper</td>
<td>170 Blvd SE Apt H210</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jessica Todd</td>
<td>EMAIL</td>
<td>170 Blvd SE Apt H210</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sundan Kanna</td>
<td>EMAIL</td>
<td>170 Blvd SE Apt H210</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Name</td>
<td>How Did You Hear About Meeting? (Newspaper, Radio, Email, Internet)</td>
<td>Mailing Address</td>
<td>Phone</td>
<td>Email</td>
</tr>
<tr>
<td>-------------</td>
<td>---------------------------------------------------------------------</td>
<td>----------------------------------</td>
<td>------------------------</td>
<td>--------------------------------</td>
</tr>
<tr>
<td>Duke Amanota</td>
<td>Colleague</td>
<td><a href="mailto:daamanota@comcast.net">daamanota@comcast.net</a></td>
<td>404-660-2203</td>
<td></td>
</tr>
<tr>
<td>John Kent</td>
<td>Internet (Student Name, Website)</td>
<td><a href="mailto:jmsko@comcast.com">jmsko@comcast.com</a></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Yi Zhou</td>
<td>School E-mail</td>
<td><a href="mailto:yzhou81@gatech.edu">yzhou81@gatech.edu</a></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kati Brookby</td>
<td>School</td>
<td><a href="mailto:katibrookby@yahoo.com">katibrookby@yahoo.com</a></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gloria J. Mims</td>
<td>Radio</td>
<td></td>
<td></td>
<td><a href="mailto:jmlmims@gmail.com">jmlmims@gmail.com</a></td>
</tr>
<tr>
<td>Adam Tao</td>
<td>Email</td>
<td><a href="mailto:ataoal@gmail.com">ataoal@gmail.com</a></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tim Brown</td>
<td>Newspaper</td>
<td></td>
<td></td>
<td><a href="mailto:timpbrown@comcast.com">timpbrown@comcast.com</a></td>
</tr>
<tr>
<td>Lori Anderson</td>
<td>GZIP</td>
<td></td>
<td></td>
<td><a href="mailto:lingshu-hammond@ymail.com">lingshu-hammond@ymail.com</a></td>
</tr>
<tr>
<td>Jennifer Ball</td>
<td>Email</td>
<td>80 Hurt Plaza SE #110 Atlanta 30309</td>
<td>404-222-3344</td>
<td><a href="mailto:jbel@atlantadowntown.com">jbel@atlantadowntown.com</a></td>
</tr>
<tr>
<td>Ken Edelson</td>
<td>email</td>
<td></td>
<td></td>
<td><a href="mailto:ken@gbchronicle.com">ken@gbchronicle.com</a></td>
</tr>
</tbody>
</table>
Attachment B
Project Stakeholder List
<table>
<thead>
<tr>
<th>Last Name</th>
<th>First Name</th>
<th>Organization</th>
<th>How did you hear about meeting?</th>
<th>Address 1</th>
<th>City</th>
<th>State</th>
<th>Zip</th>
<th>Phone #</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bailey</td>
<td>Riccardo</td>
<td>Internet</td>
<td></td>
<td>20 Marietta St. 10E</td>
<td>Atlanta</td>
<td>GA</td>
<td>30330</td>
<td>404-939-2394</td>
<td><a href="mailto:riccardsolaris@gmail.com">riccardsolaris@gmail.com</a></td>
</tr>
<tr>
<td>O’Callaghan</td>
<td>Knox</td>
<td>Newspaper</td>
<td></td>
<td>4538 Kingsgate Drive</td>
<td>Atlanta</td>
<td>GA</td>
<td>30330</td>
<td>404-848-5610</td>
<td><a href="mailto:kocallaghan2@tsmart.com">kocallaghan2@tsmart.com</a></td>
</tr>
<tr>
<td>O’Callaghan</td>
<td>Ben</td>
<td>Newspaper</td>
<td></td>
<td>2903 Yale Court</td>
<td>Atlanta</td>
<td>GA</td>
<td>30339</td>
<td>404-438-6206</td>
<td><a href="mailto:benbloc@aol.com">benbloc@aol.com</a></td>
</tr>
<tr>
<td>Nelson</td>
<td>Richard</td>
<td>Newspaper</td>
<td></td>
<td>119 Luckie St. NW</td>
<td>Atlanta</td>
<td>GA</td>
<td>30303</td>
<td>404-522-0077</td>
<td><a href="mailto:fnh@cnna.com">fnh@cnna.com</a></td>
</tr>
<tr>
<td>Hogsed</td>
<td>Keith</td>
<td>Email</td>
<td></td>
<td>3160 Main St. #100</td>
<td>Duluth</td>
<td>GA</td>
<td>30096</td>
<td>770-813-0882</td>
<td><a href="mailto:Keith.hogsed@stantec.com">Keith.hogsed@stantec.com</a></td>
</tr>
<tr>
<td>Cranford</td>
<td>Mac</td>
<td></td>
<td></td>
<td>770-986-1260</td>
<td>Atlanta</td>
<td>GA</td>
<td>30318</td>
<td>404-578-9619</td>
<td><a href="mailto:mcranford@dot.ga.gov">mcranford@dot.ga.gov</a></td>
</tr>
<tr>
<td>Alex</td>
<td>Nijith</td>
<td>Email</td>
<td></td>
<td>301 10th Street NW, Apt. 417C</td>
<td>Atlanta</td>
<td>GA</td>
<td>30330</td>
<td>559-308-0872</td>
<td><a href="mailto:casilv@gatech.edu">casilv@gatech.edu</a></td>
</tr>
<tr>
<td>O’Callaghan</td>
<td>Ben</td>
<td>Newspaper</td>
<td></td>
<td>4301 Renaissance Way NE</td>
<td>Atlanta</td>
<td>GA</td>
<td>30308</td>
<td>404-438-6206</td>
<td><a href="mailto:benbloc@aol.com">benbloc@aol.com</a></td>
</tr>
<tr>
<td>Kendall</td>
<td>Wyatt</td>
<td>Email</td>
<td></td>
<td>609 Virginia Ave. NE Apt #5207</td>
<td>Atlanta</td>
<td>GA</td>
<td>30306</td>
<td>770-813-0882</td>
<td><a href="mailto:ekendall@selcga.org">ekendall@selcga.org</a></td>
</tr>
<tr>
<td>Wells</td>
<td>Tim</td>
<td>Email</td>
<td></td>
<td>100 W Butler Ave.</td>
<td>Ambler</td>
<td>PA</td>
<td>19002</td>
<td>404-939-2394</td>
<td><a href="mailto:twells@litx.com">twells@litx.com</a></td>
</tr>
<tr>
<td>Durrett</td>
<td>Pat</td>
<td>GPR</td>
<td></td>
<td>5330 Redfield Road</td>
<td>Dunwoody</td>
<td>GA</td>
<td>30338</td>
<td>404-939-2394</td>
<td><a href="mailto:baldurrett@mindspring.com">baldurrett@mindspring.com</a></td>
</tr>
<tr>
<td>Silveira</td>
<td>Christopher</td>
<td>GDOT web site</td>
<td></td>
<td>2410 Paces Ferry, Suite 600</td>
<td>Atlanta</td>
<td>GA</td>
<td>30308</td>
<td>404-926-0727</td>
<td><a href="mailto:shuwan@walshgroup.com">shuwan@walshgroup.com</a></td>
</tr>
<tr>
<td>Lam</td>
<td>Jeff</td>
<td>Email</td>
<td></td>
<td>301 10th Street NW #604B</td>
<td>Atlanta</td>
<td>GA</td>
<td>30318</td>
<td>404-939-2394</td>
<td><a href="mailto:david.lam@prar.com">david.lam@prar.com</a></td>
</tr>
<tr>
<td>Rose</td>
<td>Scott</td>
<td>Newspaper</td>
<td></td>
<td>1679 Oak Lane NE</td>
<td>Atlanta</td>
<td>GA</td>
<td>30329</td>
<td>404-939-2394</td>
<td><a href="mailto:koch@comcast.net">koch@comcast.net</a></td>
</tr>
<tr>
<td>Hausler</td>
<td>Steve</td>
<td>Newspaper</td>
<td></td>
<td>1860 Gainsborough Dr.</td>
<td>Atlanta</td>
<td>GA</td>
<td>30341</td>
<td>404-939-2394</td>
<td><a href="mailto:jmsk20@acu.com">jmsk20@acu.com</a></td>
</tr>
<tr>
<td>McCuven</td>
<td>Eugene F.</td>
<td>Email</td>
<td></td>
<td>170 Blvd. SE Apt H210</td>
<td>Atlanta</td>
<td>GA</td>
<td>30312</td>
<td>404-939-2394</td>
<td><a href="mailto:mims0609@gmail.com">mims0609@gmail.com</a></td>
</tr>
<tr>
<td>Koch</td>
<td>Chris</td>
<td>AJC</td>
<td></td>
<td>1516 Peachtree</td>
<td>Atlanta</td>
<td>GA</td>
<td>30309</td>
<td>404-939-2394</td>
<td><a href="mailto:gkenna@comcast.net">gkenna@comcast.net</a></td>
</tr>
<tr>
<td>Curles</td>
<td>Randy</td>
<td>Newspaper</td>
<td></td>
<td>119 Luckie St. NW</td>
<td>Atlanta</td>
<td>GA</td>
<td>30303</td>
<td>404-939-2394</td>
<td><a href="mailto:dahanotu@camsys.com">dahanotu@camsys.com</a></td>
</tr>
<tr>
<td>Toal</td>
<td>Jessica</td>
<td>Email</td>
<td></td>
<td>3160 Main St. #100</td>
<td>Duluth</td>
<td>GA</td>
<td>30096</td>
<td>404-939-2394</td>
<td><a href="mailto:toalj@gmail.com">toalj@gmail.com</a></td>
</tr>
<tr>
<td>Ahonotu</td>
<td>Dike</td>
<td>Colleague</td>
<td></td>
<td>50 Hurt Plaza SE #110</td>
<td>Atlanta</td>
<td>GA</td>
<td>30305</td>
<td>404-522-3344</td>
<td><a href="mailto:kenna@comcast.net">kenna@comcast.net</a></td>
</tr>
<tr>
<td>Kent</td>
<td>John</td>
<td>Internet</td>
<td>(student planning list service)</td>
<td>50 Hurt Plaza SE #110</td>
<td>Atlanta</td>
<td>GA</td>
<td>30305</td>
<td>404-522-3344</td>
<td><a href="mailto:kenna@comcast.net">kenna@comcast.net</a></td>
</tr>
</tbody>
</table>

Atlanta, GA - November 9, 2010
Attachment D
Court Reporter Transcription
GEORGIA DEPARTMENT OF TRANSPORTATION
PUBLIC HEARING

RE: THE ATLANTA-CHATTANOOGA HIGH SPEED GROUND TRANSPORTATION PROJECT
TIER 1 ENVIRONMENTAL IMPACT STATEMENT
PROJECT PTSC0-0023-00-002
P.I. NO. T001684

ST. MARK UNITED METHODIST CHURCH
781 PEACHTREE STREET
ATLANTA, GEORGIA

TUESDAY, NOVEMBER 9, 2010
6:00 - 8:00 P.M.

JACQUELINE WASHINGTON, CCR-B-2190
HAPPY FACES COURT REPORTING SERVICES
P.O. BOX 1063
TUCKER, GEORGIA 30085
(770) 414-9071
AFFIDAVIT

GEORGIA DEPARTMENT OF TRANSPORTATION
PUBLIC HEARING

RE: THE ATLANTA-CHATTANOOGA HIGH SPEED GROUND TRANSPORTATION PROJECT TIER 1 ENVIRONMENTAL IMPACT STATEMENT PROJECT PTSC0-0023-00-002 P.I. NO. T001684

STATE OF GEORGIA,
COUNTY OF COBB:

I, Jacqueline Ann Washington, hereby certify that I appeared and was available for public comments to be made on record between 6:00 and 8:00 p.m. on November 9, 2010, at St. Mark United Methodist Church, 781 Peachtree Street, Atlanta, Georgia. I hereby attest to the fact that no verbal comments were made to me for inclusion in this transcript.

This, the 9th of November, 2010.

[Signature]

Jacqueline A. Washington, CCR-B-2190
Attachment E
Public Comment Cards
Georgia Department of Transportation
Public Information Open House Comment Card
Project PTSC0-0023-00-002: Hamilton County, Tennessee; and Fulton, Cobb, Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattooga, Catoosa, Clayton, Douglas, Paulding, Polk, and Walker, Georgia Counties, P.I. No. T001684
Tier I Environmental Impact Statement
Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Project

Please print responses.

Name _____________________________________________
Address ____________________________________________

Do you support the project? □ For □ Against □ Conditional □ Uncommitted
Comments __________________________________________

How did you hear about this meeting? □ Radio □ Newspaper □ Signs □ Word of Mouth
□ Other ___________________________________________

Was the location of the meeting convenient for you to attend? □ Yes □ No
If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? □ Yes □ No
If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel? □ Yes □ No

Do you understand the project after attending this meeting? □ Yes □ No

Please share your suggestions on improving the way GDOT conducts public meetings.

Mail To:
Mr. Glenn Bowman, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308
Georgia Department of Transportation
Public Information Open House Comment Card
Project PTSC0-0023-00-002: Hamilton County, Tennessee; and Fulton, Cobb, Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattooga, Catoosa, Clayton, Douglas, Paulding, Polk, and Walker, Georgia Counties, P.I. No. T001684
Tier I Environmental Impact Statement
Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Project

Please print responses.

Name  

Ricardo Bailey

Address  

90 WEECHA ST NW
ATLANTA 30303

Do you support the project?  

☐ For  ☐ Against  ☐ Conditional  ☐ Uncommitted

Comments  

This is an excellent project that I think should happen sooner than later. I'm glad to see it taking form.

How did you hear about this meeting?  

☐ Radio  ☐ Newspaper  ☐ Signs  ☐ Word of Mouth  ☐ Other  ☐ Internet

Was the location of the meeting convenient for you to attend?  

☐ Yes  ☐ No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend?  

☐ Yes  ☐ No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel?  

☐ Yes  ☐ No

Do you understand the project after attending this meeting?  

☐ Yes  ☐ No

Please share your suggestions on improving the way GDOT conducts public meetings.

A little closer to a MARTA station

Mail To:
Mr. Glenn Bowman, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308
Georgia Department of Transportation  
Public Information Open House Comment Card  
Project PTSC0-0023-00-002: Hamilton County, Tennessee; and Fulton, Cobb, Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattooga, Catoosa, Clayton, Douglas, Paulding, Polk, and Walker, Georgia Counties, P.I. No. T001684  
Tier I Environmental Impact Statement  
Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Project

Please print responses.

Name  Katy Brookby  
Address  1930 Dellwood Drive  
Atlanta, GA 30309  

Do you support the project?  
☐ For  ☐ Against  ☐ Conditional  ☑ Uncommitted

Comments  

How did you hear about this meeting?  
☐ Radio  ☐ Newspaper  ☐ Signs  ☐ Word of Mouth  
☑ Other  School advis

Was the location of the meeting convenient for you to attend?  
☑ Yes  ☐ No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend?  
☑ Yes  ☐ No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel?  
☑ Yes  ☐ No

Do you understand the project after attending this meeting?  
☑ Yes  ☐ No

Please share your suggestions on improving the way GDOT conducts public meetings.

Mail To:  
Mr. Glenn Bowman, P.E., State Environmental Administrator  
Georgia Department of Transportation  
600 West Peachtree Street, NW – 16th Floor  
Atlanta, Georgia 30308
Georgia Department of Transportation
Public Information Open House Comment Card
Project PTSC0-0023-00-002: Hamilton County, Tennessee; and Fulton, Cobb, Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattooga, Catoosa, Clayton, Douglas, Paulding, Polk, and Walker, Georgia Counties, P.I. No. T001684
Tier I Environmental Impact Statement
Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Project

Please print responses.

Name: Randy Curles
Address: 1860 Gainstnough Dr
Chamblee, GA 30341

Do you support the project?  ☑ For  ☐ Against  ☐ Conditional  ☐ Uncommitted

Comments:
_________________________________________________________________________
_________________________________________________________________________
_________________________________________________________________________

How did you hear about this meeting?  ☑ Radio  ☑ Newspaper  ☐ Signs  ☐ Word of Mouth
☐ Other

Was the location of the meeting convenient for you to attend?  ☐ Yes  ☑ No

If no, please suggest a general location that is more convenient to your community.
More toward north side of city

Was the time of the meeting convenient for you to attend?  ☑ Yes  ☐ No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel?  ☑ Yes  ☐ No

Do you understand the project after attending this meeting?  ☐ Yes  ☐ No

Please share your suggestions on improving the way GDOT conducts public meetings.

Mail To:
Mr. Glenn Bowman, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308
Georgia Department of Transportation
Public Information Open House Comment Card

Project PTSC0-0023-00-002: Hamilton County, Tennessee; and Fulton, Cobb, Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattooga, Catoosa, Clayton, Douglas, Paulding, Polk, and Walker, Georgia Counties, P.I. No. T001684

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

Please print responses.

Name: [Name]
Address: [Address]

Do you support the project? [ ] For [ ] Against [ ] Conditional [ ] Uncommitted

Comments:

How did you hear about this meeting? [ ] Radio [ ] Newspaper [ ] Signs [ ] Word of Mouth [ ] Other

Was the location of the meeting convenient for you to attend? [ ] Yes [ ] No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? [ ] Yes [ ] No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel? [ ] Yes [ ] No

Do you understand the project after attending this meeting? [ ] Yes [ ] No

Please share your suggestions on improving the way GDOT conducts public meetings.

Mail To:
Mr. Glenn Bowman, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308
Georgia Department of Transportation
Public Information Open House Comment Card
Project PTSC0-0023-00-002: Hamilton County, Tennessee; and Fulton, Cobb, Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattooga, Catoosa, Clayton, Douglas, Paulding, Polk, and Walker, Georgia Counties, P.I. No. T001684
Tier I Environmental Impact Statement
Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Project

Please print responses.

Name

Address

Do you support the project?
☐ For  ☐ Against  ☐ Conditional  ☐ Uncommitted

Comments

How did you hear about this meeting?
☐ Radio  ☐ Newspaper  ☐ Signs  ☐ Word of Mouth
☐ Other

Was the location of the meeting convenient for you to attend?
☐ Yes  ☐ No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend?
☐ Yes  ☐ No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel?
☐ Yes  ☐ No

Do you understand the project after attending this meeting?
☐ Yes  ☐ No

Please share your suggestions on improving the way GDOT conducts public meetings.

Mail To:
Mr. Glenn Bowman, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308
Georgia Department of Transportation
Public Information Open House Comment Card

Project PTSC0-0023-00-002: Hamilton County, Tennessee; and Fulton, Cobb, Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattooga, Catoosa, Clayton, Douglas, Paulding, Polk, and Walker, Georgia Counties, P.I. No. T001684

Tier I Environmental Impact Statement

Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Project

Please print responses.

Name: Wyatt Kendall
Address: 607 Virginia Ave NE Apt #5207
Atlanta, GA 30306

Do you support the project? ☒ For □ Against □ Conditional □ Uncommitted

Comments:
Great project! GDOT needs more projects like this. We don't need to expand another highway in the Atlanta region.

How did you hear about this meeting? □ Radio □ Newspaper □ Signs □ Word of Mouth
☑ Other email

Was the location of the meeting convenient for you to attend? □ Yes ☒ No

If no, please suggest a general location that is more convenient to your community.

Closer to MARTA would be more convenient.

Was the time of the meeting convenient for you to attend? ☒ Yes □ No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel? ☒ Yes □ No

Do you understand the project after attending this meeting? ☒ Yes □ No

Please share your suggestions on improving the way GDOT conducts public meetings.

Mail To:
Mr. Glenn Bowman, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308
Georgia Department of Transportation
Public Information Open House Comment Card

Project PTSC0-0023-00-002: Hamilton County, Tennessee; and Fulton, Cobb, Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattooga, Catoosa, Clayton, Douglas, Paulding, Polk, and Walker, Georgia Counties, P.I. No. T001684

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

Please print responses:

Name: John Smith
Address:

Do you support the project?  □ For  □ Against  □ Conditional  □ Uncommitted

Comments: This presentation did not provide a cost-benefit analysis or adequate comparison of the high-speed project to low-speed rail or no change. There was no adequate explanation of auto, bus, or plane travel times and costs. Without this information, it is hard to formulate an informed opinion. However, I do support enhancing the idea of regional fixed-rail transit for Atlanta.

How did you hear about this meeting?  □ Radio  □ Newspaper  □ Signs  □ Word of Mouth  □ Other  Internet list serve

Was the location of the meeting convenient for you to attend?  □ Yes  □ No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend?  □ Yes  □ No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel?  □ Yes  □ No

Do you understand the project after attending this meeting?  □ Yes  □ No

Please share your suggestions on improving the way GDOT conducts public meetings:

This meeting was inaccessible to the public in terms of language. This meeting focused on Phase I of the EIS and does not give the public good information to consider the project as a whole.

Mail To:
Mr. Glenn Bowman, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308
Georgia Department of Transportation
Public Information Open House Comment Card

Project PTSC0-0023-00-002: Hamilton County, Tennessee; and Fulton, Cobb, Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattooga, Catoosa, Clayton, Douglas, Paulding, Polk, and Walker, Georgia Counties, P.I. No. T001684

Tier I Environmental Impact Statement

Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Project

Please print responses.

Name: Lam, President of Atlanta Downtown Neighborhood Association
Address: 400 W. Peachtree St., NW, Unit 715
ATLANTA, GA 30308

Do you support the project? □ For □ Against □ Conditional □ Uncommitted
Comments: How can we have all the proposed train stops without sacrificing speed? Include estimated productivity gains, not just time saved. When choosing between routes, please communicate with Atlanta intern neighborhoods early and often to minimize adverse impacts on the city.

How did you hear about this meeting? □ Radio □ Newspaper □ Signs □ Word of Mouth □ Other: Central Atlanta Progress Newsletter

Was the location of the meeting convenient for you to attend? □ Yes □ No
If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? □ Yes □ No
If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel? □ Yes □ No

Do you understand the project after attending this meeting? □ Yes □ No

Please share your suggestions on improving the way GDOT conducts public meetings.

Put this information out on your Facebook page for public comment!

Mail To:
Mr. Glenn Bowman, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308
Georgia Department of Transportation
Public Information Open House Comment Card
Project PTSC0-0023-00-002: Hamilton County, Tennessee; and Fulton, Cobb, Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattooga, Catoosa, Clayton, Douglas, Paulding, Polk, and Walker, Georgia Counties, P.I. No. T001684
Tier I Environmental Impact Statement
Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Project

Please print responses.

Name: Eugene S. McGuinness
Address: 301 10th Street NW

Do you support the project?  ☐ For  ☐ Against  ☑ Conditional  ☐ Uncommitted

Comments: HSGT for passengers needs to be demonstrably capable of generating sustainable economic growth before it justifies the commitment of federal funds. I have not yet seen any argument that distinguishes this corridor from others.

How did you hear about this meeting?  ☐ Radio  ☐ Newspaper  ☐ Signs  ☐ Word of Mouth  ☑ Other  e-mail

Was the location of the meeting convenient for you to attend?  ☑ Yes  ☐ No
If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend?  ☑ Yes  ☐ No
If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel?  ☑ Yes  ☐ No

Do you understand the project after attending this meeting?  ☑ Yes  ☐ No

Please share your suggestions on improving the way GDOT conducts public meetings.

Mail To:
Mr. Glenn Bowman, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308
Georgia Department of Transportation

Public Information Open House Comment Card

Project PTSC0-0023-00-002: Hamilton County, Tennessee; and Fulton, Cobb, Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattooga, Catoosa, Clayton, Douglas, Paulding, Polk, and Walker, Georgia Counties, P.I. No. T001684

Tier I Environmental Impact Statement

Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Project

Please print responses.

Name MS. GLORIA J. MIMS
Address 835 OGLETHORPE AVE., S.W., #201
ATLANTA, GA 30310-2780

Do you support the project? [ ] For [ ] Against [ ] Conditional [ ] Uncommitted

Comments Such a system would most definitely enhance the Atlanta transportation needs.

How did you hear about this meeting? [ ] Radio [ ] Newspaper [ ] Signs [ ] Word of Mouth
[ ] Other

Was the location of the meeting convenient for you to attend? [ ] Yes [ ] No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? [ ] Yes [ ] No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel? [ ] Yes [ ] No

Do you understand the project after attending this meeting? [ ] Yes [ ] No

Please share your suggestions on improving the way GDOT conducts public meetings.

Mail To:
Mr. Glenn Bowman, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308
Georgia Department of Transportation
Public Information Open House Comment Card
Project PTSC0-0023-00-002: Hamilton County, Tennessee; and Fulton, Cobb, Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattooga, Catoosa, Clayton, Douglas, Paulding, Polk, and Walker, Georgia Counties, P.I. No. T001684
Tier I Environmental Impact Statement
Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Project

Please print responses.

Name: Ben O'Callaghan
Address: 2903 Yale Court
          Atlanta, GA 30319

Do you support the project?  [ ] For  [ ] Against  [ ] Conditional  [ ] Uncommitted
Comments: Great project - excellent groundwork & preparation/analysis

How did you hear about this meeting?  [ ] Radio  [ ] Newspaper  [ ] Signs  [ ] Word of Mouth
                                      [ ] Other

Was the location of the meeting convenient for you to attend?  [ ] Yes  [ ] No
If no, please suggest a general location that is more convenient to your community.
Cobb County Civic Center

Was the time of the meeting convenient for you to attend?  [ ] Yes  [ ] No
If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel?  [ ] Yes  [ ] No

Do you understand the project after attending this meeting?  [ ] Yes  [ ] No

Please share your suggestions on improving the way GDOT conducts public meetings.
Excellent format & materials

Mail To:
Mr. Glenn Bowman, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308
Georgia Department of Transportation
Public Information Open House Comment Card

Project PTSC0-0023-00-002: Hamilton County, Tennessee; and Fulton, Cobb, Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattooga, Catoosa, Clayton, Douglas, Paulding, Polk, and Walker, Georgia Counties, P.I. No. T001684
Tier I Environmental Impact Statement
Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Project

Please print responses.

Name: Scott Rose
Address: 805 Peachtree St. # 403
          Atlanta, GA 30308

Do you support the project? [ ] For  [ ] Against  [ ] Conditional  [ ] Uncommitted
Comments: Very exciting project! Can we have it tomorrow?
          I think the I recommended alignments are the best options.

How did you hear about this meeting? [ ] Radio  [ ] Newspaper  [ ] Signs  [ ] Word of Mouth
[ ] Other: Email

Was the location of the meeting convenient for you to attend? [ ] Yes  [ ] No
If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? [ ] Yes  [ ] No
If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel? [ ] Yes  [ ] No

Do you understand the project after attending this meeting? [ ] Yes  [ ] No

Please share your suggestions on improving the way GDOT conducts public meetings.

Mail To:
Mr. Glenn Bowman, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308
Georgia Department of Transportation
Public Information Open House Comment Card
Project PTSC0-0023-00-002: Hamilton County, Tennessee; and Fulton, Cobb, Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattooga, Catossa, Clayton, Douglas, Paulding, Polk, and Walker, Georgia Counties, P.I. No. T001684
Tier I Environmental Impact Statement
Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Project

Please print responses.

Name: Christopher Silverman
Address: 4301 Renaissance Way NE
Atlanta, GA 30308

Do you support the project?  [ ] For  [ ] Against  [x] Conditional  [ ] Uncommitted
Comments: As a pilot project, it is a great start, but until the project reaches the point where monetary costs are considered, it is difficult to pass judgment. I would like to see current numbers on commuters between Chattanooga region and Atlanta region explained.

How did you hear about this meeting?  [ ] Radio  [ ] Newspaper  [ ] Signs  [ ] Word of Mouth  [x] Other  [ ] GDOT website

Was the location of the meeting convenient for you to attend?  [x] Yes  [ ] No
If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend?  [x] Yes  [ ] No
If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel?  [x] Yes  [ ] No

Do you understand the project after attending this meeting?  [x] Yes  [ ] No

Please share your suggestions on improving the way GDOT conducts public meetings.
[Open Q&A in which we ask questions immediately after the presentation one-by-one so that we are able to gather thoughts from others to build a better dialogue.]

Mail To:
Mr. Glenn Bowman, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308
Georgia Department of Transportation
Public Information Open House Comment Card
Project PTSC0-0023-00-002: Hamilton County, Tennessee; and Fulton, Cobb, Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattooga, Catoosa, Clayton, Douglas, Paulding, Polk, and Walker, Georgia Counties, P.I. No. T001684
Tier I Environmental Impact Statement
Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Project

Please print responses.

Name  Adam Jodl
Address  170 Boulevard SE Apt H210
Atlanta, GA 30312

Do you support the project?  ☑ For  ☐ Against  ☐ Conditional  ☐ Uncommitted

Comments  Project has amazing national potential. Big step for this state and the Southeast.

How did you hear about this meeting?  ☐ Radio  ☐ Newspaper  ☐ Signs  ☐ Word of Mouth  ☑ Other  Email

Was the location of the meeting convenient for you to attend?  ☑ Yes  ☐ No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend?  ☑ Yes  ☐ No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by GDOT personnel?  ☑ Yes  ☐ No

Do you understand the project after attending this meeting?  ☑ Yes  ☐ No

Please share your suggestions on improving the way GDOT conducts public meetings.

Mail To:
Mr. Glenn Bowman, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308
Georgia Department of Transportation
Public Information Open House Comment Card

Project PTSC0-0023-00-002 : Hamilton County, Tennessee; and Fulton, Cobb, Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattooga, Catoosa, Clayton, Douglas, Paulding, Polk, and Walker, Georgia Counties, P.I. No. T001684

Tier I Environmental Impact Statement

Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Project

Please print responses.

Name  JESSICA TOAL  ____________________________________________
Address  170 BOULEVARD SE APT H210  ____________________________________________
ATLANTA, GA  30312

Do you support the project?  ☑ For  ☐ Against  ☐ Conditional  ☐ Uncommitted

Comments  I AM A HUGE SUPPORTER OF HIGH SPEED RAIL & LOOK FORWARD TO FUTURE CONNECTIONS TO OTHER MAJOR CITIES ACROSS THE COUNTRY - IT APPEARS THE HIGH SPEED CONNECTION TO HJAIA WAS ELIMINATED FROM THE SECOND SCREENING, FOR IN ORDER TO INCREASE RIDERSHIP THIS STOP/NODE SHOULD BE ADDED BACK.

How did you hear about this meeting?  ☐ Radio  ☐ Newspaper  ☐ Signs  ☑ Word of Mouth  ☐ Other  ____________________________________________

Was the location of the meeting convenient for you to attend?  ☑ Yes  ☐ No

If no, please suggest a general location that is more convenient to your community.

____________________________

Was the time of the meeting convenient for you to attend?  ☑ Yes  ☐ No

If no, please suggest a time frame that is more convenient for you.

____________________________

Were your questions answered by GDOT personnel?  ☑ Yes  ☐ No

____________________________

Do you understand the project after attending this meeting?  ☑ Yes  ☐ No

____________________________

Please share your suggestions on improving the way GDOT conducts public meetings.

____________________________

Mail To:
Mr. Glenn Bowman, P.E., State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW – 16th Floor
Atlanta, Georgia 30308
Georgia Department of Transportation  
Public Information Open House Comment Card  
Project PTSC0-0023-00-002 : Hamilton County, Tennessee; and Fulton, Cobb, Cherokee, Floyd, Bartow, Murray, Whitfield, Gordon, Chattooga, Catoosa, Clayton, Douglas, Paulding, Polk, and Walker, Georgia Counties, P.I. No. T001684  
Tier I Environmental Impact Statement  
Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Project  

Please print responses.  

Name: Yi Zhou  
Address: 505C, GLC 201 10th St NW, ATL  
GA 30313  

Do you support the project?  
☐ For  ☒ Against  ☐ Conditional  ☐ Uncommitted  

Comments:  
It’s meaning full to connect the areas important cities in an HSGT network. But make sure the area can generate enough ridership for the transit system.  

How did you hear about this meeting?  
☐ Radio  ☐ Newspaper  ☐ Signs  ☐ Word of Mouth  
☒ Other: School system notice, e-mail  

Was the location of the meeting convenient for you to attend?  
☒ Yes  ☐ No  
If no, please suggest a general location that is more convenient to your community.  

Was the time of the meeting convenient for you to attend?  
☒ Yes  ☐ No  
If no, please suggest a time frame that is more convenient for you.  

Were your questions answered by GDOT personnel?  
☒ Yes  ☐ No  

Do you understand the project after attending this meeting?  
☒ Yes  ☐ No  

Please share your suggestions on improving the way GDOT conducts public meetings.  
Put more words on the boards to illustrate the graph.  
and charts.  

Mail To:  
Mr. Glenn Bowman, P.E., State Environmental Administrator  
Georgia Department of Transportation  
600 West Peachtree Street, NW – 16th Floor  
Atlanta, Georgia 30308
10.0 PARTICIPATING AGENCIES
March 14, 2008

Dear Agency Contact:

Federal Railroad Administration (FRA), in cooperation with the Federal Highway Administration (FHWA), and the Georgia Department of Transportation (GDOT), in association with the Tennessee Department of Transportation (TDOT) is initiating a Tier I Environmental Impact Statement (EIS) for proposed High Speed Ground Transportation (HSGT) in the Atlanta to Chattanooga Corridor. This study involves the planning and environmental analysis of a potential HSGT system in the 110-mile corridor between Atlanta, Georgia, and Chattanooga, Tennessee. The study area (attached Figure 1) is contained wholly or in part in the following counties: Hamilton County, Tennessee; and Clayton, Fulton, Cobb, Cherokee, Floyd, Bartow, Douglas, Paulding, Polk, Murray, Whitfield, Gordon, Chattooga, Catoosa, and Walker Counties, Georgia.

Your agency has been identified as an agency that may have an interest in the project. With this letter, we extend your agency an invitation to become a participating agency in coordination with the FRA, FHWA and GDOT in the development of the Tier I EIS for the subject project in accordance with 40 CFR 1501.6 of the Council on Environmental Quality’s (CEQ) Regulations for Implementing the Procedural Provision of the National Environmental Policy Act. This designation does not imply that your agency either supports the proposal or has any special expertise with respect to evaluation of the project.

The Tier I EIS will build upon previous studies of MagLev and steel wheel HSGT concepts prepared for the corridor. The Tier I EIS will be prepared at a conceptual level of engineering and environmental detail appropriate for a programmatic analysis and will provide the FRA, FHWA and GDOT with sufficient information to select HSGT technology characteristics, general corridor location, general station locations, and potentially to identify an initial operating
segment. Should implementation funding become available in the future, a completed Tier I EIS, with a Record of Decision (ROD) would allow for further engineering and site-specific environmental documentation contained in a Tier II EIS to advance a HSGT system, in total or in phases, as well as right-of-way acquisition within the selected corridor. The current study is expected to be complete at the end of 2009.

The purpose of the Atlanta to Chattanooga HSGT system is to enhance intercity passenger mobility in northwest Georgia, and part of Tennessee, by expanding passenger transportation capacity, increasing mobility and providing an alternative to highway and air travel in a manner that is safe, reliable, and cost-effective while avoiding, minimizing, and/or mitigating impacts on neighborhoods and the environment.

Pursuant to Section 6002 of SAFETEA-LU, participating agencies are responsible to identify, as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project.

Your agency’s involvement should include those areas of your interest, and no direct writing or analysis will be necessary for preparing the document. The following are activities we will take to maximize interagency cooperation:

1. Consult with you on any relevant technical studies that will be required for the project;
2. Provide you with project information, including study results;
3. Encourage your agency to use the above documents to express your views on the subjects within your jurisdiction or expertise; and
4. Include information in the project environmental documents that participating agencies need to discharge their National Environmental Policy Act (NEPA) responsibilities and any other requirements regarding jurisdictional approvals, permits, licenses, and/or clearances.

Please respond to Mr. Glenn Bowman, P. E., Environment/Location Engineer, Georgia Department of Transportation, 3993 Aviation Circle, Atlanta, Georgia 30336-1593, in writing with an acceptance or denial of the invitation within 30 days of receipt of this letter. If your agency declines, the response should state your reason for declining the invitation. Pursuant to SAFETEA-LU Sec. 6002, any Federal agency that chooses to decline the invitation to be a participating agency must specifically state in its response that it:

* Has no jurisdiction or authority with respect to the project;
* Has no expertise or information relevant to the project; and
* Does not intend to submit comments on the project.

If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this Tier I EIS, please contact Mr. Wayne Fedora, P.E. (FHWA) at (404) 562-3651. If you would like to review the project...
Coordination Plan, please contact Susan Knudson of my staff at (404) 699-4407. If you decide to accept this invitation to become a participating agency we would also request that you review the enclosed project purpose and need statement, and provide your comments along with your acceptance within the time frame noted above.

Thank you for your cooperation and interest in this project.

Sincerely,

Glenn Bowman, P.E.
Office of Environment/Location

GB/sk/gth

Enclosure

Project Need and Purpose
Project NOI
Study Area Map

cc: Wayne Fedora, P.E.
    David Valenstein
    Gerald Ross, P.E.
Federal Agencies

Mr. Steven M. Wright
Environmental Protection Specialist
United States Department of the Interior
National Park Service, Southeast Regional Office

Mr. David Schilling
State Programs Team Leader
U.S. Department of Transportation
Federal Transit Administration - Region IV

Mr. Ben West
Agency Representative
U.S. Environmental Protection Agency
Region IV

Mr. Dan Wallace
State Resource Inventory Coordinator
U.S. Department of Agriculture
Natural Resources Conservation Service

Ms. Mary Dills
Project Manager
U.S. Army Corps of Engineers
Savannah District, Regulatory Division, Piedmont Branch

Mr. Pete Patavina
Staff Biologist
U.S. Department of the Interior
Fish and Wildlife Service

Mr. Randy Warbington
Director of Engineering
U.S. Department of Agriculture
Forest Service, Southern Region

State Agencies

Georgia

Ms. Katrina Morris
Environmental Review Coordinator
Georgia Department of Natural Resources
Wildlife Resources Division

As of August 26, 2010
Mr. James Johnson  
Forest Management Chief  
Georgia Forestry Commission  

Mr. Paul Burkhalter  
Deputy Commissioner  
Georgia Department of Natural Resources  

Ms. Amanda Schraner  
Transportation Projects Coordinator  
Georgia Department of Natural Resources  
State Historic Preservation Office (SHPO) - Historic Preservation Division  

Mr. Bert Langley  
Manager - Georgia Department of Natural Resources  
Environmental Protection Division  

Tennessee  

Mr. Silas Mathes  
Data Manager  
Heritage Program - Tennessee Department of Environment and Conservation  

Mr. Joe Garrison  
Historic Preservation Specialist  
Tennessee Historical Commission - Department of Environment and Conservation  

Mr. Robert Todd  
Fish and Wildlife Environmentalist  
Tennessee Wildlife Resources Agency  

Native American Tribes  

Ms. Lisa C. Stopp  
Tribal NAGPRA POC  
United Keetoowah Band of Cherokee Indians  

Mr. Willard Steele  
Tribal Historic Preservation Officer  
Seminole Tribe of Florida  

Regional Planning Agencies  

Mr. Bob McCord  
Principal Management Analyst  
Atlanta Regional Commission
Mr. Kenneth P. Parr  
NEPA Specialist  
Tennessee Valley Authority  
Environmental Permits and Compliance

Mr. Don Cope  
President  
Dalton Utilities

Mr. Kenneth W. Wester  
ADHS Program Manager  
Appalachian Regional Commission

Ms. Sue Hiller, AICP  
Planning Director  
Rome Floyd County Planning Department (MPO)

Mr. William R. Steiner  
Executive Director  
Northwest Georgia Regional Commission

Mr. Zach Montgomery  
Transportation Planner  
Greater Dalton Metropolitan Planning Organization (MPO)

Ms. Beth Jones  
Executive Director  
Chattanooga Area Regional Council of Governments/Southeast Tennessee Development District

**Regional and Local Transportation Planning Agencies**

Ms. Cheryl King AICP  
Assistant General Manager Planning  
Metropolitan Atlanta Rapid Transit Authority

Mr. Michael J. Landguth  
President and CEO  
Chattanooga Metropolitan Airport Authority

Dr. Thomas E. Nissalke Ph.D.  
Director of Environmental and Technical Services  
City of Atlanta - Department of Aviation - Hartsfield-Jackson Atlanta International Airport

Mr. Shaun Green  
Senior Principal Operations Engineer  
Georgia Regional Transportation Authority

As of August 26, 2010
County Governments

Mr. Antonio Valenzuela
Transportation Planning Administrator
Fulton County Department of Public Works

Mr. David Ridley
Sole Commissioner
Murray County Board of Commissioners

Ms. Faye DiMassimo AICP
Director
Cobb County Department of Transportation

Mr. Matt Denton
Assistant County Manager
Polk County Board of Commissioners

Mr. Jeff Metarko
Director
Clayton County Department of Transportation and Development

Mr. L.B. Ahrens Jr.
Chairman
Cherokee County Board of Commissioners

City Governments

Ms. Luz Borrero
Deputy Chief Operating Officer
City of Atlanta

Mr. William Moore
College Park Engineering Director
City of College Park

Hon. Ron Littlefield
Mayor
City of Chattanooga

Mr. Kevin McBurnett
City Manager
City of Emerson

Hon. Matthew J. Santini
Mayor
City of Cartersville
Mr. J. Tyson Ross  
City Administrator  
City of Dalton

Hon. Evan King  
Mayor  
City of Adairsville

Mr. Randy L. Mannino, AICP  
Planning & Development Director  
City of Cartersville
11.0 AGENCY CORRESPONDENCE
### Participating Agency Comments
in Response to June 10th Letter Confirming Participation, Updated Coordination and Revised Purpose and Need Statement

<table>
<thead>
<tr>
<th>No.</th>
<th>Participating Agency</th>
<th>Comment</th>
<th>Disposition</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Georgia Department of Natural Resources - Wildlife Resources Division</td>
<td>The role of the Nongame Conservation Section is to determine potential impacts to high priority species and habitats as a result of the proposed project.</td>
<td>Noted. No response</td>
</tr>
<tr>
<td>2</td>
<td>City of Adairsville</td>
<td>We feel this project is exceedingly important to our community and will aid in promoting economic development, help create new choices for travelers, help in reducing dependence on oil, and aid in urban and rural development.</td>
<td>Noted. No response</td>
</tr>
<tr>
<td>3</td>
<td>Tennessee Department of Environment and Conservation - Natural Heritage Program</td>
<td>Enclosed a list of rare species. Suggested that we contact Rob Todd of TWRA for participation (615-781-6577) regarding state-listed plants and animals.</td>
<td>Contacted Robert Todd to invite TWRA to participate in the study’s NEPA process.</td>
</tr>
<tr>
<td>5</td>
<td>U.S. Environmental Protection Agency - Region IV</td>
<td>EPA's participation does not preclude an independent review according to Section 102(2)(C) of NEPA and Section 309 of the Clean Air Act. EPA also requested that the revised coordination plan identify EPA as a Federal Resource Agency.</td>
<td>Identified EPA as a Federal Resource Agency in the revised Coordination Plan.</td>
</tr>
</tbody>
</table>
## Participating Agency Comments

in Response to June 10th Letter Confirming Participation, Updated Coordination and Revised Purpose and Need Statement

<table>
<thead>
<tr>
<th>No.</th>
<th>Participating Agency</th>
<th>Comment</th>
<th>Disposition</th>
</tr>
</thead>
<tbody>
<tr>
<td>6</td>
<td>United Keetoowah Band of Cherokee Indians</td>
<td>There is no objection to the project, but if any remains, artifacts or other items are inadvertently discovered, please cease construction immediately and contact at 918-458-6533 or by letter.</td>
<td>Noted. No response</td>
</tr>
<tr>
<td>7</td>
<td>Tennessee Historical Commission - Department of Environment and Conservation</td>
<td>Review and comment on proposed undertaking are among the requirements of Section 106 of the National Historic Preservation Act. The Advisory Council on Historic Preservation has codified procedures for carrying out Section 106 review in 36 CFR 800. Considering available information, they find that the project as currently proposed may adversely affect properties eligible for listing in the National Register of Historic Places and immediate consultation with their office is requested.</td>
<td>Noted. No response</td>
</tr>
<tr>
<td>8</td>
<td>U.S. Department of Agriculture - Natural Resources Conservation Service</td>
<td>The agency will continue to provide information of the designation of Important Farmland in the project area.</td>
<td>Noted. No response</td>
</tr>
<tr>
<td>9</td>
<td>City of Dalton</td>
<td>We would like to provide input on the methodology and preliminary screening results</td>
<td>Noted. No response</td>
</tr>
</tbody>
</table>
### Participating Agency Comments
in Response to June 10th Letter Confirming Participation, Updated Coordination and Revised Purpose and Need Statement

<table>
<thead>
<tr>
<th>No.</th>
<th>Participating Agency</th>
<th>Comment</th>
<th>Disposition</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td>Chattanooga Area Regional Council of Governments – Southeast Tennessee Development District</td>
<td>Local governments that comprise CARCOG consider the high speed rail project to be very important to the economic development of the region. The project consistently ranks high at SETDD/CARCOG annual planning retreats, and it is on the document prepared under an agreement with the Economic Development Administration. Since Catoosa and Walker Counties are in the study area, it is important that CARCOG maintains a relationship with GDOT and other regional partners in transportation projects that will affect regional plans and projects on both sides of the state line.</td>
<td>Noted. No response</td>
</tr>
<tr>
<td>11</td>
<td>U.S. Department of the Interior – National Park Service</td>
<td>NPS’ role is to ensure that pertinent NPS mission statements, legislative authorities, and policies are duly considered when developing any alternatives, related management actions, or options applicable to units of the NPS. NPS will commit subject expertise to assist and insure that the affected environment and environmental impacts sections of the Tier I EIS are structured to fully address NPS interests pertaining to the units of the NPS.</td>
<td>Noted. No response</td>
</tr>
<tr>
<td>No.</td>
<td>Participating Agency</td>
<td>Comment</td>
<td>Disposition</td>
</tr>
<tr>
<td>-----</td>
<td>---------------------</td>
<td>--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>-----------------</td>
</tr>
<tr>
<td>12</td>
<td>U.S. Army Corps of Engineers North Area Section - Regulatory Branch</td>
<td>This project has been assigned permit number SAS-2007-01423, please refer to it in all correspondence. Wetlands will require Dept. of Army authorization to dredge or fill waterways. The project corridor does contain waters of the U.S. that are considered to be within the jurisdiction of Section 10 of the Rivers and Harbors Act of 1899 (33 U.S. C. 403) and/or Section 404 of the Clean Waters Act (33 U.S.C 1344) the placement of dredged or fill material into any waterways and/or adjacent wetlands and mechanized land clearing of those wetlands would require prior Department of the Army authorization pursuant to Section 404. Impacts to wetlands and streams, which are one-half acre or less to waters of the U.S. at a single crossing, could be permitted under the 2007 Nationwide Permit Program provided the cumulative impacts do not exceed 10 acres of wetlands and /or 1,500 linear feet of streams. If the Nationwide Permit thresholds are exceeded, this project would require a standard individual permit (IP) application, which should follow Section 404 (b) (1) guidelines for avoidance and minimization to waters of the U.S. and include mitigation plan and alternatives analysis. Enclosed a copy of 404 (b) (1) application form.</td>
<td>Noted. No response</td>
</tr>
</tbody>
</table>
Mr. Alan Ware  
Passenger Rail Projects  
Georgia Department of Transportation  
600 West Peachtree Street  
Atlanta, GA 30308

Dear Mr. Ware

We have reviewed your letter requesting that we partner with you as a participating agency for the Atlanta-Chattanooga HSGT study. After reviewing the coordination plan we believe that any impact to us related to this project will be extremely minimal but appreciate the opportunity to comment if and when any impacts are discovered. Please forward any correspondence regarding this project to me at the above address, or email to rwarbington@fs.fed.us.

Sincerely,

Randy L. Warbington  
Director of Engineering
August 20, 2010

Mr. Alan Ware
Passenger Rail Projects
Georgia Department of Transportation
Intermodal Programs
600 West Peachtree Street
Atlanta, GA 30308

Re: Invitation to Participate – Tier I Environmental Impact Statement
Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Study
Project PTSC0-0023-00-002, PI No.: T001684

Dear Mr. Ware:

We have received the invitation to become a participating agency in coordination with the FHWA, FRA, and GDOT in the development of the Tier I EIS for the subject project in accordance with 40 CFR 1501.6 of the Council on Environmental Quality’s (CEQ) Regulations for Implementing the Procedural Provision of the National Environmental Policy Act. We accept the invitation and look forward to working with the various agencies on the proposed project.

I would like to bring to your attention that I may be able to attend meetings in Georgia on this proposed project due to the current economic situation of the State of Tennessee which severely limits out-of-state travel.

Thank you for the invitation to participate on this proposed project.

Sincerely,

Robert M. Todd
Fish and Wildlife Environmentalist

cc: Bobby Brown, Region III Habitat Biologist
John Mayer, Region III Manager
Vincent Pontello, Wildlife Biologist/East TN TDOT Liaison

The State of Tennessee
IS AN EQUAL OPPORTUNITY, EQUAL ACCESS, AFFIRMATIVE ACTION EMPLOYER
Mr. Erik H. Steavens  
Georgia Department of Transportation  
One Georgia Center  
600 West Peachtree Street, NW  
Atlanta, Georgia 30308

Dear Mr. Steavens:

We are in receipt of your correspondence dated June 10, 2010, requesting confirmation of our acceptance of your invitation to become a Participating Agency in developing the Tier 1 Environmental Impact Statement (EIS) for the proposed High Speed Ground Transportation in the Atlanta to Chattanooga Corridor, project number PTSCO-0023-00-002.

The National Park Service (NPS) accepts your invitation to participate in the development of the Tier 1 EIS as a Participating Agency to ensure that pertinent NPS mission statements, legislative authorities, and policies are duly considered when developing any alternatives, related management actions, or options applicable to units of the NPS. As a Participating Agency, the NPS would commit subject expertise to assist and insure that the affected environment and environmental impacts sections of the Tier 1 EIS are structured to fully address NPS interests pertaining to the units of the NPS.

We welcome this opportunity to cooperate with the Federal Highway Administration and the Georgia Department of Transportation. Should you have any questions please contact Steven M. Wright, Environmental Protection Specialist, by calling (404) 507-5710.

Sincerely,

[Signature]
David Vela  
Regional Director  
Southeast Region
Mr. Alan Ware  
Passenger Rail Projects  
Georgia Department of Transportation  
600 West Peachtree Street  
Atlanta, Georgia 30308  

SUBJECT: Updated Participating Agency Request for the Atlanta-Chattanooga High Speed Ground Transportation Tier 1 Environmental Impact Statement  

Dear Mr. Ware:  

The U.S. Environmental Protection Agency (EPA) received your letter dated June 10, 2010, requesting EPA to reaffirm our status as a “participating agency” with the Georgia Department of Transportation (GDOT), Federal Railroad Administration (FRA), and Federal Highway Administration (FHWA) for the subject project. A Tier 1 Environmental Impact Statement is being prepared for a High Speed Ground Transportation project in the 110-mile corridor between Atlanta, Georgia, and Chattanooga, Tennessee.  

In accordance with this request, we agree to continue acting as a participating agency for this project and will endeavor to participate in project activities in the manner suggested in your letter, subject to resource limitations. EPA’s participating agency status and level of involvement does not, however, preclude our independent review and comment responsibilities under Section 102(2)(C) of the National Environmental Policy Act (NEPA) and Section 309 of the Clean Air Act, or our authorities under Section 404 of the Clean Water Act. Similarly, our being a participating agency should not imply that EPA will necessarily concur with all aspects of GDOT’s EIS. We also request that the Revised Coordination Plan identify EPA as a Federal Resource Agency with regulatory responsibilities in the NEPA process.  

We appreciate the opportunity to work with GDOT as a participating agency on this important project. Please contact Ben West, as our primary agency representative for this project, at (404) 562-9643 to discuss this letter or if you have questions.  

Sincerely,  

[Signature]  
Heinz J. Mueller, Chief  
NEPA Program Office  
Office of Policy and Management  

cc: Federal Highway Administration – Georgia Division  
Federal Highway Administration – Tennessee Division  
Federal Railroad Administration  
Tennessee Department of Transportation  

Internal Address (URL) • http://www.epa.gov  
Recycled/Recyclable • Printed with Vegetable Oil Based inks on Recycled Paper (Minimum 30% Postconsumer)
June 29, 2010

Mr. Alan Ware
Passenger Rail Projects
Georgia Department of Transportation
One Georgia Center
600 W Peachtree Street, NW
Atlanta, GA 30308

RE: Tier I Environmental Impact Statement Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Study Project PTSC0-0023-00-002, PI No.: T001684

Dear Mr. Ware:

This letter is in reference to your request that Natural Resources Conservation Service (NRCS), Georgia continue to be designated as a participating agency for the above project. We are concurring with the request that GA NRCS continue the designation as a participating agency. Our role will continue to be to provide information on the designation of Important Farmland (Prime and Statewide Important) in the project area. Although the NRCS provides information on average farm size when responding to the Farmland Protection Policy Act requests, the USDA-National Agriculture Statistics Service provides the data for identifying and determining average farm size.

I am designating, Dan Wallace, State Resource Inventory Coordinator, on my staff as a principal contact. Dan can be contacted at (706) 546-2278. The alternate representative is Michael Watson, Assistant State Conservationist for Field Operations in Griffin, GA. Mr. Watson can be reached (770) 227-1026.

Sincerely,

[Signature]

JAMES E. TILLMAN, SR.
State Conservationist

cc: Michael Watson, Assistant Conservationist for Field Operations, NRCS, Griffin, GA
Dan Wallace, State Resource Inventory Coordinator, NRCS, Athens, GA
From: Dills, Mary E SAS [Mary.E.Dills@usace.army.mil]
To: Ware, Alan
Cc: tahirah.wilson@aecom.com; D’Avino, Gail
Subject: SAS-2007-01423 / P.I. #T001684 - Atlanta-Chattanooga High Speed Ground Transportation Study
Attachments: Coordination POC Info Ltr 200701423.pdf; 404(b)1 Template 11 June 2010fv.doc

PTSCO-0023-00-002, P.I. #001684

Dear Mr. Ware:

Enclosed is our response to your letter of June 14, 2010. Savannah District will continue to be a participating agency in the HSGT Study. I am the project manager assigned to this project; my contact information is in our letter and below.

No paper/hard copy of the enclosed documents will be sent unless requested.

If you have any questions or concerns regarding this matter, please feel free to contact me or my supervisor, Mr. Jeffery K. King at (678) 422-1981.

Mary E. Dills
US Army Corps of Engineers, Savannah District Regulatory Division, Piedmont Branch

1590 Adamson Parkway, Suite 200
Morrow, Georgia 30260-1777
Tel: (678) 422-2727
Fax: (770) 968-3727
Regulatory Division  
SAS-2007-01423

Georgia Department of Transportation  
Intermodal Programs Division, Passenger Rail Projects  
Attention: Mr. Eric H. Steavens  
One Georgia Center  
600 West Peachtree Street, NW  
Atlanta, Georgia 30308

Dear Mr. Steavens:

In response to your letter of June 10, 2010, the US Army Corps of Engineers, Savannah District, Regulatory Division, will continue to be a participating agency in the NEPA process for the Atlanta-Chattanooga High Speed Ground Transportation Study and Tier I Environmental Impact Statement, PTSCO-0023-00-002, P.1. #T001684. Ms. Mary Dills, a project manager in the Special Projects Section, Piedmont Branch, has been assigned to this project. This project has been assigned permit number SAS-2007-01423. Please refer to this number in all future correspondence and inquiries concerning this project.

The project corridor does contain waters of the United States that are considered to be within the jurisdiction of Section 10 of the Rivers and Harbors Act of 1899 (33 United States Code (U.S.C.) 403) and/or Section 404 of the Clean Water Act (33 U.S.C. 1344). The placement of dredged or fill material into any waterways and/or their adjacent wetlands or mechanized land clearing of those wetlands would require prior Department of the Army authorization pursuant to Section 404.

Impacts to wetlands and streams, which are one-half acre or less to waters of the US at a single crossing, could be permitted under our 2007 Nationwide Permit Program provided the cumulative impacts do not exceed 10 acres of wetlands and/or 1,500 linear feet of streams. If the Nationwide Permit thresholds are exceeded, this high speed ground transportation project would require submittal as a standard individual permit (IP) application. An IP application should follow the Section 404 (b) (1) Guidelines for avoidance and minimization to waters of the US and include a mitigation plan and alternatives analysis. I am enclosing a copy of the 404 (b) (1) analyses that we are now using for documentation that supports our Environmental Assessment.
We have reviewed your draft Purpose and Need Statement dated September 2007 (edited October 2008). It is sufficient for our purposes at this time.

If you have any questions or concerns, please feel free to contact Ms. Dills at the address above, by telephone at (678) 422-2727 or by email at mary.e.dills@usace.army.mil. A copy of this letter will be sent by electronic facsimile to AECOM, Ms. Tahirah Wilson, at tahirah.wilson@aecom.com.

Sincerely,

Jeffery K. King
Chief, Special Projects Section
Piedmont Branch, Regulatory Division

Enclosure
APPENDIX A
TO
CASE DOCUMENT

EVALUATION FOR
COMPLIANCE WITH 404(B)(1) GUIDELINES

PART 230 OF TITLE 40 OF
THE CODE OF FEDERAL REGULATIONS
(40 CFR)
APPENDIX A
EVALUATION FOR COMPLIANCE WITH 404(b)(1) GUIDELINES

PART I
INTRODUCTION

This appendix evaluates compliance with the Section 404(b)(1) Guidelines (40 CFR Section 230). The goal of the Guidelines is "to restore and maintain, the chemical, physical, and biological integrity of waters of the United States (US) through the control of discharges of dredged or fill material." The regulations set forth in 40 CFR Section 230 are the substantive criteria issued by the US Environment Protection Agency (USEPA), used in evaluating discharges of dredged or fill material in to waters of the United States (waters of the US). The Section 404(b)(1) Guidelines (Guidelines) provide regulations outlining measures to avoid, minimize and compensate for impacts. For any permit to be issued under Section 404 of the Clean Water Act, the proposed action must address all relevant portions of the Guidelines.

A. **Applicant’s Proposed Project.** *(To be provided by applicant.)* The applicant is the ****************************************. The applicant is proposing to**************.

B. **Applicant’s Purpose and Need Statement.** *(To be provided by applicant.)*

The applicant’s stated purpose for this project is ***************.

The applicant’s stated need for this project is ... Discuss rationale for need.

C. **Basic Project Purpose.** The basic purpose of the project must be known to determine if a given project is "water dependent." For example, the purpose of a residential development is to provide housing for people. Houses do not have to be located in a special aquatic site to fulfill the basic purpose of the project, i.e., providing shelter. Therefore, a residential development is not water dependent. If a project is not water dependent, alternatives, which do not involve impacts to special aquatic sites are presumed to be available to the applicant. Examples of water dependent projects include, but are not limited to dams, marinas, mooring facilities, and docks. The basic purpose of these projects is to provide access to the water. Although the basic purpose of a project may be water dependent, a vigorous evaluation of alternatives under the National Environmental Policy Act (NEPA) and the Guidelines will often be necessary, due to expected impacts to the aquatic environment (e.g., a marina that involves substantial impacts to or the loss of marsh or seagrass bed).

The USACE has determined that the basic project purpose is to ***************.

D. **Water Dependency [40 CFR Section 230.10(a)(3)].** Where the activity associated with a discharge which is proposed for a special aquatic site (as defined in subpart E of the Guidelines) does not require access or proximity to or sighting within the special aquatic site in question to fulfill its basic purpose (i.e., is not "water dependent"), practicable alternatives that do not
involve special aquatic sites are presumed to be available, unless clearly demonstrated otherwise. In addition, where a discharge is proposed for a special aquatic site, all practicable alternatives to the proposed discharge, which do not involve a discharge into a special aquatic site are presumed to have less adverse impact on the aquatic ecosystem, unless clearly demonstrated otherwise.

The basic project purpose is *************** (Rationale supporting determination of water dependency.)

The USACE has determined that the proposed project is/is not a water dependent activity. (Rationale supporting determination of water dependency.)

E. Overall Project Purpose. The overall project purpose is more specific to the applicant’s project than the basic project purpose. The overall project purpose is used for evaluating practicable alternatives under the Section 404(b)(1) Guidelines. The overall project purpose must be specific enough to define the applicant’s needs, but not so restrictive as to preclude all discussion of alternatives. Defining the overall project purpose is the responsibility of the US Army Corps of Engineers (USACE), however, the applicant’s needs must be considered in the context of the desired geographic area of the development, and the type of project being proposed. Defining the overall purpose of a project is critical in its evaluation, and should be carefully considered. For example, a proposed road through wetlands or across a stream to provide access to an upland residential development would have an overall project purpose of “constructing road access to an upland development site.” Based on this overall project purpose, the USACE would evaluate other potential access alternatives. However, the USACE would not consider alternatives in any way for the residential community or otherwise “regulate” the upland housing.

The USACE has determined the overall project purpose to be ******************.

F. Geographic Scope of Analysis for Alternatives. (Identify geographic area to be used for alt analysis and present rationale for scope.)

PART II
PROPOSED ACTION and ALTERNATIVES
[40 CFR SECTION 230.10(a)]

In this section, the proposed action, along with different alternatives, are presented and analyzed to identify the least environmentally damaging practicable alternative pursuant to 40 CFR 230.7(b)(1). The purpose of the below analysis is to ensure that “no discharge of dredged or fill material shall be permitted if there is a practicable alternative to the proposed discharge which would have less adverse impact on the aquatic ecosystem.”

A. Factors Used to Analyze Alternatives. The USACE will use the factors listed below to: 1) compare and contrast the various alternatives that were considered by the applicant for meeting the project purpose; 2) determine whether an alternative would be considered practicable; that is, available and capable of being done after taking into consideration cost,
existing technology, and logistics in light of overall project purpose; and 3) determine the least environmentally damaging practicable alternative that would meet the overall project purpose. To determine if a proposal meets the basic project purpose, the following factors will be used: ********************. To determine if a proposal is practicable, the following factors will be used: logistics, technology, and cost. To determine which alternative is the least environmentally damaging, the following factors will be used: wetlands/streams, water quality,...

1. **Purpose & Need Factors.** *(Identify factor and how it will be used in the analysis.)*

2. **Practicability Factors.** *(Identify factor and how it will be used in the analysis.)*
   
   a. **Logistics.**
   
   b. **Technology.**
   
   c. **Cost.**

3. **Environmental Factors.** *(Identify factor and how it will be used in the analysis.)*
   
   a. **Wetlands.**
   
   b. **Streams.**
   
   c. **Water quality.**
   
   d. **Other.**

B. **Proposed Action or Applicant’s Preferred Alternative.** The project site is located ____________________________ (Figure X). *(Briefly describe action and discuss the following.)*

1. **Purpose & Need Factors.** *(For each factor described under A above, discuss whether factor is met.)*

2. **Practicability Factors.** *(For each factor described under A above, discuss whether factor is met.)*

3. **Environmental Factors.** *(For each factor described under A above, discuss whether factor is met.)*

C. **Avoidance Alternatives.**

1. **No Action.** *(Discuss and state reason for dismissal.)*

2. **Total Avoidance of Impacts to Waters of the US.** *(Discuss and state reason for dismissal.)*
3. Other upland alternatives evaluated. *(Discuss and state reason for dismissal.)*

D. **Off-Site Alternatives.** *(identify and conduct analysis for each alternative.)*

1. **Alternative X.** This alternative site is located __________________ (Figure X). *(Briefly describe action and discuss the following.)*
   a. **Purpose & Need Factors.** *(For each factor described under A above, discuss whether factor is met.)*
   b. **Practicability Factors.** *(For each factor described under A above, discuss whether factor is met.)*
   c. **Environmental Factors.** *(For each factor described under A above, discuss whether factor is met.)*

2. **Alternative X.** This alternative site is located __________________ (Figure X). *(Briefly describe action and discuss the following.)*
   a. **Purpose & Need Factors.** *(For each factor, discuss whether factor is met.)*
   b. **Practicability Factors.** *(For each factor, discuss whether factor is met.)*
   c. **Environmental Factors.** *(For each factor, discuss whether factor is met.)*

E. **On Site: Minimization Alternatives.** The applicant and the USACE also examined a variety of minimization alternatives. The applicant provided information to assist the USACE with its determination concerning whether project related impacts to the aquatic environment could be further minimized. The following is a summary of the USACE’s evaluation of minimization alternatives:

1. **Alternative X (Figure X).** *(Briefly describe action and discuss the following.)*
   a. **Purpose & Need Factors.** *(For each factor described under A above, discuss whether factor is met.)*
   b. **Practicability Factors.** *(For each factor described under A above, discuss whether factor is met.)*
   c. **Environmental Factors.** *(For each factor described under A above, discuss whether factor is met.)*

2. **Alternative X (Figure X).** *(Briefly describe action and discuss the following.)*
   a. **Purpose & Need Factors.** *(For each factor described under A above, discuss whether factor is met.)*
   b. **Practicability Factors.** *(For each factor described under A above, discuss whether factor is met.)*
   c. **Environmental Factors.** *(For each factor described under A above, discuss whether factor is met.)*
factor is met.)

b. Practicability Factors. *(For each factor described under A above, discuss whether factor is met.)*

c. Environmental Factors. *(For each factor described under A above, discuss whether factor is met.)*

F. **Summary of Alternatives Analysis.**

1. **Summary Table.** A summary of the factors and an analysis of each alternative with regard to the factors presented under Part A.-E. above is provided in Table 1.

<table>
<thead>
<tr>
<th>FACTORS</th>
<th>OFF-SITE ALTERNATIVES</th>
<th>ON-SITE ALTERNATIVES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Surface Area (acres)</td>
<td>Alt 1</td>
<td>Alt 2</td>
</tr>
<tr>
<td>Factor A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Factor B</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Factor C</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ability to Meet Purpose/Need</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Logistics</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Technology</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cost</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Practicable Alternative</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Environmental Considerations</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wetlands</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Streams</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Water Quality</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Factor D</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Least Environmentally Damaging Practicable Alternative Meeting Overall Purpose and Need</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

2. **Summary Discussion.**

a. **The no action alternative.** ... *(Summarize findings. Use for comparative purpose, per NEPA.)*

b. **The total avoidance of impacts to waters of the US alternative.** *Summarize why Alternative was dismissed/carryed forward in analysis.*

c. **Alternative X.** *(Summarize why Alt was dismissed/carryed forward.)*

d. **Alternative X.** *(Summarize why Alt was dismissed/carryed forward.)*
e. Alternative X. (Summarize why Alt was dismissed/carried forward.)

f. Alternative X. (Summarize why Alt was dismissed/carried forward.)

g. Alternative X. (Summarize why Alt was dismissed/carried forward.)

h. Alternative X. (Summarize why Alt was dismissed/carried forward.)

i. Applicant's Preferred Alternative. (Summarize why Action was dismissed/carried forward.)

PART III
AVOIDANCE, MINIMIZATION AND COMPENSATORY MITIGATION

A. Aquatic Impact Minimization Measures. For any permit issued for the proposed project, the below listed special conditions would be added. The intent of these conditions would be to avoid additional impacts and further minimize unavoidable impacts to wetlands and streams, and thereby, reduce potential project related losses in aquatic function.

1. Special Condition Number X.

2. Special Condition Number X.

3. Special Condition Number X.

B. Compensatory Stream and/or Wetland Mitigation Plan.

1. Applicant's Preferred Mitigation Plan. The applicant's proposed mitigation plan consists of *******************************.

2. Amount of Mitigation Required. Using Savannah District's Standard Operating Procedure (SOP), for calculating compensatory mitigation requirements, we determined that at least **** wetland and **** stream credits are required to compensate for the proposed impacts. The following mitigation alternatives were investigated and are discussed below:

   a. Restoration of wetlands.

      (1) On-site.

      (2) Off-site.

   b. Enhancement of wetlands.

      (1) On-site.
(2) Off-site.

c. Creation of wetlands.

(1) On-site.

(2) Off-site.

d. Preservation of wetlands.

(1) On-site.

(2) Off-site.

e. Purchase of Mitigation Credits. Based on the location of the project and the resources being impacted we concluded that the following mitigation banks could be used for this project.

(1) ********** Mitigation Bank.

(2) ********** Mitigation Bank.

f. Purchase of In-Lieu Fee Credits.

3. Conclusions. Based on this analysis, the preferred alternative for providing adequate mitigation for this project is *************** Mitigation Bank. This plan would provide **** wetland credits and *** stream credits under our SOP.

4. Special Conditions. For any permit issued for the proposed project, the below listed special conditions would be added. The intent of these conditions would be to provide compensatory mitigation necessary to offset the loss in aquatic function that would result from unavoidable project related impacts to streams and wetlands.

a. Special Condition X. *******

b. Special Condition X ******

PART IV
ENVIRONMENTAL SETTING/EXISTING CONDITIONS

A. Environmental Setting/Existing Conditions. (DESCRIBE/SUMMARIZE BASELINE ENVIRONMENT .... FOR EXAMPLE)

- Socio-economic setting of area.
- Watershed/geo-physical position of proposed project in watershed.
- Chemical/water quality aspects of area.
- Biologic environmental setting/relationships.
PART V
PROHIBITIONS AND SIGNIFICANT DEGRADATION

Activities permitted under Section 404 of the Clean Water Act must not result in violations of other environmental laws and must not result in significant degradation (40 CFR Section 230.10(b) and (c)). The activity must not result in significant degradation that would result in significant adverse effects on the aquatic system or human environment. According to 40 CFR Sections 230.10(c) and 230.11, findings of significant degradation rely on factual determinations, evaluations, and tests required by Subparts B and G, and after consideration of Subparts C through F and H of the Guidelines.

A. Subpart C - Potential Effects on Physical and Chemical Characteristics of the Aquatic Ecosystem. [Note: The effects described in this subpart should be considered in making the factual determinations and the findings of compliance or non-compliance in subpart B of the Guidelines.]

For each of the below listed evaluation criterion, discuss the potential impact as well as any minimization measures that would be used to reduce the level of impact. For the findings section, identify resultant impact level.

1. Substrate [40 CFR Section 230.20].

   a. Substrate. The substrate of the aquatic ecosystem underlies open waters of the United States and constitutes the surface of wetlands. It consists of organic and inorganic solid materials and includes water and other liquids or gases that fill the spaces between solid particles.

   b. Possible loss of environmental characteristics and values. The discharge of dredged or fill material can result in varying degrees of change in the complex physical, chemical, and biological characteristics of the substrate. Discharges which alter substrate elevation or contours can result in changes in water circulation, depth, current pattern, water fluctuation and water temperature. Discharges may adversely affect bottom-dwelling organisms at the site by smothering immobile forms or forcing mobile forms to migrate. Benthic forms present prior to a discharge are unlikely to recolonize on the discharged material if it is very dissimilar from that of the discharge site. Erosion, slumping, or lateral displacement of surrounding bottom of such deposits can adversely affect areas of the substrate outside the perimeters of the disposal site by changing or destroying habitat. The bulk and composition of the discharged material and the location, method, and timing of discharges may all influence the degree of impact on the substrate.

   c. Discussion (Discussion should support findings determination.)

   FINDINGS:       _ No Effect   _ Negligible   _ Short Term Minor
                   _ Long Term Minor   _ Major (Significant)
1. Suspended Particulates/Turbidity [40 CFR Section 230.21].

   a. Suspended particulates. Suspended particulates in the aquatic ecosystem consist of fine-grained mineral particles, usually smaller than medium sands, and organic particles. Suspended particulates may enter water bodies as a result of surface runoff, flooding, vegetative and planktonic breakdown, resuspension of streambed sediments, and man's activities including dredging and filling. Particulates may remain suspended in the water column for variable periods of time as a result of such factors as water velocity, turbulent agitation of the water mass, particle shape, specific gravity, and diameter, and physical and chemical properties of particle surfaces.

   b. Possible loss of environmental characteristics and values. The discharge of dredged or fill material can result in greatly elevated levels of suspended particulates in the water column for varying lengths of time. These new levels may reduce light penetration and lower the rate of photosynthesis and the primary productivity of an aquatic area if they last long enough. Sight-dependent species may suffer reduced feeding ability leading to limited growth and lowered resistance to disease if high levels of suspended particulates persist. The biological and the chemical content of the suspended material may react with the dissolved oxygen in the water, which can result in oxygen depletion. Toxic metals and organics, pathogens, and viruses absorbed or adsorbed to fine-grained particulates in the material may become biologically available to organisms either in the water column or on the substrate. Significant increases in suspended particulate levels create turbid plumes which are highly visible and aesthetically displeasing. The extent and persistence of these adverse impacts caused by discharges depend upon the relative increase in suspended particulates above the amount occurring naturally, the duration of the higher levels, the current patterns, water level, and fluctuations present when such discharges occur, the volume, rate, and duration of the discharge, particulate deposition, and the seasonal timing of the discharge.

   c. Discussion. (Discussion should support findings determination.)

   FINDINGS:  __ No Effect    __ Negligible    __ Short Term Minor  
               __ Long Term Minor  __ Major (Significant)

2. Water [40 CFR Section 230.22].

   a. Water. Water is the part of the aquatic ecosystem in which organic and inorganic constituents are dissolved and suspended. It constitutes part of the liquid phase and is contained by the substrate. Water forms part of a dynamic aquatic life-supporting system. Water clarity, nutrients and chemical content, physical and biological content, dissolved gas levels, pH, and temperature contribute to its life-sustaining capabilities.

   b. Possible loss of environmental characteristics and values. The discharge of dredged or fill material can change the physical, chemical, and biological characteristics of the receiving water at a disposal site through the introduction of chemical constituents in suspended or dissolved form. Changes in the clarity, color, odor, and taste of water and the addition of
contaminants can reduce or eliminate the suitability of water bodies for populations of aquatic organisms, and for human consumption, recreation, and aesthetics. The introduction of nutrients or organic material to the water column as a result of the discharge can lead to a high biochemical oxygen demand (BOD), which in turn can lead to reduced dissolved oxygen, thereby potentially affecting the survival of many aquatic organisms. Increases in nutrients can favor one group of organisms such as algae to the detriment of other more desirable types such as submerged aquatic vegetation, potentially causing adverse health effects, objectionable tastes and odors, and other problems.

c. Discussion. (Discussion should support findings determination.)

FINDINGS: ___ No Effect ___ Negligible ___ Short Term Minor
___ Long Term Minor ___ Major (Significant)

3. Currents Patterns & Water Circulation [40 CFR Section 230.23].

a. Current patterns and water circulation. Current patterns and water circulation are the physical movements of water in the aquatic ecosystem. Currents and circulation respond to natural forces as modified by basin shape and cover, physical and chemical characteristics of water strata and masses, and energy dissipating factors.

b. Possible loss of environmental characteristics and values. The discharge of dredged or fill material can modify current patterns and water circulation by obstructing flow, changing the direction or velocity of water flow, changing the direction or velocity of water flow and circulation, or otherwise changing the dimensions of a water body. As a result, adverse changes can occur in: location, structure, and dynamics of aquatic communities; shoreline and substrate erosion and deposition rates; the deposition of suspended particulates; the rate and extent of mixing of dissolved and suspended components of the water body; and water stratification.

c. Discussion. (Discussion should support findings determination.)

FINDINGS: ___ No Effect ___ Negligible ___ Short Term Minor
___ Long Term Minor ___ Major (Significant)


a. Normal water fluctuations. Normal water fluctuations in a natural aquatic system consist of daily, seasonal, and annual tidal and flood fluctuations in water level. Biological and physical components of such a system are either attuned to or characterized by these periodic water fluctuations.

b. Possible loss of environmental characteristics and values. The discharge of dredged or fill material can alter the normal water-level fluctuation pattern of an area, resulting in prolonged periods of inundation, exaggerated extremes of high and low water, or a static, nonfluctuating water level. Such water level modifications may change salinity patterns, alter erosion or sedimentation rates, aggravate water temperature extremes, and upset the nutrient and dissolved
oxygen balance of the aquatic ecosystem. In addition, these modifications can alter or destroy communities and populations of aquatic animals and vegetation, induce populations of nuisance organisms, modify habitat, reduce food supplies, restrict movement of aquatic fauna, destroy spawning areas, and change adjacent, upstream, and downstream areas.

c. **Discussion.** *(Discussion should support findings determination.)*

   **FINDINGS:**
   - No Effect
   - Negligible
   - Short Term Minor
   - Long Term Minor
   - Major (Significant)

5. **Salinity Gradients [40 CFR Section 230.25].**

   a. **Salinity gradients.** Salinity gradients form where salt water from the ocean meets and mixes with fresh water from land.

   b. **Possible loss of environmental characteristics and values.** Obstructions which divert or restrict flow of either fresh or salt water may change existing salinity gradients. For example, partial blocking of the entrance to an estuary or river mouth that significantly restricts the movement of the salt water into and out of that area can effectively lower the volume of salt water available for mixing within that estuary. The downstream migration of the salinity gradient can occur, displacing the maximum sedimentation zone and requiring salinity-dependent aquatic biota to adjust to the new conditions, move to new locations if possible, or perish. In the freshwater zone, discharge operations in the upstream regions can have equally adverse impacts. A significant reduction in the volume of fresh water moving into an estuary below that which is considered normal can affect the location and type of mixing thereby changing the characteristic salinity patterns. The resulting changed circulation pattern can cause the upstream migration of the salinity gradient displacing the maximum sedimentation zone. This migration may affect organisms adapted to freshwater environments. It may also affect municipal water supplies.

c. **Discussion.** *(Discussion should support findings determination.)*

   **FINDINGS:**
   - No Effect
   - Negligible
   - Short Term Minor
   - Long Term Minor
   - Major (Significant)

B. **Subpart D - Potential Effects on Biological Characteristics of the Aquatic Ecosystem.**

1. **Threatened or Endangered Species [40 CFR Section 230.30].**

   a. **Endangered Species.** An endangered species is a plant or animal in danger of extinction throughout all or a significant portion of its range. A threatened species is one in danger of becoming an endangered species in the foreseeable future throughout all or a significant portion of its range. Listings of threatened and endangered species as well as critical habitats are maintained by some individual States and by the U.S. Fish and Wildlife Service of the Department of the Interior (codified annually at 50 CFR 17.11). The Department of Commerce has authority over some threatened and endangered marine mammals, fish and reptiles.
b. **Possible loss of values.** The major potential impacts on threatened or endangered species from the discharge of dredged or fill material include: (1) covering or otherwise directly killing species; (2) impairment or destruction of habitat to which these species are limited. Elements of the aquatic habitat which are particularly crucial to the continued survival of some threatened or endangered species include adequate good quality water, spawning and maturation areas, nesting areas, protective cover, adequate and reliable food supply, and resting areas for migratory species. Each of these elements can be adversely affected by changes in either the normal water conditions for clarity, chemical content, nutrient balance, dissolved oxygen, pH, temperature, salinity, current patterns, circulation and fluctuation, or the physical removal of habitat; and (3) Facilitating incompatible activities.

c. **Discussion.** *(Discussion should support findings determination.)*

<table>
<thead>
<tr>
<th>FINDINGS:</th>
<th><em>No Effect</em></th>
<th><em>Negligible</em></th>
<th><em>Short Term Minor</em></th>
<th><em>Major (Significant)</em></th>
</tr>
</thead>
<tbody>
<tr>
<td><em>Long Term Minor</em></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

2. **Fish, Crustaceans, Mollusks, and Other Aquatic Organisms in Food Web** *(40 CFR Section 230.31)*

a. **Aquatic Organisms.** Aquatic organisms in the food web include, but are not limited to, finfish, crustaceans, mollusks, insects, annelids, planktonic organisms, and the plants and animals on which they feed and depend upon for their needs. All forms and life stages of an organism, throughout its geographic range, are included in this category.

b. **Possible loss of values.** The discharge of dredged or fill material can variously affect populations of fish, crustaceans, mollusks and other food web organisms through the release of contaminants which adversely affect adults, juveniles, larvae, or eggs, or result in the establishment or proliferation of an undesirable competitive species of plant or animal at the expense of the desired resident species. Suspended particulates settling on attached or buried eggs can smother the eggs by limiting or sealing off their exposure to oxygenated water. Discharge of dredged and fill material may result in the debilitation or death of sedentary organisms by smothering, exposure to chemical contaminants in dissolved or suspended form, exposure to high levels of suspended particulates, reduction in food supply, or alteration of the substrate upon which they are dependent. Mollusks are particularly sensitive to the discharge of material during periods of reproduction and growth and development due primarily to their limited mobility. They can be rendered unfit for human consumption by tainting, by production and accumulation of toxins, or by ingestion and retention of pathogenic organisms, viruses, heavy metals or persistent synthetic organic chemicals. The discharge of dredged or fill material can redirect, delay, or stop the reproductive and feeding movements of some species of fish and crustacea, thus preventing their aggregation in accustomed places such as spawning or nursery grounds and potentially leading to reduced populations. Reduction of detrital feeding species or other representatives of lower trophic levels can impair the flow of energy from primary consumers to higher trophic levels. The reduction or potential elimination of food chain organism populations decreases the overall productivity and nutrient export capability of the ecosystem.
c. **Discussion.** *(Discussion should support findings determination.)*

**FINDINGS:** __ No Effect __ Negligible __ Short Term Minor __ Long Term Minor __ Major (Significant)

3. **Other Wildlife [40 CFR Section 230.32].**

   a. **Wildlife.** Wildlife associated with aquatic ecosystems are resident and transient mammals, birds, reptiles, and amphibians.

   b. **Possible loss of values.** The discharge of dredged or fill material can result in the loss or change of breeding and nesting areas, escape cover, travel corridors, and preferred food sources for resident and transient wildlife species associated with the aquatic ecosystem. These adverse impacts upon wildlife habitat may result from changes in water levels, water flow and circulation, salinity, chemical content, and substrate characteristics and elevation. Increased water turbidity can adversely affect wildlife species which rely upon sight to feed, and disrupt the respiration and feeding of certain aquatic wildlife and food chain organisms. The availability of contaminants from the discharge of dredged or fill material may lead to the bioaccumulation of such contaminants in wildlife. Changes in such physical and chemical factors of the environment may favor the introduction of undesirable plant and animal species at the expense of resident species and communities. In some aquatic environments lowering plant and animal species diversity may disrupt the normal functions of the ecosystem and lead to reductions in overall biological productivity.

c. **Discussion.** *(Discussion should support findings determination.)*

**FINDINGS:** __ No Effect __ Negligible __ Short Term Minor __ Long Term Minor __ Major (Significant)

C. **Subpart E - Potential Effects on Special Aquatic Sites.**

1. **Sanctuaries and Refuges [40 CFR Section 230.40].**

   a. **Sanctuaries and refuges.** Sanctuaries and refuges consist of areas designated under State and Federal laws or local ordinances to be managed principally for the preservation and use of fish and wildlife resources.

   b. **Possible loss of values.** Sanctuaries and refuges may be affected by discharges of dredged or fill material.

c. **Discussion.** *(Discussion should support findings determination.)*

**FINDINGS:** __ No Effect __ Negligible __ Short Term Minor __ Long Term Minor __ Major (Significant)
2. **Wetlands** [40 CFR Section 230.41].

   a. **Wetlands.** Wetlands consist of areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Where wetlands are adjacent to open water, they generally constitute the transition to upland. The margin between wetland and open water can best be established by specialists familiar with the local environment, particularly where emergent vegetation merges with submerged vegetation over a broad area in such places as the lateral margins of open water, headwaters, rainwater catch basins, and groundwater seeps. The landward margin of wetlands also can best be identified by specialists familiar with the local environment when vegetation from the two regions merges over a broad area. Wetland vegetation consists of plants that require saturated soils to survive (obligate wetland plants) as well as plants, including certain trees that gain a competitive advantage over others because they can tolerate prolonged wet soil conditions and their competitors cannot. In addition to plant populations and communities, wetlands are delimited by hydrological and physical characteristics of the environment. These characteristics should be considered when information about them is needed to supplement information available about vegetation, or where wetland vegetation has been removed or is dormant.

   b. **Possible loss of values.** The discharge of dredged or fill material in wetlands is likely to damage or destroy habitat and adversely affect the biological productivity of wetlands ecosystems by smothering, by dewatering, by permanently flooding, or by altering substrate elevation or periodicity of water movement. The addition of dredged or fill material may destroy wetland vegetation or result in advancement of succession to dry land species. It may reduce or eliminate nutrient exchange by a reduction of the system's productivity, or by altering current patterns and velocities. Disruption or elimination of the wetland system can degrade water quality by obstructing circulation patterns that flush large expanses of wetland systems, by interfering with the filtration function of wetlands, or by changing the aquifer recharge capability of a wetland. Discharges can also change the wetland habitat value for fish and wildlife as discussed in subpart D of the Guidelines. When disruptions in flow and circulation patterns occur, apparently minor loss of wetland acreage may result in major losses through secondary impacts. Discharging fill material in wetlands as part of municipal, industrial or recreational development may modify the capacity of wetlands to retain and store floodwaters and to serve as a buffer zone shielding upland areas from wave actions, storm damage and erosion.

   c. **Discussion.** *(Discussion should support findings determination.)*

   **FINDINGS:**
   - [ ] No Effect
   - [ ] Negligible
   - [ ] Long Term Minor
   - [ ] Short Term Minor
   - [x] Major (Significant)

3. **Mud Flats** [40 CFR Section 230.42].

   a. **Mud Flats.** Mud flats are broad flat areas along the sea coast and in coastal rivers to the head of tidal influence and in inland lakes, ponds, and riverine systems. When mud flats are inundated, wind and wave action may resuspend bottom sediments. Coastal mud flats are exposed at extremely low tides and inundated at high tides with the water table at or near the
surface of the substrate. The substrate of mud flats contains organic material and particles smaller in size than sand. They are either unvegetated or vegetated only by algal mats.

b. Possible loss of values. The discharge of dredged or fill material can cause changes in water circulation patterns which may permanently flood or dewater the mud flat or disrupt periodic inundation, resulting in an increase in the rate of erosion or accretion. Such changes can deplete or eliminate mud flat biota, foraging areas, and nursery areas. Changes in inundation patterns can affect the chemical and biological exchange and decomposition process occurring on the mud flat and change the deposition of suspended material affecting the productivity of the area. Changes may reduce the mud flat’s capacity to dissipate storm surge runoff.

c. Discussion. (Discussion should support findings determination.)

FINDINGS:    ___ No Effect    ___ Negligible    ___ Short Term Minor    ___ Major (Significant)
    ___ Long Term Minor

4. Vegetated Shallows [40 CFR Section 230.43].

a. Vegetated shallows. Vegetated shallows are permanently inundated areas that under normal circumstances support communities of rooted aquatic vegetation, such as turtle grass and eelgrass in estuarine or marine systems as well as a number of freshwater species in rivers and lakes.

b. Possible loss of values. The discharge of dredged or fill material can smother vegetation and benthic organisms. It may also create unsuitable conditions for their continued vigor by: (1) Changing water circulation patterns; (2) releasing nutrients that increase undesirable algal populations; (3) releasing chemicals that adversely affect plants and animals; (4) increasing turbidity levels, thereby reducing light penetration and hence photosynthesis; and (5) changing the capacity of a vegetated shallow to stabilize bottom materials and decrease channel shoaling. The discharge of dredged or fill material may reduce the value of vegetated shallows as nesting, spawning, nursery, cover, and forage areas, as well as their value in protecting shorelines from erosion and wave actions. It may also encourage the growth of nuisance vegetation.

c. Discussion. (Discussion should support findings determination.)

FINDINGS:    ___ No Effect    ___ Negligible    ___ Short Term Minor    ___ Major (Significant)
    ___ Long Term Minor

5. Coral Reefs [40 CFR Section 230.44].

a. Coral reefs. Coral reefs consist of the skeletal deposit, usually of calcareous or siliceous materials, produced by the vital activities of anthozoan polyps or other invertebrate organisms present in growing portions of the reef.

b. Possible loss of values. The discharge of dredged or fill material can adversely affect
colonies of reef building organisms by burying them, by releasing contaminants such as hydrocarbons into the water column, by reducing light penetration through the water, and by increasing the level of suspended particulates. Coral organisms are extremely sensitive to even slight reductions in light penetration or increases in suspended particulates. These adverse effects will cause a loss of productive colonies which in turn provide habitat for many species of highly specialized aquatic organisms.

c. Discussion. *(Discussion should support findings determination.)*

<table>
<thead>
<tr>
<th>FINDINGS:</th>
<th>__ No Effect</th>
<th>____ Negligible</th>
<th>___ Short Term Minor</th>
<th>___ Major (Significant)</th>
</tr>
</thead>
<tbody>
<tr>
<td>__ Long Term Minor</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

6. **Riffle and Pool Complexes** [40 CFR Section 230.45].

   a. **Riffle and Pools.** Steep gradient sections of streams are sometimes characterized by riffle and pool complexes. Such stream sections are recognizable by their hydraulic characteristics. The rapid movement of water over a coarse substrate in riffles results in a rough flow, a turbulent surface, and high dissolved oxygen levels in the water. Pools are deeper areas associated with riffles. Pools are characterized by a slower stream velocity, a steaming flow, a smooth surface, and a finer substrate. Riffle and pool complexes are particularly valuable habitat for fish and wildlife.

   b. **Possible loss of values.** Discharge of dredged or fill material can eliminate riffle and pool areas by displacement, hydrologic modification, or sedimentation. Activities which affect riffle and pool areas and especially riffle/pool ratios, may reduce the aeration and filtration capabilities at the discharge site and downstream, may reduce stream habitat diversity, and may retard repopulation of the disposal site and downstream waters through sedimentation and the creation of unsuitable habitat. The discharge of dredged or fill material which alters stream hydrology may cause scouring or sedimentation of riffles and pools. Sedimentation induced through hydrological modification or as a direct result of the deposition of unconsolidated dredged or fill material may clog riffle and pool areas, destroy habitats, and create anaerobic conditions. Eliminating pools and meanders by the discharge of dredged or fill material can reduce water holding capacity of streams and cause rapid runoff from a watershed. Rapid runoff can deliver large quantities of flood water in a short time to downstream areas resulting in the destruction of natural habitat, high property loss, and the need for further hydraulic modification.

c. Discussion. *(Discussion should support findings determination.)*

<table>
<thead>
<tr>
<th>FINDINGS:</th>
<th>__ No Effect</th>
<th>____ Negligible</th>
<th>___ Short Term Minor</th>
<th>___ Major (Significant)</th>
</tr>
</thead>
<tbody>
<tr>
<td>__ Long Term Minor</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**D. Subpart F - Potential Effects on Human Use Characteristics.**

1. **Municipal and Private Water Supplies** [40 CFR Section 230.50].

   a. **Water supplies.** Municipal and private water supplies consist of surface water or
ground water which is directed to the intake of a municipal or private water supply system.

b. Possible loss of values. Discharges can affect the quality of water supplies with respect to color, taste, and odor, chemical content and suspended particulate concentration, in such a way as to reduce the fitness of the water for consumption. Water can be rendered unpalatable or unhealthy by the addition of suspended particulates, viruses and pathogenic organisms, and dissolved materials. The expense of removing such substances before the water is delivered for consumption can be high. Discharges may also affect the quantity of water available for municipal and private water supplies. In addition, certain commonly used water treatment chemicals have the potential for combining with some suspended or dissolved substances from dredged or fill material to form other products that can have a toxic effect on consumers.

c. Discussion. (Discussion should support findings determination.)

FINDINGS: __ No Effect    __ Negligible    __ Short Term Minor
          __ Long Term Minor    __ Major (Significant)

2. Recreational and Commercial Fisheries [40 CFR Section 230.51].

a. Fisheries. Recreational and commercial fisheries consist of harvestable fish, crustaceans, shellfish, and other aquatic organisms used by man.

b. Possible loss of values. The discharge of dredged or fill materials can affect the suitability of recreational and commercial fishing grounds as habitat for populations of consumable aquatic organisms. Discharges can result in the chemical contamination of recreational or commercial fisheries. They may also interfere with the reproductive success of recreational and commercially important aquatic species through disruption of migration and spawning areas. The introduction of pollutants at critical times in their life cycle may directly reduce populations of commercially important aquatic organisms or indirectly reduce them by reducing organisms upon which they depend for food. Any of these impacts can be of short duration or prolonged, depending upon the physical and chemical impacts of the discharge and the biological availability of contaminants to aquatic organisms.

c. Discussion. (Discussion should support findings determination.)

FINDINGS: __ No Effect    __ Negligible    __ Short Term Minor
          __ Long Term Minor    __ Major (Significant)

3. Water-related Recreation [40 CFR Section 230.52].

a. Water-related recreation. Water-related recreation encompasses activities undertaken for amusement and relaxation. Activities encompass two broad categories of use: consumptive, e.g., harvesting resources by hunting and fishing; and non-consumptive, e.g. canoeing and sight-seeing.
b. Possible loss of values. One of the more important direct impacts of dredged or fill disposal is to impair or destroy the resources which support recreation activities. The disposal of dredged or fill material may adversely modify or destroy water use for recreation by changing turbidity, suspended particulates, temperature, dissolved oxygen, dissolved materials, toxic materials, pathogenic organisms, quality of habitat, and the aesthetic qualities of sight, taste, odor, and color.

c. Discussion. *(Discussion should support findings determination.)*

FINDINGS: ___ No Effect ___ Negligible ___ Short Term Minor ___ Major (Significant)

4. Aesthetics [40 CFR Section 230.53].

a. Aesthetics. Aesthetics associated with the aquatic ecosystem consist of the perception of beauty by one or a combination of the senses of sight, hearing, touch, and smell. Aesthetics of aquatic ecosystems apply to the quality of life enjoyed by the general public and property owners.

b. Possible loss of values. The discharge of dredged or fill material can mar the beauty of natural aquatic ecosystems by degrading water quality, creating distracting disposal sites, inducing inappropriate development, encouraging unplanned and incompatible human access, and by destroying vital elements that contribute to the compositional harmony or unity, visual distinctiveness, or diversity of an area. The discharge of dredged or fill material can adversely affect the particular features, traits, or characteristics of an aquatic area which make it valuable to property owners. Activities which degrade water quality, disrupt natural substrate and vegetational characteristics, deny access to or visibility of the resource, or result in changes in odor, air quality, or noise levels may reduce the value of an aquatic area to private property owners.

c. Discussion. *(Discussion should support findings determination.)*

FINDINGS: ___ No Effect ___ Negligible ___ Short Term Minor ___ Major (Significant)

5. Parks, National and Historical Monuments, National Seashores, Wilderness Areas, Research Sites and Similar Preserves [40 CFR Section 230.54].

a. Preserves. These preserves consist of areas designated under Federal and State laws or local ordinances to be managed for their aesthetic, educational, historical, recreational, or scientific value.

b. Possible loss of values. The discharge of dredged or fill material into such areas may
modify the aesthetic, educational, historical, recreational and/or scientific qualities thereby reducing or eliminating the uses for which such sites are set aside and managed.

c. **Discussion.** *(Discussion should support findings determination.)*

<table>
<thead>
<tr>
<th>FINDINGS:</th>
<th>___ No Effect</th>
<th>___ Negligible</th>
<th>___ Short Term Minor</th>
<th>___ Major (Significant)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>___ Long Term Minor</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

E. **Subpart G - Evaluation and Testing.** The purpose of these evaluation procedures and the chemical and biological testing sequence outlined in 40 CFR Section 230.61 is to provide information to reach the determinations required by 40 CFR Section 230.11. Where the results of prior evaluations, chemical and biological tests, scientific research, and experience can provide information helpful in making a determination, these should be used. Such prior results may make new testing unnecessary. The information used shall be documented. Where the same information applies to more than one determination, it may be documented once and referenced in later determinations.

1. **General Evaluation of Dredged or Fill Material [40 CFR Section 230.60].**

   a. **General.** If the evaluation under paragraph b below indicates the dredged or fill material is not a carrier of contaminants, then the required determinations pertaining to the presence and effects of contaminants can be made without testing. Dredged or fill material is most likely to be free from chemical, biological, or other pollutants where it is composed primarily of sand, gravel, or other naturally occurring inert material. Dredged material so composed is generally found in areas of high current or wave energy such as streams with large bed loads or coastal areas with shifting bars and channels. However, when such material is discolored or contains other indications that contaminants may be present, further inquiry should be made.

   b. **Factors.** Extraction site shall be examined in order to assess whether it is sufficiently removed from sources of pollution to provide reasonable assurance that the proposed discharge material is not a carrier of contaminants. Factors to be considered include but are not limited to: (1) Potential routes of contaminants or contaminated sediments to the extraction site, based on hydrographic or other maps, aerial photography, or other materials that show watercourses, surface relief, proximity to tidal movement, private and public roads, location of buildings, municipal and industrial areas, and agricultural or forest lands; (2) Pertinent results from tests previously carried out on the material at the extraction site, or carried out on similar material for other permitted projects in the vicinity. Materials shall be considered similar if the sources of contamination, the physical configuration of the sites and the sediment composition of the materials are comparable, in light of water circulation and stratification, sediment accumulation and general sediment characteristics. Tests from other sites may be relied on only if no changes have occurred at the extraction sites to render the results irrelevant; (3) Any potential for significant introduction of persistent pesticides from land runoff or percolation; (4) Any records of spills or disposal of petroleum products or substances designated as hazardous under section 311 of the Clean Water Act (See 40 CFR Section 116); (5) Information in Federal, State and local records indicating significant introduction of pollutants from industries, municipalities, or
other sources, including types and amounts of waste materials discharged along the potential routes of contaminants to the extraction site; and (6) Any possibility of the presence of substantial natural deposits of minerals or other substances which could be released to the aquatic environment in harmful quantities by man-induced discharge activities.

c. **Determinations.** To reach the determinations in 40 CFR Section 230.11 involving potential effects of the discharge on the characteristics of the disposal site, the narrative guidance in Subparts C through F of the Guidelines shall be used along with the general evaluation procedure in 40 CFR Section 230.60 and, if necessary, the chemical and biological testing sequence in 40 CFR Section 230.61. Where the discharge site is adjacent to the extraction site and subject to the same sources of contaminants, and materials at the two sites are substantially similar, the fact that the material to be discharged may be a carrier of contaminants is not likely to result in degradation of the disposal site. In such circumstances, when dissolved material and suspended particulates can be controlled to prevent carrying pollutants to less contaminated areas, testing will not be required.

d. **Constraints.** Even if the 40 CFR Section 230.60(b) evaluation (previous tests, the presence of polluting industries and information about their discharge or runoff into waters of the US, bioinventories, etc.) leads to the conclusion that there is a high probability that the material proposed for discharge is a carrier of contaminants, testing may not be necessary if constraints are available to reduce contamination to acceptable levels within the disposal site and to prevent contaminants from being transported beyond the boundaries of the disposal site, if such constraints are acceptable to the permitting authority and the Regional Administrator, and if the potential discharger is willing and able to implement such constraints. However, even if tests are not performed, the permitting authority must still determine the probable impact of the operation on the receiving aquatic ecosystem. Any decision not to test must be explained in the determinations made under 40 CFR Section 230.11.

e. **Discussion.** *(Discussion should support findings determination.)*

**FINDINGS:**  
- No Effect  
- Negligible  
- Long Term Minor  
- Short Term Minor  
- Major (Significant)

2. **Chemical, Biological, and Physical Evaluation and Testing [40 CFR Section 230.61].**

   a. **Evaluation and Testing.** No single test or approach can be applied in all cases to evaluate the effects of proposed discharges of dredged or fill materials. This section provides some guidance in determining which test and/or evaluation procedures are appropriate in a given case. Interim guidance to applicants concerning the applicability of specific approaches or procedures will be furnished by the permitting authority.

   b. **Chemical-biological interactive effects.** The principal concerns of discharge of dredged or fill material that contain contaminants are the potential effects on the water column and on communities of aquatic organisms.

   (1) **Evaluation of chemical-biological interactive effects.** Dredged or fill material may be
excluded from the evaluation procedures specified in paragraphs E.1. (b) (2) and (3) above if it is determined, on the basis of the evaluation in 40 CFR Section 230.60, that the likelihood of contamination by contaminants is acceptably low, unless the permitting authority, after evaluating and considering any comments received from the Regional Administrator, determines that these procedures are necessary. The Regional Administrator may require, on a case-by-case basis, testing approaches and procedures by stating what additional information is needed through further analyses and how the results of the analyses will be of value in evaluating potential environmental effects. If the General Evaluation indicates the presence of a sufficiently large number of chemicals to render impractical the identification of all contaminants by chemical testing, information may be obtained from bioassays in lieu of chemical tests.

(2) **Water column effects.** Sediments normally contain constituents that exist in various chemical forms and in various concentrations in several locations within the sediment. An elutriate test may be used to predict the effect on water quality due to release of contaminants from the sediment to the water column. However, in the case of fill material originating on land which may be a carrier of contaminants, a water leachate test is appropriate.

Major constituents to be analyzed in the elutriate are those deemed critical by the permitting authority, after evaluating and considering any comments received from the Regional Administrator, and considering results of the evaluation in 40 CFR Section 230.60. Elutriate concentrations should be compared to concentrations of the same constituents in water from the disposal site. Results should be evaluated in light of the volume and rate of the intended discharge, the type of discharge, the hydrodynamic regime at the disposal site, and other information relevant to the impact on water quality. The permitting authority should consider the mixing zone in evaluating water column effects. The permitting authority may specify bioassays when such procedures will be of value.

(3) **Effects on benthos.** The permitting authority may use an appropriate benthic bioassay (including bioaccumulation tests) when such procedures will be of value in assessing ecological effects and in establishing discharge conditions.

c. **Procedure for comparison of sites.**

(1) **Sediment analysis.** When an inventory of the total concentration of contaminants would be of value in comparing sediment at the dredging site with sediment at the disposal site, the permitting authority may require a sediment chemical analysis. Markedly different concentrations of contaminants between the excavation and disposal sites may aid in making an environmental assessment of the proposed disposal operation. Such differences should be interpreted in terms of the potential for harm as supported by any pertinent scientific literature.

(2) **Biological analysis.** When an analysis of biological community structure will be of value to assess the potential for adverse environmental impact at the proposed disposal site, a comparison of the biological characteristics between the excavation and disposal sites may be required by the permitting authority. Biological indicator species may be useful in evaluating the existing degree of stress at both sites. Sensitive species representing community
components colonizing various substrate types within the sites should be identified as possible bioassay organisms if tests for toxicity are required. Community structure studies should be performed only when they will be of value in determining discharge conditions. This is particularly applicable to large quantities of dredged material known to contain adverse quantities of toxic materials. Community studies should include benthic organisms such as microbiota and harvestable shellfish and finfish. Abundance, diversity, and distribution should be documented and correlated with substrate type and other appropriate physical and chemical environmental characteristics.

   d. Physical tests and evaluation. The effect of a discharge of dredged or fill material on physical substrate characteristics at the disposal site, as well as on the water circulation, fluctuation, salinity, and suspended particulates content there, is important in making factual determinations in 40 CFR Section 230.11. Where information on such effects is not otherwise available to make these factual determinations, the permitting authority shall require appropriate physical tests and evaluations as are justified and deemed necessary. Such tests may include sieve tests, settleability tests, compaction tests, mixing zone and suspended particulate plume determinations, and site assessments of water flow, circulation, and salinity characteristics.

   e. Discussion. (Discussion should support findings determination.)

   FINDINGS: __ No Effect __ Negligible __ Short Term Minor
   __ Long Term Minor __ Major (Significant)

PART VI
SUBPART H - ACTIONS TO MINIMIZE ADVERSE EFFECTS

Note: There are many actions which can be undertaken in response to 40 CFR Section 203.10(d) to minimize the adverse effects of discharges of dredged or fill material. Some of these, grouped by type of activity, are listed in this subpart. Additional criteria for compensation measures are provided in subpart J of the Guidelines.

A. Actions concerning the location of the discharge [40 CFR Section 230.70]. The effects of the discharge can be minimized by the choice of the disposal site. Some of the ways to accomplish this are by: (a) Locating and confining the discharge to minimize smothering of organisms; (b) Designing the discharge to avoid a disruption of periodic water inundation patterns; (c) Selecting a disposal site that has been used previously for dredged material discharge; (d) Selecting a disposal site at which the substrate is composed of material similar to that being discharged, such as discharging sand on sand or mud on mud; (e) Selecting the disposal site, the discharge point, and the method of discharge to minimize the extent of any plume; (f) Designing the discharge of dredged or fill material to minimize or prevent the creation of standing bodies of water in areas of normally fluctuating water levels, and minimize or prevent the drainage of areas subject to such fluctuations.

B. Actions concerning the material to be discharged [40 CFR Section 230.71]. The effects of a discharge can be minimized by treatment of, or limitations on the material itself, such as: (a)
Disposal of dredged material in such a manner that physiochemical conditions are maintained and the potency and availability of pollutants are reduced; (b) Limiting the solid, liquid, and gaseous components of material to be discharged at a particular site; (c) Adding treatment substances to the discharge material; (d) Utilizing chemical flocculants to enhance the deposition of suspended particulates in diked disposal areas.

C. Actions controlling the material after discharge [40 CFR Section 230.72]. The effects of the dredged or fill material after discharge may be controlled by: (a) Selecting discharge methods and disposal sites where the potential for erosion, slumping or leaching of materials into the surrounding aquatic ecosystem will be reduced. These sites or methods include, but are not limited to: (1) Using containment levees, sediment basins, and cover crops to reduce erosion; (2) Using lined containment areas to reduce leaching where leaching of chemical constituents from the discharged material is expected to be a problem; (b) Capping in-place contaminated material with clean material or selectively discharging the most contaminated material first to be capped with the remaining material; (c) Maintaining and containing discharged material properly to prevent point and nonpoint sources of pollution; (d) Timing the discharge to minimize impact, for instance during periods of unusual high water flows, wind, wave, and tidal actions.

D. Actions affecting the method of dispersion [40 CFR Section 230.73]. The effects of a discharge can be minimized by the manner in which it is dispersed, such as: (a) Where environmentally desirable, distributing the dredged material widely in a thin layer at the disposal site to maintain natural substrate contours and elevation; (b) Orienting a dredged or fill material mound to minimize undesirable obstruction to the water current or circulation pattern, and utilizing natural bottom contours to minimize the size of the mound; (c) Using silt screens or other appropriate methods to confine suspended particulate/turbidity to a small area where settling or removal can occur; (d) Making use of currents and circulation patterns to mix, disperse and dilute the discharge; (e) Minimizing water column turbidity by using a submerged diffuser system. A similar effect can be accomplished by submerging pipeline discharges or otherwise releasing materials near the bottom; (f) Selecting sites or managing discharges to confine and minimize the release of suspended particulates to give decreased turbidity levels and to maintain light penetration for organisms; (g) Setting limitations on the amount of material to be discharged per unit of time or volume of receiving water.

E. Actions related to technology [40 CFR Section 230.74]. Discharge technology should be adapted to the needs of each site. In determining whether the discharge operation sufficiently minimizes adverse environmental impacts, the applicant should consider: (a) Using appropriate equipment or machinery, including protective devices, and the use of such equipment or machinery in activities related to the discharge of dredged or fill material; (b) Employing appropriate maintenance and operation on equipment or machinery, including adequate training, staffing, and working procedures; (c) Using machinery and techniques that are especially designed to reduce damage to wetlands. This may include machines equipped with devices that scatter rather than mound excavated materials, machines with specially designed wheels or tracks, and the use of mats under heavy machines to reduce wetland surface compaction and rutting; (d) Designing access roads and channel spanning structures using culverts, open channels, and diversions that will pass both low and high water flows, accommodate fluctuating water levels, and maintain circulation and faunal movement; (e) Employing appropriate
machinery and methods of transport of the material for discharge.

F. **Actions affecting plant and animal populations [40 CFR Section 230.75]**. Minimization of adverse effects on populations of plants and animals can be achieved by: (a) Avoiding changes in water current and circulation patterns which would interfere with the movement of animals; (b) Selecting sites or managing discharges to prevent or avoid creating habitat conducive to the development of undesirable predators or species which have a competitive edge ecologically over indigenous plants or animals; (c) Avoiding sites having unique habitat or other value, including habitat of threatened or endangered species; (d) Using planning and construction practices to institute habitat development and restoration to produce a new or modified environmental state of higher ecological value by displacement of some or all of the existing environmental characteristics. Habitat development and restoration techniques can be used to minimize adverse impacts and to compensate for destroyed habitat. Additional criteria for compensation measures are provided in subpart J of the Guidelines. Use techniques that have been demonstrated to be effective in circumstances similar to those under consideration wherever possible. Where proposed development and restoration techniques have not yet advanced to the pilot demonstration stage, initiate their use on a small scale to allow corrective action if unanticipated adverse impacts occur; (e) Timing discharge to avoid spawning or migration seasons and other biologically critical time periods; (f) Avoiding the destruction of remnant natural sites within areas already affected by development.

G. **Actions affecting human use [40 CFR Section 230.76]**. Minimization of adverse effects on human use potential may be achieved by: (a) Selecting discharge sites and following discharge procedures to prevent or minimize any potential damage to the aesthetically pleasing features of the aquatic site (e.g. viewscape), particularly with respect to water quality; (b) Selecting disposal sites which are not valuable as natural aquatic areas; (c) Timing the discharge to avoid the seasons or periods when human recreational activity associated with the aquatic site is most important; (d) Following discharge procedures which avoid or minimize the disturbance of aesthetic features of an aquatic site or ecosystem; (e) Selecting sites that will not be detrimental or increase incompatible human activity, or require the need for frequent dredge or fill maintenance activity in remote fish and wildlife areas; (f) Locating the disposal site outside of the vicinity of a public water supply intake.

H. **Other actions [40 CFR Section 230.77]**. (a) In the case of fills, controlling runoff and other discharges from activities to be conducted on the fill; (b) In the case of dams, designing water releases to accommodate the needs of fish and wildlife; (c) In dredging projects funded by Federal agencies other than the Corps of Engineers, maintain desired water quality of the return discharge through agreement with the Federal funding authority on scientifically defensible pollutant concentration levels in addition to any applicable water quality standards; (d) When a significant ecological change in the aquatic environment is proposed by the discharge of dredged or fill material, the permitting authority should consider the ecosystem that will be lost as well as the environmental benefits of the new system.

I. **Discussion**. The draft permit for************would include numerous general and special permit conditions addressing specific actions necessary to insure minimization of adverse project related impacts to the categories discussed in
PART VII
DETERMINATION OF CUMULATIVE EFFECTS ON THE AQUATIC ECOSYSTEM

[40 CFR Section 230.11(g)]

According to Title 40 Code of Federal Regulation Parts 1508.7, cumulative impacts are the impacts on the environment that result from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency or person undertakes such other actions. Based on an analysis of all available information, the USACE has determined that the proposed project would not result in a significant impact on the environment; considering the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions. A detailed cumulative impacts assessment for this action is located at Part IV.E of the Case Document and Environmental Assessment.

PART VIII
DETERMINATION OF SECONDARY EFFECTS ON THE AQUATIC ECOSYSTEM

[40 CFR Section 230.11(h)]

Discussion. (Discussion should support findings determination.)

FINDINGS: ___ No Effect ___ Negligible ___ Short Term Minor
___ Long Term Minor ___ Major (Significant).

PART IX
FINDINGS

A. Status of other authorizations and legal requirements.

1. Water Quality Certification. The Georgia Department of Natural Resources, Environmental Protection Division completed their review of the proposed project pursuant to Section 401 of the Clean Water Act, and Water Quality Certification was issued on ________.

2. Coastal Zone Management Consistency Determination.
3. Compliance with Section 106 of the National Historic Preservation Act. The USACE has completed coordination and consultation pursuant to Section 106 of the National Historic Preservation Act. WHAT WERE RESULTS????

4. Compliance with the Endangered Species Act. Pursuant to Section 7 of the Endangered Species Act, the USACE determined that the project would have no effect on any federally-listed threatened and endangered species.

5. Compliance with Clean Air Act. The proposed project has been analyzed for conformity applicability pursuant to regulations implementing Section 176(c) of the Clean Air Act. Under Title 40 Code of Federal Regulations, Part 93.153, we have determined the activities proposed under this permit will not exceed the de minimis levels of direct emissions of a criteria pollutant or its precursors and are. Any later indirect emissions are generally not within the USACE continuing program responsibility and generally cannot be practicably controlled by the USACE. For these reasons, a conformity determination is not required for this permit action.

6. Other State and/or local authorizations.

B. Evaluation of Compliance with 404(b)(1) guidelines (restrictions on discharge, 40 CFR 230.10). (A check in a block denoted by an asterisk indicates that the project does not comply with the guidelines.)

1. Alternatives test:

*Yes No

(a) Based on the discussion in Part II, are there available, practicable alternatives having less adverse impact on the aquatic ecosystem and without other significant adverse environmental consequences that do not involve discharges into "waters of the US" or at other locations within these waters?

Yes *No

(b) Based on the discussion in Part II, if the project is in a special aquatic site and is not water-dependent, has the applicant clearly demonstrated that there are no practicable alternative sites available?

2. Special restrictions. Will the discharge:

*Yes No

(a) Violate state water quality standards? [Note: Section 401 Water Quality Certification has not been issued by Georgia EPD. Any draft permit issued by the USACE for the subject project would be issued provisionally, and would only be valid after Water Quality Certification was issued by Georgia EPD.]

*Yes No

(b) Violate toxic effluent standards (under Section 307 of the Act)?
<table>
<thead>
<tr>
<th>Question</th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>(c) Jeopardize endangered or threatened species or their critical habitat?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(d) Violate standards set by the Department of Commerce to protect marine sanctuaries?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(e) Evaluation of the information in Parts III - VIII indicates that the proposed discharge material meets testing exclusion criteria for the following reason(s).</td>
<td></td>
<td></td>
</tr>
<tr>
<td>( ) based on the above information, the material is not a carrier of contaminants</td>
<td></td>
<td></td>
</tr>
<tr>
<td>( ) the levels of contamination are substantially similar at the extraction and disposal sites and the discharge is not likely to result in degradation of the disposal site and pollutants will not be transported to less contaminated areas</td>
<td></td>
<td></td>
</tr>
<tr>
<td>( ) acceptable constraints are available and will be implemented to reduce contamination to acceptable levels within the disposal site and prevent contaminants from being transported beyond the boundaries of the disposal site</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3. Other restrictions. Will the discharge contribute to significant degradation of &quot;waters of the US&quot; through adverse impacts to:</td>
<td></td>
<td></td>
</tr>
<tr>
<td><em>(a) Human health or welfare, through pollution of municipal water supplies, fish, shellfish, wildlife and special aquatic sites?</em></td>
<td></td>
<td></td>
</tr>
<tr>
<td><em>(b) Life states of aquatic life and other wildlife?</em></td>
<td></td>
<td></td>
</tr>
<tr>
<td><em>(c) Diversity, productivity and stability of the aquatic ecosystem, such as the loss of fish or wildlife habitat, or loss of the capacity of wetland to assimilate nutrients, purify water or reduce wave energy?</em></td>
<td></td>
<td></td>
</tr>
<tr>
<td><em>(d) Recreational, aesthetic and economic values?</em></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4. Actions to minimize potential adverse impacts (mitigation). Will all appropriate and practicable steps (40 CFR 23.70-77) be taken to minimize the potential adverse impacts of the discharge on the aquatic ecosystem? If yes, measures are presented in Part III.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><em>(Yes No)</em></td>
<td></td>
<td></td>
</tr>
<tr>
<td>D. Findings of Compliance or Non-compliance with the Restrictions on Discharge (40 CFR Section 230.12)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
( ) The discharge complies with the guidelines. The proposed project is the least environmentally damaging practicable alternative (LEDPA).

( ) All of the appropriate and practicable conditions are listed in Parts III.A and B to mitigate pollution or adverse effects to the affected ecosystem. These conditions have been included as part of the proposed action or will be required by special conditions of the permit. This revised and/or conditioned project is the LEDPA.

( ) The discharge fails to comply with the requirements of these guidelines because:

( ) There is a practicable alternative to the proposed discharge that would have less adverse effect on the aquatic ecosystem and that alternative does not have other significant adverse environmental consequences.

( ) The proposed discharge will result in significant degradation of the aquatic ecosystem under 40 CFR 230.10(b) or (c).

( ) The discharge does not include all appropriate and practicable measures to minimize potential harm to the aquatic ecosystem, namely...

( ) There is not sufficient information to make a reasonable judgment as to whether the proposed discharge will comply with the guidelines.
PART X
SUMMARY AND CONCLUSION

A. The discharge represents the least environmentally damaging, practicable alternative. In addition, adverse impacts on the aquatic environment (including wetland functions and values) by this project would be compensated for by the proposed mitigation.

B. The discharge does not cause or contribute to violation of any applicable state water quality standard, does not violate any applicable toxic effluent standard, does not impact any endangered or threatened species or marine sanctuary.

C. The discharge does not cause or contribute to significant degradation of the waters of the US.

D. All appropriate and practicable steps have been taken to minimize potential adverse impacts of the discharge on the aquatic ecosystem.

E. The proposed discharge, with the standard conditions placed on Department of the Army permits and other special conditions [found at Part V.D of the case document] would comply with the guidelines promulgated by the Administrator of the USEPA pursuant to Section 404(b) of the Clean Water Act.

PART XI
EVALUATION RESPONSIBILITY

PREPARED BY: __________________________ REVIEWED BY: __________________________

APPROVAL RECOMMENDED BY: __________________________

APPROVED BY: __________________________
June 10, 2010

George Wickliffe
Chief
United Keetoowah Band of Cherokee Indians
P.O. Box 746
Tahlequah, OK 74465

Re: Tier I Environmental Impact Statement
Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Study
Project PTSC0-0023-00-002, PI No.: T001684

Dear Chief Wickliffe:

The Georgia Department of Transportation (GDOT) is continuing the development of the Tier I Environmental Impact Statement (EIS), in coordination with the Federal Highway Administration (FHWA) and Federal Railroad Administration (FRA), for HSGT in the Atlanta-Chattanooga corridor. In 2008, your agency declined or did not respond to the invitation to become a participating agency in the National Environmental Policy Act (NEPA) planning process for this study. We are providing your agency another opportunity to participate in the NEPA process, as well as identify the NEPA participating agency primary contact and alternate representative. Please respond to Mr. Alan Ware, Passenger Rail Projects, Georgia Department of Transportation, Intermodal Programs, 600 West Peachtree Street, Atlanta, Georgia 30308 in writing with an acceptance or refusal of the invitation within 30 days of this letter, or by July 9, 2010.

Pursuant to SAFETEA-LU Section 6002, a Federal agency that chooses to decline the participating agency role must state specifically in its response that it:

- Has no jurisdiction or authority with respect to the project;
- Has no expertise or information relevant to the project; and
- Does not intend to submit comments on the project.

As we continue the screening phase of the NEPA study, we would like to consult your agency for input on the methodology and preliminary screening results. A copy of the revised Coordination Plan is attached for your records. We are also providing for your records a copy of the Purpose and Need statement for this study. Georgia DOT reviewed and updated the Purpose and Need in October 2008 following feedback from participating agencies.

The United Keetoowah Band of Cherokee Indians in Oklahoma has no objection to the referenced project. However, if any remains, artifacts or other items are inadvertently discovered, please cease construction immediately and contact us at 918-458-6533 or by letter.

Lisa C. Stopp, Tribal NAGPRA POC Date
Mr. Alan Ware  
Passenger Rail Projects  
Georgia Department of Transportation  
600 West Peachtree Street  
Atlanta, Georgia 30308

RE: Tier I Environmental Impact Statement, Atlanta-Chattanooga High-Speed Ground Transportation Study

Dear Mr. Ware:

Thank you for your June 10, 2010, invitation to our agency requesting our participation in the National Environmental Policy Act (NEPA) planning process, in cooperation with the Federal Highway and Federal Railroad Administrations. The proposed project would construct and operate a high-speed, passenger rail system from Chattanooga, Tennessee to Atlanta, Georgia.

We are pleased to accept your invitation as a participating agency and, as defined in your accompanying Coordination Plan, to assist in the identification of, “...as early as practicable, issues of concern regarding the project’s potential environmental impacts...” Our office previously participated in evaluating other Georgia Rail Passenger Program corridors when scoping began as early as 2000. We will continue to provide assistance to Georgia Department of Transportation and the lead Federal agencies to ensure that trust resources under our purview are adequately disclosed and evaluated under NEPA.

Staff biologist Pete Pattavina (pete_pattavina@fws.gov) shall be your primary contact for NEPA-related studies. In the event of Mr. Pattavina’s absence, please feel free to contact me as an alternate representative.

Sincerely,

[Signature]

Sandra S. Tucker  
Field Supervisor

cc:
Rich Williams, GDOT  
file
Dear Mr. Ware:

Thank you for invitation to participate in the Atlanta to Chattanooga High Speed Ground Transportation NEPA process.

In 2007, the Tennessee Natural Heritage Program provided a letter listing rare species in the Tennessee watershed (Middle Tennessee River/Chickamauga Watershed, USGS HUC 06020001) most likely to contain the Atlanta to Chattanooga High Speed Ground Transportation corridor. The letter and rare species list are attached to this e-mail.

We would like the opportunity to comment on potential rare species impacts once project routes/alternatives are defined for the Tennessee. Please feel free to contact us if you desire location-specific rare species data from the Tennessee Natural Heritage Database.

In Tennessee the TN Department of Environment and Conservation has regulatory authority for rare state-listed plants while the Tennessee Wildlife Resources Agency (TWRA) oversees protection of rare state-listed animals. If you have not already done so, we ask that you provide a similar opportunity for participation to the TWRA (Rob Todd, TWRA, Rob.Todd@tn.gov, 615-781-6577).

Sincerely,

Silas

Silas Mathes
Natural Heritage Program
Resource Management Division
Tennessee State Parks
Department of Environment & Conservation
http://state.tn.us/environment/nah/
silas.mathes@tn.gov
voice: 615-532-0440
fax: 615-532-3019
7th Floor, L&C Annex
401 Church Street
Nashville, TN 37243-0447
September 24, 2007

Christa Wilkinson
State of Georgia, Department of Transportation
#2 Capitol Square, S.W.
Atlanta, GA 30334-1002

Subject: Early Coordination Request, Atlanta to Chattanooga High Speed Ground Transportation Study

Dear Ms. Wilkinson:

Thank you for your early coordination request/initial scoping letter for the Atlanta to Chattanooga High Speed Ground Transportation Study. Your letter requested information from us regarding rare species that may be impacted by construction activity in the 110 mile corridor from Atlanta to Chattanooga. We reviewed our natural heritage database for rare species in the Tennessee portion of the corridor only and limited our search to the Middle Tennessee River/Chickamauga US Geological Survey 8 digit hydrologic unit watershed, 06020001. Our search yielded 117 different rare species in the watershed (see attached Microsoft Excel format list).

Please send us more information regarding proposed routes for the project when they become available, so that we can possibly narrow down the species lists by suitable habitat areas.

For additional information regarding Tennessee's rare and endangered species or interpretation of Status or Ranks, please visit our website at http://www.state.tn.us/environment/na/. Please keep in mind that not all areas of Tennessee have been surveyed and that a lack of records for any particular area is not a statement that rare species are absent from that area.

Thank you for considering Tennessee's rare species throughout the planning of this project. Should you have any questions, or need more specific, locational data, please do not hesitate to contact me at (615) 532-0440 or by e-mail at silas.mathes@state.tn.us.

Sincerely,

Silas Mathes
Data Manager

enclosure
# Rare Species Observed in the Middle Tennessee River/Chickamauga Watershed

**USGS HUC 06020001**

<table>
<thead>
<tr>
<th>Scientific Name</th>
<th>Common Name</th>
<th>Federal Status</th>
<th>State Status</th>
<th>Global Rank</th>
<th>State Rank</th>
</tr>
</thead>
<tbody>
<tr>
<td><em>Nonvascular Plant</em></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><em>Lejeunea blomquistii</em></td>
<td>Blomquist Leafy Liverwort</td>
<td>S</td>
<td>G1G2</td>
<td>S1S2</td>
<td></td>
</tr>
<tr>
<td><em>Lejeunea sharpii</em></td>
<td>Sharp's Lejeunea</td>
<td>E</td>
<td>G2G3</td>
<td>S1S2</td>
<td></td>
</tr>
<tr>
<td><em>Metzgeria unigera</em></td>
<td>Metzgeria</td>
<td>S</td>
<td>G3</td>
<td>S1</td>
<td></td>
</tr>
<tr>
<td><em>Microlejeunea globosa</em></td>
<td>Cardot's Lejeunea</td>
<td>S</td>
<td>G3?</td>
<td>S1</td>
<td></td>
</tr>
<tr>
<td><em>Vascular Plant</em></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><em>Acer leucoderme</em></td>
<td>Chalk Maple</td>
<td>S</td>
<td>G5T5</td>
<td>S3</td>
<td></td>
</tr>
<tr>
<td><em>Amelanchier sanguinea</em></td>
<td>Roundleaf Shadbush</td>
<td>T</td>
<td>G5</td>
<td>S2</td>
<td></td>
</tr>
<tr>
<td><em>Aredis patens</em></td>
<td>Spreading Rockcress</td>
<td>E</td>
<td>G3</td>
<td>S1</td>
<td></td>
</tr>
<tr>
<td><em>Aureolaria pubud</em></td>
<td>Spreading False-foxglove</td>
<td>T-PS</td>
<td>G3</td>
<td>S3</td>
<td></td>
</tr>
<tr>
<td><em>Cardamine flagellifera</em></td>
<td>Running Bitterness</td>
<td>T</td>
<td>G3</td>
<td>S2</td>
<td></td>
</tr>
<tr>
<td><em>Carex gracida</em></td>
<td>Heavy Sedge</td>
<td>S</td>
<td>G5</td>
<td>S1</td>
<td></td>
</tr>
<tr>
<td><em>Castanea dentata</em></td>
<td>American Chestnut</td>
<td>S</td>
<td>G4</td>
<td>S2S3</td>
<td></td>
</tr>
<tr>
<td><em>Cimicifuga rafaila</em></td>
<td>Appalachian Bugbane</td>
<td>T</td>
<td>G3</td>
<td>S3</td>
<td></td>
</tr>
<tr>
<td><em>Clematis glaucophylla</em></td>
<td>White-leaved Leatherflower</td>
<td>E</td>
<td>G4?</td>
<td>S1</td>
<td></td>
</tr>
<tr>
<td><em>Corydalis sempervirens</em></td>
<td>Pale Corydalis</td>
<td>E</td>
<td>G4G5</td>
<td>S1S2</td>
<td></td>
</tr>
<tr>
<td><em>Cotinus obovatus</em></td>
<td>American Smoketree</td>
<td>S</td>
<td>G4</td>
<td>S2</td>
<td></td>
</tr>
<tr>
<td><em>Cyperus plukenetii</em></td>
<td>Plukenet's Cattail</td>
<td>S</td>
<td>G5</td>
<td>SH</td>
<td></td>
</tr>
<tr>
<td><em>Cypripedium acaule</em></td>
<td>Pink Lady's-slipper</td>
<td>E-CE</td>
<td>G5</td>
<td>S4</td>
<td></td>
</tr>
<tr>
<td><em>Danhiania epilis</em></td>
<td>Bog Oat-grass</td>
<td>S</td>
<td>G3G4</td>
<td>S1S2</td>
<td></td>
</tr>
<tr>
<td><em>Delphinium exaltatum</em></td>
<td>Tall Larkspur</td>
<td>E</td>
<td>G3</td>
<td>S2</td>
<td></td>
</tr>
<tr>
<td><em>Dianthus smallii</em></td>
<td>Small's Stonecrop</td>
<td>E</td>
<td>G4</td>
<td>S1S2</td>
<td></td>
</tr>
<tr>
<td><em>Diervilla lonicera</em></td>
<td>Northern Bush-honeysuckle</td>
<td>T</td>
<td>G5</td>
<td>S2</td>
<td></td>
</tr>
<tr>
<td><em>Diervilla sessilifolia var. rivularis</em></td>
<td>Mountain Bush-honeysuckle</td>
<td>T</td>
<td>G3</td>
<td>S2</td>
<td></td>
</tr>
<tr>
<td><em>Fothergilla major</em></td>
<td>Mountain Witch-alder</td>
<td>T</td>
<td>G3</td>
<td>S2</td>
<td></td>
</tr>
<tr>
<td><em>Galium uniflorum</em></td>
<td>Fragrant Bedstraw</td>
<td>S</td>
<td>G4G5</td>
<td>S1</td>
<td></td>
</tr>
<tr>
<td><em>Gelsemium sempervirens</em></td>
<td>Yellow Jessamine</td>
<td>S</td>
<td>G5</td>
<td>S1S2</td>
<td></td>
</tr>
<tr>
<td><em>Glyceria acutiflora</em></td>
<td>Sharp-scaled Mannagrass</td>
<td>S</td>
<td>G5</td>
<td>S2</td>
<td></td>
</tr>
<tr>
<td>Scientific Name</td>
<td>Common Name</td>
<td>Abundance</td>
<td>G4</td>
<td>S1</td>
<td></td>
</tr>
<tr>
<td>-----------------</td>
<td>--------------------------------------------</td>
<td>-----------</td>
<td>-----</td>
<td>-----</td>
<td></td>
</tr>
<tr>
<td>Gratianella floridana</td>
<td>Florida Hedge-hyssop</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Helianthus occidentalis</td>
<td>Naked-stem Sunflower</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hydrastis canadenisis</td>
<td>Goldenseal</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hypericum adpressum</td>
<td>Creeping St. John’s-wort</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Isatia medeoloides</td>
<td>Small Whorled Pogonia</td>
<td>LT</td>
<td>G2</td>
<td>S1</td>
<td></td>
</tr>
<tr>
<td>Juglans cinerea</td>
<td>Butternut</td>
<td>T</td>
<td>G4</td>
<td>S3</td>
<td></td>
</tr>
<tr>
<td>Latysperma palustris</td>
<td>Marsh Pea</td>
<td>S</td>
<td>G5</td>
<td>S1</td>
<td></td>
</tr>
<tr>
<td>Liatris cylindracea</td>
<td>Slender Blazing-star</td>
<td>T</td>
<td>G5</td>
<td>S2</td>
<td></td>
</tr>
<tr>
<td>Lilium canadense</td>
<td>Canada Lily</td>
<td>T</td>
<td>G5</td>
<td>S3</td>
<td></td>
</tr>
<tr>
<td>Lilium philadelphicum</td>
<td>Wood Lily</td>
<td>E</td>
<td>G5</td>
<td>S1</td>
<td></td>
</tr>
<tr>
<td>Listera australis</td>
<td>Southern Twayblade</td>
<td>E</td>
<td>G4</td>
<td>S1</td>
<td></td>
</tr>
<tr>
<td>Lonicera dioica</td>
<td>Mountain Honeysuckle</td>
<td>S</td>
<td>G5</td>
<td>S2</td>
<td></td>
</tr>
<tr>
<td>Lonicera flava</td>
<td>Yellow Honeysuckle</td>
<td>T</td>
<td>G5</td>
<td>S1</td>
<td></td>
</tr>
<tr>
<td>Lysimachia fraseri</td>
<td>Fraser’s Loosestrife</td>
<td>E</td>
<td>G2</td>
<td>S2</td>
<td></td>
</tr>
<tr>
<td>Nestoria umbellata</td>
<td>Nestoria</td>
<td>E</td>
<td>G4</td>
<td>S1</td>
<td></td>
</tr>
<tr>
<td>Onosmodium hispidissimum</td>
<td>Shaggy False Gronwell</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Panax quinquefolius</td>
<td>American Ginseng</td>
<td>S-CE</td>
<td></td>
<td>S3V</td>
<td></td>
</tr>
<tr>
<td>Platanthera integrifolia</td>
<td>White Fringed orchid</td>
<td>C</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Potamogeton ephirus</td>
<td>Nutall’s Pondweed</td>
<td>S</td>
<td>G5</td>
<td>S1</td>
<td></td>
</tr>
<tr>
<td>Rhynchospora caucana</td>
<td>Falling Beaked-rush</td>
<td>S</td>
<td>G5</td>
<td>S1</td>
<td></td>
</tr>
<tr>
<td>Ribes curvatum</td>
<td>Granite Gooseberry</td>
<td>T</td>
<td>G4</td>
<td>S1</td>
<td></td>
</tr>
<tr>
<td>Sabatia capitata</td>
<td>Cumberland Rose Gentian</td>
<td>E</td>
<td>G2</td>
<td>S2</td>
<td></td>
</tr>
<tr>
<td>Sagiolepis striata</td>
<td>Gibbsian Prairie-grass</td>
<td>S</td>
<td>G5</td>
<td>S1</td>
<td></td>
</tr>
<tr>
<td>Sagittaria platyphylla</td>
<td>Ovate-leaved Arrowhead</td>
<td>S</td>
<td>G5</td>
<td>S1</td>
<td></td>
</tr>
<tr>
<td>Scutellaria monandra</td>
<td>Large-flowered Skullcap</td>
<td>LT</td>
<td>T</td>
<td>G3</td>
<td>S2</td>
</tr>
<tr>
<td>Sedum nevii</td>
<td>Nevius’ Stonecrop</td>
<td>E</td>
<td>G3</td>
<td>S1</td>
<td></td>
</tr>
<tr>
<td>Silphium laciniatum</td>
<td>Compass Plant</td>
<td>T</td>
<td>G5</td>
<td>S2</td>
<td></td>
</tr>
<tr>
<td>Solidago phacnicoides</td>
<td>Prairie Goldenrod</td>
<td>E</td>
<td>G5</td>
<td>S1</td>
<td></td>
</tr>
<tr>
<td>Spirenna virginiana</td>
<td>Virginian Spirea</td>
<td>LT</td>
<td>E</td>
<td>G2</td>
<td>S2</td>
</tr>
<tr>
<td>Stylium hamistrata</td>
<td>Southern Morning-glory</td>
<td>T</td>
<td>G4G5</td>
<td>S1</td>
<td></td>
</tr>
<tr>
<td>Symphyotrichum pratense</td>
<td>Barrens Silky Aster</td>
<td>T-PB</td>
<td>GNR</td>
<td>S1</td>
<td></td>
</tr>
<tr>
<td>Talinum mengesii</td>
<td>Menge’s Fame-flower</td>
<td>T</td>
<td>G3</td>
<td>S2</td>
<td></td>
</tr>
<tr>
<td>Talinum tetvetifolium</td>
<td>Roundleaf Fameflower</td>
<td>T</td>
<td>G4</td>
<td>S2</td>
<td></td>
</tr>
<tr>
<td>Thermopsis fraxinifolia</td>
<td>Ash-leaved Bush-pea</td>
<td>T</td>
<td>G3?</td>
<td>S3</td>
<td></td>
</tr>
<tr>
<td>Trichocemes peterii</td>
<td>Dwarf Filmy-fern</td>
<td>T</td>
<td>G4G5</td>
<td>S2</td>
<td></td>
</tr>
<tr>
<td>Trillium lancifolium</td>
<td>Narrow-leaved Trillium</td>
<td>E</td>
<td>G3</td>
<td>S1</td>
<td></td>
</tr>
<tr>
<td>Trillium rugelii</td>
<td>Southern Nodding Trillium</td>
<td>E</td>
<td>G3</td>
<td>S2</td>
<td></td>
</tr>
<tr>
<td>Viola tricolor var. tripartita</td>
<td>Three-petaled Violet</td>
<td>S</td>
<td>GST3</td>
<td>S2S3</td>
<td></td>
</tr>
<tr>
<td>Woodwardia virginia</td>
<td>Virginia Chainfern</td>
<td>S</td>
<td>G5</td>
<td>S2</td>
<td></td>
</tr>
</tbody>
</table>

**Invertebrate Animal**

<table>
<thead>
<tr>
<th>Scientific Name</th>
<th>Common Name</th>
<th>Abundance</th>
<th>G4</th>
<th>S1</th>
</tr>
</thead>
<tbody>
<tr>
<td>Apocerangonyx nortonii</td>
<td>Norton’s Cave Amphipod</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Atherina anthonyi</td>
<td>Anthony’s River Snail</td>
<td>LE, XN</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cacaitioa nickajackensis</td>
<td>Nickajack Cave Isopod</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cambarus extraneus</td>
<td>Chickamauga Crayfish</td>
<td>T</td>
<td>G2</td>
<td>S2S2</td>
</tr>
<tr>
<td>Cambarus humilus</td>
<td>Cave Crayfish</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Abundance Codes:**
- **G4:** Generally uncommon
- **S1:** Very rare
- **S2:** Rare
- **S3:** Common
- **S3S4:** Abundant
- **GST3:** Abundant
- **S2S3:** Abundant
- **LE, XN:** Abundant
<table>
<thead>
<tr>
<th>Species Name</th>
<th>Common Name</th>
<th>Family</th>
<th>Genus</th>
<th>Species</th>
<th>Life History</th>
<th>Order</th>
<th>Family</th>
<th>Suborder</th>
<th>Superfamily</th>
<th>Division</th>
<th>Subdivision</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cyprinella irrorata</td>
<td>Eastern Fanshell Pearly Mussel</td>
<td>LE</td>
<td>E</td>
<td>G1Q</td>
<td>S1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dromius eburneus</td>
<td>Dromedary Pearlymussel</td>
<td>LE</td>
<td>E</td>
<td>G1</td>
<td>S1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gomphus conspersatus</td>
<td>Cherokee Clubtail Dragonfly</td>
<td>G2G3</td>
<td>S1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ilyis flavidus</td>
<td>Spiny Riversnail</td>
<td>G2</td>
<td>S2</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lampsisilis abrupta</td>
<td>Pink Mucket</td>
<td>LE</td>
<td>E</td>
<td>G2</td>
<td>S2</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nesticus diurnus</td>
<td>Grassy Creek Cave Spider</td>
<td>G1</td>
<td>S1</td>
<td>G1</td>
<td>S1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nesticus fasciatus</td>
<td>Crystal Caverns Cave Spider</td>
<td>G1</td>
<td>S1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pteleobasus caudatus</td>
<td>Orange-foot Pimpleback</td>
<td>LE</td>
<td>E</td>
<td>G1</td>
<td>G1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pleurobranchus aviscus</td>
<td>Tennessee Clubshell</td>
<td>G2G3</td>
<td>S2S3</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pleurobranchus plowum</td>
<td>Rough Pigtoe</td>
<td>LE</td>
<td>E</td>
<td>G1</td>
<td>S1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pleurobranchus rubrum</td>
<td>Pyramid Pigtoe</td>
<td>G2</td>
<td>S1S2</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pseudanthisahlus nickajackensis</td>
<td>Nickjack Cave Beetle</td>
<td>G2G3</td>
<td>S1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pseudanthisahlus nortoni</td>
<td>Norton's Cave Beetle</td>
<td>G1</td>
<td>S1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Quadrula intermedia</td>
<td>Cumberland Monkeyface</td>
<td>LE</td>
<td>E</td>
<td>G1</td>
<td>S1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Vertebrate Animal**

<table>
<thead>
<tr>
<th>Species Name</th>
<th>Common Name</th>
<th>Family</th>
<th>Genus</th>
<th>Species</th>
<th>Life History</th>
<th>Order</th>
<th>Family</th>
<th>Suborder</th>
<th>Superfamily</th>
<th>Division</th>
<th>Subdivision</th>
</tr>
</thead>
<tbody>
<tr>
<td>Accipiter nisus</td>
<td>Sharp-shinned Hawk</td>
<td>D</td>
<td>G3</td>
<td>S3B</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Acipenser fulvescens</td>
<td>Lake Sturgeon</td>
<td>E</td>
<td>G3G4</td>
<td>S1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aimohila aestivalis</td>
<td>Bachman's Sparrow</td>
<td>E</td>
<td>G3</td>
<td>S2</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Anides aestuus</td>
<td>Green Salamander</td>
<td>G3G4</td>
<td>S3S4</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Carpiodes velifer</td>
<td>Highfin Carpsucker</td>
<td>D</td>
<td>G4G5</td>
<td>S2S3</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cryptobranchus alleganiensis</td>
<td>Hellbender</td>
<td>No Status</td>
<td>D</td>
<td>G3G4</td>
<td>S3</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dendroica cerulea</td>
<td>Cerulean Warbler</td>
<td>D</td>
<td>G4</td>
<td>S3B</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Falco peregrinus</td>
<td>Peregrine Falcon</td>
<td>E</td>
<td>G4</td>
<td>S1N</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gyroniphis palleucus</td>
<td>Tennessee Cave Salamander</td>
<td>T</td>
<td>G2G3</td>
<td>S2</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Haliaeetus leucocephalus</td>
<td>Bald Eagle</td>
<td>D</td>
<td>G5</td>
<td>S3</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Henicantius scutatum</td>
<td>Four-toed Salamander</td>
<td>D</td>
<td>G5</td>
<td>S3</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hemidactylus flavimaculatus</td>
<td>Flame Chub</td>
<td>D</td>
<td>G3</td>
<td>S3</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hyla gratiosa</td>
<td>Barking Treefrog</td>
<td>D</td>
<td>G5</td>
<td>S3</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Isobrychus exilis</td>
<td>Least Bitter</td>
<td>D</td>
<td>G5</td>
<td>S2B</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Limnotyphlops spiniotii</td>
<td>Swainson's Warbler</td>
<td>D</td>
<td>G4</td>
<td>S3</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Myotis grisescens</td>
<td>Gray Bat</td>
<td>LE</td>
<td>E</td>
<td>G3</td>
<td>S2</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Myotis leibii</td>
<td>Eastern Small-footed Bat</td>
<td>D</td>
<td>G3</td>
<td>S2S3</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Myotis sodalis</td>
<td>Indiana Bat</td>
<td>LE</td>
<td>E</td>
<td>G2</td>
<td>S1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Neotoma magister</td>
<td>Eastern Woodrat</td>
<td>D</td>
<td>G3G4</td>
<td>S3</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ophiurus attenuatus longicaudus</td>
<td>Eastern Slender Glass Lizard</td>
<td>D</td>
<td>G5T5</td>
<td>S3</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Percina tanasi</td>
<td>Snail Darter</td>
<td>LT</td>
<td>T</td>
<td>G2G3</td>
<td>S2S3</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Phoxinus saylori</td>
<td>Laurel Dace</td>
<td>E</td>
<td>G1</td>
<td>S1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Phoxinus tennesseensis</td>
<td>Tennessee Dace</td>
<td>D</td>
<td>G3</td>
<td>S3</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pituophis melanoleucus melanoleucus</td>
<td>Northern Pine Snake</td>
<td>T</td>
<td>G4T4</td>
<td>S3</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rallus elegans</td>
<td>King Rail</td>
<td>D</td>
<td>G4</td>
<td>S2</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rallus limicolus</td>
<td>Virginia Rail</td>
<td>G5</td>
<td>S1B,3</td>
<td>S3</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sorex cinereus</td>
<td>Common Shrew</td>
<td>D</td>
<td>G5</td>
<td>S1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sorex fumeus</td>
<td>Smoky Shrew</td>
<td>D</td>
<td>G5</td>
<td>S4</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sorex longirostris</td>
<td>Southeastern Shrew</td>
<td>D</td>
<td>G5</td>
<td>S4</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Thryonames bewickii</td>
<td>Bewick's Wren</td>
<td>E</td>
<td>G5</td>
<td>S1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Species</td>
<td>Description</td>
<td>Code</td>
<td>Group</td>
<td>Status</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>------------------------------</td>
<td>---------------------------</td>
<td>------</td>
<td>-------</td>
<td>--------</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><em>Typhlichthys subterraneus</em></td>
<td>Southern Cavefish</td>
<td>D</td>
<td>G4</td>
<td>S3</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><em>Tyto alba</em></td>
<td>Common Barn-owl</td>
<td>D</td>
<td>G5</td>
<td>S3</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><em>Zapus hudsonius</em></td>
<td>Meadow Jumping Mouse</td>
<td>No Status</td>
<td>D</td>
<td>G5</td>
<td>S4</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Other (Ecological)**

<table>
<thead>
<tr>
<th>Habitat</th>
<th>Description</th>
<th>Code</th>
<th>Group</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Heron rookery</td>
<td>Heron Rookery</td>
<td>GNR</td>
<td>SNR</td>
<td></td>
</tr>
</tbody>
</table>
Mr. Alan Ware  
Passenger Rail Projects  
Georgia Department of Transportation  
Intermodal Programs Division  
One Georgia Center  
600 West Peachtree Street  
Atlanta, Georgia 30308

Dear Mr. Ware:

TIER I ENVIRONMENTAL IMPACT STATEMENT - ATLANTA-CHATTANOOGA HIGH SPEED GROUND TRANSPORTATION (HSGT) STUDY - PROJECT  
PTSCO-0023-00-002, PI NO.: T001684

This responds to the letter from Director Erik H. Steavens to Charles P. Nicholson dated June 10. Director Steavens has requested reaffirmation by the Tennessee Valley Authority (TVA) that we are a participating agency in the National Environmental Policy Act process regarding the subject HSGT Study. TVA will continue to be involved in this project as a participating agency.

I am the official TVA contact. If you have any questions, please contact me at (423) 751-4254 or kpparr@tva.gov or Tennessee Valley Authority, 1101 Market Street, LP 5U, Chattanooga, Tennessee 37402-2801.

Sincerely,

Kenneth P. Parr  
NEPA Specialist  
Environmental Permits and Compliance
June 24, 2010

Mr. Erik H. Stevens  
Georgia Department of Transportation  
600 W. Peachtree St., N.W.  
Atlanta, Georgia, 30308

RE: FHWA, ATLANTA-CHATTANOOGA HSGT, UNINCORPORATED, HAMILTON COUNTY

Dear Mr. Stevens:

In response to your request, received on Monday, June 14, 2010, we have reviewed the documents you submitted regarding your proposed undertaking. Our review of and comment on your proposed undertaking are among the requirements of Section 106 of the National Historic Preservation Act. This Act requires federal agencies or applicant for federal assistance to consult with the appropriate State Historic Preservation Office before they carry out their proposed undertakings. The Advisory Council on Historic Preservation has codified procedures for carrying out Section 106 review in 36 CFR 800. You may wish to familiarize yourself with these procedures (Federal Register, December 12, 2000, pages 77698-77739) if you are unsure about the Section 106 process.

Considering available information, we find that the project as currently proposed MAY ADVERSELY AFFECT PROPERTIES THAT ARE ELIGIBLE FOR LISTING IN THE NATIONAL REGISTER OF HISTORIC PLACES. You should now begin immediate consultation with our office. Please direct questions and comments to Joe Garrison (615) 532-1550-103. We appreciate your cooperation.

Sincerely,

E. Patrick McIntyre, Jr.  
Executive Director and  
State Historic Preservation Officer

EPM/jyg
June 28, 2010

Mr. Erik H. Steavens  
Director, Intermodal Programs Division  
Georgia Department of Transportation  
One Georgia Center  
600 West Peachtree St., NW  
Atlanta, Georgia 30308

RE: Tier I Environmental Impact Statement  
Atlanta-Chattanooga High Speed Ground Transportation Study  
Project PTSCO-0023-00-002; PI NO.: T001684

Dear Mr. Steavens:

We are responding to your June 10, 2010 letter regarding the Tier I Environmental Impact Statement HGST Study. Your correspondence indicates that the Southeast Tennessee Development District/Chattanooga Area Council of Governments (SETDD/CARCOG) declined to participate or did not respond to an invitation to become a participating agency in the NEPA planning process for this study. However, we have no record of any correspondence associated with this project. It is possible that the invitation was sent to a previous office address and never reached our current location. In any case, SETDD/CARCOG would be pleased to be a participating agency in this study.

Local governments that comprise our agency consider the high speed rail project to be very important to the economic development of our region. The project consistently ranks as a high priority at SETDD/CARCOG annual planning retreats, and it is on the primary projects list of the Comprehensive Economic Development Strategy, a planning document prepared under an agreement with the Economic Development Administration.

As CARCOG, the agency provides planning support for projects in the Chattanooga Metropolitan Statistical Area, which includes Catoosa, Dade, and Walker Counties in Georgia. Since Catoosa and Walker Counties are in the study area, it is important that CARCOG maintains a relationship with GDOT and other regional partners in
transportation projects that will affect regional plans and projects on both sides of the state line.

The primary contact person for the agency is the Executive Director Beth Jones. Alternate representatives will be Gary Sexton, Planning Director and/or Chuck Hammonds, Regional Planning Organization Coordinator. All correspondence should be sent to:

SETDD/CARCOG  
P. O. Box 4757  
Chattanooga, TN 37405-0757

Telephone and e-mail address are as follows:

Beth Jones  
423.424.4241  
bjones@sedev.org

Gary Sexton  
423.424.4261  
gsexton@sedev.org

Chuck Hammonds  
423.424.4264  
chammonds@sedev.org

Please feel free to contact us at any time. We appreciate the opportunity to participate in this important project.

Sincerely,

Gary Sexton  
Planning Director

cc:  Beth Jones, Executive Director  
Chuck Hammonds, RPO Coordinator
Tahirah Wilson, Transportation Planner
AECOM-Atlanta
1360 Peachtree Street, NE
Suite 500
Atlanta, GA 30309

RE: Seminole Tribe of Florida Point of Contact for Section 106 Consultation Process

Dear Ms. Wilson:

Per our conversation today, the Point of Contact for consultations with the Seminole Tribe of Florida is:

Willard Steele, Tribal Historic Preservation Officer
Tribal Historic Preservation Office
Seminole Tribe of Florida

34725 West Boundary Road
Clewiston, FL 33440 (Physical Address)
(863) 983-6549
willardsteele@semtribe.com

Add’l Copy to: Anne Mullins, Compliance Review Supervisor
Tribal Historic Preservation Office
Seminole Tribe of Florida
HC 61, Box 21-A
Clewiston, FL 33440
(863) 983-6549 ext. 12262
annemullins@semtribe.com

jenniferpietarila@semtribe.com
elliottyyork@semtribe.com
The Seminole Tribe of Florida looks forward to establishing an effective consultation process with regard to the Atlanta to Chattanooga High Speed Ground Transportation.

Sincerely,

Willard S. Steele,
Tribal Historic Preservation Officer
Mr. Ware -- the Rome Floyd County Planning Department (MPO) received a copy of the letter and packet for the Tier I EIS for Chattanooga to Atlanta High Speed Ground Transportation. I am writing to confirm that we are the MPO for Rome, Cave Spring, and Floyd County and as such a participating agency in the EIS process.

The City of Rome Manager, John Bennett, also received a packet. Do you need a separate confirmation from him.

Thanks

Sue Hiller, AICP
Director - Rome Floyd County Planning Department
(706) 236-5025 Phone
June 24, 2010

Mr. Alan Ware
Passenger Rail Projects
Georgia Department of Transportation
Intermodal Programs
600 West Peachtree Street, NW
Atlanta, Georgia 30308

Re: Tier I Environmental Impact Study
Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Study
Project PTSC0-0023-00-002, PI No.: T001684

Dear Mr. Ware:

Thank you for the opportunity to participation in the NEPA process for the above referenced project. Polk County accepts the invitation to participate and has designated our Assistant County Manager, Mr. Matt Denton as our agency’s primary point of contact. I myself will serve to be Polk County’s alternate point of contact. Either of us may be contacted at the address or phone number below. We look forward to assisting in the NEPA process and will provide any pertinent information we may have to offer.

Sincerely,

Marshelle Thaxton
Chairman, Polk County Board of Commissioners
### Participating Agency Comments
**in Response to June 10th Letter Confirming Participation, Updated Coordination and Revised Purpose and Need Statement**

<table>
<thead>
<tr>
<th>No.</th>
<th>Participating Agency</th>
<th>Comment</th>
<th>Disposition</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Georgia Department of Natural Resources - Wildlife Resources Division</td>
<td>The role of the Nongame Conservation Section is to determine potential impacts to high priority species and habitats as a result of the proposed project.</td>
<td>Noted. No response</td>
</tr>
<tr>
<td>2</td>
<td>City of Adairsville</td>
<td>We feel this project is exceedingly important to our community and will aid in promoting economic development, help create new choices for travelers, help in reducing dependence on oil, and aid in urban and rural development.</td>
<td>Noted. No response</td>
</tr>
<tr>
<td>3</td>
<td>Tennessee Department of Environment and Conservation - Natural Heritage Program</td>
<td>Enclosed a list of rare species. Suggested that we contact Rob Todd of TWRA for participation (615-781-6577) regarding state-listed plants and animals.</td>
<td>Contacted Robert Todd to invite TWRA to participate in the study’s NEPA process.</td>
</tr>
</tbody>
</table>
| 4   | U.S. Department of Transportation - Federal Transit Administration - Region IV | Confirmed FTA's role:  
1. Participating in the scoping process  
2. Participating in the NEPA process  
3. Identifying environmental or socioeconomic impacts  
4. Providing meaningful input to resolve issues                                                                                      | Noted. No response                               |
<p>| 5   | U.S. Environmental Protection Agency - Region IV                      | EPA's participation does not preclude an independent review according to Section 102(2)(C) of NEPA and Section 309 of the Clean Air Act. EPA also requested that the revised coordination plan identify EPA as a Federal Resource Agency. | Identified EPA as a Federal Resource Agency in the revised Coordination Plan. |</p>
<table>
<thead>
<tr>
<th>No.</th>
<th>Participating Agency</th>
<th>Comment</th>
<th>Disposition</th>
</tr>
</thead>
<tbody>
<tr>
<td>6</td>
<td>United Keetoowah Band of Cherokee Indians</td>
<td>There is no objection to the project, but if any remains, artifacts or other items are inadvertently discovered, please cease construction immediately and contact at 918-458-6533 or by letter.</td>
<td>Noted. No response</td>
</tr>
<tr>
<td>7</td>
<td>Tennessee Historical Commission - Department of Environment and Conservation</td>
<td>Review and comment on proposed undertaking are among the requirements of Section 106 of the National Historic Preservation Act. The Advisory Council on Historic Preservation has codified procedures for carrying out Section 106 review in 36 CFR 800. Considering available information, they find that the project as currently proposed may adversely affect properties eligible for listing in the National Register of Historic Places and immediate consultation with their office is requested.</td>
<td>Noted. No response</td>
</tr>
<tr>
<td>8</td>
<td>U.S. Department of Agriculture - Natural Resources Conservation Service</td>
<td>The agency will continue to provide information of the designation of Important Farmland in the project area.</td>
<td>Noted. No response</td>
</tr>
<tr>
<td>9</td>
<td>City of Dalton</td>
<td>We would like to provide input on the methodology and preliminary screening results</td>
<td>Noted. No response</td>
</tr>
</tbody>
</table>
### Participating Agency Comments
#### in Response to June 10th LetterConfirming Participation, Updated Coordination and Revised Purpose and Need Statement

<table>
<thead>
<tr>
<th>No.</th>
<th>Participating Agency</th>
<th>Comment</th>
<th>Disposition</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td>Chattanooga Area Regional Council of Governments – Southeast Tennessee Development District</td>
<td>Local governments that comprise CARCOG consider the high speed rail project to be very important to the economic development of the region. The project consistently ranks high at SETDD/CARCOG annual planning retreats, and it is on the document prepared under an agreement with the Economic Development Administration. Since Catoosa and Walker Counties are in the study area, it is important that CARCOG maintains a relationship with GDOT and other regional partners in transportation projects that will affect regional plans and projects on both sides of the state line.</td>
<td>Noted. No response</td>
</tr>
<tr>
<td>11</td>
<td>U.S. Department of the Interior – National Park Service</td>
<td>NPS’ role is to ensure that pertinent NPS mission statements, legislative authorities, and policies are duly considered when developing any alternatives, related management actions, or options applicable to units of the NPS. NPS will commit subject expertise to assist and insure that the affected environment and environmental impacts sections of the Tier I EIS are structured to fully address NPS interests pertaining to the units of the NPS.</td>
<td>Noted. No response</td>
</tr>
<tr>
<td>No.</td>
<td>Participating Agency</td>
<td>Comment</td>
<td>Disposition</td>
</tr>
<tr>
<td>-----</td>
<td>----------------------</td>
<td>---------</td>
<td>-------------</td>
</tr>
<tr>
<td>12</td>
<td>U.S. Army Corps of Engineers North Area Section - Regulatory Branch</td>
<td>This project has been assigned permit number SAS-2007-01423, please refer to it in all correspondence. Wetlands will require Dept. of Army authorization to dredge or fill waterways. The project corridor does contain waters of the U.S. that are considered to be within the jurisdiction of Section 10 of the Rivers and Harbors Act of 1899 (33 U.S. C. 403) and/or Section 404 of the Clean Waters Act (33 U.S.C 1344) the placement of dredged or fill material into any waterways and/or adjacent wetlands and mechanized land clearing of those wetlands would require prior Department of the Army authorization pursuant to Section 404. Impacts to wetlands and streams, which are one-half acre or less to waters of the U.S. at a single crossing, could be permitted under the 2007 Nationwide Permit Program provided the cumulative impacts do not exceed 10 acres of wetlands and/or 1,500 linear feet of streams. If the Nationwide Permit thresholds are exceeded, this project would require a standard individual permit (IP) application, which should follow Section 404 (b) (1) guidelines for avoidance and minimization to waters of the U.S. and include mitigation plan and alternatives analysis. Enclosed a copy of 404 (b) (1) application form.</td>
<td>Noted. No response</td>
</tr>
</tbody>
</table>
June 16, 2010

Mr. Alan Ware
Passenger Rail Projects
Georgia Department of Transportation
Intermodal Programs
600 West Peachtree Street
Atlanta, Georgia 30308

Dear Mr. Ware:

The Northwest Georgia Regional Commission reaffirms our participation in the NEPA process for the Tier I Environmental Impact Statement for the Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Study, Project PTSCO-0023-00-062, PI No.: T001684.

Sincerely,

[Signature]
William R. Steiner
Executive Director
Alan Ware  
Passenger Rail Projects  
Georgia Department of Transportation  
Intermodal Programs  
600 West Peachtree Street  
Atlanta, GA 30308

Dear Mr. Ware:

MARTA is pleased to confirm our participation in the National Environmental Policy Act (NEPA) process in the development of the Tier I Environmental Impact Statement (EIS) for High Speed Ground Transportation (HGST) in the Atlanta-Chattanooga corridor. MARTA looks forward to working with GDOT and other participating stakeholders on this important project and looks forward to sharing our expertise and experience in the construction, operating and maintenance of the largest publicly owned and operated fixed guideway system in the States of Georgia and Tennessee. Additionally, for future correspondence on this project, please add the following primary contact and alternative representative:

**Primary Contact:**  
Cheryl King, AICP  
Assistant General Manager Planning  
MARTA  
2424 Piedmont Road, NE  
Atlanta, GA 30324  
404-848-4401  
cking@itsmarta.com

**Alternative Representative:**  
John Crocker, PhD  
Director of Regional Service Coordination & Special Projects  
MARTA  
2424 Piedmont Road, NE  
Atlanta, GA 30324  
404-848-5292  
jtcrocker@itsmarta.com

Again, we look forward to working with GDOT on this project and please do not hesitate to contact us if you have any questions or concerns.

Best Regards,

Beverly A. Scott, Ph.D.  
General Manager/CEO

cc: Gerald Ross, Chief Engineer DOT  
Erik Steavens, Director of Intermodal Programs, GDOT
Dear Mr. Ware:

I am the Regional Environmental Officer for the US Department of Housing and Urban Development. Please change your mail list and include me as the contact for NEPA instead of Mary Presley who perform a Program Director function.

The US Department of Housing and Urban Development is not funding this project directly therefore we choose not to be a participating agency under NEPA. If HUD funds are used in this project they would be provided through one of our funded local governments.

HUD is unique in that we have legislation that allows us to delegate our Federal Role under NEPA to the local government recipient of our funds. You have many of our partner communities on your contact list including Marietta, Atlanta, Fulton County, Chattanooga, Dalton, Rome, Cherokee County, and Clayton County. Each of these communities carries out HUD's role for NEPA.

Generally HUD does not comment on NEPA documents unless they have a direct impact on our projects. Normally our comments would be limited to impact from Noise. We do not have any comments on this project at this time.

Linda P. Poythress
Regional Environmental Officer
678-732-2557

Region IV Environmental Website: http://www.hud.gov/local/shared/working/r4/environment/index.cfm?state=ga

Listserver sign up: http://www.hud.gov/subscribe/localmailinglist.cfm#nc

Assessment Tools for Environmental Compliance Website:
http://www.hud.gov/offices/cpd/environment/atec.cfm
July 12, 2010

Mr. Alan Ware
Passenger Rail Projects
Georgia Department of Transportation
Intermodal Programs
600 West Peachtree Street
Atlanta, Georgia 30308

Subject: Reaffirmation to Be a Participating Agency on Tier 1 EIS for Proposed High-Speed Ground Transportation in the Atlanta to Chattanooga Corridor

Dear Mr. Ware:

The City of Atlanta/Department of Aviation reaffirms our desire to be a participating agency in coordination with the FRA, FHWA, and GDOT in the EIS preparation for this proposed project.

We look forward to assisting in any way we can.

Sincerely,

[Signature]

Thomas E. Nissalke, Ph.D.
Director of Environmental and Technical Services
City of Atlanta/Department of Aviation

pc: James L. Drinkard, P.E. - Assistant General Manager – Planning and Development
June 17, 2010

Mr. Alan Ware, Passenger Rail Projects - Intermodal Programs
Georgia Department of Transportation
One Georgia Center - 600 West Peachtree Street, NW
Atlanta, Georgia 30308

Re: Confirmation as Participating Agency in the NEPA Planning Process

Dear Mr. Ware:

In response to the June 10, 2010 letter from Mr. Erik H. Steavens, Director, GDOT Intermodal Programs Division to Mr. Bill Allen, our Transportation Planning Consultant, we are confirming our acceptance as a participating agency in the National Environmental Policy Act (NEPA) planning process for the Tier I Environmental Impact Study for the Atlanta-Chattanooga High Speed Ground Transportation Study.

Please note that our agency’s primary contact person is Mr. Zach Montgomery, Transportation Planner for the Greater Dalton Metropolitan Planning Organization (GDMPO) and our alternate representative is Mr. Bill Allen. Their respective phone numbers and e-mail addresses are:

Zach Montgomery – (706) 876-2547 – zmontgomery@whitfieldcountyga.com
Bill Allen – (706) 876-2521 – ballen@whitfieldcountyga.com

We are prepared to provide input related to the study and attend and/or participate in the scheduled meetings pertaining to the study. We look forward to working with you on this important project.

Sincerely,

[Signature]

Mr. Bob McLeod, ICMA-CM
Whitfield County Administrator and Executive Director
Greater Dalton Metropolitan Planning Organization

Cc: ZPM/BA
July 15, 2010

Alan Ware
Passenger Rail Projects
GA Department of Transportation – Intermodal Programs
600 W Peachtree Street
Atlanta, GA 30308

Mr. Ware:

Please accept this letter as agreement from the Georgia Forestry Commission to become a participating agency in the National Environmental Policy Act (NEPA) planning process for the continuing development of the Tier 1 Environmental Impact Statement for the HGST in the Atlanta-Chattanooga corridor.

From this point forward, the contact person for this project at the Georgia Forestry Commission will be the Forest Management Chief, James Johnson. Mr. Johnson’s contact information is included below.

James Johnson
1055 East Whitehall Road
Athens, GA 30605
478-951-8498
jjohnson@gfc.state.ga.us

Thank you for the invitation to participate.

Sincerely,

Robert Farris
Director
July 12, 2010.

Mr. Alan Ware
Passenger Rail Projects
GA Dept of Transportation
Intermodal Programs
600 W. Peachtree St.
Atlanta, GA 30308

Subject: Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Study

Dear Mr. Ware:

This is in response to your request of June 10, 2010. The Georgia Department of Natural Resources, Wildlife Resources Division, Nongame Conservation Section will participate in the NEPA process for this project. The role of the Nongame Conservation Section is to determine potential impacts to high priority species and habitats as a result of the proposed project.

If I can be of further assistance, please let me know.

Sincerely,

Katrina Morris
Environmental Review Coordinator
June 16, 2010

Alan Ware
Passenger Rail Projects
Georgia Department of Transportation
Intermodal Programs
600 West Peachtree Street, NW
Atlanta, GA 30308

RE: GDOT Project PTSCO-0023-00-002; PI# T001684
Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Study
Statewide
HP-070828-002

Dear Mr. Ware:

The Historic Preservation Division (HPD) has received Mr. Eric Steavens’ letter of June 10, 2010, requesting a reaffirmation of HPD’s participation in the NEPA process for the above-referenced project. HPD will continue to participate in the NEPA process for this project. In addition, we look forward to working with you, Federal Highway Administration (FHWA), and Federal Railroad Administration (FRA) as you comply with the provisions of Section 106 of the National Historic Preservation Act, as amended.

If we may be of further assistance, please contact Amanda Schraner, Transportation Projects Coordinator, at (404) 463-6687 or Amanda.Schraner@dnr.state.ga.us.

Sincerely,

Richard Cloues
Deputy State Historic Preservation Officer

RC:als
June 22, 2010

Mr. Alan Ware  
Passenger Rail Projects  
Intermodal Programs Division  
Georgia Department of Transportation  
One Georgia Center  
606 West Peachtree Street, N.W.  
Atlanta, Georgia 30308

RE: Tier I Environmental Impact Statement  
Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Study  
Project PTSCO-0023-00-002, PI No: T001684

Dear Mr. Ware:

We have received your June 10, 2010 letter to Mr. Jim Ussery, Assistant Director of the Georgia Environmental Protection Division (EPD), concerning the referenced project. In your letter, you indicate that the Georgia Department of Transportation (GDOT) is seeking a reaffirmation of EPD's participation in the National Environmental Policy Act (NEPA) planning process for the referenced project.

EPD is interested in participating in the NEPA process for the referenced project. EPD's primary contact and alternate representative for the NEPA activities are listed below.

Primary

Mr. Bert Langley, Ph.D., Manager  
Mountain District Office  
Georgia Environmental Protection Division  
Post Office Box 3250  
Cartersville, Georgia 30120  
(770) 387-4900

Alternate

Mr. Ted Jackson, Manager  
Environmental Emergency and Radiation Program  
Georgia Environmental Protection Division  
2 Martin Luther King, Jr. Drive, SE  
Suite 1452, Floyd Towers East  
Atlanta, Georgia 30334-9000  
(404) 463-7600

We look forward to working with GDOT during the NEPA process for the important transportation project.

Sincerely,

[Signature]

James A. Sommerville, Chief  
Program Coordination Branch
Mr. Ware:

This is to confirm that the Department of Natural Resources will be participating in the NEPA process and that I have been appointed to represent the department on this project. If you need any additional information, please don't hesitate to contact.

Paul Burkhalter
Deputy Commissioner
Department of Natural Resources
2 Martin Luther King, Jr. Drive, S.E.
Suite 1254 East
Atlanta, Georgia 30334-9000
Office: (404) 656-7559
Fax: (404) 656-0770
pburk@dnr.state.ga.us
Mr. Alan Ware  
Passenger Rail Projects  
Georgia Department of Transportation  
Intermodal Programs  
600 West Peach Street  
Atlanta, GA 30308  

Re: Tier 1 Environmental Impact Statement  
Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Study  

Dear Mr. Ware:  

I am writing in response to the June 10 letter to Chairman John Eaves signed by Eric Steven inviting Fulton County to participate in the NEPA process for the Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Study. Fulton County has a stake in the planning process and will like to participate in the NEPA process.  

Antonio Valenzuela, Transportation Planning Administrator, of my staff, is the County representative designated to assist you with the NEPA process. He can be reached at (404) 612-0520 or via e-mail at Antonio.valenzuela@fultoncountyga.gov.  

Sincerely,  

[Signature]  

Angela Parker
July 9, 2010

Mr. Alan Ware
Georgia Department of Transportation Intermodal Programs - Passenger Rail Projects
One Georgia Center
600 West Peachtree Street, NW
Atlanta, Georgia 30308

Re: Tier I Environmental Impact Statement
Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Study
Project PTSC0-0023-00-002, PI No. T001684

Dear Mr. Ware:

We are writing in response to the June 10, 2010 letter from Mr. Vance C. Smith, Jr., Commissioner of the Georgia Department of Transportation (GDOT) requesting reaffirmation of the Federal Transit Administration’s (FTA) participation in the NEPA Process for the proposed subject project.

We would like to reconfirm FTA’s continued participation in the NEPA process for the proposed Atlanta – Chattanooga HSGT Study. As defined in the Revised Coordination Plan that was attached to the June 10, 2010 letter, we understand that as a Participating Agency, FTA’s roles and responsibilities would include:

• Participating in the scoping process;
• Participating in the NEPA process, particularly with regard to the development of the purpose and need statement, range of alternatives, methodologies, and the level of detail for the analysis of alternatives;
• Identifying issues of concern regarding the proposed project’s potential environmental or socioeconomic impacts; and
• Providing meaningful and timely input on unresolved issues.

Please note that the primary FTA contact for transfer of project related information will be David Schilling, State Programs Team Leader. David can also be reached at david.schilling@dot.gov or by telephone at (404) 865-5645.

Thank you for contacting us regarding our continued participation on this project.

Sincerely,

[Signature]
Jaime Pfister
Director of Planning and Program Development
July 7, 2010

Erik H. Steavens
Director, Intermodal Programs Division
Georgia Department of Transportation
One Georgia Center
600 W. Peachtree Street, NW
Atlanta, GA 30308

Re: Tier I Environmental Impact Statement
Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Study
Project PTSC0-0023-00-002, PI No.: T001684

Dear Mr. Steavens,

In response to your letter dated June 10, 2010, we would like to continue to participate in this study.

Sincerely,

[Signature]

Don Cope
June 14, 2010

Mr. Alan Ware
Passenger Rail Projects
Georgia Department of Transportation
Intermodal Programs
600 West Peachtree Street
Atlanta, GA 30308

Dear Mr. Ware:

Please accept this letter as our acceptance to serve as a participating agency regarding the Atlanta-Chattanooga High Speed Ground Transportation Study, Project PTSC0-0023-00-002, PI Number T001684.

I will serve as our Primary Contact and Tom Starnes, County Manager will be our alternate.

Contact information is as follows:

Mailing for both: Murray County Government, P.O. Box 1129, Chatsworth, GA 30705

Phone: (706)517-1400 David Ext. 277    Tom Ext. 311

Fax for both: (706)517-5193

Email: David davidridley3@gmail.com    Tom testarnes@windstream.net

Sincerely,

David Ridley
Commissioner

cc:    Tom Starnes, County Manager
From: Fialkoff, Shelly
Sent: Saturday, June 19, 2010 12:22 PM
To: Sidifall, Janide; Fields, Sandy
Subject: FW: Tier I Environmental Impact Statement Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Study
Importance: High

Janide - FYI and Updating as needed of Participating Agency File Sandy - Please file as correspondence Received 201.1

From: Ware, Alan [mailto:alware@dot.ga.gov]
Sent: Friday, June 18, 2010 2:47 PM
To: Fialkoff, Shelly
Subject: FW: Tier I Environmental Impact Statement Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Study
Importance: High

fyi

From: DiMassimo, Faye [mailto:Faye.DiMassimo@cobbcounty.org]
Sent: Tuesday, June 15, 2010 11:38 AM
To: Ware, Alan; Steavens, Erik
Cc: McDuff, Daniel; Barrett, Joan M
Subject: Tier I Environmental Impact Statement Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Study
Importance: High

Mr. Steavens,

We have received your letter regarding the continued development of the Tier I Environmental Impact Statement (EIS) for the HSGT in the Atlanta-Chattanooga corridor. Please accept this e-mail as reaffirmation of Cobb County Department of Transportation's participation in the NEPA process continued from our acceptance as a participating agency in 2008. I will be the primary contact and Mr. Dan McDuff, Deputy Director/Chief Engineer will be the alternative representative. My contact information is noted below.

Faye Q. DiMassimo, AICP
Director
Cobb County Department of Transportation
1890 County Services Parkway
Marietta, Georgia 30068-4014
770-528-1645 direct
770-528-1811 fax
770-241-0277 cell

Cobb County...Expect The Best

www.cobbcounty.org
June 29, 2010

Mr. Alan Ware, Passenger Rail Projects
Georgia Department of Transportation
Intermodal Programs
One Georgia Center
600 West Peachtree St.
Atlanta, GA 30308
Email: alware@dot.ga.gov

RE: Tier I Environmental Impact Statement
Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Study
Project PTSC0-0023-00-002, PI No. T001684

Dear Mr. Ware,

Clayton County is pleased to reaffirm our participation in the National Environmental Policy Act (NEPA) process. Please forward all future correspondence to the following:

Primary Contact: Jeff Metarko, Director
Email: Jeff.Metarko@co.clayton.ga.us

Alternate Contact: Keith Rohling, PE, PTOE, Assistant Director
Email: Keith.Rohling@co.clayton.ga.us

Address: Clayton County Department of Transportation & Development
7960 N. McDonough Street, Jonesboro, GA 30236
Phone: 770-477-3686

Please feel free to contact me with any questions or concerns you may have.

Sincerely,

Original Signed 6/29/10
Jeff Metarko, Director

JM/irm
July 7, 2010

Mr. Alan Ware
Passenger Rail Projects
GA Dept. of Transportation
Intermodal Programs
600 West Peachtree Street
Atlanta, GA 30308

RE: Tier I Environmental Impact Statement
Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Study
Project PTSC0-0023-00-002, PI No.: T001684

At this time the City of Fairmount is declining to participate in the National Environmental Policy Act (NEPA). The City has no jurisdiction to the project or any expertise or information relevant to the project. Therefore, the City of Fairmount does not intend to submit comments on the project.

Harry Pierce, Mayor
City of Fairmount
July 6, 2010

Mr. Alan Ware
Passenger Rail Projects
Georgia Department of Transportation
Intermodal Programs
500 West Peachtree Street
Atlanta, Georgia 30308

RE: Tier I Environmental Impact Statement
Atlanta-Chattanooga Project PTSC0-0023-00-002,
PI No: T001684

Dear Mr. Ware:

The City of Emerson, Georgia is in receipt of your letter dated June 10, 2010 regarding participation in development of the Tier I Environmental Impact Statement. The City accepts your invitation and designates the City Manager, Kevin McBurnett, as primary contact in connection therewith.

Sincerely,

Al Pallone
Mayor

AP:ph
June 30, 2010

Mr. Alan Ware
Passenger Rail Projects
Georgia Department of Transportation
Intermodal Programs
600 West Peachtree Street
Atlanta, Georgia 30308

Re: Tier I Environmental Impact Statement
Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Study
Project PTSC0-0023-00-002, PI No.: T001684

Dear Mr. Ware:

I write on behalf of the Mayor and Council to inform you the City of Dalton accepts your invitation to be a participating agency in the National Environmental Policy Act (NEPA) planning process for the High Speed Ground Transportation (HSGT) study in the Atlanta-Chattanooga corridor. As you continue the screening phase of the NEPA study, we would like to provide input on the methodology and preliminary screening results.

I will be the NEPA participating agency primary contact and alternate representative and look forward to working with your agency on this important project. Please feel free to contact me at 706-529-2404 or tross@cityofdalton-ga.gov.

Sincerely,

J. Tyson Ross
City Administrator

C: Mr. Erik H. Steavens, Director, Intermodal Program Division
July 30, 2010

Mr. Alan Ware  
Passenger Rail Projects  
Georgia Department of Transportation  
Intermodal Programs  
600 West Peachtree Street, NW  
Atlanta, GA 30308

RE: Tier I Environmental Impact Statement  
Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Study  
Project PTSC0-0023-00-002, PI No.: T001684

Dear Mr. Ware:

The purpose of this letter is to respond to the Department’s June 10, 2010 letter of request for participation by the Georgia Regional Transportation Authority in the Atlanta-Chattanooga High Speed Ground Transportation Tier 1 EIS effort. Please consider GRTA a Participating Agency at the state/regional level, with respect to this effort. At this time, GRTA does not have any comments. I will be the primary point of contact for GRTA.

Sincerely,

Shaun Green, PE  
Senior Principal Operations Engineer  
404/463-2437  
sgreen@grta.org
July 1, 2010

Mr. Alan Ware
Passenger Rail Projects
Georgia Department of Transportation
Intermodal Programs
600 West Peachtree Street
Atlanta, Georgia 30308

Dear Mr. Ware:

This letter reaffirms our intent to participate in the NEPA process. I will continue to serve as the main contact regarding this matter. Our secondary contact should be listed as:

Joe Ferguson
Enterprise Center
1250 Market Street
Suite 3020
Chattanooga, Tennessee 37402

We look forward to our continuing discussions regarding the necessity of High-Speed rail in our region. Do not hesitate to contact me should you have any questions or concerns.

Sincerely,

Ron Littlefield
Mayor

cc: Joe Ferguson
Enterprise Center
June 24, 2010

Mr. Alan Ware, Passenger Rail Projects
Georgia Department of Transportation
Intermodal Programs
600 West Peachtree Street
Atlanta, Georgia 30308

Re: Tier I Environmental Impact Statement
Atlanta-Chattanooga High Speed Ground Transportation Study
Project PTSC0-0023-00-002, PI No.: T001684

Dear Mr. Ware:

Per the June 10, 2010 letter from Mr. Erik Steavens concerning the referenced project, the City of Cartersville would like to confirm our status as a participating agency in the NEPA planning process.

If there is any additional information you need or any further action required on our part please do not hesitate to contact us.

Sincerely,

Matthew J. Santini
Mayor
July 21, 2010

Evan King, Mayor
City of Adairsville
116 Public Square
Adairsville, Georgia 30103

Mr. Alan Ware
Passenger Rail Projects,
Georgia Department of Transportation
Intermodal Programs
600 West Peachtree Street
Atlanta, Georgia 30308

Re: Tier I Environmental Impact Statement
Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Study
Project PTSCO-0023-00-002, PI No.: T001684

Dear Mr. Ware:

This letter is to confirm that The City of Adairsville is definitely interested as a participating agency for the Atlanta-Chattanooga HSGT Study. We feel this project is exceedingly important to our community and will aid in promoting economic development, help create new choices for travelers, help in reducing dependence on oil, and aid in urban and rural development.

Again, I apologize for the delay and look forward to hearing from you in the near future. Please contact my alternate representative, Mrs. Stephanie L. Witt at (770) 773-3451 x 32 or e-mail: stephanie49@bellsouth.net at any time.

Respectfully submitted,

[Signature]

Evan T. King, Mayor
City of Adairsville, Georgia
June 30, 2010

Mr. Alan Ware
Passenger Rail Projects
Georgia Department of Transportation
Intermodal Programs
600 West Peachtree Street
Atlanta, Georgia 30308

Re: Tier I Environmental Impact Statement
Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Study
Project PTSCO-0023-00-002, PI No.: T001684

Dear Mr. Ware:

This letter will reaffirm Cherokee County's participation in the NEPA process for the above referenced project.

The primary contact for Cherokee County will be:

L.B. “Buzz” Ahrens, Chairman
Cherokee County Board of Commissioners
1130 Bluffs Parkway
Canton, Georgia 30114

The alternate representative will be:

Geoffrey E. Morton, P.E.
County Engineer
1130 Bluffs Parkway
Canton, Georgia 30114

If you have any questions or require additional information, do not hesitate to contact me.

Sincerely,

L.B. “Buzz” Ahrens, Chairman
Cherokee County Board of Commissioners
June 17, 2010

Mr. Alan Ware
Passenger Rail Projects
Georgia Department of Transportation
Intermodal Programs
600 West Peachtree Street
Atlanta, GA 30308

Dear Mr. Ware:

I am pleased to accept your invitation to participate in the Tier I Environmental impact Statement for the Atlanta to Chattanooga High Speed Ground Transportation Study. I will review the project purpose and need statement that was included in the invitation and contact you should I have any further comments.

Thank you for including our airport in this study and I look forward to working with you.

Sincerely,

Michael J. Landguth, A.A.E.
President and CEO
July 12, 2010

Mr. Alan Ware
Passenger Rail Projects
Intermodal Programs
600 West Peachtree Street
Atlanta, GA 30308

Dear Mr. Ware:

I am pleased to accept your invitation to participate in the National Environmental Policy Act (NEPA) Planning Process for the Atlanta to Chattanooga High Speed Ground Transportation Study. I will review the Coordination Plan that was included in the invitation and contact you should I have any further comments.

Thank you for including our airport in this process and I look forward to working with you. Please feel free to contact us with any questions.

Sincerely,

Michael J. Landguth
President and CEO
July 6, 2010

Mr. Alan Ware
Passenger Rail Projects
Georgia Department of Transportation
Intermodal Programs
600 West Peachtree Street
Atlanta, Georgia, 30308

RE: Tier I Environmental Impact Statement
    Atlanta – Chattanooga High Speed Ground Transportation Study
    Project PTSC0-0023-00-002, PI No.: T001684

Dear Mr. Ware:

This letter is to confirm that the Atlanta Regional Commission wishes to continue its role as a participating agency in the referenced project. Our primary representative will continue to be Bob McCord and Tom Weyandt will be our alternate.

Thank you for the opportunity to participate in this project.

Sincerely,

Charles Krautler
Director
July 8, 2010

Mr. Alan Ware
Passenger Rail Projects
Georgia Department of Transportation
Intermodal Programs
600 West Peachtree Street
Atlanta, Georgia 30308

Re: Tier I Environmental Impact Statement
    Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Study
    Project PTSC0-0023-00-002, PI No.: T001684

Dear Mr. Ware:

I am writing you to reaffirm the Appalachian Regional Commission’s (ARC) participation in the NEPA process for the Atlanta-Chattanooga High Speed Ground Transportation (HSGT) Study.

As manager of the Appalachian Development Highway System (ADHS) for ARC I will continue to be the primary contact. Mr. Scott Hercik, ARC Transportation Advisor will be the alternate representative.

Should you have any questions do not hesitate to contact me at 202-884-7706

Sincerely,

[Signature]

Ken Wester
ADHS Program Manager

Cc: Mr. John Cartwright
    Mr. Scott Hercik
Mr. James Tillman, Sr.
State Conservationist
U.S. Department of Agriculture
Natural Resources Conservation Service
355 East Hancock Avenue
Mail Stop 200
Athens, GA 30601-2769

Re: Early Coordination Request for Project PTSC0-0023-00-002, PI No. T001684 - Atlanta to Chattanooga High Speed Ground Transportation Study

Dear Mr. Tillman:

In July 2007 the Federal Railroad Administration (FRA) and the Federal Highway Administration (FHWA) filed a Notice of Intent to prepare a Tier I Environmental Impact Statement (EIS) for the Atlanta to Chattanooga High Speed Ground Transportation (HSGT) project. The Georgia Department of Transportation (GDOT) and Tennessee Department of Transportation (TDOT), in conjunction with FHWA and FRA, are in the beginning stages of project development for the above-mentioned project. By copy of this letter we are requesting your input on the proposed project as part of the early coordination process.

The HSGT study area is a 110-mile corridor located between Hartsfield-Jackson Atlanta International Airport (HJAIA) in Atlanta, Georgia, and downtown Chattanooga, Tennessee. Please see Figure 1, Study Area Map, for a graphical depiction of the alignments that are currently being evaluated. We will also be sending you an email that contains a link that will allow you to download the GIS shape files of the different alignments for your use and comparison to the species data you may have. The proposed HSGT alignments under consideration would include two terminal stations, downtown Chattanooga and HJAIA, and as many as six intermediate stations, Five Points (downtown Atlanta), Galleria (I-285 and I-75), Town Center, Cartersville, Dalton, and Lovell Field Airport. The HSGT project is currently evaluating alignments along the I-75 Interstate highway between Chattanooga and Atlanta:

- An alignment generally within the I-75 median; and
- An alignment generally outside of the I-75 median.

South of the I-75/I-285 divergence, each of the above alignments reaches HJAIA by two distinct routes:
- Via the Norfolk Southern Railroad right-of-way between I-285 and Howell Mill Road through downtown Atlanta and then south via I-75/I-85 corridor; and
- Via I-75 to Howell Mill Road through downtown Atlanta and the I-75/I-85 corridor.

Combined together the alignments form the four full-length alignments under consideration.

Two different types of locomotive power (Maglev and steel-wheel) are being evaluated for each alignment; therefore, eight alternatives are currently under consideration.
Alignment options for the project are being developed and evaluated concurrently with environmental documentation and in compliance with applicable laws and regulations. This process, developed by GDOT to make projects more responsive to social, economic, and environmental concerns, offers you the opportunity to identify the site-specific conditions to be addressed in the Tier I EIS. Please advise us of any known project area conditions of special concern. With your assistance we can give these issues due consideration and integrate them into the development of the preferred project alignment and mode.

We appreciate your efforts in assisting us with the development of this project. We request your response within 30 days of receipt of this letter. If no comments are received from your agency by then, we will assume you have no comments at this time. If you need additional review time, have any questions, or require additional information, please contact Gail D’Avino, GDOT Office of Environmental Services, at 404-631-1075 or email at gdavino@dot.ga.gov. Thank you for your assistance.

Sincerely,

Glenn Bowman, P.E.
State Environmental Administrator

GB/th/bh
Attachment
Mr. Robert Todd  
Fish and Wildlife Environmental Specialist  
Natural Heritage Inventory Program  
Tennessee Wildlife Resources Agency  
Ellington Agricultural Center  
PO Box 40747  
401 Church Street  
7th Floor, L&C Annex  
Nashville, TN 37204  

Re: Early Coordination Request for Project PTSC0-0023-00-002, PI No. T001684 - Atlanta to Chattanooga High Speed Ground Transportation Study  

Dear Mr. Todd:

In July 2007 the Federal Railroad Administration (FRA) and the Federal Highway Administration (FHWA) filed a Notice of Intent to prepare a Tier I Environmental Impact Statement (EIS) for the Atlanta to Chattanooga High Speed Ground Transportation (HSGT) project. The Georgia Department of Transportation (GDOT) and Tennessee Department of Transportation (TDOT), in conjunction with FHWA and FRA, are in the beginning stages of project development for the above-mentioned project. By copy of this letter we are requesting your input on the proposed project as part of the early coordination process.

The HSGT study area is a 110-mile corridor located between Hartsfield-Jackson Atlanta International Airport (HJAIA) in Atlanta, Georgia, and downtown Chattanooga, Tennessee. Please see Figure 1, Study Area Map, for a graphical depiction of the alignments that are currently being evaluated. We will also be sending you an email that contains a link that will allow you to download the GIS shape files of the different alignments for your use and comparison to the species data you may have. The proposed HSGT alignments under consideration would include two terminal stations, downtown Chattanooga and HJAIA, and as many as six intermediate stations, Five Points (downtown Atlanta), Galleria (I-285 and I-75), Town Center, Cartersville, Dalton, and Lovell Field Airport. The HSGT project is currently evaluating alignments along the I-75 Interstate highway between Chattanooga and Atlanta:

- An alignment generally within the I-75 median; and
- An alignment generally outside of the I-75 median.

South of the I-75/I-285 divergence, each of the above alignments reaches HJAIA by two distinct routes:

- Via the Norfolk Southern Railroad right-of-way between I-285 and Howell Mill Road through downtown Atlanta and then south via I-75/I-85 corridor; and
- Via I-75 to Howell Mill Road through downtown Atlanta and the I-75/I-85 corridor.

Combined together the alignments form the four full-length alignments under consideration.
Two different types of locomotive power (Maglev and steel-wheel) are being evaluated for each alignment; therefore, eight alternatives are currently under consideration.

Enclosed is a list of federally listed threatened and endangered species and state protected species with a distributional range that may include the proposed project. This list, which was derived from a computerized list of threatened and endangered species provided and updated by the United States Fish and Wildlife Service and the TN Department of Environment and Conservation, will be used during the Tier I EIS ecological evaluation of this project. Please let us know if any additional species should be on the list. Please also provide information on any known locations of existing bald and golden eagle nests and foraging areas.

Alignment options for the project are being developed and evaluated concurrently with environmental documentation and in compliance with applicable laws and regulations. This process, developed by GDOT to make projects more responsive to social, economic, and environmental concerns, offers you the opportunity to identify the site-specific conditions to be addressed in the Tier I EIS. Please advise us of any known project area conditions of special concern. With your assistance we can give these issues due consideration and integrate them into the development of the preferred project alignment and mode.

We appreciate your efforts in assisting us with the development of this project. We request your response within 30 days of receipt of this letter. If no comments are received from your agency by then, we will assume you have no comments at this time. If you need additional review time, have any questions, or require additional information, please contact Gail D'Avino, GDOT Office of Environmental Services, at 404-631-1075 or email at gdavino@dot.ga.gov. Thank you for your assistance.

Sincerely,

Glenn Bowman, P.E.
State Environmental Administrator

GB/th/bh
Attachments

cc: Roger McCoy, TNDEC
    Brian Bowen, TNDEC
    Silas Mathis, TNDEC
Hamilton County

Bald eagle - *Haliaeetus leucocephalus* (T)
Snail darter - *Percina tanasi* (T)
Cumberland monkeyface pearly mussel - *Quadrula intermedia* (E)(h)
Dromedary pearly mussel - *Dromus dromas* (E)(h)
Fine-rayed pigtoe - *Fusconaia cuneolus* (E)(h)
Orangefoot pimpleback - *Plethobasus cooperianus* (E)
Pink mucket pearly mussel - *Lampsilis abrupta* (E) (= *Lampsilis orbiculata*)
Rough pigtoe - *Pleurobema plenum* (E)(h)
Tubercled-blossom pearly mussel - *Epioblasma torulosa torulosa* (E)(h)
Large-flowered skullcap - *Scutellaria montana* (E)
Small-whorled pogonia - *Isotria medeoloides* (T)
White fringeless orchid - *Platanthera integrilabia* (C)
Virginia spirea - *Spiraea virginiana* (T)
### Hamilton County

<table>
<thead>
<tr>
<th>Known Species: 69</th>
</tr>
</thead>
</table>

#### Invertebrate Animals: 7

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Cambarus extraneus</strong></td>
<td>Chickamauga Crayfish</td>
<td>S1S2</td>
<td>G2</td>
<td>T</td>
<td>--</td>
</tr>
<tr>
<td><strong>Dromus dromas</strong></td>
<td>Dromedary Pearlmysel</td>
<td>S1</td>
<td>G1</td>
<td>E</td>
<td>LE</td>
</tr>
<tr>
<td><strong>Lamptus abrupta</strong></td>
<td>Pink Mucket</td>
<td>S2</td>
<td>G2</td>
<td>E</td>
<td>LE</td>
</tr>
<tr>
<td><strong>Nesticus furvus</strong></td>
<td>Crystal Caverns Cave Spider</td>
<td>S1</td>
<td>G1</td>
<td>--</td>
<td>--</td>
</tr>
<tr>
<td><strong>Plethobasus cooperianus</strong></td>
<td>Orangefoot Pimpleback</td>
<td>S1</td>
<td>G1</td>
<td>E</td>
<td>LE</td>
</tr>
<tr>
<td><strong>Quadrula intermedia</strong></td>
<td>Cumberland Monkeyface</td>
<td>S1</td>
<td>G1</td>
<td>E</td>
<td>LE</td>
</tr>
<tr>
<td><strong>Stylogromus nortoni</strong></td>
<td>Norton's Cave Amphipod</td>
<td>SH</td>
<td>G2G3</td>
<td>--</td>
<td>--</td>
</tr>
</tbody>
</table>

#### Nonvascular Plants: 4

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Lejeunea blomquistii</strong></td>
<td>Blomquist Leafy Liverwort</td>
<td>S1S2</td>
<td>G1G2</td>
<td>S</td>
<td>--</td>
</tr>
<tr>
<td><strong>Lejeunea sharpk</strong></td>
<td>Sharp's Lejeunea</td>
<td>S1S2</td>
<td>G2G3</td>
<td>E</td>
<td>--</td>
</tr>
<tr>
<td><strong>Metzgeria unciaga</strong></td>
<td>Metzgeria</td>
<td>S1</td>
<td>G3</td>
<td>S</td>
<td>--</td>
</tr>
<tr>
<td><strong>Microjeunea globosa</strong></td>
<td>Cardot's Lejeunea</td>
<td>S1</td>
<td>G3?</td>
<td>S</td>
<td>--</td>
</tr>
</tbody>
</table>

#### Other Types: 1

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Heron rookery</strong></td>
<td>Heron Rookery</td>
<td>SNR</td>
<td>GNR</td>
<td>--</td>
<td>--</td>
</tr>
</tbody>
</table>

#### Vascular Plants: 40

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Acer leucoderme</strong></td>
<td>Chalk Maple</td>
<td>S3</td>
<td>G5</td>
<td>S</td>
<td>--</td>
</tr>
<tr>
<td><strong>Aureolaria patula</strong></td>
<td>Spreading False-foxglove</td>
<td>S3</td>
<td>G3</td>
<td>S</td>
<td>--</td>
</tr>
<tr>
<td><strong>Castanea dentata</strong></td>
<td>American Chestnut</td>
<td>S2S3</td>
<td>G4</td>
<td>S</td>
<td>--</td>
</tr>
<tr>
<td>Vascular Plants: 40 ... Continued</td>
<td>Known Species: 69</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>---------------------------------</td>
<td>------------------</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Clematis glaucaphylla</strong></td>
<td>St. Rank</td>
<td>Global Rank</td>
<td>St. Prot.</td>
<td>Fed. Prot.</td>
<td></td>
</tr>
<tr>
<td>White-leaved Leatherflower</td>
<td>S1</td>
<td>G4?</td>
<td>E</td>
<td>--</td>
<td></td>
</tr>
<tr>
<td>Wooded Stream Banks</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Cytopedium acaule</strong></td>
<td>S4</td>
<td>G5</td>
<td>S-CE</td>
<td>--</td>
<td></td>
</tr>
<tr>
<td>Pink Lady's-slipper</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Piney Woods</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Danhonia epilis</strong></td>
<td>S1S2</td>
<td>G3G4</td>
<td>S</td>
<td>--</td>
<td></td>
</tr>
<tr>
<td>Bog Oat-grass</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Acidic Seeps</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Delphinium exaltatum</strong></td>
<td>S2</td>
<td>G3</td>
<td>E</td>
<td>--</td>
<td></td>
</tr>
<tr>
<td>Tall Larkspur</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Glades And Barrens</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Diamorpha smallii</strong></td>
<td>S1S2</td>
<td>G4</td>
<td>E</td>
<td>--</td>
<td></td>
</tr>
<tr>
<td>Small's Stonecrop</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sandstone Outcrops</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Diervilla lonicera</strong></td>
<td>S2</td>
<td>G5</td>
<td>T</td>
<td>--</td>
<td></td>
</tr>
<tr>
<td>Northern Bush-honeysuckle</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rocky Woodlands And Bluffs</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Diervilla sessilifolia var. rivularis</strong></td>
<td>S2</td>
<td>G3</td>
<td>T</td>
<td>--</td>
<td></td>
</tr>
<tr>
<td>Mountain Bush-honeysuckle</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dry Cliffs And Bluffs</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Galium uniflorum</strong></td>
<td>S1</td>
<td>G4G5</td>
<td>S</td>
<td>--</td>
<td></td>
</tr>
<tr>
<td>Fragrant Bedstraw</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dry Woods</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Gelsemium sempervirens</strong></td>
<td>S1S2</td>
<td>G5</td>
<td>S</td>
<td>--</td>
<td></td>
</tr>
<tr>
<td>Yellow Jessamine</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dry Openings</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Glyceria acutiflora</strong></td>
<td>S2</td>
<td>G5</td>
<td>S</td>
<td>--</td>
<td></td>
</tr>
<tr>
<td>Sharp-scaled Mannagrass</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Swamps, Ponds</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Gratiola floridana</strong></td>
<td>S1</td>
<td>G4</td>
<td>E</td>
<td>--</td>
<td></td>
</tr>
<tr>
<td>Florida Hedge-hyssop</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wooden Swamps</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Helianthus occidentalis</strong></td>
<td>S2</td>
<td>G5</td>
<td>S</td>
<td>--</td>
<td></td>
</tr>
<tr>
<td>Naked-stem Sunflower</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Limestone Glades And Barrens; Roadsides</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Isotria medeoloides</strong></td>
<td>S1</td>
<td>G2</td>
<td>E</td>
<td>LT</td>
<td></td>
</tr>
<tr>
<td>Small Whorled Pogonia</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mid-Elevation Dry Woods</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Lilium canadense</strong></td>
<td>S3</td>
<td>G5</td>
<td>T</td>
<td>--</td>
<td></td>
</tr>
<tr>
<td>Canada Lily</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rich Woods And Seeps</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Lilium philadelphicum</strong></td>
<td>S1</td>
<td>G5</td>
<td>E</td>
<td>--</td>
<td></td>
</tr>
<tr>
<td>Wood Lily</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dry Openings, Powerlines</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Lonicera dioica</strong></td>
<td>S2</td>
<td>G5</td>
<td>S</td>
<td>--</td>
<td></td>
</tr>
<tr>
<td>Mountain Honeysuckle</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mountain Woods And Thickets</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Lonicera flavida</strong></td>
<td>S1</td>
<td>G5?</td>
<td>T</td>
<td>--</td>
<td></td>
</tr>
<tr>
<td>Yellow Honeysuckle</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rocky Woods And Thickets</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Lysimachia fraseri</strong></td>
<td>S2</td>
<td>G3</td>
<td>E</td>
<td>--</td>
<td></td>
</tr>
<tr>
<td>Fraser's Loosestrife</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dry Open Woods</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Nestorina umbellula</strong></td>
<td>S1</td>
<td>G4</td>
<td>E</td>
<td>--</td>
<td></td>
</tr>
<tr>
<td>Nestorina</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Upland Woods</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Panax quinquefolius</strong></td>
<td>S3S4</td>
<td>G3G4</td>
<td>S-CE</td>
<td>--</td>
<td></td>
</tr>
<tr>
<td>American Ginseng</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rich Woods</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Vascular Plants: 40 . . . Continued

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Platanthera integrilabia</strong></td>
<td>S2S3</td>
<td>G2G3</td>
<td>E</td>
<td>C</td>
</tr>
<tr>
<td>White Fringeless Orchid</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Acidic Seeps And Stream Heads</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Potamogeton ephrydrus</strong></td>
<td>S1S2</td>
<td>G5</td>
<td>S</td>
<td>--</td>
</tr>
<tr>
<td>Nuttall's Pondweed</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lakes And Streams</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Ribes curvatum</strong></td>
<td>S1</td>
<td>G4</td>
<td>T</td>
<td>--</td>
</tr>
<tr>
<td>Granite Gooseberry</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rocky Woods</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Sabatia capitata</strong></td>
<td>S2</td>
<td>G2</td>
<td>E</td>
<td>--</td>
</tr>
<tr>
<td>Cumberland Rose Gentian</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dry Open Woods, Powerlines</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Saccioleps striata</strong></td>
<td>S1</td>
<td>G5</td>
<td>S</td>
<td>--</td>
</tr>
<tr>
<td>Gibbous Panic-grass</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Floodplains And Shallow Pools</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Sagittaria platyphylla</strong></td>
<td>S2S3</td>
<td>G5</td>
<td>S</td>
<td>--</td>
</tr>
<tr>
<td>Ovate-leaved Arrowhead</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Swamps, Emergent</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Scutellaria montana</strong></td>
<td>S2</td>
<td>G3</td>
<td>T</td>
<td>LT</td>
</tr>
<tr>
<td>Large-flowered Skullcap</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Escarpments, Dry Woods</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Silphium laciniatum</strong></td>
<td>S2</td>
<td>G5</td>
<td>T</td>
<td>--</td>
</tr>
<tr>
<td>Compass Plant</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Barrens</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Spiraea virginiana</strong></td>
<td>S2</td>
<td>G2</td>
<td>E</td>
<td>LT</td>
</tr>
<tr>
<td>Virginia Spiraea</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Stream Bars And Ledges</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Stilisma humistrata</strong></td>
<td>S1</td>
<td>G4G5</td>
<td>T</td>
<td>--</td>
</tr>
<tr>
<td>Southern Morning-glory</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dry Piney Woods</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Talinum mengesii</strong></td>
<td>S2</td>
<td>G3</td>
<td>T</td>
<td>--</td>
</tr>
<tr>
<td>Menge's Flame-flower</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dry Rock Ledges</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Talinum teretifolium</strong></td>
<td>S2</td>
<td>G4</td>
<td>T</td>
<td>--</td>
</tr>
<tr>
<td>Roundleaf Flameflower</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dry Sandy Rock Outcrops</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Thermopsis moliflora</strong></td>
<td>S2S3</td>
<td>G3G4</td>
<td>S</td>
<td>--</td>
</tr>
<tr>
<td>Allegheny Mountain golden banner</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Upland Woods</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Trillium lancifolium</strong></td>
<td>S1</td>
<td>G3</td>
<td>E</td>
<td>--</td>
</tr>
<tr>
<td>Narrow-leaved Trillium</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Alluvial Woods And Moist Ravines</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Trillium rugelii</strong></td>
<td>S2</td>
<td>G3</td>
<td>E</td>
<td>--</td>
</tr>
<tr>
<td>Southern Nodding Trillium</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rich Mountain Woods</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Viola tripartita var. tripartita</strong></td>
<td>S2S3</td>
<td>G5T3</td>
<td>S</td>
<td>--</td>
</tr>
<tr>
<td>Three-parted Violet</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wooded Slopes</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Woodwardia virginica</strong></td>
<td>S2</td>
<td>G5</td>
<td>S</td>
<td>--</td>
</tr>
<tr>
<td>Virginia Chainfern</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Arctic Wetlands</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Vertebrate Animals: 17

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Accipiter striatus</strong></td>
<td>S3B,54N</td>
<td>G5</td>
<td>D</td>
<td>No Status</td>
</tr>
<tr>
<td>Sharp-shinned Hawk</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Forests and open woodlands.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Aimophila aestivalis</strong></td>
<td>S1B</td>
<td>G3</td>
<td>E</td>
<td>--</td>
</tr>
<tr>
<td>Bachman's Sparrow</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dry open pine or oak woods; nests on the ground in dense cover.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

7/20/2009
<table>
<thead>
<tr>
<th>Vertebrate Animals: 17 ... Continued</th>
<th>Known Species: 69</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Aneides aeneus</strong></td>
<td><strong>Green Salamander</strong></td>
</tr>
<tr>
<td>S3S4</td>
<td>G3G4</td>
</tr>
<tr>
<td>Damp crevices in shaded rock outcrops and ledges; beneath loose bark and cracks of trees and sometimes in/or under logs.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Carpiodes velifer</strong></th>
<th><strong>Highfin Carpsucker</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>St. Rank</td>
<td>Global Rank</td>
</tr>
<tr>
<td>S2S3</td>
<td>G4G5</td>
</tr>
<tr>
<td>Large rivers, mostly in Tennessee River drainage.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Falco peregrinus</strong></th>
<th><strong>Peregrine Falcon</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>S1B</td>
<td>G4</td>
</tr>
<tr>
<td>Varied habitats including farmlands, marshes, river mouths, and cities; often nests on ledges.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Gyrinophilus pallidus</strong></th>
<th><strong>Tennessee Cave Salamander</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>St. Rank</td>
<td>Global Rank</td>
</tr>
<tr>
<td>S2</td>
<td>G2G3</td>
</tr>
<tr>
<td>Aquatic cave obligate; cave streams &amp; rimstone pools; Central Basin, Eastern Highland Rim, &amp; Cumberland Plateau.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Haliaeetus leucocephalus</strong></th>
<th><strong>Bald Eagle</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>St. Rank</td>
<td>Global Rank</td>
</tr>
<tr>
<td>S3</td>
<td>G5</td>
</tr>
<tr>
<td>Areas close to large bodies of water; roosts in sheltered sites in winter; communal roost sites common.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Ixobrychus exilis</strong></th>
<th><strong>Least Bittern</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>St. Rank</td>
<td>Global Rank</td>
</tr>
<tr>
<td>S2B</td>
<td>G5</td>
</tr>
<tr>
<td>Marshes with scattered bushes or other woody growth; readily uses artificial wetland habitats.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Limnothlypis swainsonii</strong></th>
<th><strong>Swainson’s Warbler</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>St. Rank</td>
<td>Global Rank</td>
</tr>
<tr>
<td>S3</td>
<td>G4</td>
</tr>
<tr>
<td>Nature, rich, damp, deciduous floodplain and swamp forests.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Neotoma magister</strong></th>
<th><strong>Allegheny Woodrat</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>St. Rank</td>
<td>Global Rank</td>
</tr>
<tr>
<td>S3</td>
<td>G3G4</td>
</tr>
<tr>
<td>Outcrops, cliffs, talus slopes, crevices, sinkholes, caves &amp; karst.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Ophisaurus attenuatus longicaudus</strong></th>
<th><strong>Eastern Slender Glass Lizard</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>St. Rank</td>
<td>Global Rank</td>
</tr>
<tr>
<td>S3</td>
<td>G5T5</td>
</tr>
<tr>
<td>Dry upland areas including bushy, cut-over woodlands and grassy fields; nearly statewide but obscure; fossorial.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Percina tanasi</strong></th>
<th><strong>Snail Darter</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>S2S3</td>
<td>G2G3</td>
</tr>
<tr>
<td>Sand and gravel shoals of moderately flowing, vegetated, large creeks; upper Tennessee River watershed.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Rallus elegans</strong></th>
<th><strong>King Rail</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>St. Rank</td>
<td>Global Rank</td>
</tr>
<tr>
<td>S2</td>
<td>G4</td>
</tr>
<tr>
<td>Marshes, upland-wetland marsh edges, flooded farmlands, shrub swamps.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Sorex fumeus</strong></th>
<th><strong>Smoky Shrew</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>St. Rank</td>
<td>Global Rank</td>
</tr>
<tr>
<td>S4</td>
<td>G5</td>
</tr>
<tr>
<td>Damp wooded areas including coniferous or mixed forests; middle and east Tennessee.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Sorex longirostris</strong></th>
<th><strong>Southeastern Shrew</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>St. Rank</td>
<td>Global Rank</td>
</tr>
<tr>
<td>S4</td>
<td>G5</td>
</tr>
<tr>
<td>Various habitats including wet meadows, damp woods, and uplands; statewide.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Thryomanes bewickii</strong></th>
<th><strong>Bewick’s Wren</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>St. Rank</td>
<td>Global Rank</td>
</tr>
<tr>
<td>S1</td>
<td>G5</td>
</tr>
<tr>
<td>Brushy areas, thickets and scrub in open country, open and riparian woodland.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Tyto alba</strong></th>
<th><strong>Barn Owl</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>St. Rank</td>
<td>Global Rank</td>
</tr>
<tr>
<td>S3</td>
<td>G5</td>
</tr>
<tr>
<td>Open and partly open country, often around human habitation; farms.</td>
<td></td>
</tr>
</tbody>
</table>

--- End of Hamilton ---
Mr. Glenn Bowman, P.E.
State Environmental Administrator
One Georgia Center
600 West Peachtree Street, NW
Atlanta, Georgia 30308
ATTN: Mr. Alan Ware

RE: Early Coordination, PTSC0-0023-00-002, PI T001684, Atlanta-to-Chattanooga High-Speed Rail

Dear Mr. Bowman:

Thank you for your September 3, 2010, letter regarding the referenced Georgia Department of Transportation (GDOT) project. We submit the following comments under provisions of the Endangered Species Act (ESA) of 1973, as amended (16 U.S.C. 1531 et seq.).

The referenced project proposes to construct a 110-mile, high-speed rail line from Hartsfield-Jackson Atlanta Airport to downtown Chattanooga, Tennessee. Four alignments that generally follow the existing Interstate 75 corridor are currently being considered as alternatives.

We support the purpose and need of this project, especially its potential to reduce greenhouse gas emissions. We recommend that, in future public and agency informational meetings, GDOT determine and disclose the reduction in tons of carbon dioxide in relation to ridership numbers. Additionally, discussions of project cost estimates should include anticipated cost savings in future road expansions, if the resulting project increases the design life of Interstate 75 and collector roads through traffic reductions or other means.

You provided us geographic information system shape files of alternatives on September 14, 2010, and we participated in GDOT’s October 19, 2010, presentation for Federal and other agencies. In your September 14, 2010, letter, GDOT indicated 27 threatened and endangered species as potentially occurring in Georgia counties traversed by the project. Using the supplied shape files, we refined this list of potential species by layering the four alignments (labeled by GDOT as: MAG 75SC 100810; LO 75NS 100422; LO 75 SC 100810; and MAG 75NS 100618) over our threatened and endangered predictive range polygons. The four alignments intersect the potential ranges of the following threatened or endangered species:

1. Michaux’s sumac (*Rhus michauxii*);
2. large-flowered skullcap (*Scutellaria montana*);
3. Tennessee yellow-eyed grass (*Xyris tennesseensis*);
4. gray bat (*Myotis grisescens*);
5. blue shiner (*Cyprinella caerulea*);
6. upland combshell (*Epioblasma metastriata*);
7. Southern acornshell (*Epioblasma oothcaloogensis*);
8. Cherokee darter (*Ethostoma scotti*);
9. fine-lined pocketbook (*Hamiota altillis*);
10. Alabama moccasinshell (*Medionidus acutissimus*);
11. Coosa moccasinshell (*Medionidus parvulus*);
12. snail darter (*Percina tanasi*);
13. Southern clubshell (Pleurobema decisum);
14. Southern pigtoe (Pleurobema georgianum);
15. triangular kidneyshell (Ptychobranchus greeni).

Based on relatively recent occurrence records of threatened and endangered species near or adjacent to the Interstate 75 right-of-way, we anticipate that the project has a high risk of directly or indirectly impacting the following species: (1) large flowered skullcap; (2) Tennessee yellow-eyed grass; (3) Cherokee darter; (4) gray bat; (5) triangular kidneyshell; and (6) the fine-lined pocketbook. Critical habitat is also designated for the portion of the Oostanaula River where it intersects with the project corridor.

As required by the ESA, all practicable options should be considered for avoiding and minimizing impacts to federally-listed species and critical habitat. Where applicable, GDOT should evaluate clear-span crossings of occupied threatened and endangered aquatic habitats and designated critical habitat. Increases in impervious surface area in certain portions of the Etowah River basin should be attenuated, as recommended by the draft Etowah Habitat Conservation Plan (www.etowahhcap.org). All efforts should be investigated to avoid impacting a large population of Tennessee yellow-eyed grass that occurs on GDOT-owned property, near the US 411 interchange with Interstate 75: the current alternatives depict direct displacement of this population. Additional and site-specific information on threatened and endangered species can be provided by us and through consultation with the Georgia Department of Natural Resources.

We look forward with working with your agency as you refine design alternatives. If you have any questions or require further information, please contact staff biologist Pete Pattavina, at 706-613-9493, ext. 236.

Sincerely,

[Signature]

Sandra S. Tucker
Field Supervisor

cc: Rich Williams, GDOT
Katy Allen, P.E., FHWA
Katrina Morris, GDNR
August 27, 2010

Mr. Pete Pattavina  
U.S. Fish and Wildlife Service  
Ecological Services Field Office  
West Park Center, Suite D  
105 West Park Drive  
Athens, Georgia 30306-3175  

Re: Early Coordination Request for Project PTSC0-0023-00-002, PI No. T001684 - Atlanta to Chattanooga High Speed Ground Transportation Study  

Dear Mr. Pattavina:  

In July 2007 the Federal Railroad Administration (FRA) and the Federal Highway Administration (FHWA) filed a Notice of Intent to prepare a Tier I Environmental Impact Statement (EIS) for the Atlanta to Chattanooga High Speed Ground Transportation (HSGT) project. The Georgia Department of Transportation (GDOT) and Tennessee Department of Transportation (TDOT), in conjunction with FHWA and FRA, are in the beginning stages of project development for the above-mentioned project. By copy of this letter we are requesting your input on the proposed project as part of the early coordination process.  

The HSGT study area is a 110-mile corridor located between Hartsfield-Jackson Atlanta International Airport (HJAIA) in Atlanta, Georgia, and downtown Chattanooga, Tennessee. Please see Figure 1, Study Area Map, for a graphical depiction of the alignments that are currently being evaluated. We will also be sending you an email that contains a link that will allow you to download the GIS shape files of the different alignments for your use and comparison to the species data you may have. The proposed HSGT alignments under consideration would include two terminal stations, downtown Chattanooga and HJAIA, and as many as six intermediate stations, Five Points (downtown Atlanta), Galleria (I-285 and I-75), Town Center, Cartersville, Dalton, and Lovell Field Airport. The HSGT project is currently evaluating alignments along the I-75 Interstate highway between Chattanooga and Atlanta:  

- An alignment generally within the I-75 median; and  
- An alignment generally outside of the I-75 median.  

South of the I-75/I-285 divergence, each of the above alignments reaches HJAIA by two distinct routes:  

- Via the Norfolk Southern Railroad right-of-way between I-285 and Howell Mill Road through downtown Atlanta and then south via I-75/I-85 corridor; and  
- Via I-75 to Howell Mill Road through downtown Atlanta and the I-75/I-85 corridor.  

Combined together the alignments form the four full-length alignments under consideration.  

Two different types of locomotive power (Maglev and steel-wheel) are being evaluated for each alignment; therefore, eight alternatives are currently under consideration.
Enclosed is a list of federally listed threatened and endangered species and state protected species with a distributional range that may include the proposed project. This list, which was derived from a computerized list of threatened and endangered species provided and updated by the United States Fish and Wildlife Service and the GA Department of Natural Resources, will be used during the Tier I EIS ecological evaluation of this project. Please let us know if any additional species should be on the list. Please also provide information on any known locations of existing bald and golden eagle nests and foraging areas.

Alignment options for the project are being developed and evaluated concurrently with environmental documentation and in compliance with applicable laws and regulations. This process, developed by GDOT to make projects more responsive to social, economic, and environmental concerns, offers you the opportunity to identify the site-specific conditions to be addressed in the Tier I EIS. Please advise us of any known project area conditions of special concern. With your assistance we can give these issues due consideration and integrate them into the development of the preferred project alignment and mode.

We appreciate your efforts in assisting us with the development of this project. We request your response within 30 days of receipt of this letter. If no comments are received from your agency by then, we will assume you have no comments at this time. If you need additional review time, have any questions, or require additional information, please contact Gail D'Avino, GDOT Office of Environmental Services, at 404-631-1075 or email at gdavino@dot.ga.gov. Thank you for your assistance.

Sincerely,

Glenn Bowman, P.E.
State Environmental Administrator
<table>
<thead>
<tr>
<th>Species</th>
<th>Federal Status</th>
<th>State Status</th>
<th>Habitat</th>
<th>Threats</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mammal</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gray bat</td>
<td>E</td>
<td>E</td>
<td>Colonies restricted to caves or cave-like habitats; forage primarily over water along rivers or lake shores</td>
<td>Human disturbance and vandalism in caves, pesticides, flooding of caves by impoundments, and loss of insect prey over streams degraded by siltation and pollution</td>
</tr>
<tr>
<td><em>Myotis grisescens</em></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bird</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fish</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cherokee darter</td>
<td>T</td>
<td>T</td>
<td>Shallow water (0.1-0.5 m) in small to medium warm water creeks (1-15 m wide) with predominantly rocky bottoms. Usually found in sections with reduced current, typically runs above and below riffles and at ecotones of riffles and backwaters.</td>
<td>Habitat loss due to dam and reservoir construction, habitat degradation, and poor water quality</td>
</tr>
<tr>
<td><em>Etheostoma scotti</em></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Etowah darter</td>
<td>E</td>
<td>E</td>
<td>Shallow riffle habitat, with large gravel, cobble, and small boulder substrates. Usually found in medium and large cool water creeks or small rivers (15-30 m wide) with moderate or high gradients and rocky bottoms.</td>
<td>Habitat loss due to dam and reservoir construction, habitat degradation, and poor water quality</td>
</tr>
<tr>
<td><em>Etheostoma etowahae</em></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Invertebrate</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cylindrical lioplax</td>
<td>E</td>
<td>No State Status</td>
<td>Gill-breathing snail that lives in mud under large rocks in rapid currents over stream and river shoals. Historic population in Armuchee Creek, Floyd County, probably extirpated.</td>
<td>Habitat modification, sedimentation, and water quality degradation</td>
</tr>
<tr>
<td>Lioplax cyclostomaformis</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Plant</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bay star-vine</td>
<td>No Federal Status</td>
<td>T</td>
<td>Twining on subcanopy and understory trees/shrubs in rich alluvial woods</td>
<td></td>
</tr>
<tr>
<td><em>Schisandra glabra</em></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tennessee yellow-eyed grass</td>
<td>E</td>
<td>E</td>
<td>Gravelly open, calcareous, seepy margins and wet meadows along spring-fed headwater streams</td>
<td></td>
</tr>
<tr>
<td><em>Xyris tennesseensis</em></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Twinleaf</td>
<td>No Federal Status</td>
<td>E</td>
<td>Rich moist deciduous woods over limestone</td>
<td></td>
</tr>
<tr>
<td><em>Jeffersonia diphylla</em></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Species</td>
<td>Federal Status</td>
<td>State Status</td>
<td>Habitat</td>
<td>Threats</td>
</tr>
<tr>
<td>-----------------------------</td>
<td>----------------</td>
<td>--------------</td>
<td>---------------------------------------------------------------------------</td>
<td>----------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Mammal</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Gray bat</strong></td>
<td></td>
<td></td>
<td>Colonies restricted to caves or cave-like habitats; forage primarily over water along rivers or lake shores</td>
<td>Human disturbance and vandalism in caves, pesticides, flooding of caves by impoundments, and loss of insect prey over streams degraded by siltation and pollution.</td>
</tr>
<tr>
<td><em>Myotis grisescens</em></td>
<td>E</td>
<td>E</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Bird</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Bald eagle</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><em>Haliaeetus leucocephalus</em></td>
<td>T</td>
<td>E</td>
<td>Inland waterways and estuarine areas in Georgia</td>
<td>Major factor in initial decline was lowered reproductive success following use of DDT. Current threats include habitat destruction, disturbance at the nest, illegal shooting, electrocution, impact injuries, and lead poisoning.</td>
</tr>
<tr>
<td>Fish</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Flame chub</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><em>Hemitremia flammea</em></td>
<td>No Federal Status</td>
<td>E</td>
<td>Springs and springfed streams</td>
<td></td>
</tr>
<tr>
<td><strong>Mountain madtom</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><em>Noturus eleutherus</em></td>
<td>No Federal Status</td>
<td>T</td>
<td>Gravelly or rocky streams</td>
<td></td>
</tr>
<tr>
<td><strong>Popeye shiner</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><em>Notropis arionimus</em></td>
<td>No Federal Status</td>
<td>T</td>
<td>Mountain stream; gravelly streams</td>
<td></td>
</tr>
<tr>
<td><strong>Snail darter</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><em>Percina tanasi</em></td>
<td>T</td>
<td>T</td>
<td>Adults live and spawn in gravel shoal habitat in the South Chickamauga Creek (population found 1980); larvae drift downstream to nursery areas</td>
<td>Clear, moderate-gradient streams and small rivers. Inhabits riffles and, more commonly, runs 15-50 cm deep. Adults and juveniles found over clean or slightly silted gravel and small to medium rubble.</td>
</tr>
<tr>
<td><strong>Stargazing minnow</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><em>Phenacobius uranops</em></td>
<td>No Federal Status</td>
<td>T</td>
<td></td>
<td>Clear, moderate-gradient streams and small rivers. Inhabits riffles and, more commonly, runs 15-50 cm deep. Adults and juveniles found over clean or slightly silted gravel and small to medium rubble.</td>
</tr>
<tr>
<td>Plant</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Large-flowered skullcap</strong></td>
<td></td>
<td></td>
<td></td>
<td>Logging, wildfires, livestock</td>
</tr>
<tr>
<td>Species</td>
<td>Endangered Status</td>
<td>Threats</td>
<td>Habitat Description</td>
<td></td>
</tr>
<tr>
<td>-------------------------------</td>
<td>-------------------</td>
<td>---------</td>
<td>----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td></td>
</tr>
<tr>
<td><em>Scutellaria montana</em></td>
<td>E T</td>
<td></td>
<td>Mature oak-pine forests with sparse understory</td>
<td></td>
</tr>
<tr>
<td><em>Leavenworthia exigua exigua</em></td>
<td>No Federal Status T</td>
<td></td>
<td>Open areas on limestone cedar glades where soil is gravelly and usually &lt;5cm deep, associated with a blue green alga (<em>Nostoc sp.</em>) in wet months</td>
<td></td>
</tr>
<tr>
<td><em>Spiranthes magnicamporum</em></td>
<td>No Federal Status E</td>
<td></td>
<td>Grassy areas in open or partial shade on flat, limestone outcrops (cedar glades) where the soil is a heavy, sticky clay</td>
<td></td>
</tr>
</tbody>
</table>

Grazing, residential development, and small populations coupled with limited distribution.
<table>
<thead>
<tr>
<th>Species</th>
<th>Federal Status</th>
<th>State Status</th>
<th>Habitat</th>
<th>Threats</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Bird</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bald eagle</td>
<td>T</td>
<td>E</td>
<td>Inland waterways and estuarine areas in Georgia. Active eagle nests were located in Cherokee County in 1997-1999 and 2000-2002.</td>
<td>Major factor in initial decline was lowered reproductive success following use of DDT. Current threats include habitat destruction, disturbance at the nest, illegal shooting, electrocution, impact injuries, and lead poisoning.</td>
</tr>
<tr>
<td><em>Haliaeetus leucocephalus</em></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Fish</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Amber darter</td>
<td>E</td>
<td>E</td>
<td>Gentle riffle areas over sand and gravel substrate that becomes vegetated (primarily with <em>Podostemum</em>) during summer</td>
<td>Habitat loss due to dam and reservoir construction, habitat degradation, and poor water quality</td>
</tr>
<tr>
<td><em>Percina antesella</em></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bluetside shiner</td>
<td>No Federal Status</td>
<td>T</td>
<td>Brownwater streams</td>
<td></td>
</tr>
<tr>
<td><em>Cyprinella callitaenia</em></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cherokee darter</td>
<td>T</td>
<td>T</td>
<td>Shallow water (0.1-0.5 m) in small to medium warm water creeks (1-15 m wide) with predominantly rocky bottoms. Usually found in sections with reduced current, typically runs above and below riffles and at ecotones of riffles and backwaters.</td>
<td>Habitat loss due to dam and reservoir construction, habitat degradation, and poor water quality</td>
</tr>
<tr>
<td><em>Etheostoma scotti</em></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Etowah darter</td>
<td>E</td>
<td>E</td>
<td>Shallow riffle habitat, with large gravel, cobble, and small boulder substrates. Usually found in medium and large cool water creeks or small rivers (15-30 m wide) with moderate or high gradients and rocky bottoms.</td>
<td>Habitat loss due to dam and reservoir construction, habitat degradation, and poor water quality</td>
</tr>
<tr>
<td><em>Etheostoma etowahae</em></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Frecklebelly madtom</td>
<td>No Federal Status</td>
<td>E</td>
<td>Rivers with moderate to swift current over substrates ranging from coarse gravel to boulders, submerged trees, and brush.</td>
<td></td>
</tr>
<tr>
<td><em>Noturus muninus</em></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Freckled darter</td>
<td>No Federal Status</td>
<td>E</td>
<td>Fast deep rocky riffles of small to medium streams</td>
<td></td>
</tr>
<tr>
<td><em>Percina lenticula</em></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Freckled madtom</td>
<td>No Federal Status</td>
<td>E</td>
<td>Rivers with moderate to swift current over substrates ranging from impoundment and habitat</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Noturus nocturnus</strong></td>
<td>Status</td>
<td>Coarse gravel to boulders, submerged trees, and brush.</td>
<td>Degradation.</td>
<td></td>
</tr>
<tr>
<td>----------------------</td>
<td>--------</td>
<td>------------------------------------------------------</td>
<td>--------------</td>
<td></td>
</tr>
<tr>
<td><strong>Plant</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Bay star-vine</strong></td>
<td>No</td>
<td>Twining on subcanopy and understory trees/shrubs in rich alluvial woods</td>
<td></td>
<td></td>
</tr>
<tr>
<td><em>Schisandra glabra</em></td>
<td>Federal Status</td>
<td>T</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Indian olive</strong></td>
<td>No</td>
<td>Dry open upland forests of mixed hardwood and pine</td>
<td></td>
<td></td>
</tr>
<tr>
<td><em>Nestronia umbellula</em></td>
<td>Federal Status</td>
<td>T</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Listed Species in Clayton County
(updated May 2004)

<table>
<thead>
<tr>
<th>Species</th>
<th>Federal Status</th>
<th>State Status</th>
<th>Habitat</th>
<th>Threats</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Bird</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bald eagle</td>
<td>T</td>
<td>E</td>
<td>Inland waterways and estuarine areas in Georgia.</td>
<td>Major factor in initial decline was lowered reproductive success following use of DDT. Current threats include habitat destruction, disturbance at the nest, illegal shooting, electrocution, impact injuries, and lead poisoning.</td>
</tr>
<tr>
<td><em>Haliaeetus leucocephalus</em></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Wood stork</strong></td>
<td>E</td>
<td>E</td>
<td>Primarily feed in fresh and brackish wetlands and nest in cypress or other wooded swamps. Active rookeries were located in Camden County 1991-2001.</td>
<td>Decline due primarily to loss of suitable feeding habitat, particularly in south Florida. Other factors include loss of nesting habitat, prolonged drought/flooding, raccoon predation on nests, and human disturbance of rookeries.</td>
</tr>
<tr>
<td><em>Mycteria americana</em></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Invertebrate</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Oval pigtoe mussel</td>
<td>E</td>
<td>E</td>
<td>River tributaries and main channels in slow to moderate currents over silty sand, muddy sand, sand, and gravel substrates</td>
<td>Habitat modification, sedimentation, and water quality degradation</td>
</tr>
<tr>
<td><em>Pleurobema byriforme</em></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Species</td>
<td>Federal Status</td>
<td>State Status</td>
<td>Habitat</td>
<td>Threats</td>
</tr>
<tr>
<td>------------------</td>
<td>----------------</td>
<td>--------------</td>
<td>----------------------------------------------</td>
<td>-------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Bird</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bald eagle</td>
<td>T</td>
<td>E</td>
<td>Inland waterways and estuarine areas in Georgia.</td>
<td>Major factor in initial decline was lowered reproductive success following use of DDT. Current threats include habitat destruction, disturbance at the nest, illegal shooting, electrocution, impact injuries, and lead poisoning.</td>
</tr>
<tr>
<td>Haliaeetus leucocephalus</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fish</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bluetslripe shiner</td>
<td>No Federal Status</td>
<td>T</td>
<td>Brownwater streams</td>
<td></td>
</tr>
<tr>
<td>Cyprinella callitaenia</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cherokee darter</td>
<td>T</td>
<td>T</td>
<td>Shallow water (0.1-0.5 m) in small to medium warm water creeks (1-15 m wide) with predominantly rocky bottoms. Usually found in sections with reduced current, typically runs above and below riffles and at ecotones of riffles and backwaters.</td>
<td>Habitat loss due to dam and reservoir construction, habitat degradation, and poor water quality</td>
</tr>
<tr>
<td>Etheostoma scotti</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Highscale shiner</td>
<td>No Federal Status</td>
<td>T</td>
<td>Blackwater and brownwater streams</td>
<td></td>
</tr>
<tr>
<td>Notropis hypsilepis</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Plant</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bay star-vine</td>
<td>No Federal Status</td>
<td>T</td>
<td>Twining on subcanopy and understory trees/shrubs in rich alluvial woods</td>
<td></td>
</tr>
<tr>
<td>Schisandra glabra</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Georgia Aster</td>
<td>Candidate Species</td>
<td>T</td>
<td>Post oak savannah/prairie communities. Most remaining populations survive adjacent to roads, utility rights of way, and other openings.</td>
<td></td>
</tr>
<tr>
<td>Aster georganus</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Indian olive</td>
<td>No Federal Status</td>
<td>T</td>
<td>Dry open upland forests of mixed hardwood and pine</td>
<td></td>
</tr>
<tr>
<td>Nestromia umbellula</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Michaux's</td>
<td></td>
<td></td>
<td>Sandy or rocky open woods, usually on ridges with a disturbance history (periodic fire, prior</td>
<td>Low reproductive capability (dioecious), low genetic variability associated with</td>
</tr>
<tr>
<td>Species</td>
<td>Federal Status</td>
<td>Status</td>
<td>Description</td>
<td>Threats</td>
</tr>
<tr>
<td>-------------------------------</td>
<td>----------------</td>
<td>--------</td>
<td>-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td><em>Rhus michauxii</em></td>
<td>E</td>
<td>E</td>
<td>agricultural use, maintained right-of-ways; the known population of this species in Cobb County has been extirpated (last seen in county in 1900)</td>
<td>geographic isolation, hybridization with <em>R. copallina</em> and <em>R. glabra</em>, and habitat loss due to development</td>
</tr>
<tr>
<td><em>Draba aprica</em></td>
<td>No Federal Status</td>
<td>E</td>
<td>Shallow soils on granite outcrops, especially beneath eastern redcedar</td>
<td></td>
</tr>
<tr>
<td><em>Platanthera integrilabia</em></td>
<td>Candidate Species</td>
<td>T</td>
<td>Red maple-blackgum swamps; also sandy damp stream margins; on seepy, rocky, thinly vegetated slopes. Also known as <em>Monkey-face Orchid</em>.</td>
<td></td>
</tr>
<tr>
<td>Species</td>
<td>Federal Status</td>
<td>State Status</td>
<td>Habitat</td>
<td>Threats</td>
</tr>
<tr>
<td>-------------------------</td>
<td>----------------</td>
<td>--------------</td>
<td>--------------------------------------------------------------------------</td>
<td>-------------------------------------------------------------------------</td>
</tr>
<tr>
<td><strong>Bird</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bald eagle <em>Haliaeetus leucocephalus</em></td>
<td>T</td>
<td>E</td>
<td>Inland waterways and estuarine areas in Georgia.</td>
<td>Major factor in initial decline was lowered reproductive success following use of DDT. Current threats include habitat destruction, disturbance at the nest, illegal shooting, electrocution, impact injuries, and lead poisoning.</td>
</tr>
<tr>
<td>Invertebrate</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gulf moccasin shell mussel <em>Medionidus penicillatus</em></td>
<td>E</td>
<td>E</td>
<td>Medium streams to large rivers with slight to moderate current over sand and gravel substrates; may be associated with muddy sand substrates around tree roots</td>
<td>Habitat modification, sedimentation, and water quality degradation</td>
</tr>
<tr>
<td>Shiny-rayed pocketbook mussel <em>Hamiocha subanguinata</em></td>
<td>E</td>
<td>E</td>
<td>Medium creeks to the mainstems of rivers with slow to moderate currents over sandy substrates and associated with rock or clay</td>
<td>Habitat modification, sedimentation, and water quality degradation</td>
</tr>
<tr>
<td>Fish</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Blue stripe shiner <em>Cyprinella callitaenia</em></td>
<td>No Federal Status</td>
<td>T</td>
<td>Brownwater streams</td>
<td></td>
</tr>
<tr>
<td>Cherokee darter <em>Etheostoma scotti</em></td>
<td>T</td>
<td>T</td>
<td>Shallow water (0.1-0.5 m) in small to medium warm water creeks (1-15 m wide) with predominantly rocky bottoms. Usually found in sections with reduced current, typically runs above and below riffles and at ecotones of riffles and backwaters.</td>
<td>Habitat loss due to dam and reservoir construction, habitat degradation, and poor water quality</td>
</tr>
<tr>
<td>High scale shiner <em>Notropis hypsilepis</em></td>
<td>No Federal Status</td>
<td>T</td>
<td>Blackwater and brownwater streams</td>
<td></td>
</tr>
<tr>
<td>Plant</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bay star-vine <em>Schisandra</em></td>
<td>No Federal Status</td>
<td>T</td>
<td>Twining on subcanopy and understory trees/shrubs in rich alluvial woods</td>
<td></td>
</tr>
<tr>
<td><em>glabra</em></td>
<td>Piedmont barren strawberry</td>
<td>Rocky acidic woods along streams with mountain laurel; rarely in drier upland oak-hickory-pine woods</td>
<td></td>
<td></td>
</tr>
<tr>
<td>---------</td>
<td>---------------------------</td>
<td>-------------------------------------------------------------------------------------------------</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Species</td>
<td>Federal Status</td>
<td>State Status</td>
<td>Habitat</td>
<td>Threats</td>
</tr>
<tr>
<td>-------------------------------</td>
<td>----------------</td>
<td>--------------</td>
<td>--------------------------------------------------------------------------</td>
<td>-------------------------------------------------------------------------</td>
</tr>
<tr>
<td><strong>Mammal</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gray bat</td>
<td>E</td>
<td>E</td>
<td>Colonies restricted to caves or cave-like habitats; forage primarily over water along rivers or lake shores</td>
<td>Human disturbance and vandalism in caves, pesticides, flooding of caves by impoundments, and loss of insect prey over streams degraded by siltation and pollution</td>
</tr>
<tr>
<td>Myotis grisescens</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Bird</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bald eagle</td>
<td>T</td>
<td>E</td>
<td>Inland waterways and estuarine areas in Georgia</td>
<td>Major factor in initial decline was lowered reproductive success following use of DDT. Current threats include habitat destruction, disturbance at the nest, illegal shooting, electrocution, impact injuries, and lead poisoning.</td>
</tr>
<tr>
<td>Haliaeetus leucocephalus</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Reptile</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Alabama map turtle</td>
<td>No Federal Status</td>
<td>Rare</td>
<td>Rivers, creeks, and lakes</td>
<td></td>
</tr>
<tr>
<td>Graptemys pulchra</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Invertebrate</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Alabama moccasinshell mussel</td>
<td>T</td>
<td>T</td>
<td>Rivers and large creeks. Prefers stable gravel or sandy gravel substrates.</td>
<td>Habitat modification, sedimentation, and water quality degradation</td>
</tr>
<tr>
<td>Medionidius acutissimus</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Coosa moccasinshell mussel</td>
<td>E</td>
<td>E</td>
<td>Stable gravel and sandy-gravel substrates in high quality free-flowing streams and rivers</td>
<td>Habitat modification, sedimentation, and water quality degradation</td>
</tr>
<tr>
<td>Medionidius parvulus</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Georgia Rocksnail</td>
<td>Candidate Species</td>
<td>E</td>
<td>Shoals, riffles and reefs of small to large rivers. Historically occurred in upper Coosa River. Found in Oostanaula River in Floyd and Gordon Counties</td>
<td></td>
</tr>
<tr>
<td>Leptoxis downei</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Southern acornshell mussel</td>
<td>E</td>
<td>E</td>
<td>High quality upland streams ranging in size from large creeks to small rivers; stable sand/gravel/cobble substrate in moderate to swift currents</td>
<td>Habitat modification, sedimentation, and water quality degradation</td>
</tr>
<tr>
<td>Epioblasma</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Species</td>
<td>Endangered Habitat Characteristics</td>
<td>Endangered Habitat Characteristics</td>
<td></td>
<td></td>
</tr>
<tr>
<td>----------------------------------------------</td>
<td>-----------------------------------------------------------------------------------------------------</td>
<td>-----------------------------------------------------------------------------------------------------</td>
<td></td>
<td></td>
</tr>
<tr>
<td><em>Othcalooogensis</em></td>
<td>Rivers of medium size with a moderately high gradient and with areas of stable substrate characterized by sand-gravel sediments</td>
<td>Habitat modification, sedimentation, and water quality degradation</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Southern clubshell mussel</td>
<td>E E</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><em>Pleurobema decimus</em></td>
<td>Stable gravel and sandy gravel substrates in high-quality free-flowing streams and rivers</td>
<td>Habitat modification, sedimentation, and water quality degradation</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Southern pigtoe mussel</td>
<td>E E</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><em>Pleurobema georganum</em></td>
<td>High quality rivers and large creeks in stable gravel and sandy gravel substrates</td>
<td>Habitat modification, sedimentation, and water quality degradation</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Triangular kidneyshell mussel</td>
<td>E E</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><em>Ptychobranchus greeni</em></td>
<td>High quality, free-flowing rivers and large creeks; stable gravel and sandy-gravel substrates in moderate to swift currents</td>
<td>Habitat modification, sedimentation, and water quality degradation</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Upland combshell mussel</td>
<td>E E</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><em>Epioblasma meiastrata</em></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fish</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Blue shiner</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><em>Cyprinella caerulea</em></td>
<td>Medium to large clear cool streams with gravel-rubble-small boulder substrates; found in streams draining into the Coosa and Oostanaula Rivers</td>
<td>Habitat loss due to dam and reservoir construction, habitat degradation, and poor water quality</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Goldline darter</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><em>Percina aurolineata</em></td>
<td>Main channel of rivers in white-water rapids ≥ 2-3 feet deep</td>
<td>Habitat loss due to dam and reservoir construction, habitat degradation, and poor water quality</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Trispot darter</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><em>Etheostoma trisella</em></td>
<td>No Federal Status</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Plant</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Georgia Rockcress</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><em>Arabis georganus</em></td>
<td>Rocky bluffs and slopes along waterways; also on sandy, eroding riverbanks</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Candidate Species</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Georgia rockcress</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><em>Arabis georgiana</em></td>
<td>Rocky (limestone, shale, granite-gneiss) bluffs and slopes along watercourses; also along sandy, eroding riverbanks</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Candidate Species</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Species</td>
<td>Federal Status</td>
<td>Threat</td>
<td>Habitat Description</td>
<td>Threats</td>
</tr>
<tr>
<td>-------------------------------</td>
<td>----------------</td>
<td>--------</td>
<td>-------------------------------------------------------------------------------------</td>
<td>------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Large-flowered skullcap</td>
<td>E</td>
<td>T</td>
<td>Mature oak-pine forests with sparse understory</td>
<td>Logging, wildfires, livestock grazing, residential development, and small populations coupled with limited distribution</td>
</tr>
<tr>
<td>Scutellaria montana</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Purple sedge</td>
<td>No Federal Status</td>
<td>T</td>
<td>Mixed mesophytic or cove hardwoods with a wide array of canopy species, rich vernal flora, and calcareous soils</td>
<td></td>
</tr>
<tr>
<td>Carex purpurifera</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tennessee yellow-eyed grass</td>
<td>E</td>
<td>E</td>
<td>Gravelly open, calcareous, seepy margins and wet meadows along spring-fed headwater streams</td>
<td></td>
</tr>
<tr>
<td>Xyris tennesseensis</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Trailing meadowrue</td>
<td>No Federal Status</td>
<td>T</td>
<td>Near streams in rich alluvial soils of forested floodplains over limestone bedrock</td>
<td></td>
</tr>
<tr>
<td>Thalictrum debile</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Species</td>
<td>Federal Status</td>
<td>State Status</td>
<td>Habitat</td>
<td>Threats</td>
</tr>
<tr>
<td>-------------------------------</td>
<td>----------------</td>
<td>--------------</td>
<td>---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Mammal</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Indiana bat</td>
<td></td>
<td></td>
<td>Hibernate in caves; offspring primarily reared in wooded streamside habitat; forage primarily in riparian and floodplain areas; known hibernacula cave in Dade County since 1960's.</td>
<td>Human disturbance and vandalism in caves, deforestation and stream channelization, natural hazards such as cave flooding or cave-ins, and possibly insecticide poisoning</td>
</tr>
<tr>
<td>Myotis sodalis</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bird</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bald eagle</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Haliaeetus leucocephalus</td>
<td></td>
<td></td>
<td>Inland waterways and estuarine areas in Georgia. Active eagle nests were located in Murray County 1995-1999 and 2000-2002</td>
<td>Major factor in initial decline was lowered reproductive success following use of DDT. Current threats include habitat destruction, disturbance at the nest, illegal shooting, electrocution, impact injuries, and lead poisoning.</td>
</tr>
<tr>
<td>Invertebrate</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Alabama clubshell</td>
<td>Candidate</td>
<td></td>
<td>Moderate to high gradient reefs, shoals and riffles of small to large rivers in the Coosa River system. Found in Murray and Whitfield Counties</td>
<td></td>
</tr>
<tr>
<td>Pleurobema troshelitanum</td>
<td>T</td>
<td>E</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Alabama moccasinshell mussel</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Medionidus acutissimus</td>
<td>T</td>
<td>T</td>
<td>Rivers and large creeks. Prefers stable gravel or sandy gravel substrates.</td>
<td>Habitat modification, sedimentation, and water quality degradation</td>
</tr>
<tr>
<td>Coosa moccasinshell mussel</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Medionidus parvulus</td>
<td></td>
<td></td>
<td>Stable gravel and sandy-gravel substrates in high quality free-flowing streams and rivers</td>
<td>Habitat modification, sedimentation, and water quality degradation</td>
</tr>
<tr>
<td>Fine-lined pocketbook mussel</td>
<td></td>
<td></td>
<td>High quality, free-flowing rivers and large creeks; stable gravel and sandy-gravel substrates in moderate to swift currents</td>
<td>Habitat modification, sedimentation, and water quality degradation</td>
</tr>
<tr>
<td>Hamiota altitis</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Georgia pigtoe</td>
<td></td>
<td></td>
<td>Moderate to high gradient reefs, shoals and riffles of small to large</td>
<td></td>
</tr>
</tbody>
</table>

http://www.fws.gov/athens/endangered/counties/murray_county.html
<table>
<thead>
<tr>
<th><strong>Pleurobema hanleyanum</strong></th>
<th>Candidate Species</th>
<th>E</th>
<th>Rivers in the Coosa River system. Found in Murray and Whitfield Counties</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Gulf moccasinshell mussel</strong></td>
<td></td>
<td>E</td>
<td>Medium streams to large rivers with slight to moderate current over sand and gravel substrates; may be associated with muddy sand substrates around tree roots</td>
</tr>
<tr>
<td><strong>Medionidus pencillatus</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Ovate clubshell mussel</strong></td>
<td></td>
<td>E</td>
<td>High quality, free-flowing large to small rivers and streams in stable gravel and sandy-gravel substrate</td>
</tr>
<tr>
<td><strong>Pleurobema perovatum</strong></td>
<td></td>
<td>E</td>
<td></td>
</tr>
<tr>
<td><strong>Painted clubshell</strong></td>
<td>Candidate Species</td>
<td>E</td>
<td>Moderate to high gradient reefs, shoals and riffles of small to large rivers in the Coosa River system. Found in Murray and Whitfield Counties</td>
</tr>
<tr>
<td><strong>Pleurobema chattanoogaense</strong></td>
<td></td>
<td>E</td>
<td></td>
</tr>
<tr>
<td><strong>Southern acornshell mussel</strong></td>
<td></td>
<td>E</td>
<td>High quality upland streams ranging in size from large creeks to small rivers; stable sand/gravel/cobble substrate in moderate to swift currents</td>
</tr>
<tr>
<td><strong>Epioblasma othcaloogensis</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Southern clubshell mussel</strong></td>
<td></td>
<td>E</td>
<td>Rivers of medium size with a moderately high gradient and with areas of stable substrate characterized by sand-gravel sediments</td>
</tr>
<tr>
<td><strong>Pleurobema decisum</strong></td>
<td></td>
<td>E</td>
<td></td>
</tr>
<tr>
<td><strong>Southern pigtoe mussel</strong></td>
<td></td>
<td>E</td>
<td>Stable gravel and sandy gravel substrates in high-quality free-flowing streams and rivers</td>
</tr>
<tr>
<td><strong>Pleurobema georgianum</strong></td>
<td></td>
<td>E</td>
<td></td>
</tr>
<tr>
<td><strong>Triangular kidneyshell mussel</strong></td>
<td></td>
<td>E</td>
<td>High quality rivers and large creeks in stable gravel and sandy gravel substrates</td>
</tr>
<tr>
<td><strong>Psychobranchus greeni</strong></td>
<td></td>
<td>E</td>
<td></td>
</tr>
<tr>
<td><strong>Upland combshell mussel</strong></td>
<td></td>
<td>E</td>
<td>High quality, free-flowing rivers and large creeks; stable gravel and sandy-gravel substrates in moderate to swift currents</td>
</tr>
<tr>
<td><strong>Epioblasma metastriata</strong></td>
<td></td>
<td>E</td>
<td></td>
</tr>
<tr>
<td><strong>Fish</strong></td>
<td></td>
<td></td>
<td>Gentle riffle areas over sand and gravel substrate that becomes</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Species</th>
<th>Listed</th>
<th>Status</th>
<th>Habitat Description</th>
<th>Threats</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Amber darter</strong></td>
<td>E</td>
<td>E</td>
<td>Vegetated (primarily with <em>Podostemum</em>) during summer; last taken in Etowah River in</td>
<td>Habitat loss due to dam and</td>
</tr>
<tr>
<td><em>Percina antesella</em></td>
<td></td>
<td></td>
<td>1980; historic population in Shoal Creek probably extirpated by construction of</td>
<td>reservoir construction,</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Allatoona Reservoir in 1950</td>
<td>habitat degradation, and poor</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>water quality</td>
</tr>
<tr>
<td><strong>Blue shiner</strong></td>
<td>T</td>
<td>E</td>
<td>Medium to large clear cool streams with gravel-rubble-small boulder substrates;</td>
<td>Habitat loss due to dam and</td>
</tr>
<tr>
<td><em>Cyprinella caerulea</em></td>
<td></td>
<td></td>
<td>found in streams draining into the Coosa and Oostanaula Rivers</td>
<td>reservoir construction,</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>habitat degradation, and poor</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>water quality</td>
</tr>
<tr>
<td><strong>Conasauga logperch</strong></td>
<td>E</td>
<td>E</td>
<td>Pool areas with flowing water and substrates of rubble, gravel and sand; spawns</td>
<td>Habitat loss due to habitat</td>
</tr>
<tr>
<td><em>Percina jenkinisi</em></td>
<td></td>
<td></td>
<td>seasonally in riffle areas over gravel; critical habitat designated in the</td>
<td>degradation and poor water</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Conasauga River from the GA/TN border to GA Hwy 2 Bridge</td>
<td>quality</td>
</tr>
<tr>
<td><strong>Coldwater darter</strong></td>
<td>No</td>
<td>Federal</td>
<td>Springs and gravelly streams</td>
<td></td>
</tr>
<tr>
<td><em>Etheostoma ditehra</em></td>
<td></td>
<td>Status</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Frecklebelly madtom</strong></td>
<td>No</td>
<td>Federal</td>
<td>Rivers with moderate to swift current over substrates ranging from coarse gravel to</td>
<td></td>
</tr>
<tr>
<td><em>Noturus munitus</em></td>
<td></td>
<td>Status</td>
<td>boulders, submerged trees, and brush.</td>
<td></td>
</tr>
<tr>
<td><strong>Freckled darter</strong></td>
<td>No</td>
<td>Federal</td>
<td>Fast deep rocky riffles of small to medium streams</td>
<td></td>
</tr>
<tr>
<td><em>Percina lenticula</em></td>
<td></td>
<td>Status</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Goldline darter</strong></td>
<td>T</td>
<td>T</td>
<td>Main channel of rivers in white-water rapids &gt; 2-3 feet deep</td>
<td>Habitat loss due to dam and</td>
</tr>
<tr>
<td><em>Percina aurolineata</em></td>
<td></td>
<td></td>
<td></td>
<td>reservoir construction,</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>habitat degradation, and poor</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>water quality</td>
</tr>
<tr>
<td><strong>Holiday darter</strong></td>
<td>No</td>
<td>Federal</td>
<td>Rocky streams</td>
<td></td>
</tr>
<tr>
<td><em>Etheostoma brevirostrum</em></td>
<td></td>
<td>Status</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>River darter</strong></td>
<td>No</td>
<td>Federal</td>
<td>Large to medium rivers, deep chutes and riffles, coarse gravel substrates</td>
<td></td>
</tr>
<tr>
<td><em>Percina shumardi</em></td>
<td></td>
<td>Status</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Trispot darter</strong></td>
<td>No</td>
<td>Federal</td>
<td>Mountain streams</td>
<td></td>
</tr>
<tr>
<td><em>Etheostoma trisella</em></td>
<td></td>
<td>Status</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Golden seal</strong></td>
<td>No</td>
<td>Federal</td>
<td>Rich woods and cove forests in the mountains</td>
<td></td>
</tr>
<tr>
<td><em>Hydrastis canadensis</em></td>
<td></td>
<td>Status</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Large-flowered skullcap</th>
<th>E</th>
<th>T</th>
<th>Mature oak-pine forests with sparse understory</th>
<th>Logging, wildfires, livestock grazing, residential development, and small populations coupled with limited distribution</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scutellaria montana</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Purple sedge</td>
<td>No Federal Status</td>
<td>T</td>
<td>Mixed mesophytic or cove hardwoods with a wide array of canopy species, rich vernal flora, and calcareous soils</td>
<td></td>
</tr>
<tr>
<td>Carex purpurifera</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Species</td>
<td>Federal Status</td>
<td>State Status</td>
<td>Habitat</td>
<td>Threats</td>
</tr>
<tr>
<td>-------------------------</td>
<td>---------------</td>
<td>-------------</td>
<td>--------------------------------------------------------------------------</td>
<td>---------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Mammal</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Indiana bat Myotis sodalis</td>
<td>E</td>
<td>E</td>
<td>Hibernate in caves; offspring primarily reared in wooded streamside habitat; forage primarily in riparian and floodplain areas; known hibernacula cave in Dade County since 1960's.</td>
<td>Human disturbance and vandalism in caves, deforestation and stream channelization, natural hazards such as cave flooding or cave-ins, and possibly insecticide poisoning.</td>
</tr>
<tr>
<td>Bird</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bald eagle Haliaeetus leucocephalus</td>
<td>T</td>
<td>E</td>
<td>Inland waterways and estuarine areas in Georgia.</td>
<td>Major factor in initial decline was lowered reproductive success following use of DDT. Current threats include habitat destruction, disturbance at the nest, illegal shooting, electrocution, impact injuries, and lead poisoning.</td>
</tr>
<tr>
<td>Invertebrate</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Alabama clubshell Pleurobema tro shelianum</td>
<td>Candidate Species</td>
<td>T</td>
<td>Moderate to high gradient reefs, shoals and riffles of small to large rivers in the Coosa River system. Found in Murray and Whitfield Counties</td>
<td></td>
</tr>
<tr>
<td>Alabama moccasinshell mussel Medionidus acutissimus</td>
<td>T</td>
<td>T</td>
<td>Rivers and large creeks. Prefers stable gravel or sandy gravel substrates.</td>
<td>Habitat modification, sedimentation, and water quality degradation</td>
</tr>
<tr>
<td>Coosa moccasinshell mussel Medionidus parvulus</td>
<td>E</td>
<td>E</td>
<td>Stable gravel and sandy-gravel substrates in high quality free-flowing streams and rivers</td>
<td>Habitat modification, sedimentation, and water quality degradation</td>
</tr>
<tr>
<td>Conasauga logperch Percina jenkinsi</td>
<td>E</td>
<td>E</td>
<td>Pool areas with flowing water and substrates of rubble, gravel and sand; spawns seasonally in riffle areas over gravel; critical habitat designated in the Conasauga River from the GA/TN border to GA Hwy 2 Bridge</td>
<td>Habitat loss due to habitat degradation and poor water quality</td>
</tr>
<tr>
<td>Fine-lined pocketbook mussel</td>
<td>T</td>
<td>T</td>
<td>High quality, free-flowing rivers and large creeks; stable gravel</td>
<td>Habitat modification, sedimentation, and water quality</td>
</tr>
<tr>
<td>Species</td>
<td>Candidate</td>
<td>Endangered</td>
<td>Habitat Description</td>
<td>Threats</td>
</tr>
<tr>
<td>-------------------------------</td>
<td>-----------</td>
<td>------------</td>
<td>--------------------------------------------------------------------------------------------------------------</td>
<td>------------------------------------------------------------------------</td>
</tr>
<tr>
<td><em>Hamiota altilis</em></td>
<td></td>
<td></td>
<td>and sandy-gravel substrates in moderate to swift currents</td>
<td>quality degradation</td>
</tr>
<tr>
<td><em>Georgia pigtoe</em></td>
<td></td>
<td></td>
<td>Moderate to high gradient reefs, shoals and riffles of small to large rivers in the Coosa River system.</td>
<td>Habitat modification, sedimentation, and water quality degradation</td>
</tr>
<tr>
<td><em>Pleurobema hanleyanum</em></td>
<td>Candidate</td>
<td>E</td>
<td>Found in Murray and Whitfield Counties</td>
<td></td>
</tr>
<tr>
<td></td>
<td>E</td>
<td>E</td>
<td>High quality, free-flowing large to small rivers and streams in stable gravel and sandy-gravel substrate.</td>
<td>Habitat modification, sedimentation, and water quality degradation</td>
</tr>
<tr>
<td><em>Ovate clubshell mussel</em></td>
<td>E</td>
<td>E</td>
<td></td>
<td></td>
</tr>
<tr>
<td><em>Pleurobema perovatum</em></td>
<td></td>
<td></td>
<td>Moderate to high gradient reefs, shoals and riffles of small to large rivers in the Coosa River system.</td>
<td>Habitat modification, sedimentation, and water quality degradation</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Found in Murray and Whitfield Counties</td>
<td></td>
</tr>
<tr>
<td><em>Painted clubshell</em></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><em>Pleurobema chattanoogaense</em></td>
<td>E</td>
<td>E</td>
<td></td>
<td></td>
</tr>
<tr>
<td><em>Southern acornshell mussel</em></td>
<td>E</td>
<td>E</td>
<td>High quality upland streams ranging in size from large creeks to small rivers; stable sand/gravel/cobble</td>
<td>Habitat modification, sedimentation, and water quality degradation</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>substrate in moderate to swift currents</td>
<td></td>
</tr>
<tr>
<td><em>Epioblasma orthocaloogensis</em></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><em>Southern clubshell mussel</em></td>
<td>E</td>
<td>E</td>
<td>Rivers of medium size with a moderately high gradient and with areas of stable substrate characterized by</td>
<td>Habitat modification, sedimentation, and water quality degradation</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>sand-gravel sediments</td>
<td></td>
</tr>
<tr>
<td><em>Pleurobema decisum</em></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><em>Southern pigtoe mussel</em></td>
<td>E</td>
<td>E</td>
<td>Stable gravel and sandy gravel substrates in high-quality free-flowing streams and rivers.</td>
<td>Habitat modification, sedimentation, and water quality degradation</td>
</tr>
<tr>
<td><em>Pleurobema georgianum</em></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><em>Triangular kidneyshell mussel</em></td>
<td>E</td>
<td>E</td>
<td>High quality rivers and large creeks in stable gravel and sandy gravel substrates</td>
<td>Habitat modification, sedimentation, and water quality degradation</td>
</tr>
<tr>
<td><em>Pychobranchus greeni</em></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><em>Upland combshell mussel</em></td>
<td>E</td>
<td>E</td>
<td>High quality, free-flowing rivers and large creeks; stable gravel and sandy-gravel substrates in</td>
<td>Habitat modification, sedimentation, and water quality degradation</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>moderate to swift currents</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fish</td>
<td></td>
<td></td>
<td>Gentle riffle areas over sand and gravel substrate that becomes vegetated (primarily with <em>Podostemum</em>)</td>
<td>Habitat loss due to dam and reservoir construction, habitat</td>
</tr>
<tr>
<td></td>
<td>E</td>
<td>E</td>
<td>during summer;</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

http://www.fws.gov/athens/endangered/counties/whitfield_county.html
| **Percina antesella** | Critical habitat designated in the Conasauga River from the GA/TN border to Tibbs Bridge | Degradation, and poor water quality |
| **Blue shiner** | Medium to large clear cool streams with gravel-rubble-small boulder substrates; found in streams draining into the Coosa and Oostanaula Rivers. | Habitat loss due to dam and reservoir construction, habitat degradation, and poor water quality |
| **Cyprinella caerulea** | T | E |
| **Coldwater darter** | Springs and gravelly streams |
| **Etostoma direma** | No Federal Status | T |
| **Flame chub** | Springs and springfed streams |
| **Hemitremia flammula** | No Federal Status | E |
| **Frecklebelly madtom** | Rivers with moderate to swift current over substrates ranging from coarse gravel to boulders, submerged trees, and brush. |
| **Noturus munitus** | No Federal Status | E |
| **Freckled darter** | Fast deep rocky riffles of small to medium streams |
| **Percina lenticula** | No Federal Status | E |
| **Holiday darter** | Rocky streams |
| **Etostoma brevirostrum** | No Federal Status | T |
| **Trispot darter** | Mountain streams |
| **Etostoma trisella** | No Federal Status | T |
| **Plant** | Mature oak-pine forests with sparse understory |
| **Large-flowered skullcap** | Logging, wildfires, livestock grazing, residential development, and small populations coupled with limited distribution |
| **Scutellaria montana** | E | T |
| **Tennessee yellow-eyed grass** | Gravelly open, calcareous, seepy margins and wet meadows along spring-fed headwater streams |
| **Xyris tennesseensis** | E | E |
Rare Animals, Plants and Natural Communities of Bartow County, Georgia

Generated from conservation database on July 16, 2010

Animals

*Cambarus fasciatus* (Etowah Crayfish)
*Etheostoma ditrema* (Coldwater Darter)
*Etheostoma etowahae* (Etowah Darter)
*Etheostoma jordani* (Greenbreast Darter)
*Etheostoma rupestris* (Rock Darter)
*Etheostoma scotti* (Cherokee Darter)
*Hybopsis lineapunctata* (Lined Chub)
*Hybopsis sp. 9* (Etowah Chub)
*Lasmigona holstoria* (Tennessee Heelsplitter)
*Lioplax cyclostomaformis* (Cylindrical Lioplax)
*Lythrurus hirus* (Mountain Shiner)
*Macrhybopsis sp. 1* (Coosa Chub)
*Macrhybopsis storeriana* (Silver Chub)
*Myoits grisescens* (Gray Myotis)
*Notropis volucellus* (Mimic Shiner)
*Tyro alba* (Barn owl)
*Villosa nebulosa* (Alabama Rainbow)

Natural Communities

*Forest, sagpond* (Sagpond Forest)
*Shrub/scrub veg. sagpond* (Sagpond Scrub-shrub)

Plants

*Acorus americanus* (Sweetflag)
*Alnus maritima* (Seaside Alder)
*Berberis canadensis* (American Barberry)
*Buchnera americana* (Bluehearts)
*Calystegia catesbeiana ssp. sericata* (Silky Bindweed)
*Camassia scilloides* (Wild Hyacinth)
*Carex buxbaumii* (Brown Bog Sedge)
*Cheilanthes alabamensis* (Alabama Lipfern)
*Crataegus triloba* (Three-flowered Hawthorn)
*Delphinium tricorne* (Dwarf Larkspur)
*Dryopteris celsa* (Log Fern)
Fothergilla major (Mountain Witch-alder)
Glyceria pallida (Pale Manna-grass)
Hottonia inflata (Featherfoil)
Oldenlandia boscii (Bluets)
Panax quinquefolius (American Ginseng)
Phacelia fimbriata (Fringed Phacelia)
Polemonium reptans (Jacobs Ladder)
Rudbeckia hirta (Little River Black-eyed Susan)
Schisandra glabra (Bay Star-vine)
Symphyotrichum georgianum (Georgia Aster)
Symphyotrichum novae-angliae (New England Aster)
Trillium lancifolium (Lanceleaf Trillium)
Viburnum rafinesquianum var. rafinesquianum (Downy Arrowwood)
Xyris tennesseensis (Tennessee Yellow-eyed Grass)

Find details for species and natural communities on this list at NatureServe.org/explorer

Georgia Wildlife Resources Division
2070 U.S. Hwy. 278, SE, Social Circle, GA 30025
Rare Animals, Plants and Natural Communities of Catoosa County, Georgia

Generated from conservation database on July 16, 2010

**Animals**

*Cambarus extraneus* (Chickamauga Crayfish)
*Cryptobranchus alleganiensis alleganiensis* (Eastern Hellbender)
*Cyprinella spiloptera* (Spotfin Shiner)
*Erinomax monachus* (Spotfin Chub)
*Etheostoma cinereum* (Ashy Darter)
*Etheostoma duryi* (Black Darter)
*Etheostoma jessiae* (Blueside Darter)
*Etheostoma rufilinenum* (Redline Darter)
*Etheostoma zonale* (Banded Darter)
*Gomphus consanguineus* (Cherokee Clubtail)
*Hemitremia flammea* (Flame Chub)
*Ichthyomyzon bdellium* (Ohio Lamprey)
*Lampsilis fasciola* (Wavy-rayed Lampmussel)
*Leptoxis praerosa* (Onyx Rocksnail)
*Lythrurus fasciolaris* (Scarlet Shiner)
*Myotis griseus* (Gray Myotis)
*Necturus maculosus maculosus* (Common Mudpuppy)
*Notropis arion* (Popeye Shiner)
*Notropis atherinoides* (Emerald Shiner)
*Notropis volucellus* (Mimic Shiner)
*Noturus eleutherus* (Mountain Madtom)
*Percina evides* (Gilt Darter)
*Percina sciera* (Dusky Darter)
*Percina tanasi* (Snail Darter)
*Phenacobius uranops* (Stargazing Minnow)
*Pleurocera pyrenella* (Skirted Hornsnail)
*Villosa trubalis* (Cumberland Bean)
*Villosa vanuxemensis* (Mountain Creekshell)

**Natural Communities**

*Cu/rv submesic needleleaf ever. forest* (Cedar Glade)
*Mountain spring* (Mountain Spring)

**Plants**
Asplenium ruta-muraria (Wall Rue Spleenwort)
Astranthium integrifolium (Wild Daisy)
Baptisia australis var. aberrans (Glade Blue Indigo)
Bouteloua curtipendula (Side-oats Grama)
Buchnera americana (Bluehearts)
Camassia scilloides (Wild Hyacinth)
Dalea gattingeri (Gattinger Prairie Clover)
Delphinium carolinianum ssp. calciphitum (Glade Larkspur)
Eleocharis compressa (Spike rush)
Erigenia bulbosa (Habarger-of-spring)
Fraxinus quadrangulata (Blue Ash)
Helianthus occidentalis (Barrens Sunflower)
Heliotropium tenellum (Delicate Heliotrope)
Hydrastis canadensis (Goldenseal)
Hypericum dolabriforme (Glade St. Johnswort)
Isoetes butleri (Glade Quillwort)
Juncus filipendulus (Texas Plains Rush)
Leavenworthia exigua var. exigua (Least Gladecress)
Liatris squarrosa var. hirsuta (Glade Gay-feather)
Matelea obliqua (Limerock Milkvine)
Mertensia virginica (Virginia Bluebells)
Onosmodium molle ssp. occidentale (Marble-seed)
Ophioglossum engelmannii (Limestone Adder-tongue Fern)
Parnassia grandifolia (Largeleaf Grass-of-Parnassus)
Pediomelum subcaule (Nashville Breadroot)
Polemonium reptans (Jacobs Ladder)
Rudbeckia grandiflora (Largeflower Coneflower)
Scutellaria leonardii (Glade Skullcap)
Scutellaria montana (Large-flowered Skullcap)
Silphium radula (Rosinweed)
Spiranthes magnicamporum (Great Plains Ladies-tresses)
Sporobolus heterolepis (Prairie Dropseed)
Symphyotrichum pratense (Silky Aster)
Thaspium pinnatifidum (Glade Meadowparsnip)
Viola egglestonii (Glade Violet)

Find details for species and natural communities on this list at NatureServe.org/explorer

Georgia Wildlife Resources Division
2070 U.S. Hwy. 278, SE, Social Circle, GA 30025
Rare Animals, Plants and Natural Communities of Cherokee County, Georgia

Generated from conservation database on July 16, 2010

Animals

Acipenser fulvescens (Lake Sturgeon)
Cambarus fasciatus (Etowah Crayfish)
Etheostoma etowahae (Etowah Darter)
Etheostoma rupestre (Rock Darter)
Etheostoma scotti (Cherokee Darter)
Haliaeetus leucocephalus (Bald Eagle)
Hybopsis lineapunctata (Lined Chub)
Hybopsis sp. 9 (Etowah Chub)
Macrhybopsis sp. 1 (Coosa Chub)
Noturus munitus (Frecklebelly Madtom)
Noturus nocturnus (Freckled Madtom)
Percina antesella (Amber Darter)
Percina lenticula (Freckled Darter)
Pituophis melanoleucus melanoleucus (Northern Pine Snake)

Plants

Cypripedium parviflorum (Yellow Ladyslipper)
Eurybia jonesiae (Piedmont Bigleaf Aster)
Lygodium palmatum (Climbing Fern)
Lysimachia fraseri (Fraser's Loosestrife)
Nestria umbellula (Indian Olive)
Prunus virginiana (Chokecherry)
Schisandra glabra (Bay Star-vine)
Xerophyllum asphodeloides (Eastern Turkeybeard)

Find details for species and natural communities on this list at NatureServe.org/explorer

Georgia Wildlife Resources Division
2070 U.S. Hwy. 278, SE, Social Circle, GA 30025
Rare Animals, Plants and Natural Communities of Clayton County, Georgia

Generated from conservation database on July 16, 2010

Animals

*Notropis hyspilepis* (Highscale Shiner)
*Percina crypta* (Halloween Darter)
*Quincuncina infucata* (Sculptured Pigtoe)
*Uterbackia peggyae* (Florida Floater)

Plants

*Cypripedium acaule* (Pink Ladyslipper)

Find details for species and natural communities on this list at [NatureServe.org/explorer](http://natureserve.org/explorer)

Georgia Wildlife Resources Division
2070 U.S. Hwy. 278, SE, Social Circle, GA 30025
Rare Animals, Plants and Natural Communities of Cobb County, Georgia

Generated from conservation database on July 16, 2010

Animals

*Ammodramus henslowii* (Henslow's Sparrow)
*Cambarus howardi* (Chattahoochee Crayfish)
*Elliptio arctata* (Delicate Spike)
*Elliptio fraterna* (Brother Spike)
*Etheostoma scotti* (Cherokee Darter)
*Hemidactylium scutatum* (Four-toed Salamander)
*Medionidus penicillatus* (Gulf Moccasinshell)
*Notropis hypsilops* (Highscale Shiner)
*Nyctanassa violacea* (Yellow-crowned Night-heron)
*Pituophis melanoleucus melanoleucus* (Northern Pine Snake)
*Plethodon websteri* (Webster's Salamander)

Plants

*Arabis missouriensis* (Missouri Rockcress)
*Calystegia catesbeiana ssp. sericata* (Silky Bindweed)
*Cypridium acaule* (Pink Ladyslipper)
*Draba aprica* (Sun-loving Draba)
*Melanthium latifolium* (Broadleaf Bunchflower)
*Nestronia umbellula* (Indian Olive)
*Platanthera integrilabia* (Monkeyface Orchid)
*Pycnanthemum curvipes* (Stone Mountain Mint)
*Rhus michauxii* (Dwarf Sumac)
*Schisandra glabra* (Bay Star-vine)
*Symphyotrichum georgianum* (Georgia Aster)
*Zanthoxylum americanum* (Northern Prickly-ash)

Find details for species and natural communities on this list at NatureServe.org/explorer

Georgia Wildlife Resources Division
2070 U.S. Hwy. 278, SE, Social Circle, GA 30025
Rare Animals, Plants and Natural Communities of Fulton County, Georgia

Generated from conservation database on July 16, 2010

Animals

*Aimophila aestivalis* (Bachman's Sparrow)
*Cambarus howardi* (Chattahoochee Crayfish)
*Cyprinella calitaenina* (Bluestripe Shiner)
*Elliptio arctica* (Delicate Spike)
*Etheostoma scotti* (Cherokee Darter)
*Falco peregrinus* (Peregrine Falcon)
*Hamioa subangulata* (Shinyrayed Pocketbook)
*Hemidactylum scutatum* (Four-toed Salamander)
*Medionidus penicillatus* (Gulf Moccasinshell)
*Notropis hyspilris* (Highscale Shiner)
*Nyctanassa violacea* (Yellow-crowned Night-heron)
*Quincuncina infucata* (Sculptured Pigtoe)

Plants

*Cypripedium acaule* (Pink Ladyslipper)
*Cypripedium parviflorum* (Yellow Ladyslipper)
*Dryopteris celsa* (Log Fern)
*Fothergilla major* (Mountain Witch-alder)
*Hexastylis shuttleworthii var. harperi* (Harper Wild Ginger)
*Listera australis* (Southern Twayblade)
*Monotropis odorata* (Sweet Pinesap)
*Panax quinquefolius* (American Ginseng)
*Rhus michauxii* (Dwarf Sumac)
*Schisandra glabra* (Bay Star-vine)
*Symphyotrichum georgianum* (Georgia Aster)
*Waldsteinia lobata* (Barren Strawberry)

Find details for species and natural communities on this list at [NatureServe.org/explorer](http://natureserve.org/explorer)

Georgia Wildlife Resources Division
2070 U.S. Hwy. 278, SE, Social Circle, GA 30025
Rare Animals, Plants and Natural Communities of Gordon County, Georgia

Generated from conservation database on July 16, 2010

Animals

Acipenser fulvescens (Lake Sturgeon)
Amblyema elliottii (Roundlake)
Echinobolus capillaris (Spindle Spindle)
Elliptio arca (Alabama Spike)
Epioblasma metasystata (Upland Combshell)
Epioblasma othaloogenis (Southern Acornshell)
Icthus formosa (Coldwater Darter)
Icthus jordani (Greenbreast Darter)
Icthus ruspestre (Rock Darter)
Icthus trisella (Trispot Darter)
Gomphus consanguis (Cherokee Clubtail)
Grapturus pulcher (Alabama Map Turtle)
Hybopsis lineapunctata (Lined Chub)
Lampsilis ovata (Pocketbook)
Leptoxis foremani (Interrupted Rocksnail)
Lythrurus lurix (Mountain Shiner)
Macrhybopsis sp. 1 (Coosa Chub)
Macrhybopsis storeriana (Silver Chub)
Medionidus acutissimus (Alabama Moccasinshell)
Medionidus parvulus (Coosa Moccasinshell)
Moxostoma carinatum (River Redhorse)
Percina aurpineata (Goldline Darter)
Pleurobema decisum (Southern Clubshell)
Pleurobema georgianum (Southern Pigtoe)
Pleurocera showalteri (Upland Hornsnail)
Ptychobranchus foremanianus (Rayed Kidneyshell)
Quadrula rumphiana (Ridged Mapleleaf)
Tyto alba (Barn owl)
Villosa vanuxemensis (Mountain Creekshell)

Plants

Amorpha nitens (Shining Indigo-bush)
Arabis georgiana (Georgia Rockcress)
Carex grayi (Asa Gray Sedge)
Carex purpurifera (Purple Sedge)
*Chaerophyllum procumbens* (Spreading Chervil)  
*Delphinium tricorne* (Dwarf Larkspur)  
*Eleocharis tenuis var. verrucosa* (Warty Slender Spikerush)  
*Erigenia bulbosa* (Harbinger-of-spring)  
*Panax quinquefolius* (American Ginseng)  
*Parietaria pensylvanica* (Pennsylvania Pellitory)  
*Polemonium reptans* (Jacobs Ladder)  
*Quercus palustris* (Pin Oak)  
*Sabatia capitata* (Cumberland Rose Gentian)  
*Scutellaria montana* (Large-flowered Skullcap)  
*Thalictrum debile* (Trailing Meadowrue)  
*Trillium lancifolium* (Lanceleaf Trillium)  
*Xyris tennesseensis* (Tennessee Yellow-eyed Grass)

Find details for species and natural communities on this list at [NatureServe.org/explorer](http://natureserve.org/explorer)

Georgia Wildlife Resources Division  
2070 U.S. Hwy. 278, SE, Social Circle, GA 30025
Rare Animals, Plants and Natural Communities of Murray County, Georgia

Generated from conservation database on July 16, 2010

Animals

*Acipenser fulvescens* (Lake Sturgeon)
*Amblema elliottii* (Roundlake)
*Cambarus cymatilis* (Conasauga Blue Burrower)
*Cambarus speciosus* (Beautiful Crayfish)
*Corynorhinus rafinesquii* (Rafinesque's Big-eared Bat)
*Cyprinella caerulea* (Blue Shiner)
*Elimia capillaris* (Spindle Elimia)
*Elliptio arca* (Alabama Spike)
*Epioblasma metastriata* (Upland Combshell)
*Epioblasma othcaloogensis* (Southern Acornshell)
*Etheostoma brevirostrum* (Holiday Darter)
*Etheostoma diterea* (Coldwater Darter)
*Etheostoma jordani* (Greenbreast Darter)
*Etheostoma rupestre* (Rock Darter)
*Etheostoma trisella* (Trispot Darter)
*Graptemys geographica* (Map Turtle)
*Graptemys pulchra* (Alabama Map Turtle)
*Haliaeetus leucocephalus* (Bald Eagle)
*Hamio ta altilis* (Finelined Pocketbook)
*Hybopsis lineapunctata* (Lined Chub)
*Lasigmia holstonia* (Tennessee Heelsplitter)
*Lythrurus lirus* (Mountain Shiner)
*Macrhybopsis sp. 1* (Coosa Chub)
*Macrhybopsis storeriana* (Silver Chub)
*Medionidus acutissimus* (Alabama Mocassinshell)
*Medionidus parvulus* (Coosa Mocassinshell)
*Moxostoma carinatum* (River Redhorse)
*Myotis leibii* (Eastern Small-footed Myotis)
*Neotoma floridana haematopoeia* (Southern Appalachian Woodrat)
*Notropis asperifrons* (Burrhead Shiner)
*Noturus munitus* (Frecklebelly Madtom)
*Ophiogomphus edmundo* (Edmund's Snaketail)
*Percina antesella* (Amber Darter)
*Percina aurolineata* (Goldline Darter)
*Percina jenkinsi* (Conasauga Logperch)
*Percina kusha* (Bridled Darter)
*Percina lepifolica* (Freckled Darter)
Percina shumardi (River Darter)
Pleurobema decisum (Southern Clubshell)
Pleurobema georgianum (Southern Pigtoe)
Pleurobema hanleyianum (Georgia Pigtoe)
Pychochroanchus foremanianus (Rayed Kidneyshell)
Quadrula rumphiana (Rridged Mapleleaf)
Sorex hoyi (Pygmy Shrew)
Strophitus connasaugaensis (Alabama Creekmussel)

Natural Communities

Forest, sagpond (Sagpond Forest)
Mountain spring (Mountain Spring)

Plants

Agastache nepetoides (Yellow Giant Hyssop)
Aureolaria patula (Spreading Yellow Foxglove)
Carex appalachica (Appalachian Sedge)
Carex platyphylla (Broadleaf Sedge)
Carex purpurifera (Purple Sedge)
Carex scabrotata (Sedge)
Chrysothamnium americanum (Golden Saxifrage)
Coreopsis latifolia (Broadleaf Tickseed)
Cypripedium acaule (Pink Ladyslipper)
Cypripedium parviflorum (Yellow Ladyslipper)
Dryopteris celsa (Log Fern)
Eriogonum bulbosa (Harbinger-of-spring)
Hydrastis canadensis (Goldenseal)
Hydrophyllum macrophyllum (Largeleaf Waterleaf)
Hypericum dolabriforme (Glade St. Johnwort)
Juncus filipendulus (Texas Plains Rush)
Juncus gymnocarpus (Naked-fruit Rush)
Leavenworthia uniflora (Gladenecress)
Lonicer a dioica (Limber Honeysuckle)
Melanthium latifolium (Broadleaf Bunchflower)
Panax quinquefolius (American Ginseng)
Penstemon smallii (Small's Beardtongue)
Phlox amplifolia (Broadleaf Phlox)
Platanthera peramoena (Purple Fringeless Orchid)
Polymnia laevigata (Tennessee Leafcup)
Sabatia capitata (Cumberland Rose Gentian)
Scutellaria montana (Large-flowered Skullcap)
Stachys hispida (Hispid Hedge-nettle)
Stachys nuttallii (Nuttall's Hedge-nettle)
Symphyotrichum georgianum (Georgia Aster)
Thermopsis fraxinifolia (Ash-leaf Bush-pea)
Trientalis borealis (Starflower)
Xerophyllum asphodeloides (Eastern Turkeybeard)
Find details for species and natural communities on this list at NatureServe.org/explorer

Georgia Wildlife Resources Division
2070 U.S. Hwy. 278, SE, Social Circle, GA 30025
Rare Animals, Plants and Natural Communities of Whitfield County, Georgia

Generated from conservation database on July 16, 2010

Animals

Ablema elliottii (Roundlake)
Cambarus cymatilis (Conasauga Blue Burrower)
Cambarus extraneus (Chickamauga Crayfish)
Cyprinella caerulea (Blue Shiner)
Cyprinella spiloptera (Spotfin Shiner)
Elliptio arca (Alabama Spike)
Epioblasma metastrata (Upland Combshell)
Epioblasma othcaloogensis (Southern Acornshell)
Etheostoma brevirostrum (Holiday Darter)
Etheostoma ditrema (Coldwater Darter)
Etheostoma jessiae (Blueside Darter)
Etheostoma jordani (Greenbreast Darter)
Etheostoma rufigineum (Redline Darter)
Etheostoma rupestre (Rock Darter)
Etheostoma trisella (Trispot Darter)
Gomphus consanguis (Cherokee Clubtail)
Graptemys geographica (Map Turtle)
Graptemys pulchra (Alabama Map Turtle)
Hamioidea aitiliis (Finlined Pocketbook)
Hemitrema flammea (Flame Chub)
Hybopsis lineapuncta (Lined Chub)
Lampsilis ovata (Pocketbook)
Lasmigona holstina (Tennessee Heelsplitter)
Lioplax cyclostomaformis (Cylindrical Lioplax)
Lythrurus fasciolaris (Scarlet Shiner)
Lythrurus lirus (Mountain Shiner)
Macrhybopsis sp. 1 (Coosa Chub)
Macrhybopsis storeriana (Silver Chub)
Medionidus acutissimus (Alabama Moccasinshell)
Medionidus parvulus (Coosa Moccasinshell)
Moxostoma carinatum (River Redhorse)
Notrops asperifrons (Burrhead Shiner)
Noturus munitus (Frecklebelly Madtom)
Percina antiesella (Amber Darter)
Percina jenkinsi (Conasauga Logperch)
Percina kusha (Bridled Darter)
Percina lenticula (Freckled Darter)
Percina sciera (Dusky Darter)
Pleurobema deciscum (Southern Clubshell)
Pleurobema georgianum (Southern Pigtoe)
Pleurobema hanleyianum (Georgia Pigtoe)
Pleurocera pyrenella (Skirted Hornsnail)
Pychobranchus foremanianus (Rayed Kidneymshell)
Quadrula rumphiana (Ridged Mapleleaf)
Sorex hoyi (Pygmy Shrew)
Stribitis connasaugaensis (Alabama Creekmussel)
Thryomanes bewickii (Bewick's Wren)
Toxolasma cylindrellus (Pale Lilliput)

Natural Communities

Cu/rv cave (Cumberland Plateau/ridge and Valley Cave)
Mountain spring (Mountain Spring)

Plants

Chaerophyllum procumbens (Spreading Chervil)
Cypripedium acaule (Pink Ladyslipper)
Cypripedium parviflorum (Yellow Ladyslipper)
Hydrophyllum macrophyllum (Largeleaf Waterleaf)
Isoetes appalachiana (Bigsore Engelmann's Quillwort)
Lysimachia fraseri (Fraser's Loosestrife)
Mertensia virginica (Virginia Bluebells)
Panax quinquefolius (American Ginseng)
Phlox amplifolia (Broadleaf Phlox)
 Polemonium reptans (Jacobs Ladder)
Scutellaria montana (Large-flowered Skullcap)
Trillium lancifolium (Lanceleaf Trillium)
Trillium pusillum (Dwarf Trillium)
Xyris tennesseensis (Tennessee Yellow-eyed Grass)

Find details for species and natural communities on this list at NatureServe.org/explorer

Georgia Wildlife Resources Division
2070 U.S. Hwy. 278, SE, Social Circle, GA 30025
Ms. Mary Jennings  
Field Supervisor  
U.S. Fish and Wildlife Service  
446 Neal Street  
Cookeville, TN  38501

Re:  Early Coordination Request for Project PTSC0-0023-00-002, PI No. T001684 - Atlanta to Chattanooga High Speed Ground Transportation Study

Dear Ms. Jennings:

In July 2007 the Federal Railroad Administration (FRA) and the Federal Highway Administration (FHWA) filed a Notice of Intent to prepare a Tier I Environmental Impact Statement (EIS) for the Atlanta to Chattanooga High Speed Ground Transportation (HSGT) project. The Georgia Department of Transportation (GDOT) and Tennessee Department of Transportation (TDOT), in conjunction with FHWA and FRA, are in the beginning stages of project development for the above-mentioned project. By copy of this letter we are requesting your input on the proposed project as part of the early coordination process.

The HSGT study area is a 110-mile corridor located between Hartsfield-Jackson Atlanta International Airport (HJAIA) in Atlanta, Georgia, and downtown Chattanooga, Tennessee. Please see Figure 1, Study Area Map, for a graphical depiction of the alignments that are currently being evaluated. We will also be sending you an email that contains a link that will allow you to download the GIS shape files of the different alignments for your use and comparison to the species data you may have. The proposed HSGT alignments under consideration would include two terminal stations, downtown Chattanooga and HJAIA, and as many as six intermediate stations, Five Points (downtown Atlanta), Galleria (I-285 and I-75), Town Center, Cartersville, Dalton, and Lovell Field Airport. The HSGT project is currently evaluating alignments along the I-75 Interstate highway between Chattanooga and Atlanta:

- An alignment generally within the I-75 median; and
- An alignment generally outside of the I-75 median.

South of the I-75/I-285 divergence, each of the above alignments reaches HJAIA by two distinct routes:
- Via the Norfolk Southern Railroad right-of-way between I-285 and Howell Mill Road through downtown Atlanta and then south via I-75/I-85 corridor: and
- Via I-75 to Howell Mill Road through downtown Atlanta and the I-75/I-85 corridor.

Combined together the alignments form the four full-length alignments under consideration.

Two different types of locomotive power (Maglev and steel-wheel) are being evaluated for each alignment; therefore, eight alternatives are currently under consideration.
Enclosed is a list of federally listed threatened and endangered species and state protected species with a distributional range that may include the proposed project. This list, which was derived from a computerized list of threatened and endangered species provided and updated by the United States Fish and Wildlife Service and the TN Department of Environment and Conservation, will be used during the Tier I EIS ecological evaluation of this project. Please let us know if any additional species should be on the list. Please also provide information on any known locations of existing bald and golden eagle nests and foraging areas.

Alignment options for the project are being developed and evaluated concurrently with environmental documentation and in compliance with applicable laws and regulations. This process, developed by GDOT to make projects more responsive to social, economic, and environmental concerns, offers you the opportunity to identify the site-specific conditions to be addressed in the Tier I EIS. Please advise us of any known project area conditions of special concern. With your assistance we can give these issues due consideration and integrate them into the development of the preferred project alignment and mode.

We appreciate your efforts in assisting us with the development of this project. We request your response within 30 days of receipt of this letter. If no comments are received from your agency by then, we will assume you have no comments at this time. If you need additional review time, have any questions, or require additional information, please contact Gail D’Avino, GDOT Office of Environmental Services, at 404-631-1075 or email at gdavino@dot.ga.gov. Thank you for your assistance.

Sincerely,

Glenn Bowman, P.E.
State Environmental Administrator
Hamilton County

Bald eagle - *Haliaeetus leucocephalus* (T)
Snail darter - *Percina tanasi* (T)
Cumberland monkeyface pearly mussel - *Quadrula intermedia* (E)(h)
Dromedary pearly mussel - *Dromus dromas* (E)(h)
Fine-rayed pigtoe - *Fusconaia cuneolus* (E)(h)
Orangefoot pimpleback - *Plathobasus cooperianus* (E)
Pink mucket pearly mussel - *Lampsilis abrupta* (E) (=*Lampsilis orbiculata*)
Rough pigtoe - *Pleurobema plenum* (E)(h)
Tubercled-blossom pearly mussel - *Epioblasma torulosa torulosa* (E)(h)
Large-flowered skullcap - *Scutellaria montana* (E)
Small-whorled pogonia - *Isotria medeoloides* (T)
White fringeless orchid - *Platanthera integrilabia* (C)
Virginia spirea - *Spiraea virginiana* (T)
<table>
<thead>
<tr>
<th>Hamilton County</th>
<th>Known Species: 69</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Invertebrate Animals: 7</strong></td>
<td></td>
</tr>
<tr>
<td><em>Cambarus extraneus</em></td>
<td>Chickamauga Crayfish</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td><em>Dromus dromas</em></td>
<td>Dromedary Pearlmussel</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td><em>Lampstitis abrupta</em></td>
<td>Pink Mucket</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td><em>Nesticus furvus</em></td>
<td>Crystal Caverns Cave Spider</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td><em>Plethobasus cooperianus</em></td>
<td>Orangefoot Pimpleback</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td><em>Quadrula intermedia</em></td>
<td>Cumberland Monkeyface</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td><em>Sty gobromus nortoni</em></td>
<td>Norton's Cave Amphipod</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

| Nonvascular Plants: 4 | | **St. Rank** | **Global Rank** | **St. Prot.** | **Fed. Prot.** |
|----------------------|-------------------|-----------------|-----------------|-----------------|
| *Lejeunea blomquistii* | Blomquist Leafy Liverwort | S1S2 | G1G2 | S | -- |
| | | | | | |
| *Lejeunea sharpli* | Sharp's Lejeunea | S1S2 | G2G3 | E | -- |
| | | | | | |
| *Metzgeria uncigera* | Metzgeria | S1 | G3 | S | -- |
| | | | | | |
| *Microlejeunea globosa* | Cardot's Lejeunea | S1 | G3? | S | -- |
| | | | | | |

| Other Types: 1 | | **St. Rank** | **Global Rank** | **St. Prot.** | **Fed. Prot.** |
|----------------|-----------------|-----------------|-----------------|-----------------|
| *Heron rookery* | Heron Rookery | SNR | GNR | -- | -- |
| | | | | | |

| Vascular Plants: 40 | | **St. Rank** | **Global Rank** | **St. Prot.** | **Fed. Prot.** |
|---------------------|-------------------|-----------------|-----------------|-----------------|
| *Acer leucoderme* | Chalk Maple | S3 | G5 | S | -- |
| | | | | | |
| *Aureolaria pratula* | Spreading False-foxglove | S3 | G3 | S | -- |
| | | | | | |
| *Castanea dentata* | American Chestnut | S2S3 | G4 | S | -- |
| | | | | | |

7/20/2009
<table>
<thead>
<tr>
<th>Vascular Plants: 40 ... Continued</th>
<th>Known Species: 69</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Clematis glaucahylla</strong></td>
<td></td>
</tr>
<tr>
<td>White-leaved Leatherflower</td>
<td>S1</td>
</tr>
<tr>
<td>Wooded Stream Banks</td>
<td>G4?</td>
</tr>
<tr>
<td>Cyripedium acaule</td>
<td></td>
</tr>
<tr>
<td>Pink Lady's-slipper</td>
<td>S4</td>
</tr>
<tr>
<td>Piney Woods</td>
<td>G5</td>
</tr>
<tr>
<td>Danthonia epilis</td>
<td></td>
</tr>
<tr>
<td>Bog Oat-grass</td>
<td>S1S2</td>
</tr>
<tr>
<td>Acridic Seeps</td>
<td>G3G4</td>
</tr>
<tr>
<td>Delphinium exaltatum</td>
<td></td>
</tr>
<tr>
<td>Tall Larkspur</td>
<td>S2</td>
</tr>
<tr>
<td>Glades And Barrens</td>
<td>G3</td>
</tr>
<tr>
<td>Diamorpha smallii</td>
<td></td>
</tr>
<tr>
<td>Small's Stonecrop</td>
<td>S1S2</td>
</tr>
<tr>
<td>Sandstone Outcrops</td>
<td>G4</td>
</tr>
<tr>
<td>Diervilla lonicera</td>
<td></td>
</tr>
<tr>
<td>Northern Bush-honeysuckle</td>
<td>S2</td>
</tr>
<tr>
<td>Rocky Woodlands And Bluffs</td>
<td>G5</td>
</tr>
<tr>
<td>Diervilla sessilifolia var. rivularis</td>
<td></td>
</tr>
<tr>
<td>Mountain Bush-honeysuckle</td>
<td>S2</td>
</tr>
<tr>
<td>Dry Bluffs And Bluffs</td>
<td>G3</td>
</tr>
<tr>
<td>Galium uniflorum</td>
<td></td>
</tr>
<tr>
<td>Fragrant Bedstraw</td>
<td>S1</td>
</tr>
<tr>
<td>Dry Woods</td>
<td>G4G5</td>
</tr>
<tr>
<td>Gelsemium sempervirens</td>
<td></td>
</tr>
<tr>
<td>Yellow Jessamine</td>
<td>S1S2</td>
</tr>
<tr>
<td>Dry Openings</td>
<td>G5</td>
</tr>
<tr>
<td>Glyceria acutiflora</td>
<td></td>
</tr>
<tr>
<td>Sharp-scaled Mannagrass</td>
<td>S2</td>
</tr>
<tr>
<td>Swamps, Ponds</td>
<td>G5</td>
</tr>
<tr>
<td>Gratiola floridana</td>
<td></td>
</tr>
<tr>
<td>Florida Hedge-hyssop</td>
<td>S1</td>
</tr>
<tr>
<td>Wooded Swamps</td>
<td>G4</td>
</tr>
<tr>
<td>Helianthus occidentalis</td>
<td></td>
</tr>
<tr>
<td>Naked-stem Sunflower</td>
<td>S2</td>
</tr>
<tr>
<td>Limestone Glades And Barrens; Roadsides</td>
<td>G5</td>
</tr>
<tr>
<td>Isotria medeoloides</td>
<td></td>
</tr>
<tr>
<td>Small Whorled Pogonia</td>
<td>S1</td>
</tr>
<tr>
<td>Mid-Elevation Dry Woods</td>
<td>G2</td>
</tr>
<tr>
<td>Lilium canadense</td>
<td></td>
</tr>
<tr>
<td>Canada Lily</td>
<td>S3</td>
</tr>
<tr>
<td>Rich Woods And Seeps</td>
<td>G5</td>
</tr>
<tr>
<td>Lilium philadelphicum</td>
<td></td>
</tr>
<tr>
<td>Wood Lily</td>
<td>S1</td>
</tr>
<tr>
<td>Dry Openings, Powerlines</td>
<td>G5</td>
</tr>
<tr>
<td>Lonicera dioica</td>
<td></td>
</tr>
<tr>
<td>Mountain Honeysuckle</td>
<td>S2</td>
</tr>
<tr>
<td>Mountain Woods And Thickets</td>
<td>G5</td>
</tr>
<tr>
<td>Lonicera flava</td>
<td></td>
</tr>
<tr>
<td>Yellow Honeysuckle</td>
<td>S1</td>
</tr>
<tr>
<td>Rocky Woods And Thickets</td>
<td>G5?</td>
</tr>
<tr>
<td>Lysimachia fraseri</td>
<td></td>
</tr>
<tr>
<td>Fraser's Loosestrife</td>
<td>S2</td>
</tr>
<tr>
<td>Dry Open Woods</td>
<td>G3</td>
</tr>
<tr>
<td>Nestronia umbellula</td>
<td></td>
</tr>
<tr>
<td>Nestronia</td>
<td>S1</td>
</tr>
<tr>
<td>Upland Woods</td>
<td>G4</td>
</tr>
<tr>
<td>Panax quinquefolius</td>
<td></td>
</tr>
<tr>
<td>American Ginseng</td>
<td>S3S4</td>
</tr>
<tr>
<td>Rich Woods</td>
<td>G3G4</td>
</tr>
</tbody>
</table>

7/20/2009
### Vascular Plants: 40 ... Continued

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><em>Platanthera integrilabia</em></td>
<td>S2S3</td>
<td>G2G3</td>
<td>E</td>
<td>C</td>
</tr>
<tr>
<td><em>Potamogeton ephiphyrus</em></td>
<td>S1S2</td>
<td>G5</td>
<td>S</td>
<td>--</td>
</tr>
<tr>
<td><em>Ribes curvatum</em></td>
<td>S1</td>
<td>G4</td>
<td>T</td>
<td>--</td>
</tr>
<tr>
<td><em>Sabatia capitata</em></td>
<td>S2</td>
<td>G2</td>
<td>E</td>
<td>--</td>
</tr>
<tr>
<td><em>Sacciolepis striata</em></td>
<td>S1</td>
<td>G5</td>
<td>S</td>
<td>--</td>
</tr>
<tr>
<td><em>Sagittaria platyphylla</em></td>
<td>S2S3</td>
<td>G5</td>
<td>S</td>
<td>--</td>
</tr>
<tr>
<td><em>Scutellaria montana</em></td>
<td>S2</td>
<td>G3</td>
<td>T</td>
<td>LT</td>
</tr>
<tr>
<td><em>Silphium laciniatum</em></td>
<td>S2</td>
<td>G5</td>
<td>T</td>
<td>--</td>
</tr>
<tr>
<td><em>Spiraea virginiana</em></td>
<td>S2</td>
<td>G2</td>
<td>E</td>
<td>LT</td>
</tr>
<tr>
<td><em>Stylisma humistrata</em></td>
<td>S1</td>
<td>G4G5</td>
<td>T</td>
<td>--</td>
</tr>
<tr>
<td><em>Talinum mengesi</em></td>
<td>S2</td>
<td>G3</td>
<td>T</td>
<td>--</td>
</tr>
<tr>
<td><em>Talinum teretifolium</em></td>
<td>S2</td>
<td>G4</td>
<td>T</td>
<td>--</td>
</tr>
<tr>
<td><em>Thermopsis molits</em></td>
<td>S2S3</td>
<td>G3G4</td>
<td>S</td>
<td>--</td>
</tr>
<tr>
<td><em>Trillium lancifolium</em></td>
<td>S1</td>
<td>G3</td>
<td>E</td>
<td>--</td>
</tr>
<tr>
<td><em>Trillium rugelii</em></td>
<td>S2</td>
<td>G3</td>
<td>E</td>
<td>--</td>
</tr>
<tr>
<td><em>Viola tripartita var. tripartita</em></td>
<td>S2S3</td>
<td>G5T3</td>
<td>S</td>
<td>--</td>
</tr>
<tr>
<td><em>Woodwardia virginica</em></td>
<td>S2</td>
<td>G5</td>
<td>S</td>
<td>--</td>
</tr>
</tbody>
</table>

### Vertebrate Animals: 17

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><em>Accipiter striatus</em></td>
<td>S3B,54N</td>
<td>G5</td>
<td>D</td>
<td>No Status</td>
</tr>
<tr>
<td><em>Aimophila oestivis</em></td>
<td>S1B</td>
<td>G3</td>
<td>E</td>
<td>--</td>
</tr>
</tbody>
</table>

*Accipiter striatus* Sharp-shinned Hawk: forests and open woodlands.
*Aimophila oestivis* Bachman’s Sparrow: dry open pine or oak woods; nests on the ground in dense cover.
<table>
<thead>
<tr>
<th>Species</th>
<th>Habitat/Location</th>
</tr>
</thead>
<tbody>
<tr>
<td><em>Anelides aeneus</em></td>
<td>Green Salamander&lt;br&gt;Damp crevices in shaded rock outcrops and ledges; beneath loose bark and cracks of trees and sometimes in or under logs.</td>
</tr>
<tr>
<td><em>Carpiodes velifer</em></td>
<td>Highfin Carpsucker&lt;br&gt;Large rivers, mostly in Tennessee River drainage.</td>
</tr>
<tr>
<td><em>Falco peregrinus</em></td>
<td>Peregrine Falcon&lt;br&gt;Varied habitats including farmlands, marshes, river mouths, and cities; often nests on ledges.</td>
</tr>
<tr>
<td><em>Gyrinophilus palleucus</em></td>
<td>Tennessee Cave Salamander&lt;br&gt;Aquatic cave obligate; cave streams &amp; lime stone pools; Central Basin, Eastern Highland Rim, &amp; Cumberland Plateau.</td>
</tr>
<tr>
<td><em>Haliaeetus leucocephalus</em></td>
<td>Bald Eagle&lt;br&gt;Areas close to large bodies of water; roosts in sheltered sites in winter; communal roost sites common.</td>
</tr>
<tr>
<td><em>Isabrychus exilis</em></td>
<td>Least Bitter&lt;br&gt;Marshes with scattered bushes or other woody growth; readily uses artificial wetland habitats.</td>
</tr>
<tr>
<td><em>Limnothlypis swainsonii</em></td>
<td>Swainson's Warbler&lt;br&gt;Mature, rich, damp, deciduous floodplain and swamp forests.</td>
</tr>
<tr>
<td><em>Neotoma magister</em></td>
<td>Allegheny Woodrat&lt;br&gt;Outcrops, cliffs, talus slopes, crevices, sinkholes, caves &amp; karst.</td>
</tr>
<tr>
<td><em>Ophisaurus attenuatus</em></td>
<td>Eastern Slender Glass Lizard&lt;br&gt;Dry upland areas including brushy, cut-over woodlands and grassy fields; nearly statewide but obscure; fossorial.</td>
</tr>
<tr>
<td><em>Percina tanasi</em></td>
<td>Snail Darter&lt;br&gt;Sand and gravel shoals of moderately flowing, vegetated, large creeks; upper Tennessee River watershed.</td>
</tr>
<tr>
<td><em>Rallus elegans</em></td>
<td>King Rail&lt;br&gt;Marshes, upland-wetland marsh edges, flooded farmlands, shrub swamps.</td>
</tr>
<tr>
<td><em>Sorex fumeus</em></td>
<td>Smoky Shrew&lt;br&gt;Damp wooded areas including coniferous or mixed forests; middle and east Tennessee.</td>
</tr>
<tr>
<td><em>Sorex longirostris</em></td>
<td>Southeastern Shrew&lt;br&gt;Various habitats including wet meadows, damp woods, and uplands; statewide.</td>
</tr>
<tr>
<td><em>Thryomanes bewickii</em></td>
<td>Bewick's Wren&lt;br&gt;Brushy areas, thickets and scrub in open country, open and riparian woodland.</td>
</tr>
<tr>
<td><em>Tyto alba</em></td>
<td>Barn Owl&lt;br&gt;Open and partly open country, often around human habitation; farms.</td>
</tr>
</tbody>
</table>

-- End of Hamilton --
Dear Ms. Morris:

In July 2007 the Federal Railroad Administration (FRA) and the Federal Highway Administration (FHWA) filed a Notice of Intent to prepare a Tier I Environmental Impact Statement (EIS) for the Atlanta to Chattanooga High Speed Ground Transportation (HSGT) project. The Georgia Department of Transportation (GDOT) and Tennessee Department of Transportation (TDOT), in conjunction with FHWA and FRA, are in the beginning stages of project development for the above-mentioned project. By copy of this letter we are requesting your input on the proposed project as part of the early coordination process.

The HSGT study area is a 110-mile corridor located between Hartsfield-Jackson Atlanta International Airport (HJAIA) in Atlanta, Georgia, and downtown Chattanooga, Tennessee. Please see Figure 1, Study Area Map, for a graphical depiction of the alignments that are currently being evaluated. We will also be sending you an email that contains a link that will allow you to download the GIS shape files of the different alignments for your use and comparison to the species data you may have. The proposed HSGT alignments under consideration would include two terminal stations, downtown Chattanooga and HJAIA, and as many as six intermediate stations, Five Points (downtown Atlanta), Galleria (I-285 and I-75), Town Center, Cartersville, Dalton, and Lovell Field Airport. The HSGT project is currently evaluating alignments along the I-75 Interstate highway between Chattanooga and Atlanta:

- An alignment generally within the I-75 median; and
- An alignment generally outside of the I-75 median.

South of the I-75/I-285 divergence, each of the above alignments reaches HJAIA by two distinct routes:

- Via the Norfolk Southern Railroad right-of-way between I-285 and Howell Mill Road through downtown Atlanta and then south via I-75/I-85 corridor; and
- Via I-75 to Howell Mill Road through downtown Atlanta and the I-75/I-85 corridor.

Combined together the alignments form the four full-length alignments under consideration.

Two different types of locomotive power (Maglev and steel-wheel) are being evaluated for each alignment; therefore, eight alternatives are currently under consideration.
Enclosed is a list of federally listed threatened and endangered species and state protected species with a distributional range that may include the proposed project. This list, which was derived from a computerized list of threatened and endangered species provided and updated by the United States Fish and Wildlife Service and the GA Department of Natural Resources, will be used during the Tier I EIS ecological evaluation of this project. Please let us know if any additional species should be on the list. Please also provide information on any known locations of existing bald and golden eagle nests and foraging areas.

Alignment options for the project are being developed and evaluated concurrently with environmental documentation and in compliance with applicable laws and regulations. This process, developed by GDOT to make projects more responsive to social, economic, and environmental concerns, offers you the opportunity to identify the site-specific conditions to be addressed in the Tier I EIS. Please advise us of any known project area conditions of special concern. With your assistance we can give these issues due consideration and integrate them into the development of the preferred project alignment and mode.

We appreciate your efforts in assisting us with the development of this project. We request your response within 30 days of receipt of this letter. If no comments are received from your agency by then, we will assume you have no comments at this time. If you need additional review time, have any questions, or require additional information, please contact Gail D’Avino, GDOT Office of Environmental Services, at 404-631-1075 or email at gdavino@dot.ga.gov. Thank you for your assistance.

Sincerely,

Glenn Bowman, P.E.
State Environmental Administrator

GB/th/bh
Attachments
<table>
<thead>
<tr>
<th>Species</th>
<th>Federal Status</th>
<th>State Status</th>
<th>Habitat</th>
<th>Threats</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mammal</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gray bat</td>
<td></td>
<td></td>
<td>Colonies restricted to caves or cave-like habitats; forage primarily over water along rivers or lake shores</td>
<td>Human disturbance and vandalism in caves, pesticides, flooding of caves by impoundments, and loss of insect prey over streams degraded by siltation and pollution</td>
</tr>
<tr>
<td>Myotis grisescens</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bird</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fish</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cherokee darter</td>
<td>T</td>
<td>T</td>
<td>Shallow water (0.1-0.5 m) in small to medium warm water creeks (1-15 m wide) with predominantly rocky bottoms. Usually found in sections with reduced current, typically runs above and below riffles and at ecotones of riffles and backwaters.</td>
<td>Habitat loss due to dam and reservoir construction, habitat degradation, and poor water quality</td>
</tr>
<tr>
<td>Etheostoma scotti</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Etowah darter</td>
<td>E</td>
<td>E</td>
<td>Shallow riffle habitat, with large gravel, cobble, and small boulder substrates. Usually found in medium and large cool water creeks or small rivers (15-30 m wide) with moderate or high gradients and rocky bottoms.</td>
<td>Habitat loss due to dam and reservoir construction, habitat degradation, and poor water quality</td>
</tr>
<tr>
<td>Etheostoma etowahae</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Invertebrate</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cylindrical lioplax</td>
<td>E</td>
<td></td>
<td>Gill-breathing snail that lives in mud under large rocks in rapid currents over stream and river shoals. Historic population in Armuchee Creek, Floyd County, probably extirpated.</td>
<td>Habitat modification, sedimentation, and water quality degradation</td>
</tr>
<tr>
<td>Lioplax cyclostomaformis</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Plant</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bay star-vine</td>
<td>No Federal Status</td>
<td>T</td>
<td>Twining on subcanopy and understory trees/shrubs in rich alluvial woods</td>
<td></td>
</tr>
<tr>
<td>Schisandra glabra</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tennessee yellow-eyed grass</td>
<td>E</td>
<td>E</td>
<td>Gravelly open, calcareous, seepy margins and wet meadows along spring-fed headwater streams</td>
<td></td>
</tr>
<tr>
<td>Xyris tennesseensis</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Twinleaf</td>
<td>No Federal Status</td>
<td>E</td>
<td>Rich moist deciduous woods over limestone</td>
<td></td>
</tr>
<tr>
<td>Jeffersonia diphylla</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Species</td>
<td>Federal Status</td>
<td>State Status</td>
<td>Habitat</td>
<td>Threats</td>
</tr>
<tr>
<td>---------------------</td>
<td>----------------</td>
<td>--------------</td>
<td>--------------------------------------------------------------------------</td>
<td>--------------------------------------------------------------------------</td>
</tr>
<tr>
<td><strong>Mammal</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Gray bat</strong></td>
<td></td>
<td>E</td>
<td>Colonies restricted to caves or cave-like habitats; forage primarily over water along rivers or lake shores</td>
<td>Human disturbance and vandalism in caves, pesticides, flooding of caves by impoundments, and loss of insect prey over streams degraded by siltation and pollution</td>
</tr>
<tr>
<td><em>Myotis grisescens</em></td>
<td>E</td>
<td>E</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Bird</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Bald eagle</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><em>Haliaeetus leucocephalus</em></td>
<td>T</td>
<td>E</td>
<td>Inland waterways and estuarine areas in Georgia</td>
<td>Major factor in initial decline was lowered reproductive success following use of DDT. Current threats include habitat destruction, disturbance at the nest, illegal shooting, electrocution, impact injuries, and lead poisoning.</td>
</tr>
<tr>
<td><strong>Fish</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Flame chub</strong></td>
<td>No Federal Status</td>
<td>E</td>
<td>Springs and springfed streams</td>
<td></td>
</tr>
<tr>
<td><em>Hemitremia flammea</em></td>
<td></td>
<td>E</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Mountain madtom</strong></td>
<td>No Federal Status</td>
<td>T</td>
<td>Gravelly or rocky streams</td>
<td></td>
</tr>
<tr>
<td><em>Noturus eleutherus</em></td>
<td></td>
<td>T</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Popeye shiner</strong></td>
<td>No Federal Status</td>
<td>T</td>
<td>Mountain stream; gravelly streams</td>
<td></td>
</tr>
<tr>
<td><em>Notropis arionmus</em></td>
<td></td>
<td>T</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Snail darter</strong></td>
<td>T</td>
<td>T</td>
<td>Adults live and spawn in gravel shoal habitat in the South Chickamauga Creek (population found 1980); larvae drift downstream to nursery areas</td>
<td>Clear, moderate-gradient streams and small rivers. Inhabits riffles and, more commonly, runs 15-50 cm deep. Adults and juveniles found over clean or slightly silted gravel and small to medium rubble.</td>
</tr>
<tr>
<td><em>Percina tanasi</em></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Stargazing minnow</strong></td>
<td>No Federal Status</td>
<td>T</td>
<td></td>
<td></td>
</tr>
<tr>
<td><em>Phenacobius uranops</em></td>
<td></td>
<td>T</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Plant</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Large-flowered skullcap</strong></td>
<td></td>
<td></td>
<td></td>
<td>Logging, wildfires, livestock</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Plant Name</td>
<td>E</td>
<td>T</td>
<td>Habitat Description</td>
<td>Threats</td>
</tr>
<tr>
<td>----------------------------</td>
<td>--------</td>
<td>--------</td>
<td>-------------------------------------------------------------------------------------</td>
<td>--------------------------------</td>
</tr>
<tr>
<td><em>Scutellaria montiana</em></td>
<td>E</td>
<td>T</td>
<td>Mature oak-pine forests with sparse understory</td>
<td>Grazing, residential development, and small populations coupled with limited distribution</td>
</tr>
<tr>
<td><em>Leavenworthia exigua exigua</em></td>
<td>No Federal Status</td>
<td>T</td>
<td>Open areas on limestone cedar glades where soil is gravelly and usually &lt;5cm deep; associated with a blue green alga (<em>Nostoc sp.</em>) in wet months</td>
<td></td>
</tr>
<tr>
<td><em>Spiranthes magnicamporum</em></td>
<td>No Federal Status</td>
<td>E</td>
<td>Grassy areas in open or partial shade on flat, limestone outcrops (cedar glades) where the soil is a heavy, sticky clay</td>
<td></td>
</tr>
<tr>
<td>Species</td>
<td>Federal Status</td>
<td>State Status</td>
<td>Habitat</td>
<td>Threats</td>
</tr>
<tr>
<td>-------------------------</td>
<td>----------------</td>
<td>--------------</td>
<td>-------------------------------------------------------------------------------------------</td>
<td>-----------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Bird</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bald eagle</td>
<td>T</td>
<td>E</td>
<td>Inland waterways and estuarine areas in Georgia. Active eagle nests were located in Cherokee County in 1997-1999 and 2000-2002.</td>
<td>Major factor in initial decline was lowered reproductive success following use of DDT. Current threats include habitat destruction, disturbance at the nest, illegal shooting, electrocution, impact injuries, and lead poisoning.</td>
</tr>
<tr>
<td>Haliaeetus leucocephalus</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fish</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Amber darter</td>
<td>E</td>
<td>E</td>
<td>Gentle riffle areas over sand and gravel substrate that becomes vegetated (primarily with Podostemum) during summer</td>
<td>Habitat loss due to dam and reservoir construction, habitat degradation, and poor water quality.</td>
</tr>
<tr>
<td>Percina antesella</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bluestripe shiner</td>
<td>No Federal Status</td>
<td>T</td>
<td>Brownwater streams</td>
<td></td>
</tr>
<tr>
<td>Cyprinella callitaenia</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cherokee darter</td>
<td>T</td>
<td>T</td>
<td>Shallow water (0.1-0.5 m) in small to medium warm water creeks (1-15 m wide) with predominantly rocky bottoms. Usually found in sections with reduced current, typically runs above and below riffles and at ecotones of riffles and backwaters.</td>
<td>Habitat loss due to dam and reservoir construction, habitat degradation, and poor water quality.</td>
</tr>
<tr>
<td>Etheostoma scotti</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Etowah darter</td>
<td>E</td>
<td>E</td>
<td>Shallow riffle habitat, with large gravel, cobble, and small boulder substrates. Usually found in medium and large cool water creeks or small rivers (15-30 m wide) with moderate or high gradients and rocky bottoms.</td>
<td>Habitat loss due to dam and reservoir construction, habitat degradation, and poor water quality.</td>
</tr>
<tr>
<td>Etheostoma etowahae</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Frecklebelly madtom</td>
<td>No Federal Status</td>
<td>E</td>
<td>Rivers with moderate to swift current over substrates ranging from coarse gravel to boulders, submerged trees, and brush.</td>
<td></td>
</tr>
<tr>
<td>Noturus munitus</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Freckled darter</td>
<td>No Federal Status</td>
<td>E</td>
<td>Fast deep rocky riffles of small to medium streams</td>
<td></td>
</tr>
<tr>
<td>Percina lenticula</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Freckled madtom</td>
<td>No Federal</td>
<td>E</td>
<td>Rivers with moderate to swift current over substrates ranging from impoundment and habitat</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Noturus nocturnus</strong></td>
<td>Status</td>
<td>coarse gravel to boulders, submerged trees, and brush.</td>
<td>degradation.</td>
<td></td>
</tr>
<tr>
<td>----------------------</td>
<td>--------</td>
<td>--------------------------------------------------</td>
<td>-------------</td>
<td></td>
</tr>
<tr>
<td><strong>Plant</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Bay star-vine</strong></td>
<td>No</td>
<td>Twining on subcanopy and understory trees/shrubs in rich alluvial woods</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Schisandra glabra</td>
<td>Federal Status</td>
<td>T</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Indian olive</strong></td>
<td>No</td>
<td>Dry open upland forests of mixed hardwood and pine</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nestronia umbellula</td>
<td>Federal Status</td>
<td>T</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Species</td>
<td>Federal Status</td>
<td>State Status</td>
<td>Habitat</td>
<td>Threats</td>
</tr>
<tr>
<td>-------------------</td>
<td>----------------</td>
<td>--------------</td>
<td>----------------------------------------------------------------------------------------------------------------------------------------</td>
<td>----------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td><strong>Bird</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bald eagle</td>
<td>T</td>
<td>E</td>
<td>Inland waterways and estuarine areas in Georgia.</td>
<td>Major factor in initial decline was lowered reproductive success following use of DDT. Current threats include habitat destruction, disturbance at the nest, illegal shooting, electrocution, impact injuries, and lead poisoning.</td>
</tr>
<tr>
<td><em>Haliaeetus leucocephalus</em></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wood stork</td>
<td>E</td>
<td>E</td>
<td>Primarily feed in fresh and brackish wetlands and nest in cypress or other wooded swamps. Active rookeries were located in Camden County 1991-2001.</td>
<td>Decline due primarily to loss of suitable feeding habitat, particularly in south Florida. Other factors include loss of nesting habitat, prolonged drought/flooding, raccoon predation on nests, and human disturbance of rookeries.</td>
</tr>
<tr>
<td><em>Mycteria americana</em></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Invertebrate</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Oval pigtoe mussel</td>
<td>E</td>
<td>E</td>
<td>River tributaries and main channels in slow to moderate currents over silty sand, muddy sand, sand, and gravel substrates</td>
<td>Habitat modification, sedimentation, and water quality degradation</td>
</tr>
<tr>
<td><em>Pleurobema byriforme</em></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Listed Species in Cobb County  
(updated May 2004)

<table>
<thead>
<tr>
<th>Species</th>
<th>Federal Status</th>
<th>State Status</th>
<th>Habitat</th>
<th>Threats</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Bird</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Bald eagle</strong></td>
<td>T</td>
<td>E</td>
<td>Inland waterways and estuarine areas in Georgia.</td>
<td>Major factor in initial decline was lowered reproductive success following use of DDT. Current threats include habitat destruction, disturbance at the nest, illegal shooting, electrocution, impact injuries, and lead poisoning.</td>
</tr>
<tr>
<td><em>Haliaeetus leucocephalus</em></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Fish</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Bluestripe shiner</strong></td>
<td>No Federal</td>
<td>T</td>
<td>Brownwater streams</td>
<td></td>
</tr>
<tr>
<td><em>Cyprinella callitaenida</em></td>
<td>Status</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Cherokee darter</strong></td>
<td>T</td>
<td>T</td>
<td>Shallow water (0.1-0.5 m) in small to medium warm water creeks (1-15 m wide) with predominantly rocky bottoms. Usually found in sections with reduced current, typically runs above and below riffles and at ecotones of riffles and backwaters.</td>
<td>Habitat loss due to dam and reservoir construction, habitat degradation, and poor water quality</td>
</tr>
<tr>
<td><em>Etheostoma scotti</em></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Highscale shiner</strong></td>
<td>No Federal</td>
<td>T</td>
<td>Blackwater and brownwater streams</td>
<td></td>
</tr>
<tr>
<td><em>Notropis hypsilepis</em></td>
<td>Status</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Plant</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Bay star-vine</strong></td>
<td>No Federal</td>
<td>T</td>
<td>Twining on subcanopy and understory trees/shrubs in rich alluvial woods</td>
<td></td>
</tr>
<tr>
<td><em>Schisandra glabra</em></td>
<td>Status</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Georgia Aster</strong></td>
<td>Candidate</td>
<td>T</td>
<td>Post oak savannah/prairie communities. Most remaining populations survive adjacent to roads, utility rights of way, and other openings.</td>
<td></td>
</tr>
<tr>
<td><em>Aster georgianus</em></td>
<td>Species</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Indian olive</strong></td>
<td>No Federal</td>
<td>T</td>
<td>Dry open upland forests of mixed hardwood and pine</td>
<td></td>
</tr>
<tr>
<td><em>Nestronia umbellula</em></td>
<td>Status</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Michaux's</strong></td>
<td></td>
<td></td>
<td>Sandy or rocky open woods, usually on ridges with a disturbance history (periodic fire, prior to harvest)</td>
<td>Low reproductive capability (dioecious), low genetic variability associated with</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>----------------</td>
<td>----------</td>
<td>----------</td>
<td>------------------------------------------------------------------------------------</td>
<td></td>
</tr>
<tr>
<td><strong>sumac</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><em>Rhus michauxii</em></td>
<td>E</td>
<td>E</td>
<td>agricultural use, maintained right-of-ways; the known population of this species in Cobb County has been extirpated (last seen in county in 1900)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>geographic isolation, hybridization with <em>R. copallina</em> and <em>R. glabra</em>, and habitat loss due to development</td>
<td></td>
</tr>
<tr>
<td><strong>Open-ground whitolw-grass</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><em>Draba aprica</em></td>
<td>No Federal Status</td>
<td>E</td>
<td>Shallow soils on granite outcrops, especially beneath eastern redcedar</td>
<td></td>
</tr>
<tr>
<td><strong>White fringeless orchid</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><em>Platanthera integrilabia</em></td>
<td>Candidate Species</td>
<td>T</td>
<td>Red maple-blackgum swamps; also sandy damp stream margins; on seepy, rocky, thinly vegetated slopes. Also known as <strong>Monkeyface Orchid</strong>.</td>
<td></td>
</tr>
</tbody>
</table>

http://www.fws.gov/athens/endangered/counties/cobb_county.html
<table>
<thead>
<tr>
<th>Species</th>
<th>Federal Status</th>
<th>State Status</th>
<th>Habitat</th>
<th>Threats</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Bird</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bald eagle</td>
<td>T</td>
<td>E</td>
<td>Inland waterways and estuarine areas in Georgia.</td>
<td>Major factor in initial decline was lowered reproductive success following use of DDT. Current threats include habitat destruction, disturbance at the nest, illegal shooting, electrocution, impact injuries, and lead poisoning.</td>
</tr>
<tr>
<td><em>Haliaeetus leucocephalus</em></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Invertebrate</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gulf moccasinshell mussel</td>
<td>E</td>
<td>E</td>
<td>Medium streams to large rivers with slight to moderate current over sand and gravel substrates; may be associated with muddy sand substrates around tree roots</td>
<td>Habitat modification, sedimentation, and water quality degradation</td>
</tr>
<tr>
<td><em>Medionidus pencillatus</em></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Shiny-rayed pocketbook mussel</td>
<td>E</td>
<td>E</td>
<td>Medium creeks to the mainstems of rivers with slow to moderate currents over sandy substrates and associated with rock or clay</td>
<td>Habitat modification, sedimentation, and water quality degradation</td>
</tr>
<tr>
<td><em>Hamiota subangulata</em></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Fish</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bluestripe shiner</td>
<td>No Federal Status</td>
<td>T</td>
<td>Brownwater streams</td>
<td></td>
</tr>
<tr>
<td><em>Cyprinella callitaenia</em></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cherokee darter</td>
<td>T</td>
<td>T</td>
<td>Shallow water (0.1-0.5 m) in small to medium warm water creeks (1-15 m wide) with predominantly rocky bottoms. Usually found in sections with reduced current, typically runs above and below riffles and at ecotones of riffles and backwaters.</td>
<td>Habitat loss due to dam and reservoir construction, habitat degradation, and poor water quality</td>
</tr>
<tr>
<td><em>Etheostoma scotti</em></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Highscale shiner</td>
<td>No Federal Status</td>
<td>T</td>
<td>Blackwater and brownwater streams</td>
<td></td>
</tr>
<tr>
<td><em>Notropis hypsilepis</em></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Plant</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bay star-vine</td>
<td>No Federal Status</td>
<td>T</td>
<td>Twining on subcanopy and understory trees/shrubs in rich alluvial woods</td>
<td></td>
</tr>
<tr>
<td><em>Schisandra</em></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>glabra</td>
<td>Piedmont barren strawberry</td>
<td>T</td>
<td>Rocky acidic woods along streams with mountain laurel; rarely in drier upland oak-hickory-pine woods</td>
<td></td>
</tr>
<tr>
<td>---------------------------</td>
<td>-----------------------------</td>
<td>---</td>
<td>-----------------------------------------------------------------------------------------------</td>
<td></td>
</tr>
<tr>
<td>Waldsteinia lobata</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Species</td>
<td>Federal Status</td>
<td>State Status</td>
<td>Habitat</td>
<td>Threats</td>
</tr>
<tr>
<td>-------------------------------</td>
<td>----------------</td>
<td>--------------</td>
<td>--------------------------------------------------------------------------</td>
<td>-------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Mammal</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gray bat</td>
<td>E</td>
<td>E</td>
<td>Colonies restricted to caves or cave-like habitats; forage primarily over water along rivers or lake shores</td>
<td>Human disturbance and vandalism in caves, pesticides, flooding of caves by impoundments, and loss of insect prey over streams degraded by siltation and pollution</td>
</tr>
<tr>
<td>Myotis griseascens</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bird</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bald eagle</td>
<td>T</td>
<td>E</td>
<td>Inland waterways and estuarine areas in Georgia</td>
<td>Major factor in initial decline was lowered reproductive success following use of DDT. Current threats include habitat destruction, disturbance at the nest, illegal shooting, electrocution, impact injuries, and lead poisoning</td>
</tr>
<tr>
<td>Haliaeetus leucocephalus</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Reptile</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Alabama map turtle</td>
<td>No Federal Status</td>
<td>Rare</td>
<td>Rivers, creeks, and lakes</td>
<td></td>
</tr>
<tr>
<td>Graptemys pulchra</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Invertebrate</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Alabama moccasinshell mussel</td>
<td>T</td>
<td>T</td>
<td>Rivers and large creeks. Prefers stable gravel or sandy gravel substrates.</td>
<td>Habitat modification, sedimentation, and water quality degradation</td>
</tr>
<tr>
<td>Medionidus acutissimus</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Coosa moccasinshell mussel</td>
<td>E</td>
<td>E</td>
<td>Stable gravel and sandy-gravel substrates in high quality free-flowing streams and rivers</td>
<td>Habitat modification, sedimentation, and water quality degradation</td>
</tr>
<tr>
<td>Medionidus parvulus</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Georgia Rocksnail</td>
<td>Candidate Species</td>
<td>E</td>
<td>Shoals, riffles and reefs of small to large rivers. Historically occurred in upper Coosa River. Found in Oostanaula River in Floyd and Gordon Counties</td>
<td></td>
</tr>
<tr>
<td>Leptoxis downei</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Southern acornshell mussel</td>
<td>E</td>
<td>E</td>
<td>High quality upland streams ranging in size from large creeks to small rivers; stable sand/gravel/cobble substrate in moderate to swift currents</td>
<td>Habitat modification, sedimentation, and water quality degradation</td>
</tr>
<tr>
<td>Epioblasma</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Species</td>
<td>Elevation</td>
<td>Status</td>
<td>Habitat Description</td>
<td>Threats</td>
</tr>
<tr>
<td>------------------------------</td>
<td>-----------</td>
<td>--------</td>
<td>-------------------------------------------------------------------------------------</td>
<td>------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Southern clubshell mussel</td>
<td>E</td>
<td>E</td>
<td>Rivers of medium size with a moderately high gradient and with areas of stable substrate characterized by sand-gravel sediments</td>
<td>Habitat modification, sedimentation, and water quality degradation</td>
</tr>
<tr>
<td>Pleurobema decisum</td>
<td></td>
<td></td>
<td>Stable gravel and sandy gravel substrates in high-quality free-flowing streams and rivers</td>
<td>Habitat modification, sedimentation, and water quality degradation</td>
</tr>
<tr>
<td>Southern pigtoe mussel</td>
<td>E</td>
<td>E</td>
<td>High quality rivers and large creeks in stable gravel and sandy gravel substrates</td>
<td>Habitat modification, sedimentation, and water quality degradation</td>
</tr>
<tr>
<td>Pleurobema georgianum</td>
<td></td>
<td></td>
<td>High quality, free-flowing rivers and large creeks; stable gravel and sandy-gravel substrates in moderate to swift currents</td>
<td>Habitat modification, sedimentation, and water quality degradation</td>
</tr>
<tr>
<td>Triangular kidneynshell mussel</td>
<td>E</td>
<td>E</td>
<td>High quality, free-flowing rivers and large creeks; stable gravel and sandy-gravel substrates in moderate to swift currents</td>
<td>Habitat modification, sedimentation, and water quality degradation</td>
</tr>
<tr>
<td>Upland combshell mussel</td>
<td>E</td>
<td>E</td>
<td>High quality, free-flowing rivers and large creeks; stable gravel and sandy-gravel substrates in moderate to swift currents</td>
<td>Habitat modification, sedimentation, and water quality degradation</td>
</tr>
<tr>
<td>Epioblasma meiastrisata</td>
<td>E</td>
<td>E</td>
<td>High quality, free-flowing rivers and large creeks; stable gravel and sandy-gravel substrates in moderate to swift currents</td>
<td>Habitat modification, sedimentation, and water quality degradation</td>
</tr>
<tr>
<td>Fish</td>
<td></td>
<td></td>
<td>Habitat loss due to dam and reservoir construction, habitat degradation, and poor water quality</td>
<td>Habitat loss due to dam and reservoir construction, habitat degradation, and poor water quality</td>
</tr>
<tr>
<td>Blue shiner</td>
<td>T</td>
<td>E</td>
<td>Medium to large clear cool streams with gravel-rubble-small boulder substrates; found in streams draining into the Coosa and Oostanaula Rivers</td>
<td>Habitat loss due to dam and reservoir construction, habitat degradation, and poor water quality</td>
</tr>
<tr>
<td>Cyprinella caerulea</td>
<td></td>
<td></td>
<td>Main channel of rivers in white-water rapids ≥ 2-3 feet deep</td>
<td>Habitat loss due to dam and reservoir construction, habitat degradation, and poor water quality</td>
</tr>
<tr>
<td>Goldline darter</td>
<td>T</td>
<td>T</td>
<td>Main channel of rivers in white-water rapids ≥ 2-3 feet deep</td>
<td>Habitat loss due to dam and reservoir construction, habitat degradation, and poor water quality</td>
</tr>
<tr>
<td>Percina aurolineata</td>
<td>T</td>
<td></td>
<td>Main channel of rivers in white-water rapids ≥ 2-3 feet deep</td>
<td>Habitat loss due to dam and reservoir construction, habitat degradation, and poor water quality</td>
</tr>
<tr>
<td>Trispot darter</td>
<td>No</td>
<td>Federal Status</td>
<td>Mountain streams</td>
<td>Habitat loss due to dam and reservoir construction, habitat degradation, and poor water quality</td>
</tr>
<tr>
<td>Plant</td>
<td></td>
<td></td>
<td>Habitat loss due to dam and reservoir construction, habitat degradation, and poor water quality</td>
<td>Habitat loss due to dam and reservoir construction, habitat degradation, and poor water quality</td>
</tr>
<tr>
<td>Georgia Rockcress</td>
<td>Candidate</td>
<td>Species</td>
<td>Rocky bluffs and slopes along waterways; also on sandy, eroding riverbanks</td>
<td>Rocky (limestone, shale, granite-gneiss) bluffs and slopes along watercourses; also along sandy, eroding riverbanks</td>
</tr>
<tr>
<td>Arabis georgianus</td>
<td>Candidate</td>
<td>Species</td>
<td>Rocky bluffs and slopes along waterways; also on sandy, eroding riverbanks</td>
<td>Rocky (limestone, shale, granite-gneiss) bluffs and slopes along watercourses; also along sandy, eroding riverbanks</td>
</tr>
<tr>
<td>Georgia rockcress</td>
<td>Candidate</td>
<td>Species</td>
<td>Rocky bluffs and slopes along waterways; also on sandy, eroding riverbanks</td>
<td>Rocky (limestone, shale, granite-gneiss) bluffs and slopes along watercourses; also along sandy, eroding riverbanks</td>
</tr>
<tr>
<td>Arabis georgiana</td>
<td>Candidate</td>
<td>Species</td>
<td>Rocky bluffs and slopes along waterways; also on sandy, eroding riverbanks</td>
<td>Rocky (limestone, shale, granite-gneiss) bluffs and slopes along watercourses; also along sandy, eroding riverbanks</td>
</tr>
<tr>
<td>Large-flowered skullcap</td>
<td>E</td>
<td>T</td>
<td>Mature oak-pine forests with sparse understory</td>
<td>Logging, wildfires, livestock grazing, residential development, and small populations coupled with limited distribution</td>
</tr>
<tr>
<td>-------------------------</td>
<td>-----</td>
<td>-----</td>
<td>-----------------------------------------------</td>
<td>---------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td><em>Scutellaria montana</em></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Purple sedge</td>
<td>No Federal Status</td>
<td>T</td>
<td>Mixed mesophytic or cove hardwoods with a wide array of canopy species, rich vernal flora, and calcareous soils</td>
<td></td>
</tr>
<tr>
<td><em>Carex purpurifera</em></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tennessee yellow-eyed grass</td>
<td>E</td>
<td>E</td>
<td>Gravelly open, calcareous, seepy margins and wet meadows along spring-fed headwater streams</td>
<td></td>
</tr>
<tr>
<td><em>Xyris tennesseensis</em></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Trailing meadowrue</td>
<td>No Federal Status</td>
<td>T</td>
<td>Near streams in rich alluvial soils of forested floodplains over limestone bedrock</td>
<td></td>
</tr>
<tr>
<td><em>Thalictrum debile</em></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Species</td>
<td>Federal Status</td>
<td>State Status</td>
<td>Habitat</td>
<td>Threats</td>
</tr>
<tr>
<td>-------------------------------</td>
<td>---------------</td>
<td>--------------</td>
<td>--------------------------------------------------------------------------</td>
<td>-------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Mammal</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Indiana bat</td>
<td>E</td>
<td>E</td>
<td>Hibernate in caves; offspring primarily reared in wooded streamside habitat; forage primarily in riparian and floodplain areas; known hibernacula cave in Dade County since 1960's.</td>
<td>Human disturbance and vandalism in caves, deforestation and stream channelization, natural hazards such as cave flooding or cave-ins, and possibly insecticide poisoning</td>
</tr>
<tr>
<td>Myotis sodalis</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bird</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bald eagle</td>
<td>T</td>
<td>E</td>
<td>Inland waterways and estuarine areas in Georgia. Active eagle nests were located in Murray County 1995-1999 and 2000-2002</td>
<td>Major factor in initial decline was lowered reproductive success following use of DDT. Current threats include habitat destruction, disturbance at the nest, illegal shooting, electrocution, impact injuries, and lead poisoning.</td>
</tr>
<tr>
<td>Haliaeetus leucocephalus</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Invertebrate</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Alabama clubshell</td>
<td>Candidate</td>
<td>T</td>
<td>Moderate to high gradient reefs, shoals and riffles of small to large rivers in the Coosa River system. Found in Murray and Whitfield Counties</td>
<td></td>
</tr>
<tr>
<td>Pleurobema troshleinum</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Alabama moccasinshell mussel</td>
<td>T</td>
<td>T</td>
<td>Rivers and large creeks. Prefers stable gravel or sandy gravel substrates.</td>
<td>Habitat modification, sedimentation, and water quality degradation</td>
</tr>
<tr>
<td>Medionidus acutissimus</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Coosa moccasinshell mussel</td>
<td>E</td>
<td>E</td>
<td>Stable gravel and sandy-gravel substrates in high quality free-flowing streams and rivers</td>
<td>Habitat modification, sedimentation, and water quality degradation</td>
</tr>
<tr>
<td>Medionidus parvulus</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fine-lined pocketbook mussel</td>
<td>T</td>
<td>T</td>
<td>High quality, free-flowing rivers and large creeks; stable gravel and sandy-gravel substrates in moderate to swift currents</td>
<td>Habitat modification, sedimentation, and water quality degradation</td>
</tr>
<tr>
<td>Hamiota altilis</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Georgia pigtoe</td>
<td></td>
<td></td>
<td>Moderate to high gradient reefs, shoals and riffles of small to large</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Species</th>
<th>Candidate</th>
<th>E</th>
<th>Habitat Environment</th>
<th>Threats</th>
</tr>
</thead>
<tbody>
<tr>
<td><em>Pleurobema hanleyanum</em></td>
<td>E</td>
<td>E</td>
<td>Medium streams to large rivers with slight to moderate current over sand and gravel substrates; may be associated with muddy sand substrates around tree roots</td>
<td>Habitat modification, sedimentation, and water quality degradation</td>
</tr>
<tr>
<td><em>Gulf moccasinshell mussel</em></td>
<td>E</td>
<td>E</td>
<td>High quality, free-flowing large to small rivers and streams in stable gravel and sandy-gravel substrate</td>
<td>Habitat modification, sedimentation, and water quality degradation</td>
</tr>
<tr>
<td><em>Medionidus penticillus</em></td>
<td></td>
<td></td>
<td>Moderate to high gradient reefs, shoals and riffles of small to large rivers in the Coosa River system. Found in Murray and Whitfield Counties</td>
<td>Habitat modification, sedimentation, and water quality degradation</td>
</tr>
<tr>
<td><em>Pleurobema perovatum</em></td>
<td>E</td>
<td>E</td>
<td>High quality upland streams ranging in size from large creeks to small rivers; stable sand/gravel/cobble substrate in moderate to swift currents</td>
<td>Habitat modification, sedimentation, and water quality degradation</td>
</tr>
<tr>
<td><em>Southern acornshell mussel</em></td>
<td>E</td>
<td>E</td>
<td>Rivers of medium size with a moderately high gradient and with areas of stable substrate characterized by sand-gravel sediments</td>
<td>Habitat modification, sedimentation, and water quality degradation</td>
</tr>
<tr>
<td><em>Epiblasma orthaloogensis</em></td>
<td></td>
<td></td>
<td>Stable gravel and sandy gravel substrates in high-quality free-flowing streams and rivers</td>
<td>Habitat modification, sedimentation, and water quality degradation</td>
</tr>
<tr>
<td><em>Southern pigtoe mussel</em></td>
<td>E</td>
<td>E</td>
<td>High quality rivers and large creeks in stable gravel and sandy gravel substrates</td>
<td>Habitat modification, sedimentation, and water quality degradation</td>
</tr>
<tr>
<td><em>Pleurobema georgianum</em></td>
<td></td>
<td></td>
<td>High quality, free-flowing rivers and large creeks; stable gravel and sandy-gravel substrates in moderate to swift currents</td>
<td>Habitat modification, sedimentation, and water quality degradation</td>
</tr>
<tr>
<td><em>Triangular kidneystack shell mussel</em></td>
<td>E</td>
<td>E</td>
<td>Stable riffle areas over sand and gravel substrate that becomes</td>
<td>Habitat modification, sedimentation, and water quality degradation</td>
</tr>
<tr>
<td>Species</td>
<td>Status</td>
<td>Habitat Description</td>
<td>Threats</td>
<td></td>
</tr>
<tr>
<td>-----------------------------</td>
<td>---------</td>
<td>--------------------------------------------------------------------------------------</td>
<td>------------------------------------------------------------------------</td>
<td></td>
</tr>
<tr>
<td>Amber darter</td>
<td>E</td>
<td>Vegetated (primarily with <em>Podostemum</em>) during summer; last taken in Etowah River in 1980; historic population in Shoal Creek probably extirpated by construction of Allatoona Reservoir in 1950</td>
<td>Habitat loss due to dam and reservoir construction, habitat degradation, and poor water quality</td>
<td></td>
</tr>
<tr>
<td>Blue shiner</td>
<td>T</td>
<td>Medium to large clear cool streams with gravel-rubble-small boulder substrates; found in streams draining into the Coosa and Oostanaula Rivers</td>
<td>Habitat loss due to dam and reservoir construction, habitat degradation, and poor water quality</td>
<td></td>
</tr>
<tr>
<td>Conasauga logperch</td>
<td>E</td>
<td>Pool areas with flowing water and substrates of rubble, gravel and sand; spawns seasonally in riffle areas over gravel; critical habitat designated in the Conasauga River from the GA/TN border to GA Hwy 2 Bridge</td>
<td>Habitat loss due to habitat degradation and poor water quality</td>
<td></td>
</tr>
<tr>
<td>Coldwater darter</td>
<td>No F</td>
<td>Springs and gravelly streams</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Frecklebelly madtom</td>
<td>No F</td>
<td>Rivers with moderate to swift current over substrates ranging from coarse gravel to boulders, submerged trees, and brush.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Freckled darter</td>
<td>E</td>
<td>Fast deep rocky riffles of small to medium streams</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Goldline darter</td>
<td>T</td>
<td>Main channel of rivers in white-water rapids &gt; 2-3 feet deep</td>
<td>Habitat loss due to dam and reservoir construction, habitat degradation, and poor water quality</td>
<td></td>
</tr>
<tr>
<td>Holiday darter</td>
<td>No F</td>
<td>Rocky streams</td>
<td></td>
<td></td>
</tr>
<tr>
<td>River darter</td>
<td>No F</td>
<td>Large to medium rivers, deep chutes and riffles, coarse gravel substrates</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Trispot darter</td>
<td>No F</td>
<td>Mountain streams</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Golden seal</td>
<td>No F</td>
<td>Rich woods and cove forests in the mountains</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Large-flowered skullcap</td>
<td>E</td>
<td>T</td>
<td>Mature oak-pine forests with sparse understory</td>
<td>Logging, wildfires, livestock grazing, residential development, and small populations coupled with limited distribution</td>
</tr>
<tr>
<td>------------------------</td>
<td>---</td>
<td>---</td>
<td>-----------------------------------------------</td>
<td>---------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td><em>Scutellaria montana</em></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Purple sedge</strong></td>
<td>No Federal Status</td>
<td>T</td>
<td>Mixed mesophytic or cove hardwoods with a wide array of canopy species, rich vernal flora, and calcareous soils</td>
<td></td>
</tr>
<tr>
<td>Species</td>
<td>Federal Status</td>
<td>State Status</td>
<td>Habitat</td>
<td>Threats</td>
</tr>
<tr>
<td>-------------------------</td>
<td>----------------</td>
<td>--------------</td>
<td>-------------------------------------------------------------------------</td>
<td>-------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Mammal</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Indiana bat</td>
<td>E</td>
<td>E</td>
<td>Hibernates in caves; offspring primarily reared in wooded streamside habitat; forage primarily in riparian and floodplain areas; known hibernacula cave in Dade County since 1960's.</td>
<td>Human disturbance and vandalism in caves, deforestation and stream channelization, natural hazards such as cave flooding or cave-ins, and possibly insecticide poisoning.</td>
</tr>
<tr>
<td>Myotis sodalis</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bird</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bald eagle</td>
<td>T</td>
<td>E</td>
<td>Inland waterways and estuarine areas in Georgia.</td>
<td>Major factor in initial decline was lowered reproductive success following use of DDT. Current threats include habitat destruction, disturbance at the nest, illegal shooting, electrocution, impact injuries, and lead poisoning.</td>
</tr>
<tr>
<td>Haliaeetus leucocephalus</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Invertebrate</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Alabama clubshell</td>
<td>Candidate Species</td>
<td>T</td>
<td>Moderate to high gradient reefs, shoals and riffles of small to large rivers in the Coosa River system. Found in Murray and Whitfield Counties</td>
<td></td>
</tr>
<tr>
<td>Pleurobema troshelianum</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Alabama moccasinshell mussel</td>
<td>T</td>
<td>T</td>
<td>Rivers and large creeks. Prefers stable gravel or sandy gravel substrates.</td>
<td>Habitat modification, sedimentation, and water quality degradation</td>
</tr>
<tr>
<td>Medionidus acutissimus</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Coosa moccasinshell mussel</td>
<td>E</td>
<td>E</td>
<td>Stable gravel and sandy-gravel substrates in high quality free-flowing streams and rivers</td>
<td>Habitat modification, sedimentation, and water quality degradation</td>
</tr>
<tr>
<td>Medionidus parvulus</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Conasauga logperch</td>
<td>E</td>
<td>E</td>
<td>Pool areas with flowing water and substrates of rubble, gravel and sand; spawns seasonally in riffle areas over gravel; critical habitat designated in the Conasauga River from the GA/TN border to GA Hwy 2 Bridge</td>
<td>Habitat loss due to habitat degradation and poor water quality</td>
</tr>
<tr>
<td>Percina jenkinsi</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fine-lined pocketbook mussel</td>
<td>T</td>
<td>T</td>
<td>High quality, free-flowing rivers and large creeks; stable gravel</td>
<td>Habitat modification, sedimentation, and water quality degradation</td>
</tr>
<tr>
<td>Species</td>
<td>Native Range</td>
<td>Abiotic Factors</td>
<td>Quality Degradation</td>
<td></td>
</tr>
<tr>
<td>-------------------------------</td>
<td>------------------------------------------------------------------------------</td>
<td>-----------------------------------------------------------------------------------------------------</td>
<td>-------------------------------------------------------------------------------------</td>
<td></td>
</tr>
<tr>
<td><em>Hamiota altilis</em></td>
<td></td>
<td>and sandy-gravel substrates in moderate to swift currents</td>
<td>quality degradation</td>
<td></td>
</tr>
<tr>
<td><em>Georgia pigtoe</em></td>
<td></td>
<td>Moderate to high gradient reefs, shoals and riffles of small to large rivers in the Coosa River system.</td>
<td>Habitat modification, sedimentation, and water quality degradation</td>
<td></td>
</tr>
<tr>
<td><em>Pleurobema hanleyanum</em></td>
<td>Candidate Species</td>
<td>E</td>
<td>E</td>
<td></td>
</tr>
<tr>
<td><em>Ovate clubshell mussel</em></td>
<td></td>
<td>High quality, free-flowing large to small rivers and streams in stable gravel and sandy-gravel substrate</td>
<td>Habitat modification, sedimentation, and water quality degradation</td>
<td></td>
</tr>
<tr>
<td><em>Pleurobema perovatum</em></td>
<td></td>
<td>E</td>
<td>E</td>
<td></td>
</tr>
<tr>
<td><em>Painted clubshell mussel</em></td>
<td></td>
<td>Moderate to high gradient reefs, shoals and riffles of small to large rivers in the Coosa River system.</td>
<td>Habitat modification, sedimentation, and water quality degradation</td>
<td></td>
</tr>
<tr>
<td><em>Pleurobema chattanoogaense</em></td>
<td>Candidate Species</td>
<td>E</td>
<td>E</td>
<td></td>
</tr>
<tr>
<td><em>Southern acornshell mussel</em></td>
<td></td>
<td>High quality upland streams ranging in size from large creeks to small rivers; stable sand/gravel/cobble substrate in moderate to swift currents</td>
<td>Habitat modification, sedimentation, and water quality degradation</td>
<td></td>
</tr>
<tr>
<td><em>Epitrichia othcaloogensis</em></td>
<td></td>
<td>E</td>
<td>E</td>
<td></td>
</tr>
<tr>
<td><em>Southern clubshell mussel</em></td>
<td></td>
<td>Rivers of medium size with a moderately high gradient and with areas of stable substrate characterized by sand-gravel sediments</td>
<td>Habitat modification, sedimentation, and water quality degradation</td>
<td></td>
</tr>
<tr>
<td><em>Pleurobema decisum</em></td>
<td></td>
<td>E</td>
<td>E</td>
<td></td>
</tr>
<tr>
<td><em>Southern pigtoe mussel</em></td>
<td></td>
<td>Stable gravel and sandy gravel substrates in high-quality free-flowing streams and rivers</td>
<td>Habitat modification, sedimentation, and water quality degradation</td>
<td></td>
</tr>
<tr>
<td><em>Pleurobema georgianum</em></td>
<td></td>
<td>E</td>
<td>E</td>
<td></td>
</tr>
<tr>
<td><em>Triangular kidneyshell mussel</em></td>
<td></td>
<td>High quality rivers and large creeks in stable gravel and sandy gravel substrates</td>
<td>Habitat modification, sedimentation, and water quality degradation</td>
<td></td>
</tr>
<tr>
<td><em>Pychobranchus greeni</em></td>
<td></td>
<td>E</td>
<td>E</td>
<td></td>
</tr>
<tr>
<td><em>Upland combshell mussel</em></td>
<td></td>
<td>High quality, free-flowing rivers and large creeks; stable gravel and sandy-gravel substrates in moderate to swift currents</td>
<td>Habitat modification, sedimentation, and water quality degradation</td>
<td></td>
</tr>
<tr>
<td><em>Epioblasma metastriata</em></td>
<td></td>
<td>E</td>
<td>E</td>
<td></td>
</tr>
<tr>
<td>Fish</td>
<td></td>
<td>Gentle riffle areas over sand and gravel substrate that becomes vegetated (primarily with <em>Podostenum</em>) during summer;</td>
<td>Habitat loss due to dam and reservoir construction, habitat</td>
<td></td>
</tr>
</tbody>
</table>

http://www.fws.gov/athens/endangered/counties/whitfield_county.html
<table>
<thead>
<tr>
<th>Species</th>
<th>Federal Status</th>
<th>Threats</th>
<th>Habitat</th>
</tr>
</thead>
<tbody>
<tr>
<td><em>Percina antesella</em></td>
<td></td>
<td>degradation, and poor water quality</td>
<td>critical habitat designated in the Conasauga River from the GA/TN border to Tibbs Bridge</td>
</tr>
<tr>
<td><em>Blue shiner</em></td>
<td>T E</td>
<td>Habitat loss due to dam and reservoir construction, habitat degradation, and poor water quality</td>
<td>Medium to large clear cool streams with gravel-rubble-small boulder substrates; found in streams draining into the Coosa and Oostanaula Rivers.</td>
</tr>
<tr>
<td><em>Cyprinella caerulea</em></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><em>Coldwater darter</em></td>
<td>No Federal</td>
<td></td>
<td>springs and gravelly streams</td>
</tr>
<tr>
<td><em>Etheostoma diremum</em></td>
<td>Status T</td>
<td></td>
<td></td>
</tr>
<tr>
<td><em>Flame chub</em></td>
<td>No Federal</td>
<td></td>
<td>springs and springfed streams</td>
</tr>
<tr>
<td><em>Hemitremia flammea</em></td>
<td>Status E</td>
<td></td>
<td></td>
</tr>
<tr>
<td><em>Frecklebelly madtom</em></td>
<td>No Federal</td>
<td></td>
<td>rivers with moderate to swift current over substrates ranging from coarse gravel to boulders, submerged trees, and brush.</td>
</tr>
<tr>
<td><em>Noturus munitus</em></td>
<td>Status E</td>
<td></td>
<td></td>
</tr>
<tr>
<td><em>Freckled darter</em></td>
<td>No Federal</td>
<td></td>
<td>fast deep rocky riffles of small to medium streams</td>
</tr>
<tr>
<td><em>Percina lenticula</em></td>
<td>Status E</td>
<td></td>
<td></td>
</tr>
<tr>
<td><em>Holiday darter</em></td>
<td>No Federal</td>
<td></td>
<td>rocky streams</td>
</tr>
<tr>
<td><em>Etheostoma brevirostrum</em></td>
<td>Status T</td>
<td></td>
<td></td>
</tr>
<tr>
<td><em>Trispot darter</em></td>
<td>No Federal</td>
<td></td>
<td>mountain streams</td>
</tr>
<tr>
<td><em>Etheostoma trisella</em></td>
<td>Status T</td>
<td></td>
<td></td>
</tr>
<tr>
<td><em>Plant</em></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><em>Large-flowered skullcap</em></td>
<td>E T</td>
<td>Logging, wildfires, livestock grazing, residential development, and small populations coupled with limited distribution</td>
<td>mature oak-pine forests with sparse understory</td>
</tr>
<tr>
<td><em>Scutellaria montana</em></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><em>Tennessee yellow-eyed grass</em></td>
<td>E E</td>
<td></td>
<td>gravelly open, calcareous, seepy margins and wet meadows along spring-fed headwater streams</td>
</tr>
<tr>
<td><em>Xyris tennesseensis</em></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Rare Animals, Plants and Natural Communities of Bartow County, Georgia

Generated from conservation database on July 16, 2010

Animals

Cambarus fasciatus (Etowah Crayfish)
Etheostoma ditrema (Coldwater Darter)
Etheostoma etowahae (Etowah Darter)
Etheostoma jordani (Greenbreast Darter)
Etheostoma rupestre (Rock Darter)
Etheostoma scotti (Cherokee Darter)
Hybopsis lineapunctata (Lined Chub)
Hybopsis sp. 9 (Etowah Chub)
Lasigmona holstonia (Tennessee Heelsplitter)
Lioplax cyclostephomaformis (Cylindrical Lioplax)
Lythrurus hirus (Mountain Shiner)
Macrhybopsis sp. 1 (Coosa Chub)
Macrhybopsis storriana (Silver Chub)
Myotis grisescens (Gray Myotis)
Notropis volucellus (Mimic Shiner)
Tyto alba (Barn owl)
Villosa nebulosa (Alabama Rainbow)

Natural Communities

Forest, sagpond (Sagpond Forest)
Shrub/scrub veg. sagpond (Sagpond Scrub-shrub)

Plants

Acorus americanus (Sweetflag)
Alnus maritima (Seaside Alder)
Berberis canadensis (American Barberry)
Buchnera americana (Bluehearts)
Calystegia catesbeiana ssp. sericata (Silky Bindweed)
Camassia scilloides (Wild Hyacinth)
Carex buxbaumii (Brown Bog Sedge)
Cheilanthes alabamensis (Alabama Lipfern)
Crataegus triflora (Three-flowered Hawthorn)
Delphinium tricorne (Dwarf Larkspur)
Dryopteris celsa (Log Fern)
Foothergilla major (Mountain Witch-alder)
Glyceria pallida (Pale Manna-grass)
Hottonia inflata (Featherfoil)
Oldenlandia boscii (Bluets)
Panax quinquefolius (American Ginseng)
Phacelia fimbriata (Fringed Phacelia)
Polemonium reptans (Jacobs Ladder)
Rudbeckia heliopsis (Little River Black-eyed Susan)
Schisandra glabra (Bay Star-vine)
Symphyotrichum georgianum (Georgia Aster)
Symphyotrichum novae-angliae (New England Aster)
Trillium lancifolium (Lanceleaf Trillium)
Viburnum rafinesquianum var. rafinesquianum (Downy Arrowwood)
Xyris tennesseensis (Tennessee Yellow-eyed Grass)

Find details for species and natural communities on this list at NatureServe.org/explorer

Georgia Wildlife Resources Division
2070 U.S. Hwy. 278, SE, Social Circle, GA 30025
Rare Animals, Plants and Natural Communities of Catoosa County, Georgia

Generated from conservation database on July 16, 2010

Animals

*Cambarus extraneus* (Chickamauga Crayfish)
*Cryptobranchus alleganiensis alleganiensis* (Eastern Hellbender)
*Cyprinella spioptera* (Spotfin Shiner)
*Erinomax monachus* (Spotfin Chub)
*Etheostoma cinereum* (Ashy Darter)
*Etheostoma duryi* (Black Darter)
*Etheostoma jessiae* (Blueside Darter)
*Etheostoma rufilineteum* (Redline Darter)
*Etheostoma zonale* (Banded Darter)
*Gomphus consanguis* (Cherokee Clubtail)
*Hemitremia flammea* (Flame Chub)
*Ichthyomyzon bdellium* (Ohio Lamprey)
*Lampsilis fasciola* (Wavy-rayed Lampmussel)
*Leptoxis praerosa* (Onyx Rocksnail)
*Lythrurus fasciolaris* (Scarlet Shiner)
*Myotis grisescens* (Gray Myotis)
*Necturus maculosus maculosus* (Common Mudpuppy)
*Notropis ariommus* (Popeye Shiner)
*Notropis atherinoides* (Emerald Shiner)
*Notropis volucellus* (Mimic Shiner)
*Noturus eleutherurus* (Mountain Madtom)
*Percina evides* (Gilt Darter)
*Percina sciera* (Dusky Darter)
*Percina tanasi* (Snail Darter)
*Phenacobius uranops* (Stargazing Minnow)
*Pleurocera pyrenella* (Skirted Hornsnail)
*Villosa trabalis* (Cumberland Bean)
*Villosa vanuxemensis* (Mountain Creekshell)

Natural Communities

*Cu/rv submesic needleleaf ever. forest* (Cedar Glade)
*Mountain spring* (Mountain Spring)

Plants
Asplenium ruta-muraria (Wall Rue Spleenwort)
Astranthium integrifolium (Wild Daisy)
Baptisia australis var. aberrans (Glade Blue Indigo)
Bouteloua curtipendula (Side-oats Grama)
Buchnera americana (Bluehearts)
Camassia scilloides (Wild Hyacinth)
Dalea gattingeri (Gattinger Prairie Clover)
Delphinium carolinianum ssp. calciphitum (Glade Larkspur)
Eleocharis compressa (Spikerush)
Erigenia bulbosa (Harbinger-of-spring)
Fraxinus quadrangulata (Blue Ash)
Helianthus occidentalis (Barrens Sunflower)
Heliotropium tenellum (Delicate Heliotrope)
Hydrastis canadensis (Goldenseal)
Hypericum dolabiforme (Glade St. Johnswort)
Isoetes butleri (Glade Quillwort)
Juncus filipendulus (Texas Plains Rush)
Leavenworthia exigua var. exigua (Least Gladecress)
Liatris squarrosa var. hirsuta (Glade Gay-feather)
Matelea obliqua (Limerock Milkvine)
Mertensia virginica (Virginia Bluebells)
Onosmodium molle ssp. occidentale (Marble-seed)
Ophioglossum engelmannii (Limestone Adder-tongue Fern)
Parnassia grandifolia (Largeleaf Grass-of-Parnassus)
Pediomelum subacule (Nashville Breadroot)
Polemonium reptans (Jacobs Ladder)
Rudbeckia grandiflora (Largeflower Coneflower)
Scutellaria leonardii (Glade Skullcap)
Scutellaria montana (Large-flowered Skullcap)
Silphium radula (Rasinweed)
Spiranthes magnicamporum (Great Plains Ladies-tresses)
Sporobolus heterolepis (Prairie Dropseed)
Symphyotrichum pratense (Silky Aster)
Thaspium pinnatifidum (Glade Meadowparsnip)
Viola egglestonii (Glade Violet)

Find details for species and natural communities on this list at NatureServe.org/explorer

Georgia Wildlife Resources Division
2070 U.S. Hwy. 278, SE, Social Circle, GA 30025
Published on Georgia DNR - Wildlife Resources Division (http://georgiawildlife.com)

Rare Animals, Plants and Natural Communities of Cherokee County, Georgia

Generated from conservation database on July 16, 2010

Animals

*Acipenser fulvescens* (Lake Sturgeon)
*Camarus fasciatus* (Etowah Crayfish)
*Etheostoma etowahae* (Etowah Darter)
*Etheostoma rupestris* (Rock Darter)
*Etheostoma scotti* (Cherokee Darter)
*Haliaeetus leucocephalus* (Bald Eagle)
*Hybopsis lineapunctata* (Lined Chub)
*Hybopsis sp. 9* (Etowah Chub)
*Macrhybopsis sp. 1* (Coosa Chub)
*Noturus munitus* (Frecklebelly Madtom)
*Noturus nocturnus* (Freckled Madtom)
*Percina antesella* (Amber Darter)
*Percina lenticula* (Freckled Darter)
*Pituophis melanoleucus melanoleucus* (Northern Pine Snake)

Plants

*Cypripedium parviflorum* (Yellow Ladyslipper)
*Eurybia jonesiae* (Piedmont Bigleaf Aster)
*Lygodium palmatum* (Climbing Fern)
*Lysimachia fraseri* (Fraser’s Loosestrife)
*Nestonia umbellula* (Indian Olive)
*Prunus virginiana* (Chokecherry)
*Schisandra glabra* (Bay Star-vine)
*Xerophyllum asphodeloides* (Eastern Turkeybeard)

Find details for species and natural communities on this list at NatureServe.org/explorer

Georgia Wildlife Resources Division
2070 U.S. Hwy. 278, SE, Social Circle, GA 30025
Published on Georgia DNR - Wildlife Resources Division (http://georgiawildlife.com)

Rare Animals, Plants and Natural Communities of Clayton County, Georgia

Generated from conservation database on July 16, 2010

Animals

Notropis hypselepis (Highscale Shiner)
Percina crypta (Halloween Darter)
Quincuncina infucata (Sculptured Pigtoe)
Uterbackia peggyae (Florida Floater)

Plants

Cypripedium acaule (Pink Ladyslipper)

Find details for species and natural communities on this list at NatureServe.org/explorer

Georgia Wildlife Resources Division
2070 U.S. Hwy. 278, SE, Social Circle, GA 30025
Rare Animals, Plants and Natural Communities of Cobb County, Georgia

Generated from conservation database on July 16, 2010

Animals

*Ammodramus henslowii* (Henslow's Sparrow)  
*Camarus howardi* (Chattahoochee Crayfish)  
*Elliptio arctata* (Delicate Spike)  
*Elliptio fraterna* (Brother Spike)  
*Etheostoma scotti* (Cherokee Darter)  
*Hemidactylium scutatum* (Four-toed Salamander)  
*Medionidus penicillatus* (Gulf Moccasinshell)  
*Notropis hysilepis* (Highscale Shiner)  
*Nyctanassa violacea* (Yellow-crowned Night-heron)  
*Pituophis melanoleucus melanoleucus* (Northern Pine Snake)  
*Plethodon websteri* (Webster's Salamander)

Plants

*Arabis missouriensis* (Missouri Rockcress)  
*Calystegia catesbeiana ssp. sericata* (Silky Bindweed)  
*Cypridium acaule* (Pink Ladyslipper)  
*Draba aprica* (Sun-loving Draba)  
*Melanthis latifolium* (Broadleaf Bunchflower)  
*Nestoria umbellula* (Indian Olive)  
*Platanthera integrilabia* (Monkeyface Orchid)  
*Pycnanthemum curvipes* (Stone Mountain Mint)  
*Rhus michauxii* (Dwarf Sumac)  
*Schisandra glabra* (Bay Star-vine)  
*Syrphotrichum georgianum* (Georgia Aster)  
*Zanthoxylum americanum* (Northern Prickly-ash)

Find details for species and natural communities on this list at NatureServe.org/explorer

Georgia Wildlife Resources Division
2070 U.S. Hwy. 278, SE, Social Circle, GA 30025

Rare Animals, Plants and Natural Communities of Fulton County, Georgia

Generated from conservation database on July 16, 2010

Animals

*Aimophila aestivalis* (Bachman's Sparrow)
*Cambarus howardi* (Chattahoochee Crayfish)
*Cyprinella calitaenia* (Bluestripe Shiner)
*Elliptio arctata* (Delicate Spike)
*Etheostoma scotti* (Cherokee Darter)
*Falco peregrinus* (Peregrine Falcon)
*Hamioa subangulata* (Shinyrayed Pocketbook)
*Hemidactylum scutatum* (Four-toed Salamander)
*Medionidus penicillatus* (Gulf Moccasinshell)
*Notropis hyspilepis* (Highscale Shiner)
*Nyctanassa violacea* (Yellow-crowned Night-heron)
*Quincuncia infucata* (Sculptured Pigtoe)

Plants

*Cypripedium acaule* (Pink Ladyslipper)
*Cypripedium parviflorum* (Yellow Ladyslipper)
*Dryopteris celsa* (Log Fern)
*Fothergilla major* (Mountain Witch-alder)
*Hexastylis shuttleworthii var. harperi* (Harper Wild Ginger)
*Listera australis* (Southern Twayblade)
*Monotropis odorata* (Sweet Pinesap)
*Panax quinquefolius* (American Ginseng)
*Rhus michauxii* (Dwarf Sumac)
*Schisandra glabra* (Bay Star-vine)
*Symphyotrichum georganum* (Georgia Aster)
*Waldsteinia lobata* (Barren Strawberry)

Find details for species and natural communities on this list at NatureServe.org/explorer

Georgia Wildlife Resources Division
2070 U.S. Hwy. 278, SE, Social Circle, GA 30025
Published on Georgia DNR - Wildlife Resources Division (http://georgiawildlife.com)

Rare Animals, Plants and Natural Communities of Gordon County, Georgia

Generated from conservation database on July 16, 2010

Animals

*Acipenser fulvescens* (Lake Sturgeon)  
*Ambloplites elliottii* (Roundlake)  
*Elmis capillaris* (Spindle Elimia)  
*Elliptio arca* (Alabama Spike)  
*Epiblasma metaspiara* (Upland Combshell)  
*Epiblasma othcaloogensis* (Southern Acornshell)  
*Etheostoma diteria* (Coldwater Darter)  
*Etheostoma jordani* (Greenbreast Darter)  
*Etheostoma rupestre* (Rock Darter)  
*Etheostoma trisella* (Trispot Darter)  
*Gomphus consanguis* (Cherokee Clubtail)  
*Graptomys pulchra* (Alabama Map Turtle)  
*Hybopsis lineapunctata* (Lined Chub)  
*Lampsilis ovata* (Pocketbook)  
*Leptoscr fissum* (Interrupted Rocksnaill)  
*Lythrurus lirus* (Mountain Shiner)  
*Macrhybopsis sp. I* (Coosa Chub)  
*Macrhybopsis storeriana* (Silver Chub)  
*Medionidus acutissimus* (Alabama Moccasinshell)  
*Medionidus parvulus* (Coosa Moccasinshell)  
*Moxostoma carinatum* (River Redhorse)  
*Percina aurinebata* (Goldline Darter)  
*Pleurobema decum* (Southern Clubshell)  
*Pleurobema georgianum* (Southern Pigtoe)  
*Pleurocera showalteri* (Upland Hornsnail)  
*Psychobranchus formjanus* (Rayed Kidneyshell)  
*Quadrula rumphiana* (Ridged Mapleleaf)  
*Tyto alba* (Barn owl)  
*Villosa vanuxemensis* (Mountain Creekshell)

Plants

*Amorpha nitens* (Shining Indigo-bush)  
*Arabis georgianae* (Georgia Rockcress)  
*Carex grayi* (Asa Gray Sedge)  
*Carex purpurifera* (Purple Sedge)
Chaerophyllum procumbens (Spreading Chervil)
Delphinium tricorne (Dwarf Larkspur)
Eleocharis tenuis var. verrucosa (Warty Slender Spikerush)
Erigenia bulbosa (Harbinger-of-spring)
Panax quinquefolius (American Ginseng)
Parietaria pensylvanica (Pennsylvania Pellitory)
Polemonium reptans (Jacobs Ladder)
Quercus palustris (Pin Oak)
Sabatia capitata (Cumberland Rose Gentian)
Scutellaria montana (Large-flowered Skullcap)
Thalictrum decole (Trailing Meadowrue)
Trillium lancifolium (Lanceleaf Trillium)
Xyris tennesseensis (Tennessee Yellow-eyed Grass)

Find details for species and natural communities on this list at NatureServe.org/explorer

Georgia Wildlife Resources Division
2070 U.S. Hwy. 278, SE, Social Circle, GA 30025
Rare Animals, Plants and Natural Communities of Murray County, Georgia

Generated from conservation database on July 16, 2010

Animals

*Acipenser fulvescens* (Lake Sturgeon)
*Amblema elliottii* (Roundlake)
*Cambarus cymatilis* (Conasaga Blue Burrower)
*Cambarus speciosus* (Beautiful Crayfish)
*Corynorhinus rafinesquii* (Rafinesque's Big-eared Bat)
*Cyprinella caerulea* (Blue Shiner)
*Elimia capillaris* (Spindle Elimia)
*Elliptio arca* (Alabama Spike)
*Epioblasma metastriata* (Upland Combshell)
*Epioblasma othaloogensis* (Southern Acornshell)
*Ethostoma breviostrum* (Holiday Darter)
*Ethostoma ditrema* (Coldwater Darter)
*Ethostoma jordani* (Greenbreast Darter)
*Ethostoma rupestre* (Rock Darter)
*Ethostoma trisella* (Trispot Darter)
*Graptemys geographica* (Map Turtle)
*Graptemys pulchra* (Alabama Map Turtle)
*Haliaeetus leucocephalus* (Bald Eagle)
*Hamiota altilis* (Finelined Pocketbook)
*Hybopsis lineapunctata* (Lined Chub)
*Lasmigona holstonia* (Tennessee Heelsplitter)
*Lythrurus lirus* (Mountain Shiner)
*Macrhybopsis sp. 1* (Coosa Chub)
*Macrhybopsis storerianna* (Silver Chub)
*Medionidus acutissimus* (Alabama Moccasinshell)
*Medionidus parvulus* (Coosa Moccasinshell)
*Moxostoma carinatum* (River Redhorse)
*Myotis leibii* (Eastern Small-footed Myotis)
*Neotoma floridana haematoreia* (Southern Appalachian Woodrat)
*Notropis asperifrons* (Burrhead Shiner)
*Noturus munitus* (Frecklebelly Madtom)
*Ophiogomphus edmundi* (Edmund's Snaketail)
*Percina antesella* (Amber Darter)
*Percina aurolineata* (Goldline Darter)
*Percina jenkinsi* (Conasaga Logperch)
*Percina kusha* (Bridled Darter)
*Percina lentilica* (Freckled Darter)
Percina shumardi (River Darter)
Pleurobema decisium (Southern Clubshell)
Pleurobema georgianum (Southern Pigtoe)
Pleurobema hanleyianum (Georgia Pigtoe)
Pychobranchus foremanianus (Rayed Kidneyshell)
Quadrula rumphiana (Ridged Mapleleaf)
Sorex hoyi (Pygmy Shrew)
Strophitus connasaugaensis (Alabama Creekmussel)

Natural Communities

Forest, sagpond (Sagpond Forest)
Mountain spring (Mountain Spring)

Plants

Agastache nepetoides (Yellow Giant Hyssop)
Aureolaria patula (Spreading Yellow Foxglove)
Carex appalachica (Appalachian Sedge)
Carex platyphylla (Broadleaf Sedge)
Carex purpurifera (Purple Sedge)
Carex scabrata (Sedge)
Chrysosplenium americanum (Golden Saxifrage)
Coreopsis latifolia (Broadleaf Tickseed)
Cypripedium acaule (Pink Ladyslipper)
Cypripedium parviflorum (Yellow Ladyslipper)
Dryopteris celsa (Log Fern)
Erigenia bulbosa (Harbinger-of-spring)
Hydrastis canadensis (Goldenseal)
Hydrophyllum macrophyllum (Largeleaf Waterleaf)
Hypericum dolabriforme (Glade St. Johnswort)
Juncus filipendulus (Texas Plains Rush)
Juncus gymnocarpus (Naked-fruit Rush)
Leavenworthia uniflora (Gladecress)
Lonicera dioica (Limber Honeysuckle)
Melanthium latifolium (Broadleaf Bunchflower)
Panax quinquefolius (American Ginseng)
Penstemon smallii (Small's Beardtongue)
Phlox amplifolia (Broadleaf Phlox)
Platanthera peramoena (Purple Fringeless Orchid)
Polymnia laevigata (Tennessee Leafcup)
Sabadia capitata (Cumberland Rose Gentian)
Scutellaria montana (Large-flowered Skullcap)
Stachys hispida (Hispid Hedge-nettle)
Stachys nuttallii (Nuttall's Hedge-nettle)
Symphyotrichum georgianum (Georgia Aster)
Thermopsis fraxinifolia (Ash-leaf Bush-pea)
Trientalis borealis (Starflower)
Xerophyllum asphodeloides (Eastern Turkeybeard)
Find details for species and natural communities on this list at NatureServe.org/explorer

Georgia Wildlife Resources Division
2070 U.S. Hwy. 278, SE, Social Circle, GA 30025
Published on Georgia DNR - Wildlife Resources Division (http://georgiawildlife.com)

Rare Animals, Plants and Natural Communities of Whitfield County, Georgia

Generated from conservation database on July 16, 2010

Animals

*Amblema elliotti* (Roundlake)
*Camarus cymatilis* (Conasauga Blue Burrower)
*Camarus extraneus* (Chickamauga Crayfish)
*Cyprinella caerulea* (Blue Shiner)
*Cyprinella spiloptera* (Spotfin Shiner)
*Elliptio arca* (Alabama Spike)
*Epiblasma metastriata* (Upland Combshell)
*Epiblasma othaloogensis* (Southern Acornshell)
*Etheostoma brevirostrum* (Holiday Darter)
*Etheostoma ditrema* (Coldwater Darter)
*Etheostoma jessiae* (Blueside Darter)
*Etheostoma jordani* (Greenbreast Darter)
*Etheostoma rufilinatum* (Redline Darter)
*Etheostoma rupestre* (Rock Darter)
*Etheostoma trisella* (Trispot Darter)
*Gomphus consanguis* (Cherokee Clubtail)
*Graptemys geographic* (Map Turtle)
*Graptemys pulchra* (Alabama Map Turtle)
*Hamota altillus* (Finelined Pocketbook)
*Hemitremia flammea* (Flame Chub)
*Hybopsis lineapunctata* (Lined Chub)
*Lampsilis ovata* (Pocketbook)
*Lasmigona holstina* (Tennessee Heelsplitter)
*Lioplax cyclostomaformis* (Cylindrical Lioplax)
*Lythrurus fasciolaris* (Scarlet Shiner)
*Lythrurus lirus* (Mountain Shiner)
*Macrhybopsis sp. I* (Coosa Chub)
*Macrhybopsis storeriana* (Silver Chub)
*Medionidus acutissimus* (Alabama Moccasinshell)
*Medionidus parvulus* (Coosa Moccasinshell)
*Moxostoma carinatum* (River Redhorse)
*Notropis asperifrons* (Burrhead Shiner)
*Noturus munitus* (Frecklebelly Madtom)
*Percina antesella* (Amber Darter)
*Percina jenkinsi* (Conasauga Logperch)
*Percina kusha* (Bridled Darter)
*Percina lenticula* (Freckled Darter)
Percina sciera (Dusky Darter)
Pleurobema decisum (Southern Clubshell)
Pleurobema georgianum (Southern Pigtoe)
Pleurobema hanleyianum (Georgia Pigtoe)
Pleurocera pyrenella (Skirted Hornsnail)
Pychodobranchnus foremanianus (Rayed Kidneyshell)
Quadrula rumphiana (Rridged Mapleleaf)
Sorex hoyi (Pygmy Shrew)
Strophitus connasaugaensis (Alabama Creekmussel)
Thryomanes bewickii (Bewick's Wren)
Toxolasma cylindrellus (Pale Lilliput)

Natural Communities

Cu/rv cave (Cumberland Plateau/ridge and Valley Cave)
Mountain spring (Mountain Spring)

Plants

Chaerophyllum procumbens (Spreading Chervil)
Cypripedium acaule (Pink Ladyslipper)
Cypripedium parviflorum (Yellow Ladyslipper)
Hydrophyllum macrophyllum (Largeleaf Waterleaf)
Isoetes appalachiana (Bigsore Engelmann's Quillwort)
Lysimachia fraseri (Fraser's Loosestrife)
Mertensia virginica (Virginia Bluebells)
Panax quinquefolius (American Ginseng)
Phlox amplifolia (Broadleaf Phlox)
Polemonium reptans (Jacobs Ladder)
Scutellaria montana (Large-flowered Skullcap)
Trillium lancifolium (Lanceleaf Trillium)
Trillium pusillum (Dwarf Trillium)
Xyris tennesseensis (Tennessee Yellow-eyed Grass)

Find details for species and natural communities on this list at NatureServe.org/explorer

Georgia Wildlife Resources Division
2070 U.S. Hwy. 278, SE, Social Circle, GA 30025
Mr. Kevin Brown  
State Conservationist  
U.S. Department of Agriculture  
Natural Resources Conservation Service  
675 U.S. Courthouse  
801 Broadway  
Nashville, TN  37203  

Re: Early Coordination Request for Project PTSC0-0023-00-002, PI No. T001684 - Atlanta to Chattanooga High Speed Ground Transportation Study

Dear Mr. Brown:

In July 2007 the Federal Railroad Administration (FRA) and the Federal Highway Administration (FHWA) filed a Notice of Intent to prepare a Tier I Environmental Impact Statement (EIS) for the Atlanta to Chattanooga High Speed Ground Transportation (HSGT) project. The Georgia Department of Transportation (GDOT) and Tennessee Department of Transportation (TDOT), in conjunction with FHWA and FRA, are in the beginning stages of project development for the above-mentioned project. By copy of this letter we are requesting your input on the proposed project as part of the early coordination process.

The HSGT study area is a 110-mile corridor located between Hartsfield-Jackson Atlanta International Airport (HJAIA) in Atlanta, Georgia, and downtown Chattanooga, Tennessee. Please see Figure 1, Study Area Map, for a graphical depiction of the alignments that are currently being evaluated. We will also be sending you an email that contains a link that will allow you to download the GIS shape files of the different alignments for your use and comparison to the species data you may have. The proposed HSGT alignments under consideration would include two terminal stations, downtown Chattanooga and HJAIA, and as many as six intermediate stations, Five Points (downtown Atlanta), Galleria (I-285 and I-75), Town Center, Cartersville, Dalton, and Lovell Field Airport. The HSGT project is currently evaluating alignments along the I-75 Interstate highway between Chattanooga and Atlanta:

- An alignment generally within the I-75 median; and
- An alignment generally outside of the I-75 median.

South of the I-75/I-285 divergence, each of the above alignments reaches HJAIA by two distinct routes:

- Via the Norfolk Southern Railroad right-of-way between I-285 and Howell Mill Road through downtown Atlanta and then south via I-75/I-85 corridor: and
- Via I-75 to Howell Mill Road through downtown Atlanta and the I-75/I-85 corridor.

Combined together the alignments form the four full-length alignments under consideration.

Two different types of locomotive power (Maglev and steel-wheel) are being evaluated for each alignment; therefore, eight alternatives are currently under consideration.
Alignment options for the project are being developed and evaluated concurrently with environmental documentation and in compliance with applicable laws and regulations. This process, developed by GDOT to make projects more responsive to social, economic, and environmental concerns, offers you the opportunity to identify the site-specific conditions to be addressed in the Tier I EIS. Please advise us of any known project area conditions of special concern. With your assistance we can give these issues due consideration and integrate them into the development of the preferred project alignment and mode.

We appreciate your efforts in assisting us with the development of this project. We request your response within 30 days of receipt of this letter. If no comments are received from your agency by then, we will assume you have no comments at this time. If you need additional review time, have any questions, or require additional information, please contact Gail D’Avino, GDOT Office of Environmental Services, at 404-631-1075 or email at gdavino@dot.ga.gov. Thank you for your assistance.

Sincerely,

Glenn Bowman, P.E.
State Environmental Administrator

GB/th/bh
Attachment
Mr. Glenn Bowman, P.E.
State Environmental Administrator
One Georgia Center
600 West Peachtree Street, NW
Atlanta, Georgia 30308
ATTN: Mr. Alan Ware

RE: Early Coordination, PTSC0-0023-00-002, PI T001684, Atlanta-to-Chattanooga High-Speed Rail

Dear Mr. Bowman:

Thank you for your September 3, 2010, letter regarding the referenced Georgia Department of Transportation (GDOT) project. We submit the following comments under provisions of the Endangered Species Act (ESA) of 1973, as amended (16 U.S.C. 1531 et seq.).

The referenced project proposes to construct a 110-mile, high-speed rail line from Hartsfield-Jackson Atlanta Airport to downtown Chattanooga, Tennessee. Four alignments that generally follow the existing Interstate 75 corridor are currently being considered as alternatives.

We support the purpose and need of this project, especially its potential to reduce greenhouse gas emissions. We recommend that, in future public and agency informational meetings, GDOT determine and disclose the reduction in tons of carbon dioxide in relation to ridership numbers. Additionally, discussions of project cost estimates should include anticipated cost savings in future road expansions, if the resulting project increases the design life of Interstate 75 and collector roads through traffic reductions or other means.

You provided us geographic information system shape files of alternatives on September 14, 2010, and we participated in GDOT’s October 19, 2010, presentation for Federal and other agencies. In your September 14, 2010, letter, GDOT indicated 27 threatened and endangered species as potentially occurring in Georgia counties traversed by the project. Using the supplied shape files, we refined this list of potential species by layering the four alignments (labeled by GDOT as: MAG 75SC 100810; LO 75NS 100422; LO 75 SC 100810; and MAG 75NS 100618) over our threatened and endangered predictive range polygons. The four alignments intersect the potential ranges of the following threatened or endangered species:

1. Michaux’s sumac (*Rhus michauxii*);
2. large-flowered skullcap (*Scutellaria montana*);
3. Tennessee yellow-eyed grass (*Xyris tennesseensis*);
4. gray bat (*Myotis grisescens*);
5. blue shiner (*Cyprinella caerulea*);
6. upland combshell (*Epioblasma metastriata*);
7. Southern acorn shell (*Epioblasma oothcaloogensis*);
8. Cherokee darter (*Etheostoma scotti*);
9. fine-lined pocketbook (*Hamiota altillis*);
10. Alabama moccasinshell (*Medionidus acutissimus*);
11. Coosa moccasinshell (*Medionidus parvulus*);
12. snail darter (*Percina tanasi*)
13. Southern clubshell (*Pleurobema decisum*);
14. Southern pigtoe (*Pleurobema georgianum*);
15. triangular kidneyshell (* Ptychobranchus greeni*).

Based on relatively recent occurrence records of threatened and endangered species near or adjacent to the Interstate 75 right-of-way, we anticipate that the project has a high risk of directly or indirectly impacting the following species: (1) large flowered skullcap; (2) Tennessee yellow-eyed grass; (3) Cherokee darter; (4) gray bat; (5) triangular kidneyshell; and (6) the fine-lined pocketbook. Critical habitat is also designated for the portion of the Oostanaula River where it intersects with the project corridor.

As required by the ESA, all practicable options should be considered for avoiding and minimizing impacts to federally-listed species and critical habitat. Where applicable, GDOT should evaluate clear-span crossings of occupied threatened and endangered aquatic habitats and designated critical habitat. Increases in impervious surface area in certain portions of the Etowah River basin should be attenuated, as recommended by the draft Etowah Habitat Conservation Plan (www.etawahhcp.org). All efforts should be investigated to avoid impacting a large population of Tennessee yellow-eyed grass that occurs on GDOT-owned property, near the US 411 interchange with Interstate 75: the current alternatives depict direct displacement of this population. Additional and site-specific information on threatened and endangered species can be provided by us and through consultation with the Georgia Department of Natural Resources.

We look forward with working with your agency as you refine design alternatives. If you have any questions or require further information, please contact staff biologist Pete Pattavina, at 706-613-9493, ext. 236.

Sincerely,

[Signature]

Sandra S. Tucker
Field Supervisor

cc: Rich Williams, GDOT
Katy Allen, P.E., FHWA
Katrina Morris, GDNR
12.0 NORFOLK SOUTHERN COORDINATION LETTER
Mr. Alan Ware  
Passenger Rail Projects  
Georgia Department of Transportation  
Intermodal Programs  
600 West Peachtree Street  
Atlanta, Georgia  30308

Dear Alan,

This letter is in response to our recent conversations about projects and operations with the Atlanta area and the possible alignment for the Atlanta to Chattanooga High Speed Ground Transportation Study that Georgia Department of Transportation is carrying out. While from your basic description of the proposed project it would be somewhat difficult to determine what, if any, impact any possible alignment or associated infrastructure would have on Norfolk Southern and its current freight corridors and especially the impacts within the general region of Hapeville, Georgia and Hartsfield Jackson International Airport. It has been Norfolk Southern’s position to not allow any passenger operations within our freight corridors that will exceed 90 mph operating speed. I feel it is safe to say that Norfolk Southern would look to keep any high speed passenger technology, alignment or operations out of the Hapeville/Atlanta airport area and out of our existing right of way.

I would hope that as any project progresses, Norfolk Southern will be consulted and or asked to join the conversation early on to discuss any areas of possible interference or interface with our right of way and associated freight lines.

Sincerely,

Joel E. Harrell, III

Joel E. Harrell, III
Georgia Department of Transportation

ATLANTA-CHATTANOOGA
HIGH SPEED GROUND TRANSPORTATION PROJECT

TIER 1 DRAFT ENVIRONMENTAL IMPACT STATEMENT
Appendix F - Distribution

Prepared by:
Federal Railroad Administration (FRA)
Georgia Department of Transportation (GDOT)
Tennessee Department of Transportation (TDOT)

September 2016
PTSCO - 0023-00-002
PI: No. T001684
## Table of Contents

FEDERAL AGENCIES......................................................................................................................... 1  
STATE AGENCIES............................................................................................................................ 2  
    Georgia ................................................................................................................................... 2  
    Tennessee .............................................................................................................................. 3  
REGIONAL PLANNING AGENCIES................................................................................................. 3  
REGIONAL AND LOCAL TRANSPORTATION PLANNING AGENCIES........................................... 4  
COUNTY GOVERNMENTS.............................................................................................................. 5  
CITY GOVERNMENTS................................................................................................................... 7  
NATIVE AMERICAN TRIBES............................................................................................................. 9
DISTRIBUTION

The following is the distribution list for this Tier 1 DEIS:

**Federal Agencies**

**Federal Emergency Management Agency**
Mr. Brad Loar, CFM, Director
Mitigation Division
Federal Emergency Management Agency
3003 Chamblee-Tucker Road
Atlanta, Georgia 30341

**Federal Transit Administration**
Yvette G. Taylor, PhD, Regional Administrator
Federal Transit Administration
Region IV
230 Peachtree, NW Suite 800
Atlanta, GA 30303

**National Park Service**
Mr. David Vela, Regional Director, Southeast Region
National Park Service
U.S. Department of the Interior
100 Alabama Street, S.W.
1924 Building
Atlanta, Georgia 30303

**U.S. Army Corps of Engineers**
Ms. Mary Dills, Regulatory Project Manager
U.S. Army Corps of Engineers
North Area Section
Regulatory Branch
1590 Adamson Parkway, Suite 200
Morrow, Georgia 30260

**U.S. Department of Agriculture**
Mr. Leonard Jordan, Regional Conservationist
U.S. Department of Agriculture
Natural Resources Conservation Service
Federal Building
355 East Hancock Avenue, Stop Number 200
Athens, Georgia 30601

**U.S. Department of Housing and Urban Development**
Mr. John Perry, Director
Regional Office of Community Planning and Development
U.S. Department of Housing and Urban Development
Appendix F – Distribution

75 Spring Street, S.W., Room 346
Atlanta, Georgia 30303

U.S. Environmental Protection Agency
Mr. Jimmy Palmer, Regional Administrator
U.S. Environmental Protection Agency
Region IV
Sam Nunn Atlanta Federal Center
61 Forsyth Street, S.W.
Atlanta, Georgia 30303-8960

U.S. Fish and Wildlife Service
Ms. Cindy K. Dohner, Regional Director
U.S. Fish and Wildlife Service
247 South Milledge Street
Athens, Georgia 30601

State Agencies

Georgia

Georgia Department of Natural Resource
Mr. Noel Holcomb, Commissioner
Georgia Department of Natural Resource
2 Martin Luther King Jr. Drive, S.E.
Floyd Towers East, Ste. 1252 East
Atlanta, Georgia 30335

Georgia Forestry Commission
Mr. Robert Farris, Director
Georgia Forestry Commission
Box 819
Macon, Georgia 31298-4599

Georgia Natural Heritage Program
Ms. Katrina Morris, Data Manager
Georgia Natural Heritage Program
2117 U.S. Highway 278, S.E.
Social Circle, GA 30279

State Historic Preservation Office (SHPO)
David Crass, PhD, Division Director
State Historic Preservation Office (SHPO)
Historic Preservation Division Department of Natural Resources
254 Washington Street, SW, Ground Floor
Atlanta, GA 30334
Tennessee

State Historic Preservation Officer (SHPO)
Mr. E. Patrick McIntyre, Jr., Executive Director
State Historic Preservation Officer (SHPO)
Tennessee Historical Commission
2941 Lebanon Road
Nashville, TN 37243-0442

Tennessee Department of Environment and Conservation
Mr. Robert Martineau, Commissioner
Tennessee Department of Environment and Conservation
L&C Annex, 1st Floor
401 Church Street
Nashville, TN 37243

Regional Planning Agencies

Appalachian Regional Commission
Thomas M. Hunter, Executive Director
Appalachian Regional Commission
1666 Connecticut Avenue, NW
Suite 700
Washington, D.C. 20009-1068

Atlanta Regional Commission
Mr. Douglas R. Hooker, Director
Atlanta Regional Commission
40 Courtland Street, N.E.
Atlanta, Georgia 30303

Chattanooga Area Regional Council of Governments/Southeast Tennessee Development District
Mr. D. Gary Davis, Chairman
Chattanooga Area Regional Council of Governments/Southeast Tennessee Development District
P.O. Box 4757
Chattanooga, TN 37405

Chattanooga-Hamilton County Regional Planning Council
Mr. Barry Bennett, Executive Director
Chattanooga-Hamilton County Regional Planning Council
Development Resource Center
1250 Market Street, Suite 2000
Chattanooga, TN 37402-2713

Northwest Georgia Regional Commission
Mr. Billy Crocker, Chairman or Mr. William Steiner, Executive Director
Coosa Valley Regional Development Center
P.O. Box 1793
Tennessee Valley Authority
Mr. Tom Kilgore, President & CEO
Tennessee Valley Authority
400 W. Summit Hill Drive
Knoxville, TN 37902-1499

Regional and Local Transportation Planning Agencies
Chattanooga Area Regional Transit Authority Board of Directors
Mr. E. Stephen Jett, Chair
Chattanooga Area Regional Transit Authority Board of Directors
1617 Wilcox Boulevard
Chattanooga, TN 37406

Chattanooga Metropolitan Airport Authority
Daniel Jacobson, Chairman
Chattanooga Metropolitan Airport Authority
1001 Airport Road, Suite 14
Chattanooga, TN 37421

City of Atlanta - Department of Aviation
Mr. Tom Nissalke II, PhD, Director of Environmental and Technical Services Planning and Development
City of Atlanta - Department of Aviation
Hartsfield-Jackson Atlanta International Airport
P.O. Box 20509
Atlanta, GA 30302

Georgia Regional Transportation Authority
Mr. Jannine Miller, Executive Director
Georgia Regional Transportation Authority
Marquis One Tower
245 Peachtree Center Avenue, N.E.
Suite 900
Atlanta, GA 30303

Metropolitan Atlanta Rapid Transit Authority
Dr. Beverly Scott, PhD, General Manager and Chief Executive Officer
Metropolitan Atlanta Rapid Transit Authority
2424 Piedmont Road, N.E.
Atlanta, GA 30324-3311
County Governments

Bartow County Board of Commissioners
Mr. Clarence Brown, Commissioner
Bartow County Board of Commissioner's
135 West Cherokee Avenue, Suite 251
Cartersville, GA 30120

Catoosa County Board of Commissioners
Mr. Keith Greene, Chairman
Catoosa County
800 Lafayette Street
Ringgold, GA 30736

Cherokee County Board of Commissioners
Mr. L.B. Buzz Ahrens, Chairman
Cherokee County Board of Commissioners
1130 Bluffs Parkway
Canton, GA 30114

Clayton County Board of Commissioners
Mr. Eldrin Bell, Chairman
Clayton County Board of Commissioners
Clayton County Administration Annex 1
112 Smith Street
Jonesboro, GA 30236

Cobb County Board of Commissioners
Mr. Tim Lee, Chairman
Cobb County Board of Commissioners
100 Cherokee Street
Marietta, GA 30090-9679

Douglas County Board of Commissioners
Mr. Tom Worthan, Chairman
Douglas County Board of Commissioners
8700 Hospital Drive, 3rd Floor
Douglas County Courthouse
Douglasville, GA 30134

Floyd County Board of Commissioners
Mr. John Mays, Chairman
Floyd County Board of Commissioners
12 East 4th Avenue
Suite 209
P.O. Box 946
Rome, GA 30162

**Fulton County Board of Commissioners**
Mr. John H. Eaves, Chairman
Fulton County Board of Commissioners
141 Pryor Street, S.W., 10th Floor
Atlanta, GA 30303

**Gordon County Board of Commissioners**
Ms. Judy Bailey, Chairperson
Gordon County Board of Commissioners
201 North Wall Street
P.O. Box 580
Calhoun, GA 30701

**Hamilton County Board of Commissioners**
Larry L. Henry, Chairman
Hamilton County Board of Commissioners
401 Courthouse
625 Georgia Avenue
Chattanooga, TN 37402

**Murray County Board of Commissioners**
Mr. Steve Anglea, Chairman
Murray County Board of Commissioners
P.O. Box 1129
121 North 4th Avenue
Chatsworth, GA 30705

**Paulding County Board of Commissioners**
Mr. David Austin, Commission Chairman
Paulding County Board of Commissioner’s
240 Constitution Boulevard
Dallas, GA 30132

**Polk County Board of Commissioners**
Mr. Marshell Thaxton, Chairman
Polk County Board of Commissioners
West Avenue, Suite B
Cedartown, GA 30125

**Whitfield County Board of Commissioners**
Mr. Mike Babb, Chairman
Whitfield County Board of Commissioners
301 West Crawford Street
Dalton, GA 30720
City Governments

City of Adairsville
Mr. Evan King, Mayor
City of Adairsville
116 Public Square
Adairsville, GA 30103

City of Aragon
Mr. Ken Suffridge, Mayor
City of Aragon
2814 Rome Highway
Aragon, GA 30104-2474

City of Atlanta
Mr. Kasim Reed Mayor
City of Atlanta
55 Trinity Avenue, S.W., Suite 2400
Atlanta, GA 30303

City of Calhoun
Mr. James Palmer, Mayor
City of Calhoun
P.O. Box 248
Calhoun, GA 30703-0248

City of Cartersville
Mr. Matt Santini, Mayor
City of Cartersville
P.O. Box 1390
1 North Erwin Street
Cartersville, GA 30120

City of Chattanooga
Mr. Ron Littlefield, Mayor
City of Chattanooga
Office of the Mayor
City Hall
101 E. 11th Street
Chattanooga, TN 37402

City of Cohutta
Mr. Don Henderson, Mayor
City of Cohutta
4408 Trailwood Drive
Cohutta, GA 30710

City of College Park
Appendix F – Distribution

Mr. Jack Longino, Mayor  
College Park City Hall  
3667 Main St.  
College Park, GA 30337

City of Dalton  
Mr. David Pennington, Mayor  
City of Dalton  
300 West Waugh Street  
P.O. Box 1205  
Dalton, GA 30720

City of East Point  
Ms. Earnestine D. Pittman, Mayor  
City of East Point  
2777 East Point Street  
East Point, GA 30344

City of Emerson  
Mr. Al Pallone, Mayor  
City of Emerson  
P.O. Box 300  
Emerson, GA 30137-0300

City of Fairmount  
Mr. Harry Pierce, Mayor  
City of Fairmount  
P.O. Box 705  
Fairmount, GA 30139-0705

City of Hapeville  
Mr. Allan Hallman, Mayor  
City of Hapeville  
3488 N. Fulton Avenue  
Hapeville, GA 30354

City of Kennesaw  
Mr. Mark Mathews, Mayor  
City of Kennesaw  
2529 J.O. Stephenson Avenue N.W.  
Kennesaw, GA 30144

City of Marietta  
Mr. Steve Tumlin, Mayor  
City of Marietta  
P.O. Box 609  
Marietta, GA 30061

City of Plainville
Ms. Sally Johnston, Mayor
City of Plainville
P.O. Box 657
Plainville, GA 30733-0657

City of Ranger
Mr. David Charity, Mayor
City of Ranger
P.O. Box 9
Ranger, GA 30734-0009

City of Ringgold
Mr. Joe Barger, Mayor
City of Ringgold
34 Barger Street
Ringgold, GA 30736

City of Resaca
Mr. Samuel Allen, Mayor
City of Resaca
P.O. Box 231
Rockmart, GA 30153-0231

City of Rome
Ms. Evie McNiece, Mayor
City of Rome
P.O. Box 1433
Rome, GA 30162-1433

City of Rockmart
Mr. Curtis Lewis, Mayor
City of Rockmart
P.O. Box 231
316 Piedmont Avenue
Rockmart, GA 30153-0231

Native American Tribes

Alabama-Coushatta Tribe of Texas
Ms. Debbie Thomas
Tribal Historic Preservation Officer
NAGPRA Coordinator
Alabama-Coushatta Tribe of Texas
571 State Park Road, 56
Livingston, TX 77351

Alabama-Quassarte Tribal Town
Ms. Augustine Asbury
Alabama-Quassarte Tribal Town
Appendix F – Distribution

PO Box 187
Wetumka, Oklahoma 74883

Cherokee Nation
Mr. Richard Allen
NAGPRA Representative
Cherokee Nation
PO Box 948
Tahlequah, OK 74465

Chickasaw Nation
Ms. Gingy Nail
Tribal Historic Preservation Officer
Chickasaw Nation
PO Box 1548
Ada, OK 74281-1548

Eastern Band of Cherokee Indians
Mr. Russell Townsend
Tribal Historic Preservation Officer
Eastern Band of Cherokee Indians
Cultural Resources
P.O. Box 455
Cherokee, NC 28719

Eastern Shawnee of Oklahoma
Robert Dushane
Eastern Shawnee of Oklahoma
P.O. Box 350
Seneca, MO 64865

Kialegee Tribal Town
Mr. Marsey Harjo
Kialegee Tribal Town
Creek Nation of Oklahoma
PO Box 332
Wetumka, OK 74883

Muscogee (Creek) Nation
Ms. Joyce A. Bear
Historic Preservation Officer
Cultural Preservation Office Manager
Muscogee (Creek) Nation
P.O. Box 580
Okmulgee, OK 74447

Muscogee (Creek) National Council
Mr. Alan Cook
c/o Muscogee (Creek) National Council
Appendix F – Distribution

16988 W. 780 Road
Tahlequah, OK 74464

**Muscogee (Creek) National Council**
Mr. George Tiger
Muscogee (Creek) National Council
P.O. Box 158
Okmulgee, OK 74447

**Poarch Band of Creek Indians**
Mr. Robert Thrower
Tribal Historic Preservation Officer
Poarch Band of Creek Indians
5811 Jack Springs Road
Atmore, Alabama 36502

**Seminole Nation of Oklahoma**
Mr. Pare Bowlegs
Seminole Nation of Oklahoma
PO Box 1498
Wewoka, OK 74884

**Seminole Tribe of Florida**
Mr. Willard Steele, THPO
Seminole Tribe of Florida
Ah-Tah-Thi-Ki Museum
HC 61, Box 21A
Clewiston, FL 33440

**Shawnee Tribe**
Rebecca Hawkins
Tribal Historic Preservation Officer
Shawnee Tribe
P.O. Box 189
Miami, OK 74355

**Thlopthlocco Tribal Town**
Mr. Charles Coleman
Tribal Committee Member
Thlopthlocco Tribal Town
PO Box 188
Okemah, OK 74859

**Tribe of Louisiana**
Mr. John Zachary, Attorney at Law
c/o Coushatta Tribe of Louisiana
P.O. Box 12730
Alexandria, LA 71315-2730
United Keetoowah Band
Ms. Lisa Stopp
THPO/NAGPRA Representative
United Keetoowah Band
PO Box 746
Tahlequah, OK 74465