



TIGER VI Discretionary Grant Application

City of Chattanooga Rail Transit Implementation Plan



Location: Chattanooga, TN

Type of Application: Transit Project

Type of Eligible Applicant: Municipality

Amount of TIGER Funding Requested: \$400,000

April 28, 2014

Application Organization Name: City of Chattanooga

Applicant

City of Chattanooga, Tennessee

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Name of Project

City of Chattanooga Rail Transit Implementation Plan

Type of Project

Passenger Rail

Location of Project

- Chattanooga, Tennessee, Hamilton County, TN, 3rd Congressional District

Urban or Rural Area

- Urban

TIGER VI Planning Grant Funding Request

- TIGER Grant Request: \$400,000
- State & Local Match: \$300,000
- Total Project Cost: \$700,000

DUNS Number

04-311-2341

Link to City of Chattanooga website for application, letters of support, and other materials:

<http://www.chattanooga.gov/transportation/transportation-resources/grants>



City of Chattanooga Rail Transit Implementation Plan at a Glance

The City of Chattanooga is requesting \$400,000 in TIGER funds to be used toward the overall funding of a Rail Transit Implementation Plan, which will:

- Evaluate the feasibility of utilizing 21 miles of existing freight rail infrastructure for passenger rail service, and
- Develop an implementation strategy for establishing a 23-mile long passenger rail system in the city.

Local funds of \$300,000 are already committed to complete this project. This represents a **43% match** toward the total funding required to complete the \$700,000 implementation plan.

1.1 Highlights of the Project

The existing freight rail infrastructure is located in the heart of Chattanooga, near neighborhoods, large employment centers, and the Chattanooga Municipal Airport. The implementation plan would result in a number of significant outcomes:

- State of Good Repair benefits due to the improvement of existing, but underutilized, freight rail infrastructure.
- Sustainability benefits generated by the repurposing of underutilized infrastructure and reduced emissions as existing drivers opt to take the train, rather than drive. Passenger rail service, combined with vibrant station area development, encourages biking and walking, further enhancing the city's air quality and its efforts to promote development of a vibrant, pedestrian-friendly, less car dependent city.
- Quality of Life benefits generated by station area development and improved connectivity for residents of Chattanooga who rely on transit, which does not presently serve several large employment centers. The project would also provide transportation choices to residents seeking an alternative to automobile transport to and from their jobs and the Chattanooga Municipal Airport.
- Safety will be improved as automobile drivers choose to take passenger rail, rather than drive, resulting in reduced congestion and fewer auto accidents on Chattanooga's roadways.
- Economic Competitiveness is supported through improved connectivity between residents and expanding businesses located in the city and on the outskirts of Chattanooga's central business district.



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2.0 Project Description

The City of Chattanooga has experienced an urban renaissance in the last 30 years. Once declared “the dirtiest city in America,” due to industrial air pollution, it is now a thriving and revitalized community. Downtown Chattanooga has added mixed-use development, improved pedestrian facilities, and increased green space. Also referred to as the “scenic city,” rivers and trails are directly accessible to most parts of Chattanooga and the city has made efforts to ensure that its scenic quality is preserved. This is compatible to one of the city’s other top priorities; namely, to reduce auto dependency and promote multimodal transportation options.



Chattanooga... “the gateway to the entire South, the chief railroad town...”

The City of Chattanooga has a long history of passenger rail service. Passenger trains once arrived throughout the day and night but ceased service on May 1, 1971. Inside the venerable Union Station structure at Ninth and Broad Streets, businessmen were no longer glancing at their watches while in the waiting room. Travelers were taking to the air or to the highways, and the hotels around the depot were almost anachronisms, as there were no passengers looking for a place to stay. The Rail Transit Implementation Plan would bring passenger rail service back to downtown Chattanooga by repurposing and improving existing freight rail infrastructure for passenger service. It would build on efforts underway by the city to support a more robust multimodal transportation system for the city. A recent article describes the project:

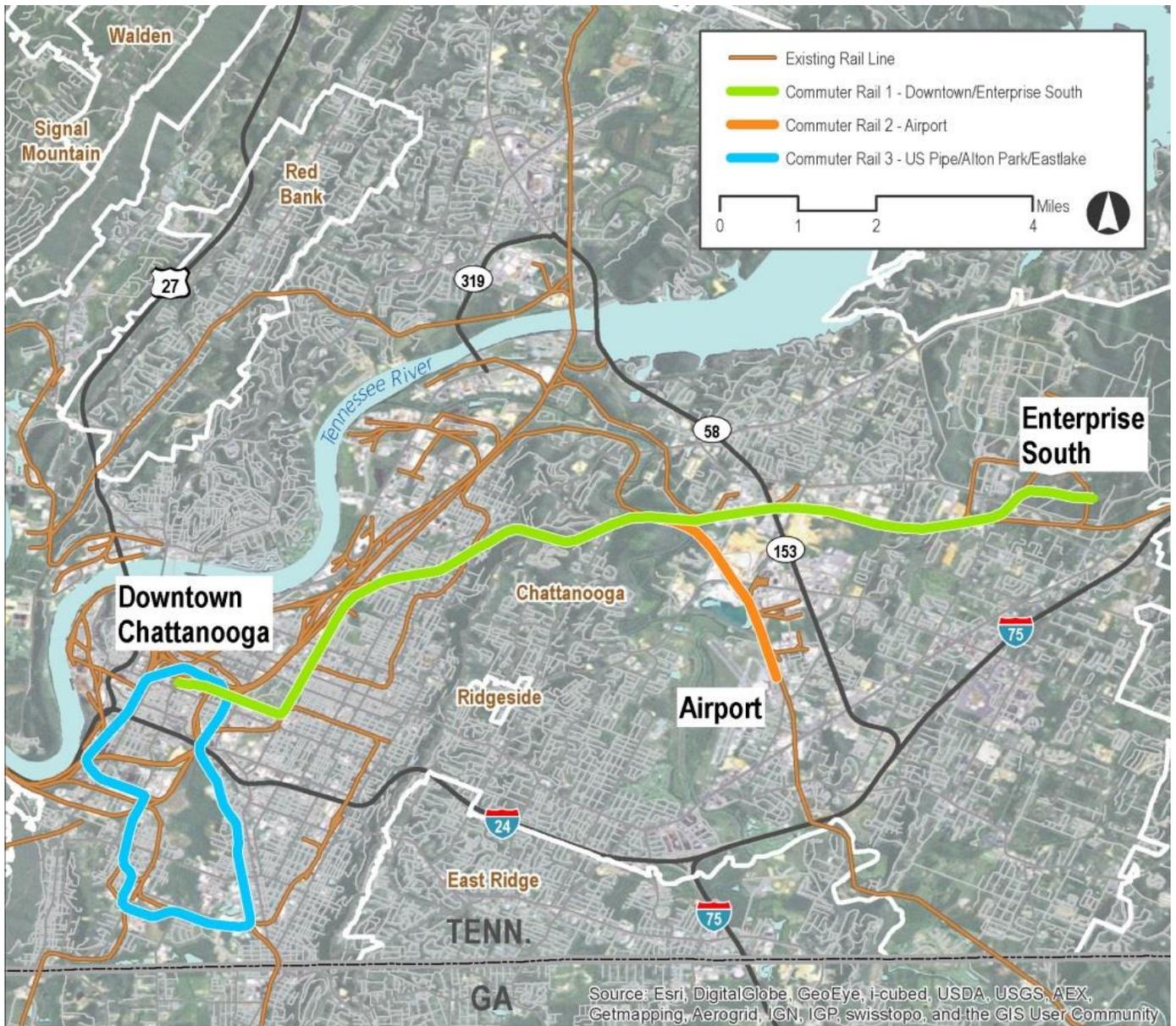
<http://www.timesfreepress.com/news/2014/apr/22/chattanooga-explores-local-light-rail/>

Upon taking office in 2013, the new mayor created a transportation department intended to emphasize a new paradigm focused on a multimodal transportation vision for the city. The city’s commitment to these efforts is reflected in initiatives, including the adoption of a Complete Streets ordinance and the city’s decision to enact National Association of City Transportation Officials (NACTO) street and bikeway design standards. In addition to enhancing the quality of life in Chattanooga through bike, pedestrian, and streetscape improvements, the city has also supported mixed use, higher density development in its Center City, Southside, and North Shore neighborhoods.

Within the City of Chattanooga, there exists a large stock of existing freight rail infrastructure that is underutilized. Much of this infrastructure is located in areas that are historically economically disadvantaged and in areas that are principal destinations for jobs, education, and commerce. A preliminary assessment suggests that the existing underused rail lines could be adapted for passenger rail use to connect densely populated neighborhoods in the city of varying income levels to important employment, educational, and transportation facilities.



Figure 1 | Location Map



Capitalizing on Chattanooga’s existing rail infrastructure and history as the rail transportation hub of the Southeast for passengers and freight, the City of Chattanooga is looking to further its revitalization efforts by utilizing its existing freight rail infrastructure for intra-city passenger rail transportation. Specifically, the City of Chattanooga is requesting a TIGER grant of \$400,000 to finalize the overall funding package for a planning and implementation study of passenger rail options in the city. The local match constitutes 43 percent of the total funding required to complete the study. This planning project will involve full-scale planning of multiple scales



of travel-shed improvements, as well as the enhancement of economic and community development in neighborhoods.

2.1 Project Purpose

The purpose of this project is to develop an implementation plan for using and supplementing the existing freight rail infrastructure for a passenger rail transit system that will incorporate existing and proposed tracks, tunnels, and bridges. The rationale for developing passenger rail in the city is three-fold.

First, there are a number of neighborhoods through which the existing freight rail infrastructure runs that are not easily connected by roadways or transit. For example, Missionary Ridge divides downtown Chattanooga from the East Brainerd area of the city. With limited roadway infrastructure in this and other neighborhoods in Chattanooga, connectivity could be significantly enhanced with a passenger rail system.

From a transit perspective, no service presently exists between areas in downtown Chattanooga and key employment centers such as Enterprise South Industrial Park. Volkswagen and Amazon are both at this location, employing thousands of people with plans for growth. Unum, Blue Cross Blue Shield Tennessee (BCBST), and Tennessee Valley Authority are also large employers located in close proximity to the proposed passenger rail system. There is also a poultry processing facility located within a short walk of the potential system.

A Brookings¹ study indicates that only 39 percent of all jobs in the Chattanooga, TN-GA Metro Area are accessible by transit within 90 minutes, and only 23 percent of working-age residents live near a transit stop. A passenger rail system would significantly improve these statistics offering improved connectivity for transit-dependent and other Chattanooga residents.

The passenger rail implementation study will also assess rail access to the airport. This connectivity would support residents who are traveling into and out of Chattanooga, business people, and tourists visiting the city. Additionally, there are numerous industrial employers located near the airport, offering yet another opportunity for Chattanooga's residents.

The project would also plan for transit-oriented development around the station areas and multimodal centers. This development is consistent with the city's commitment to a more walkable, bikeable, transit-friendly community. The city is currently in the process of implementing form based code in Chattanooga, which would support TOD. It is anticipated that this type of development, coupled with transportation options, will create more livable neighborhoods and enhance citizen health.

Second, the rail infrastructure that could support passenger rail exists and is located in areas of the city that would benefit significantly from an alternative mode of transportation. This not only supports a state of good repair, but also sustainability by repurposing an underutilized resource. The overall passenger rail system

¹ Source: BROOKINGS | Metropolitan Policy Program



would be 23 miles in length. Currently, there are 21 miles of existing infrastructure and right-of-way that could be utilized as the backbone of this passenger rail system. It is noteworthy that the city has already initiated talks with the railroad owners, and they will remain engaged throughout the implementation plan development.

Third, Chattanooga has spent years cleaning up its air quality, yet it remains a non-attainment area. Facilitating a shift from automobile travel to passenger rail travel, combined with vibrant station areas and facilities that encourage biking and walking, will further enhance the city's air quality and its efforts to continue developing a vibrant, pedestrian-friendly, less car dependent city. The city has made significant strides in moving Chattanooga from an auto-centric community to one that emphasizes and encourages other modes of transportation, including walking, biking, and taking the bus. This implementation plan will further those significant efforts.

2.2 Project Benefits and Primary Selection Criteria

This project is anticipated to generate a number of important benefits to the public. While quantification of these benefits is not required for this grant application, the following section qualitatively describes the expected benefits of the City of Chattanooga Rail Transit Implementation Plan. Where some data is available, or the experiences of other communities are relevant, monetary values of potential benefits have been provided.

2.2.1 State of Good Repair

One of the most compelling reasons to conduct this implementation plan is that the infrastructure that would be required to develop a passenger rail system is, for the most part, in place. The extent to which the infrastructure is currently in a state of good repair varies; some of the infrastructure is not presently used at all. Overall, the envisioned system would include 23 miles of passenger rail infrastructure, of which 21 miles already exists. Understanding what would be required to bring the entire system into a state of good repair would be part of this implementation plan process.



2.2.2 Promoting Equitable, Affordable Housing

As part of the implementation plan, locations for stations will be considered, with the intent of both serving the transportation needs of the neighborhoods in which they are located, and also providing an opportunity for transit-oriented development (TOD). While determining the precise location of the station areas will be a part



of the implementation plan, the city has already isolated the station areas that seem most feasible and supportive of other city-wide policies.

Presently, there is a great need for housing in downtown Chattanooga and many area residents fall significantly below the poverty level (see **Figure 2**), making housing even more difficult to obtain. The Mayor and Council have encouraged increased development and density of housing in the area through which many of these freight rail lines currently run to help resolve this shortage. In fact, the current administration of the city views workforce housing and affordable housing as a core principal of its development efforts. This implementation plan will consider the types of development that would be appropriate for the station areas. It is envisioned that a mix of uses will surround the station areas and that form based code will be a part of that planning. Promoting housing that is equitable and affordable will be an important element of this mix of uses.

2.2.3 Economic Competitiveness

Passenger rail service between areas of Chattanooga, as well as to employment centers outside of the downtown, will better connect employers to a diverse labor pool and provide access to jobs that might otherwise be difficult to reach due to transportation limitations. By expanding the labor pool available, businesses can tap into local talent to meet their growth expectations.

Large employers are located near the existing freight rail infrastructure. On the edge of town at Enterprise South Industrial Park there are more than 6,000 jobs, including, Volkswagen which employs 2,107 people and Amazon employing approximately 2,500². Unum employs 2,800, BCBS 4,238, and Tennessee Valley Authority (TVA) 4,126 in the downtown area. Located near the existing freight rail infrastructure, providing passenger rail service between these businesses and residents is expected to help support economic growth and competitiveness in national and global markets.

² <http://www.downtownchattanooga.org/new/work/employers>



Figure 2 | Households below Poverty Level

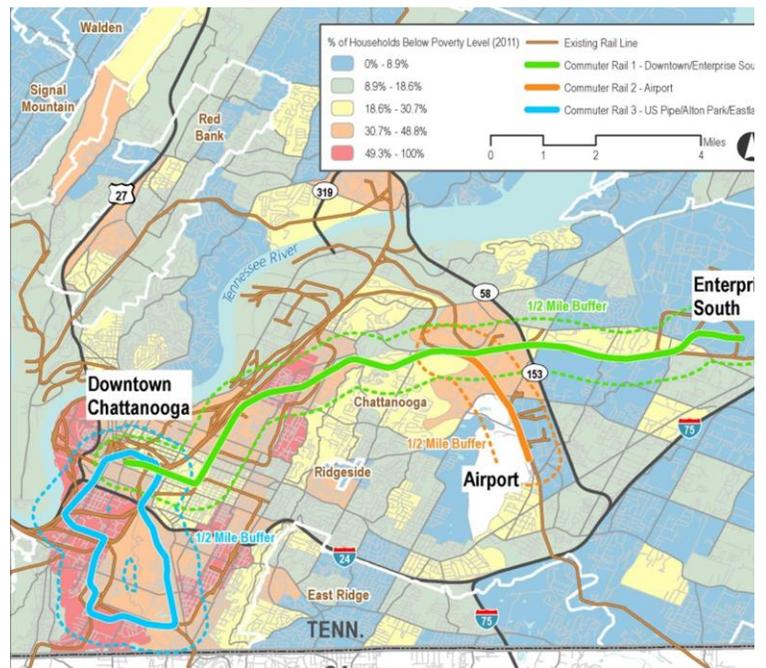
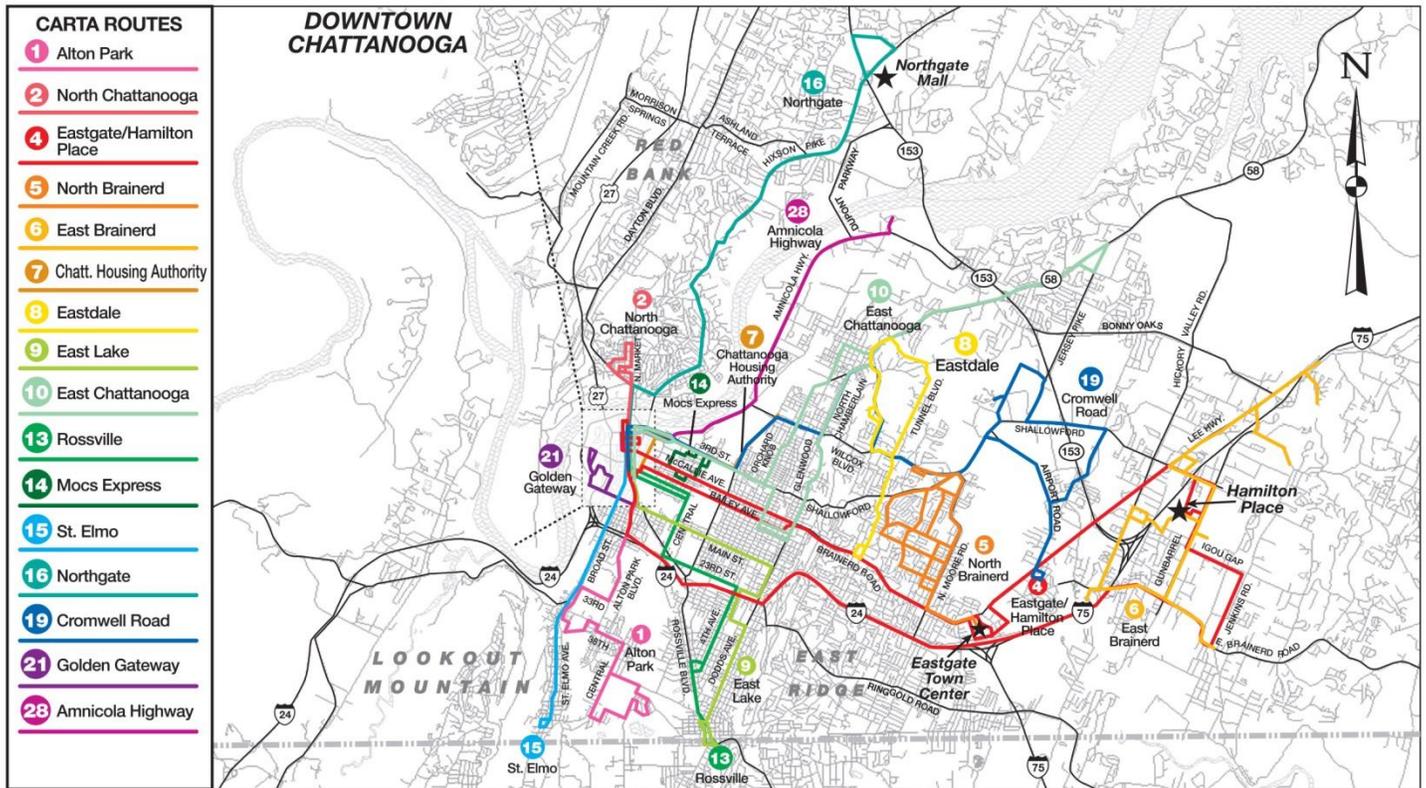


Figure 3 | Existing Transit System



2.2.4 Quality of Life and Providing More Transportation Choices

The vision of this passenger rail transit implementation study is to link downtown Chattanooga to key employment and activity centers that are not currently accessible by any transportation mode other than automobile. This implementation plan will facilitate the creation of a rail transit backbone that connects downtown Chattanooga to neighborhoods and the airport. While transit service does exist in the city (see **Figure 3**), and fills part of the gap for those Chattanooga residents who do not or prefer not to drive, there is no service available to some of the larger employment centers or to the airport. Passenger rail service would provide “ladders of opportunity” to Chattanooga residents who rely on transit to reach their employers and are restricted in their employer options because of limited transportation options and access to key employment centers. A letter of support eloquently describes this situation and is provided in the Appendix.

A study conducted by the city’s transit authority, CARTA, found that a typical CARTA trip is taken by an African-American female between the ages of 35 and 49, with a household income of less than \$15,000. She walks to and from the bus stop, as no one in her household owns a car. Like 84 percent of all CARTA users, she is transit dependent, and has relied on the bus system for transportation to and from her job for at least five years.³ Another study conducted by CARTA suggests that as many as 904 riders would utilize transit if it was available

³ Chattanooga-Hamilton County Regional Planning Agency, “On-Board Transit Survey,” August 2011.



to the Enterprise South facility. Our “typical” transit user could very likely benefit from the improved transportation access provided by passenger rail throughout downtown Chattanooga and to key employment centers. In addition, the rail system would further encourage a shift from an auto-centric community to one that is more multimodal in its transportation options. “Choice” riders – those individuals who have access to other transportation but choose to take the train – would benefit. A rail passenger who gives up his or her car can save an average of \$9,000 a year⁴ in vehicle-related expenditures.

This year, the Multimodal Transportation Center Study to revise bus routes and plan new multi-modal centers was started in Chattanooga, and will continue until mid-2015. If awarded funding, the Rail Transit Implementation Plan would be developed in concert or on the heels of the bus multimodal study. This would afford the opportunity to consider placing bus routes in areas that would complement future passenger rail service, further integrating the multimodal transportation system desired by the city.

The business community and tourism industry could also benefit from improved passenger rail service, particularly to and from the Chattanooga Airport. Currently, there is no direct access to the airport, and air travelers must rely on automobile travel between the downtown and the airport. Planning rail service to and from the airport will be a part of the implementation strategy.



Central Park Rendering

⁴ Transit Savings Report, <http://www.publictransportation.org/tools/transitsavings/Pages/default.aspx>.



Putting aside the connectivity benefits, which are potentially quite significant, passenger rail service, station area development, and an implementation plan geared toward integrating transportation options (e.g., bike, pedestrian, transit, etc.) could enhance the overall quality of life for Chattanooga residents in ways not related to mobility. Part of the planning process for this project will examine the feasibility of a new regional park along the primary existing rail line that would make green connections between existing city park space, such as Warner Park and Montague Park, and federal park facilities. In addition, station area development could further enhance the quality of life in neighborhoods by providing services not presently available (e.g., retail, food markets, etc.), potentially developing an underutilized or vacant space, and enhancing the area with green space, better lighting and other amenities. Mixed use development also keeps neighborhoods vibrant during all times of the day with workers during the day and shoppers and diners in the evening hours.

2.2.5 Environmental Sustainability

A passenger rail service in Chattanooga would support those individuals who currently do not have easy access to an automobile, but it will also encourage other residents and visitors of the city to utilize alternate means of transportation that are more environmentally friendly. For example, a quality passenger rail system that provides some amenities, such as wi-fi, may induce “choice” riders who currently drive to work or to school to take the train. Every person who opts to take the train rather than drive is estimated to generate about \$96 in emissions reduction benefits per person per year. This is based on an average one-way commute length of about 8.5 miles and using factors supplied by FTA in their New Starts guidance.



Bike Chattanooga

While the focus of this plan will be on rail, supporting transportation facilities for bicyclists and pedestrians will also be considered. Chattanooga currently has a bike share program, which it intends to expand when passenger rail service is developed. Facilities to support bike/pedestrian activity will be evaluated for each of the proposed station areas, as part of the overall plan. These additional facilities may also encourage people to leave their automobile at home when running errands, going to work, or visiting the city’s museums and other attractions. This would further reduce vehicle emissions levels and traffic congestion.

2.2.6 Safety

Fewer vehicles on the road generally reduces crash rates, which improves overall public safety. For every vehicle mile of travel removed from the roadways, \$0.15 in safety benefits is generated. Station areas built with good lighting and safety features can also improve the overall safety of the neighborhoods in which the stations are located. Areas with previously limited lighting and no pedestrian amenities can be improved when stations are planned and transit-oriented development occurs. An additional benefit of TOD is that more people would likely be walking and biking around the station areas. This provides “eyes on the street,” which certainly enhance the perception of safety.



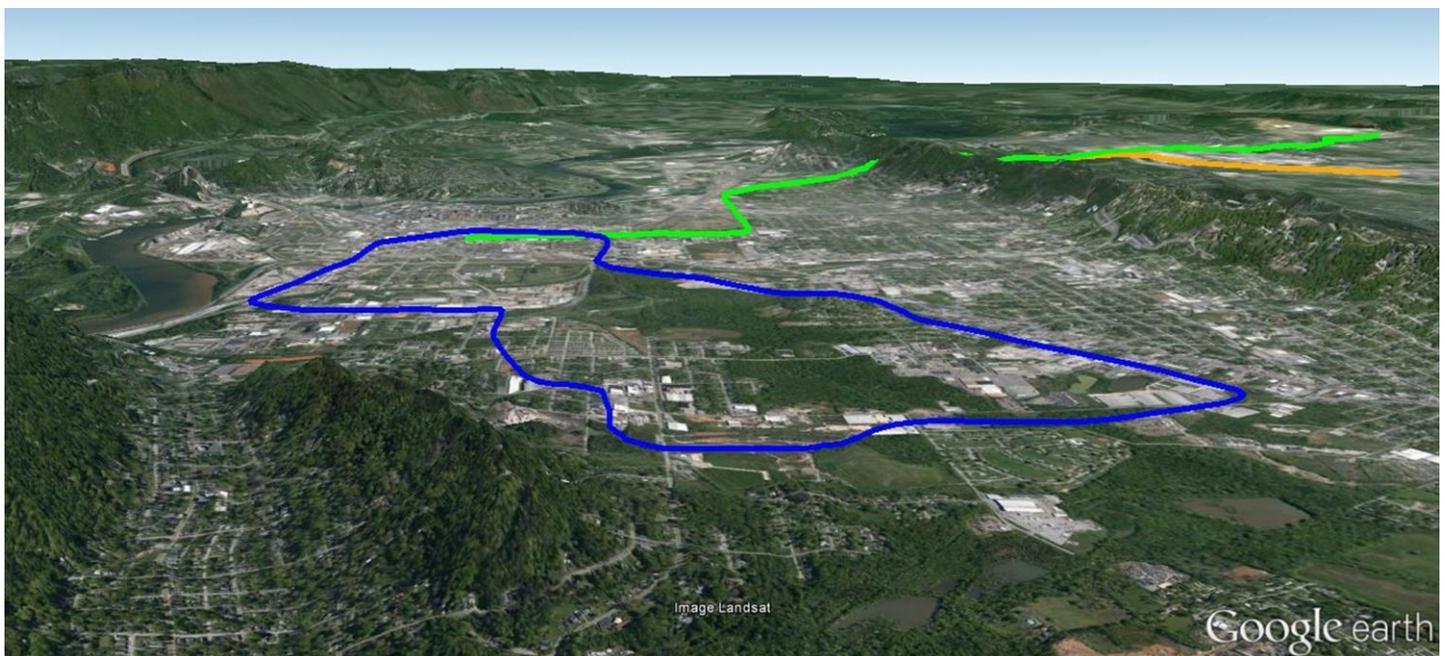
2.3 Job Creation and Economic Stimulus

Investment in the City of Chattanooga Rail Transit Implementation Plan is anticipated to increase employment and economic activity in the region. The short-term construction activity will provide jobs and labor income in construction, manufacturing, and supporting industries. The more critical element of this project, however, is the longer term ability to provide “ladders of opportunity” to Chattanooga residents who will be able to access significant employment centers, attractions and the airport once the passenger rail system is in place. This rail system eliminates physical barriers as well. The City of Chattanooga is located in a “bowl” surrounded by a geography of ridges with limited cross-connections. When passenger rail is implemented, park and ride stations could be provided to communities outside of the “bowl.” Residents could park their car and then utilize rail to reach the downtown and other key destinations. Presently, access to the city over the ridges is congested during commute times, resulting in slow travel times and increased emissions, as compared to passenger rail.

In September 2011, based on further analysis both of actual job-creation experience from transportation projects under the Recovery Act and on further macroeconomic analysis, the Council of Economic Advisors (CEA) determined that a job-year is created by every \$76,923 in transportation infrastructure spending. In the near term, this suggests that the \$700,000 investment for the planning study would generate 9 job-years.

Longer term, however, the plan could develop into an actual construction investment, which would generate more job-years. Not too far into the future, the existence of a passenger rail system in Chattanooga would be expected to support hundreds and maybe thousands of new jobs because of the ability of existing and future

Figure 4 | Topographic Map



employers to better access the workforce available in Chattanooga. A reliable and sound transportation system is also factored in to many business location decisions, based on the experience of other well-served cities. Finally, station area development could support new retail and commercial activities that would not otherwise be in existence. This could further support long-term job growth.

2.4 Secondary Selection Criteria

In addition to meeting the primary selection criteria of the TIGER program, the City of Chattanooga Rail Transit Implementation Plan is both innovative and supported by numerous parties in Chattanooga and the region.

2.4.1 Innovation

DOT will give priority to projects that use innovative strategies to pursue the long-term outcomes outlined above. Bike share exists already and this could be expanded at each train station, which would expand the reach of the rail line. Existing rail lines are available to provide the primary passenger rail network.

While a primary focus of the project is connecting residents to employers, an added benefit would be the addition of a transportation mode for tourists. The existing bike share program is available to and used by commuters but when initially introduced, many of the users were visitors. It is expected that a similar pattern could emerge with the passenger rail center. Tourist use could support the system in its initial stages while commuters adjust their method of getting to work and as transit-oriented development is developed at rail stations. Because the existing Chattanooga Choo-Choo Depot is already a big draw for tourists, and may be a reasonable station stop for the passenger rail system, its visitors would help make the project economically viable on the front end and allow commuters to adjust to the new system.

2.4.2 Partnership

The City of Chattanooga Rail Transit Implementation Plan has extensive support from both public and private stakeholders throughout the region. A letter of support from each of these parties is included in the Appendix and the parties are listed individually in **Table 1**.

Table 1: Partnerships

Legislators

- Senator Bob Corker
- Congressman Chuck Fleischmann

Business Groups

- East Chattanooga Improvement, Inc.
- Chamber of Commerce

Educational Institutions

- Chattanooga State Community College
- Tennessee Valley Railroad Museum

Advocacy Groups

- Active Living and Transportation Network
- Art 120
- Glass House Collective
- Met Ministries
- Foxwood Heights Neighborhood Association

Government Agencies

- Chattanooga Metropolitan Airport Authority
- Chattanooga Area Regional Transit (CARTA)
- Chattanooga-Hamilton County Health Department – Step ONE
- Hamilton County

Individuals

- Jean-Marie Lawrence
- Enora Moss



3.0 Detailed Project Description

The \$700,000 planning grant project will be initiated upon grant receipt and is expected to require approximately 8-10 months to complete. Specific planning aspects include:

- Planning passenger rail corridors using mostly existing tracks to connect downtown to eastside neighborhoods, and to the City Airport and Enterprise South – there are 6,025 jobs between 11 employers at Enterprise South
- Planning multimodal centers to bring together rail, air, bus, car, bike share, and taxi transit
- Creation of TOD form-based zoning and development plans at neighborhood rail stations and at multimodal stations
- Planning improvements to neighborhood greenways, biking infrastructure, sidewalks, and bus routes oriented around new rail stations
- Planning a new regional park along the primary existing rail line by making green connections between existing city park space such as Warner Park, Montague Park, and federal park facilities

To accomplish these activities, the City of Chattanooga will build on existing planning studies and complete the following key tasks:

- Establish goals and objectives that will provide a “road map” for the development of the implementation plan.
- Engage the public through public meetings, social media, and the creation of a stakeholder advisory committee.
- Coordinate with other regional planning efforts.
- Assess the existing freight rail infrastructure to determine improvements required to accommodate passenger rail. Regulatory issues related to the choice of light rail or commuter rail vehicles will also be addressed during this task.
- Determine station location and analyze the opportunities for station-area economic development that includes both commercial and residential development. Evaluate which station areas are better candidates for affordable and market rate housing.
- Conceptual Design and Preliminary Engineering
- Initial Environmental Analysis
- Develop capital cost estimate.
- Develop Implementation Plan and schedule.
- Identify investment strategies to support and facilitate the development of passenger rail.

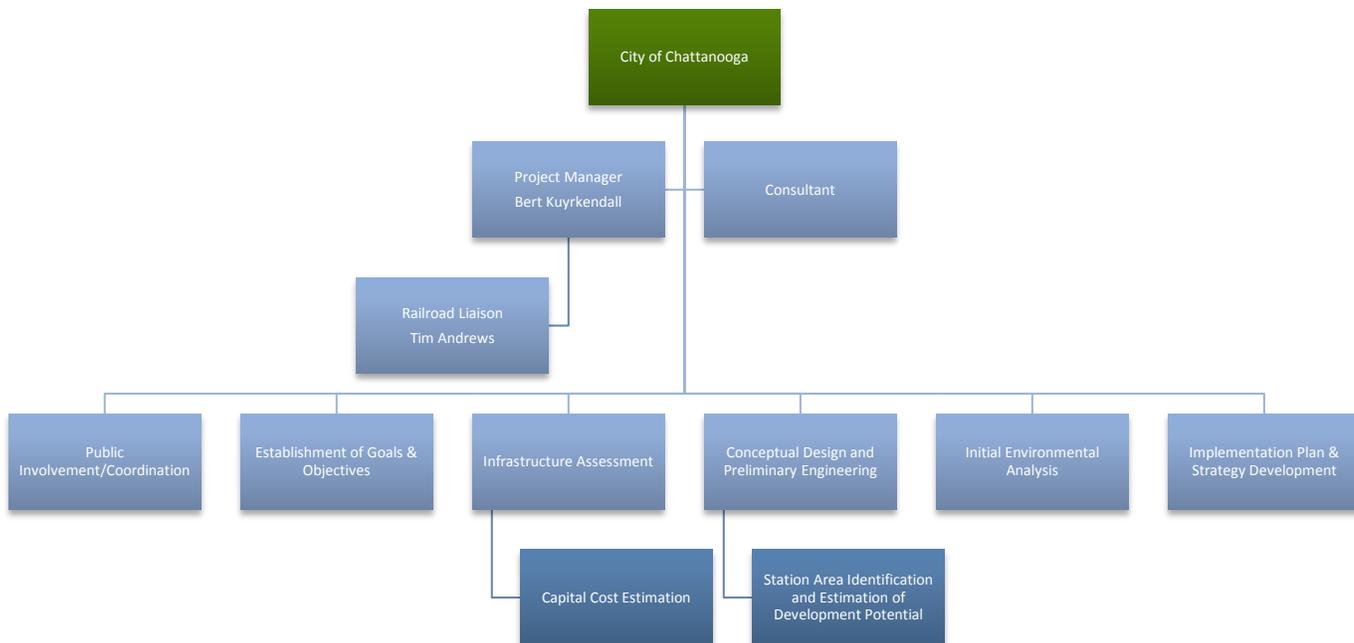


4.0 Project Readiness

The City of Chattanooga is the applicant for the TIGER 2014 grant funds and will have overall project management and administrative responsibilities. If awarded funding, the City of Chattanooga Rail Transit Implementation Plan is positioned to receive obligated funds by September 30, 2016. The city is well-suited for the project management and administrative role, based on its city-wide planning responsibilities, its portfolio of successful project-specific planning projects, and its management of federal transportation funds, including auditing and reporting requirements.

Staffing for the project is presented below. The organization chart will feature a blend of consultant and City of Chattanooga resources. The city will be the project manager, direct the stakeholder collaboration, and have responsibility for public involvement, including low-income, business, educational, rail, environmental justice, and disadvantaged groups. Business groups, existing rail roads and other organizations will be a part of the stakeholder collaboration. Knowledge sharing will be a natural part of this process, as the stakeholders are expected to meet at least monthly during the project’s duration. The city plans to utilize a consultant with strong working relationships with rail companies that serve the city. The consultant team will be multidisciplinary, including engineers, architects, planners and economists.

Figure 5 | Project Team Organization



4.1 Project Schedule

The following presents the overall schedule for the implementation plan development.

Table 2 | Project Schedule

Project Task	Date
RFP for Consultants	Upon receipt of TIGER award notice
Award Contract	Two months after RFP issued
Perform Study	One month after contract awarded for 8-10 months
Develop Implementation Plan	One year after TIGER award announced

Source: City of Chattanooga

4.2 Project Budget

The budget for this implementation plan is \$700,000. The following presents the share of the budget devoted to the specific tasks described previously.

Table 3 | Project Budget

Project Task	Percent
Establish Goals and Objectives, Purpose and Need	5%
Public Involvement	15%
Regional Planning Coordination	5%
Existing Conditions / Infrastructure Assessment	15%
Define Alternatives / Conceptual Design	30%
Environmental Analysis	5%
Capital and Operating Cost Estimates	10%
Financial Plan	10%
Implementation Plan and Schedule	5%



4.3 Assessment of Project Risks and Mitigation Strategies

There are several key risks associated with this project.

At the onset, it will be important to clearly define a scope of work for consultants and the city to ensure that all pertinent issues are addressed, without deviating too much from the purpose of the implementation plan; namely, to utilize the existing freight rail infrastructure in downtown Chattanooga to better connect people, support transportation options that are not automobile-centric, and encourage high density, mixed use development.

An important factor in the project’s success will be the “buy in” of the rail companies that own the infrastructure. The railroad liaison for the Rail Implementation Planning Team has been in active communication with the railroad companies about the project and its importance, and will continue to engage the railroads in the implementation plan development.

4.3.1 Legislative Approvals

The City of Chattanooga has committed the matching funds for the grant if awarded, and a copy of the resolution documenting this commitment is provided in the Appendix. Legislative approval will be required to initiate the contract with the consultant in orders to proceed with the planning study.

4.3.2 State and Local Planning

The following state and local plans have been conducted and are relevant to the proposed work effort.

Table 4 | State and Local Plans

Plan	Description
TPO Regional Transportation Plan	The regional transportation plan addresses a broad set of planning factors, outlined in Federal transportation funding legislation, most recently promulgated as Moving Ahead for Progress in the 21 st Century (MAP-21).
Downtown Chattanooga Study, Housing, Retail and Market Opportunities	Study assesses market opportunity in downtown Chattanooga and identifies barriers and incentives needed to enhance interest from the development community; identify the types and prices of housing that are currently demanded and will be demanded in the next 10 years.
Chattanooga Housing Study Final Report	A study of the Chattanooga housing market to assess the housing market, current plans/development policies and how they respond to these new trends.



5.0 Project Parties

The City of Chattanooga Rail Transit Implementation Plan has the support of a diverse group of partner stakeholders, all of whom have committed to the planning and implementation of the project. These stakeholders are:

- Chattanooga-Hamilton County Regional Planning Agency
- Chattanooga-Hamilton County Transportation Planning Organization
- Thrive 55
- Tennessee Valley Railroad Museum
- Hamilton County
- Chattanooga Area Chamber of Commerce
- Bike Walk Chattanooga
- Disability Rights Advocates
- CARTA



Given the wide-reaching impacts of this project, several other regional and local stakeholders have indicated their support for the project:

- Chattanooga State Community College, Volkswagen Academy
- Chattanooga Choo-Choo
- River City Company – a not-for-profit downtown development company

6.0 Funds and Sources and Uses of Project Funds

The City of Chattanooga Rail Transit Implementation Plan is estimated at \$700,000. The City of Chattanooga will provide a match of \$300,000, representing 43 percent of the total project cost.

Table 5 | Committed Funding Sources

Funding Partner	Funding Amount (\$M)	Funding Percent
City of Chattanooga	\$300,000	43%

Source: City of Chattanooga



7.0 Federal Wage Determination

The City of Chattanooga will comply with the requirements of subchapter IV of chapter 31 of title 40, United States Code (federal wage rate requirements), as required by the FY2013 Continuing Appropriations Act. The Federal Wage Rate Certification is provided with this application.

8.0 List of Attachments

- Assurances
- Letters of Support
- Excerpts from Relevant Plans
- Larger versions of figures included in application

