



Atlanta BeltLine Corridor Environmental Study

Stakeholder Advisory Committee

Kick-Off Meeting

July 22, 2008

Overview

■ Project Overview

- Objectives
- Milestones
- Why GEPA and NEPA?

■ Environmental Processes

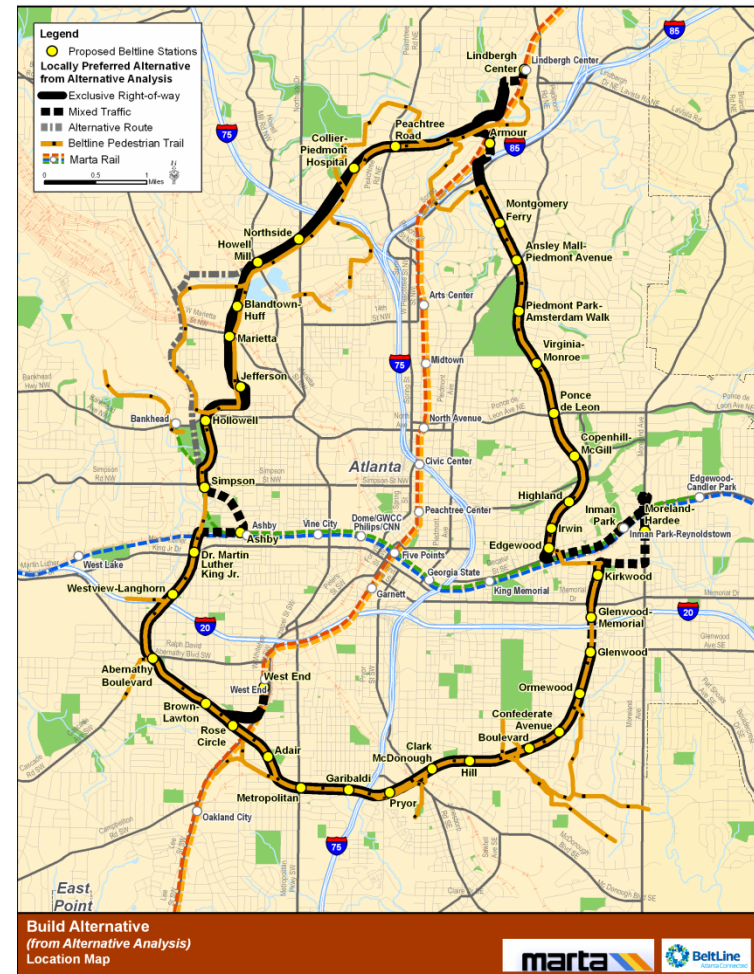
- NEPA
- GEPA

■ Northeast Quadrant

- Existing Conditions
- Feasibility Assessment

Project Objectives

- Complete environmental review under GEPA for Northeast Quadrant
- Identify right-of-way requirements for the Northeast Quadrant
- Complete Tier 1 EIS under NEPA to serve as the basis for future ROW acquisition in the entire corridor



Project Milestones

■ GEPA Process for Northeast Quadrant

- Publication of the GEPA EER and beginning of public comment period is anticipated in January 2009;
- 45-Day public comment period for the GEPA EER is anticipated to end March 2009;
- Public Hearing for the GEPA EER is anticipated in March 2009;
- Publication of the GEPA Notice of Decision is anticipated in April 2009;

■ Tier 1 NEPA Process

- NOI and Scoping Meetings are anticipated Summer 2008;
- Publication of the Tier 1 DEIS and beginning of public comment period is anticipated in Fall 2009;
- Public Hearing for the Tier 1 DEIS is anticipated in Fall 2009;
- Publication of the Tier 1 FEIS is anticipated in Spring 2010;
- Publication of the Record of Decision is anticipated in Spring 2010.

Why GEPA and NEPA?

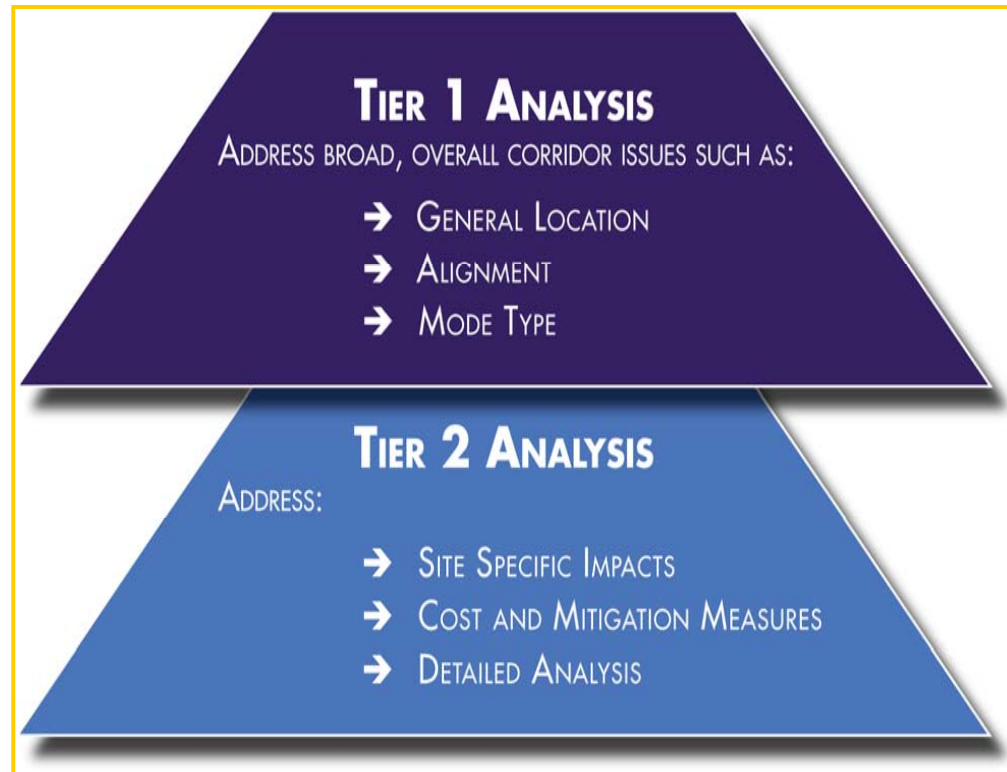
- Need to identify ROW in Northeast Quadrant by December 31, 2008
- Avoid violation of NEPA by segmenting the project
- Allow consideration of cumulative effects of impacts
- Streamline project management and avoid duplicative costs
- Efficiently manage work order quality and costs
- Avoid inefficiencies in schedule, budget and environmental review costs

Environmental Processes

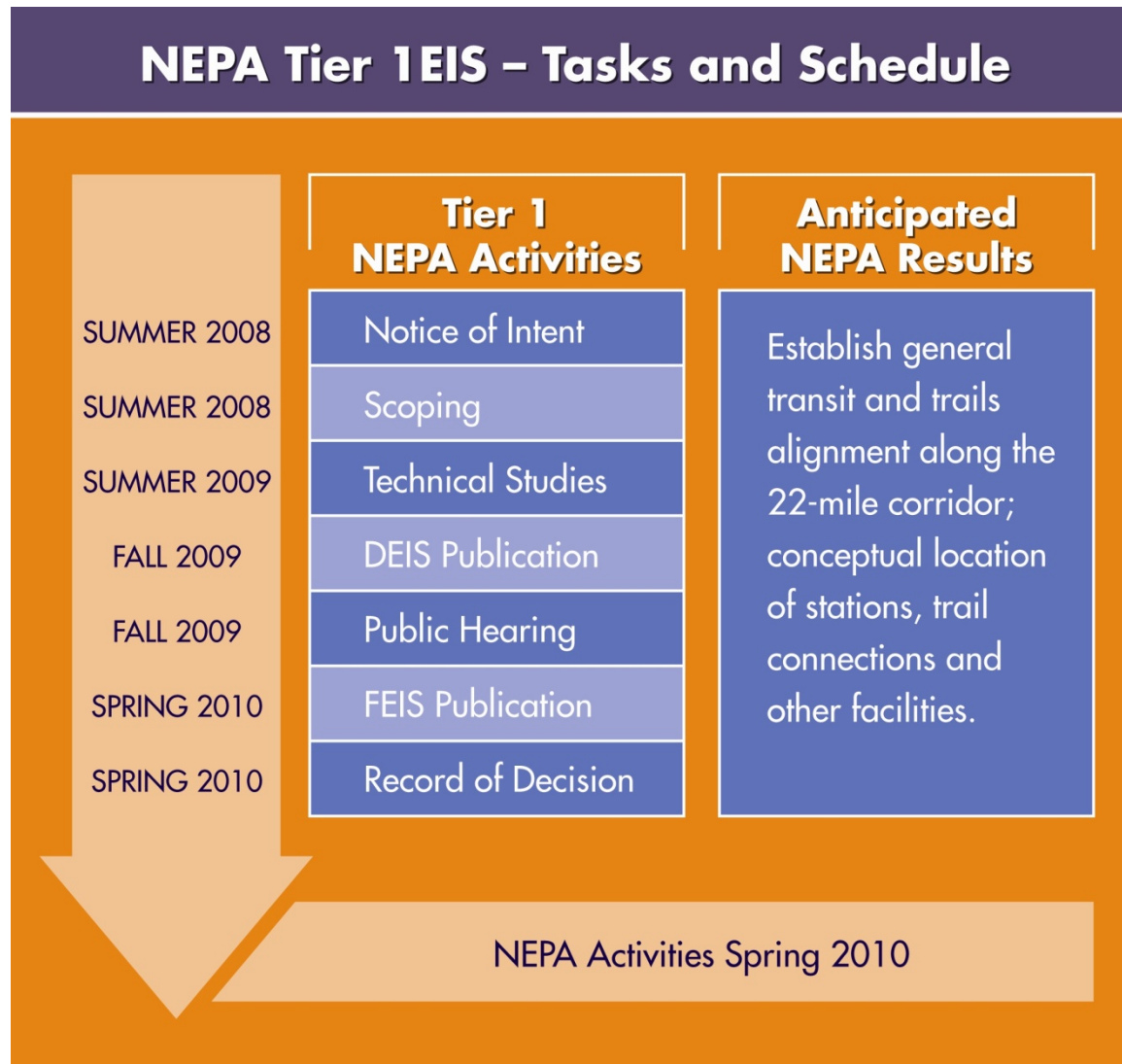
- Goal of Environmental Process: To determine ROW needs, alignment location, and choose rail technology
- Atlanta BeltLine is both a federal and state action in terms of potential funding sources
 - NEPA – federal environmental process
 - GEPA – state environmental process
 - By following both the federal and state processes funding options remain open
- MARTA is project sponsor, in cooperation with Atlanta BeltLine, Inc (ABI)

NEPA Process, 2-Tiered Approach

- Federal environmental process for 22-mile corridor, transit and trails



NEPA Tier 1 EIS – Tasks and Schedule



NEPA - Notice of Intent (NOI)

- Initiates the Tier 1 NEPA EIS Process
- Invites participation of agencies and public
- Identifies Scoping Meeting dates and locations
- Anticipated publication date by FTA in Federal Register: July 22, 2008

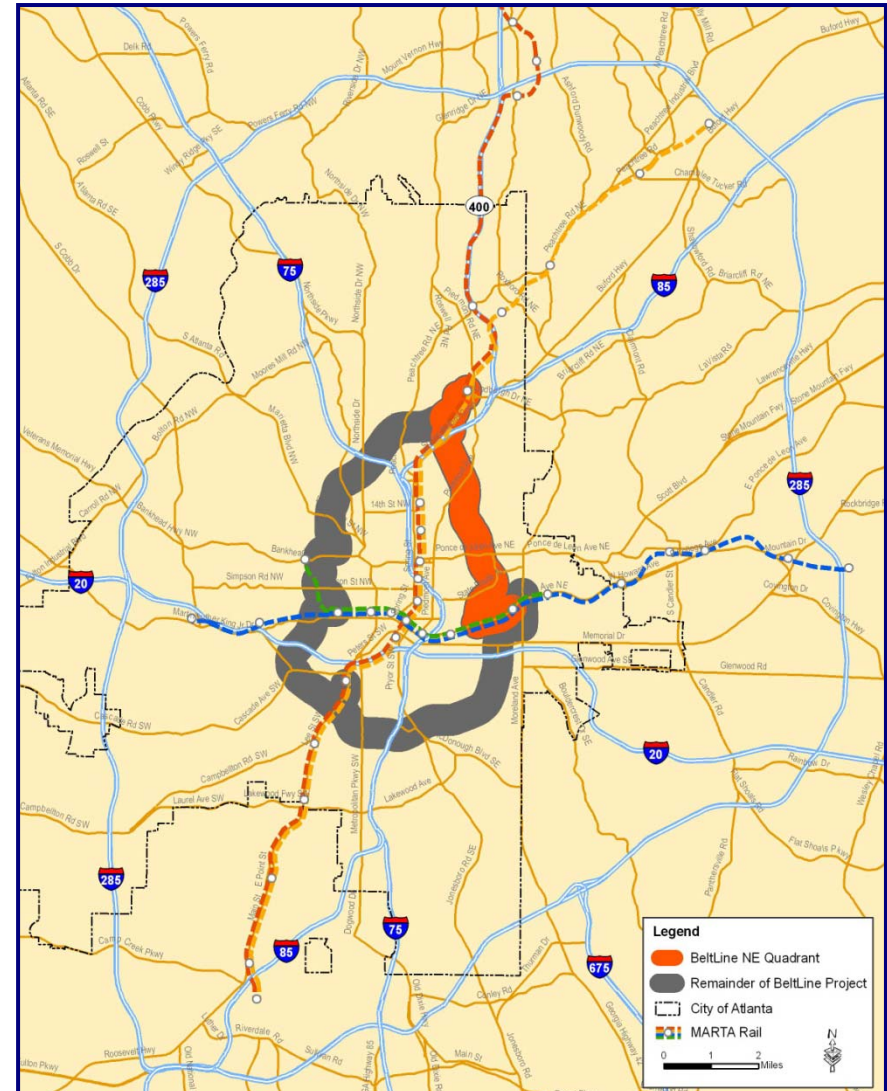


NEPA - Scoping Meetings

- A federally mandated process for identifying issues related to the project
- Opportunity for Cooperating and Participating agency and public comment on:
 - Purpose and need
 - Range of alternatives
- Scoping Booklet intended to:
 - Inform agencies and public about the project
 - Provide Scoping and NEPA process schedules
 - Identify opportunities for agency and public input
- Current schedule
 - Public Scoping Meetings: August 19 and 21, 2008
 - End of Scoping Process: September 22, 2008
 - Public and agency involvement continues through NEPA process

GEPA Process in Northeast Quadrant

- GEPA –
 - Lead state agency – EPD
 - Project sponsor - ABI
- Focus on Northeast Quadrant
 - Detailed impact assessment via Environmental Effects Report (EER)



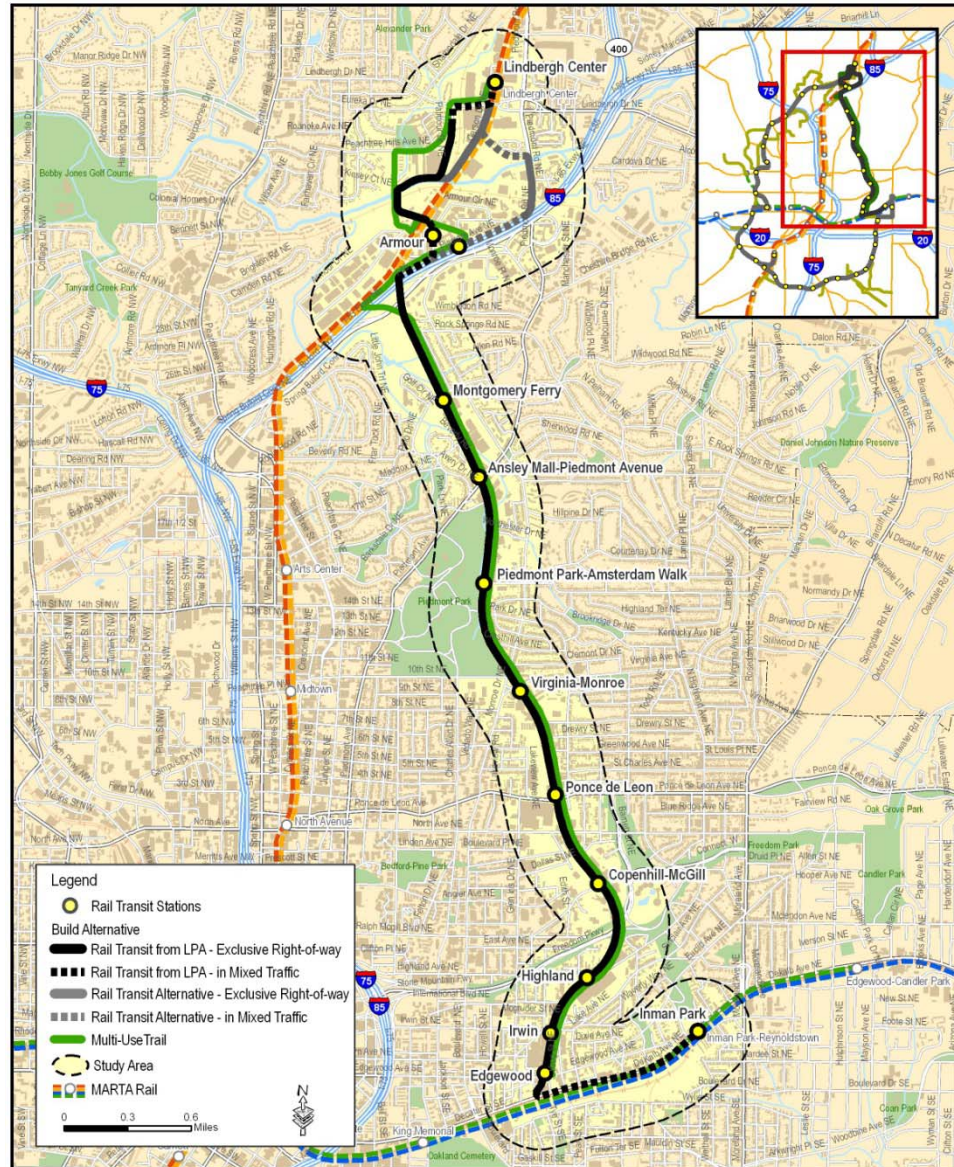
GEPA Process (continued)

■ Schedule

- Publish EER:
January 2009
- Public comment
period: January 2009
– March 2009
- Public hearing:
March 2009
- Notice of Decision:
April 2009

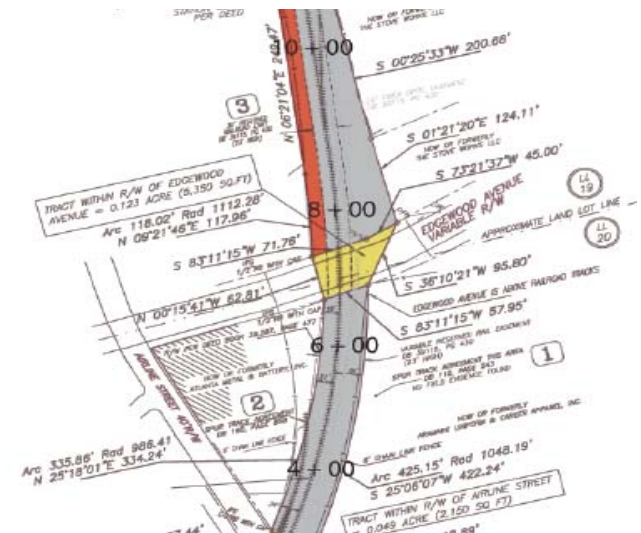


Northeast Quadrant Study Area



Existing Conditions Report

- Preliminary Screening
- Contents
 - Socio-economic Conditions
 - Natural Environmental Conditions
 - Transportation Conditions
 - Bicycle and Pedestrian Trails Conditions
 - Related Plans and Efforts
- Summarizes Information to be Used for:
 - Feasibility Assessment
 - Environmental Impact Analysis
 - Conceptual Design of the Project





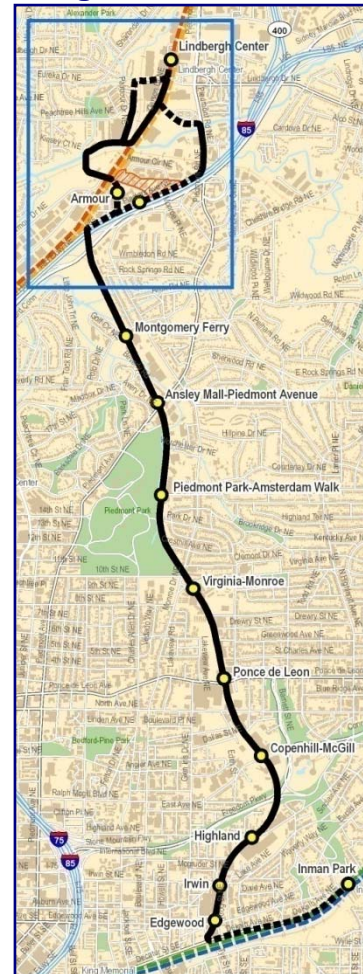
Feasibility Assessment

- Fatal Flaw Analysis
- Refine Alignment Options
- Identify Physical and Environmental Constraints
- Initiate Conceptual Design Process
- Focus on Minimum Standards

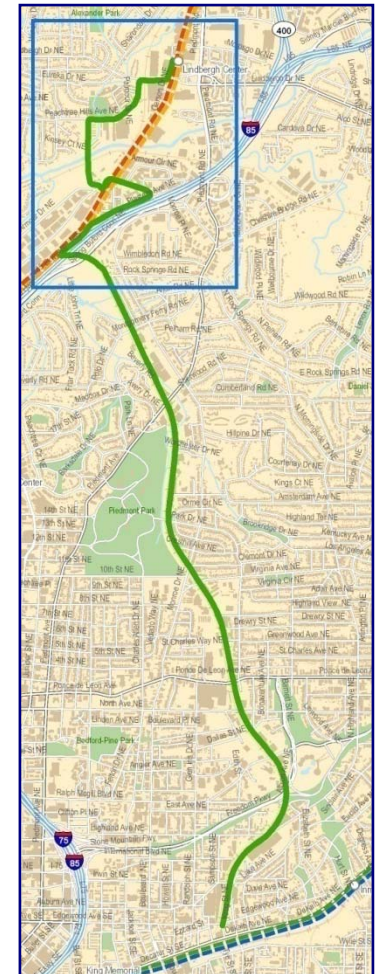
Feasibility Assessment Refined Alignments

- Maximize the Efficient Use of Available ROW
- Minimize Potential for Environmental Impacts
- Use Existing Transportation Facilities Where Possible
- Facilitate Intermodal Connections

Light Rail/Streetcar



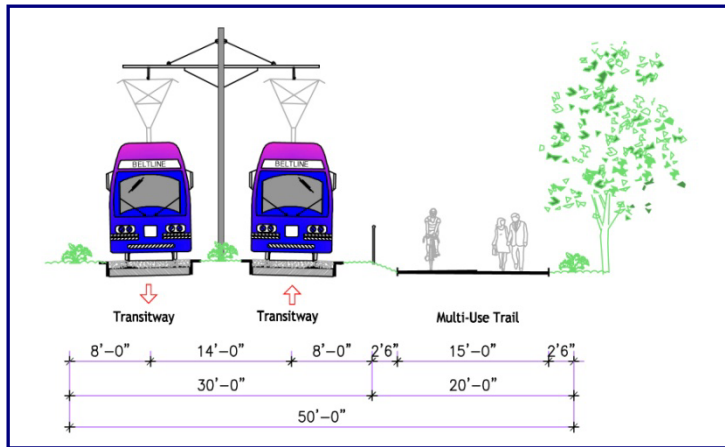
Multi-Use Trail



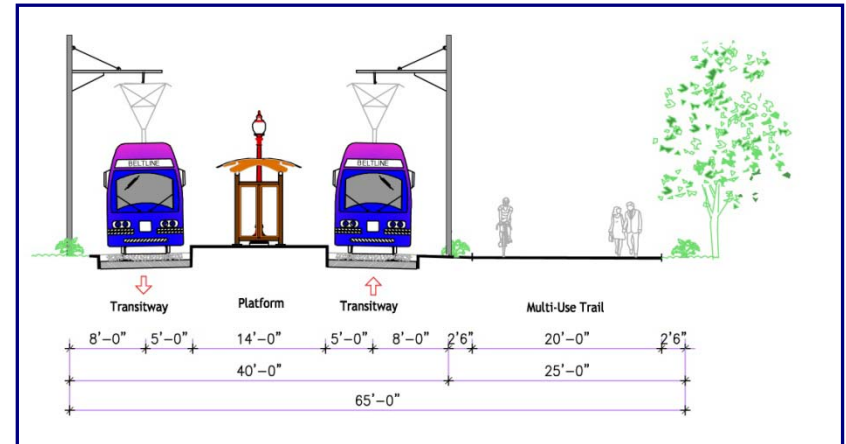
Feasibility Assessment

Minimum Typical Cross-sections: Exclusive Right-of-Way

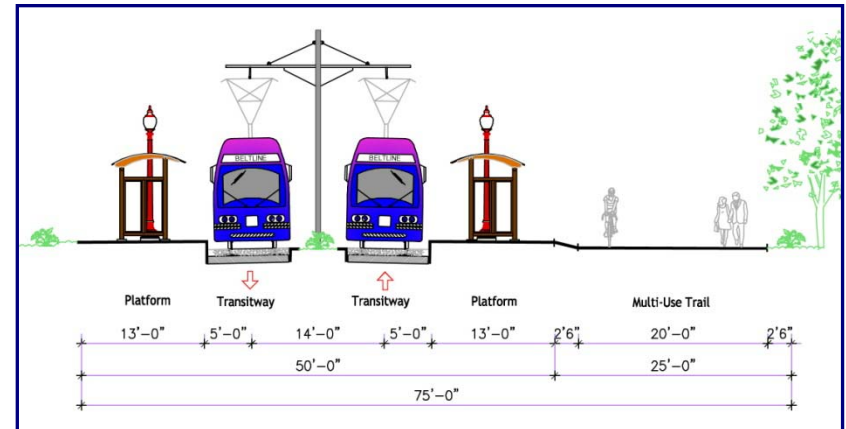
Rail Transit and Multi-Use Trail Between Stations- 50' Minimum



At Station with Center Platform- 65' Minimum



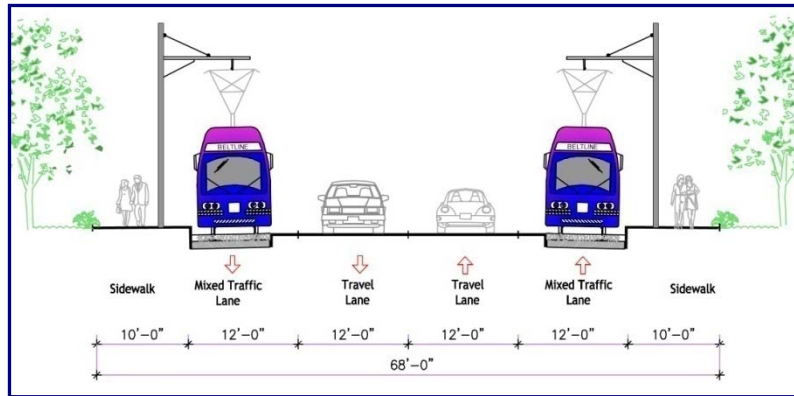
At Station with Side Platforms- 75' Minimum



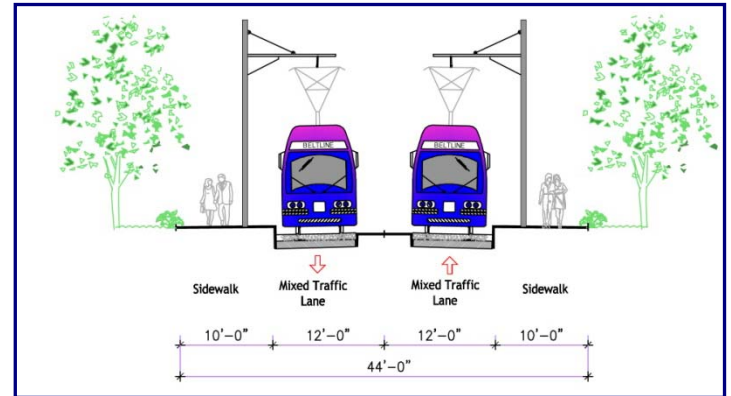
Feasibility Assessment

Minimum Typical Cross-sections: Transit in Mixed Traffic and Trail along Existing Street

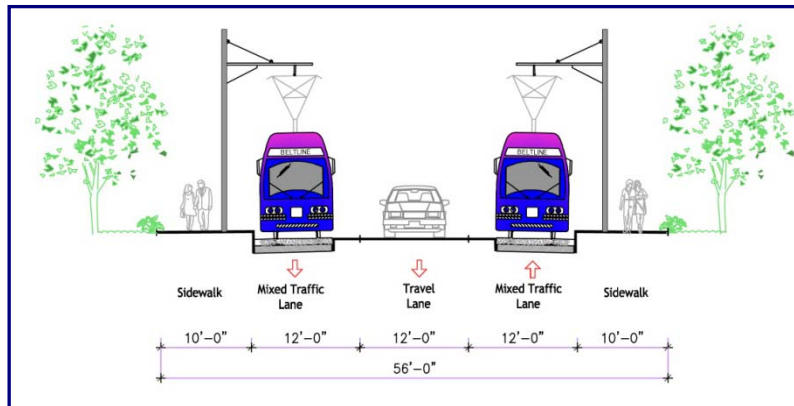
Rail Transit in Four Lane Street- 68' Minimum



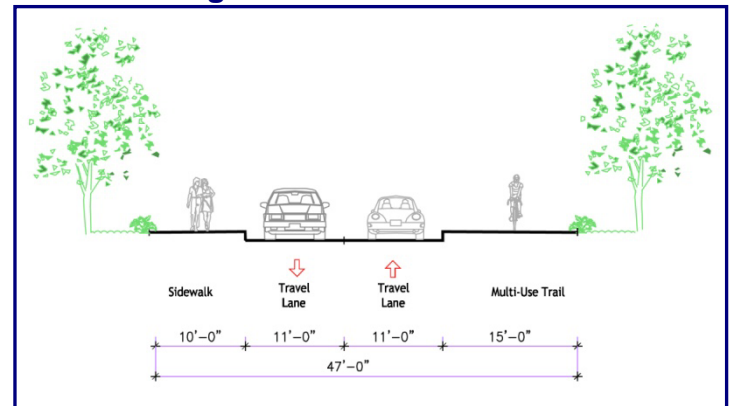
Rail Transit in Two Lane Street- 44' Minimum



Rail Transit in Three Lane Street- 56' Minimum



Trail Along Two Lane Street- 47' Minimum



Feasibility Assessment

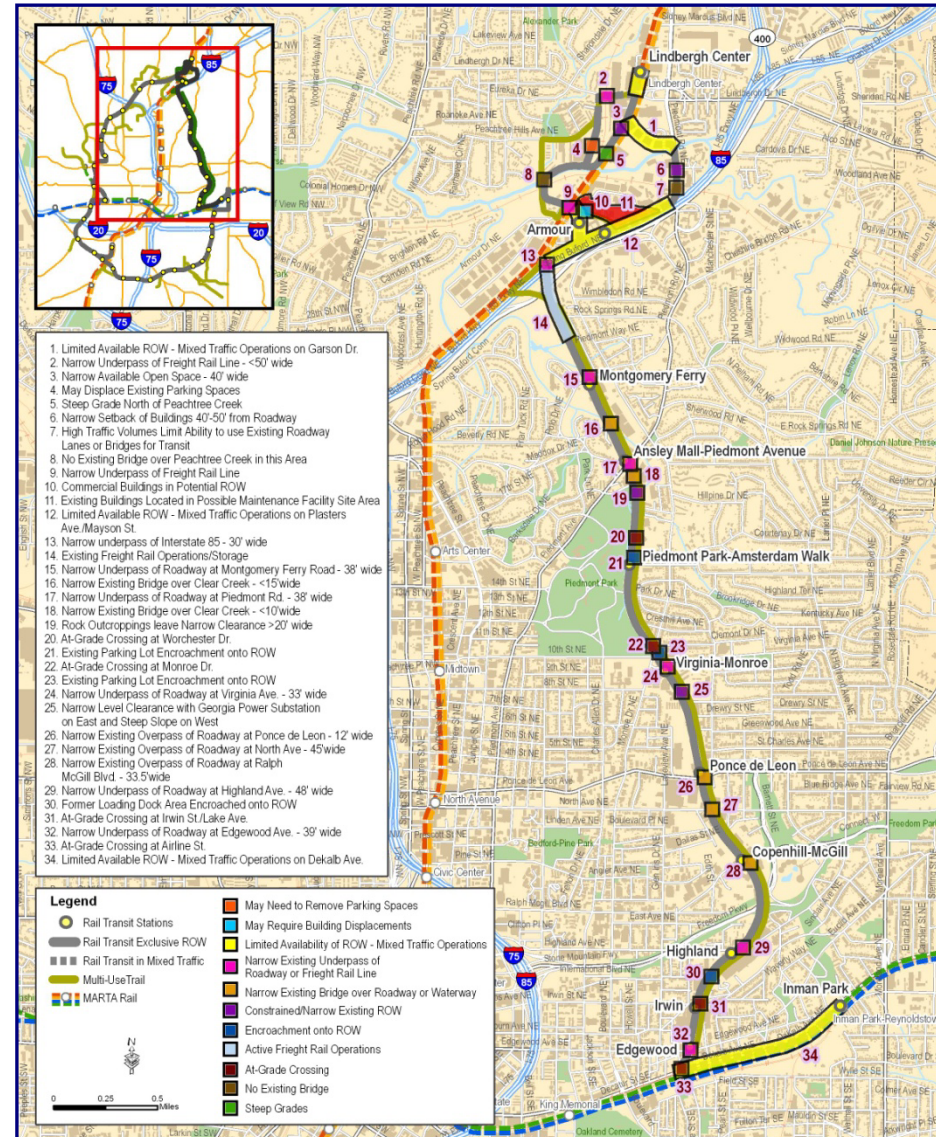
Right-of-Way Availability

- Unused Railroad ROW Exceeds 75' North of Freedom Pkwy
- South of Freedom Pkwy ROW is Only 65'to 75'- may require Center Platform Stations
- Mixed Traffic on DeKalb Avenue, Armour Dr, Mayson St, Peachtree Hills Ave, Garson Dr., and Lindbergh Dr.



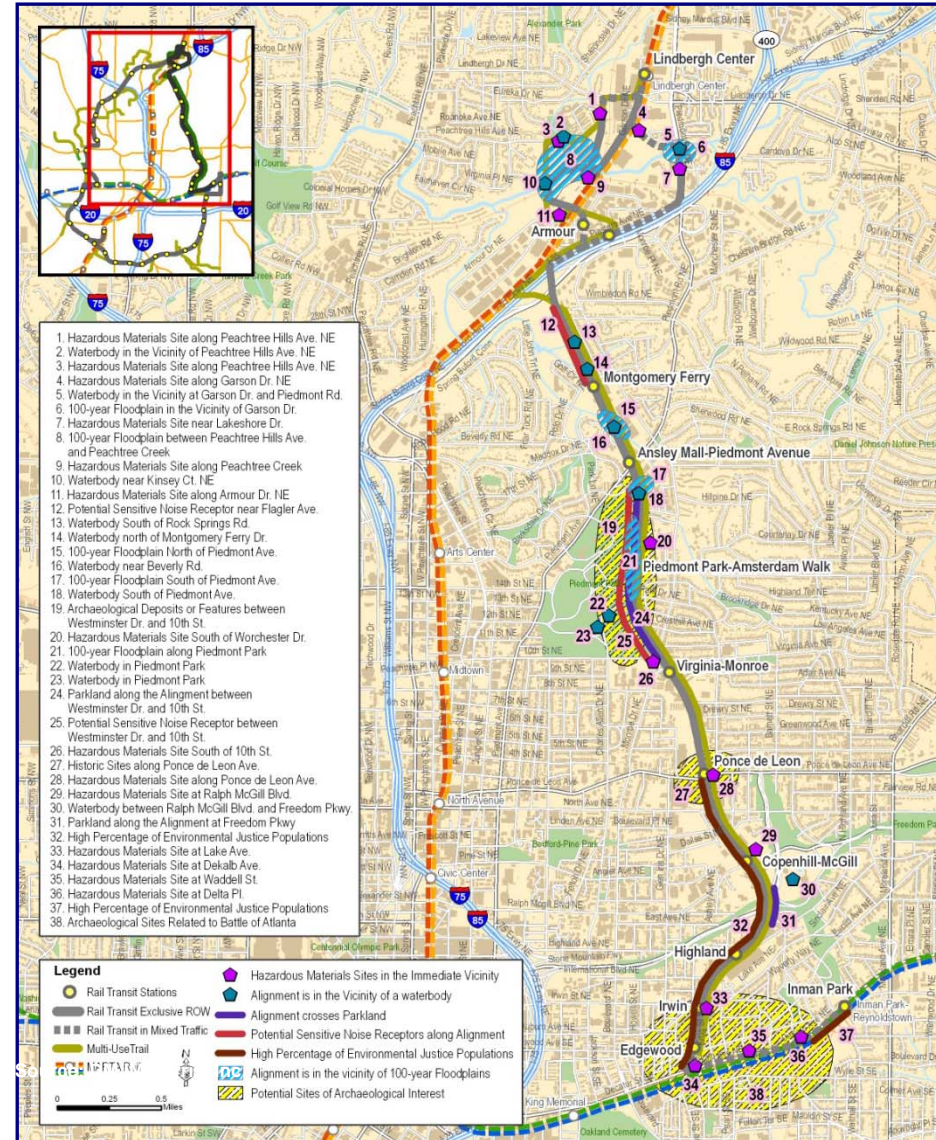
Feasibility Assessment Physical Constraints

- Narrow Bridges and Underpasses
- Narrow ROW
- Potential Property Acquisitions North of I-85
- Creek and Stream Crossings



Feasibility Assessment Environmental Concerns

- Water Resources and Floodplains
- Hazardous Material Sites
- Cultural Resources
- Environmental Justice





Feasibility Assessment

Conclusions

- None of the constraints rise to the level of fatal flaw
- Mixed Traffic operations likely required for some segments north of I-85 and along DeKalb Ave.
- New maintenance and storage facility will be necessary and may require property acquisitions and business displacements

NEPA/GEPA – Opportunities for Participation

- Scoping Process: Summer 2008
- Public Hearing on EER: Spring 2009
- Public Hearing on Tier 1 Draft EIS: Fall 2009
- FEIS publication: Spring 2010
- On-going Public Involvement Plan
 - Technical Advisory Committee
 - Stakeholder Advisory Committee
 - Target Audience Briefings
 - Progress Presentations
 - Interface via website, hotline, newsletters, Technical Findings Updates, Public Comment Forms and other media

Stakeholder Advisory Committee (SAC)

- Comprised of organizations and individuals having specific expertise or interest
- Responsibilities
 - Review and comment on study findings
 - Generate public participation in NEPA and GEPA processes
- Future SAC meetings will be scheduled around key project milestones

Next Steps - Process

■ NEPA

- Publish NOI and Scoping Booklet
- Invite Cooperating and Participating agencies
- Hold Scoping meetings
- Continue data collection and analysis

■ GEPA

- Develop EER





Next Steps – SAC

- Visit the website frequently for latest information about the study
- Invite a speaker to brief your organization
- Provide names and contact information of organizations that we need to brief
- Plan to participate in Scoping Meetings
- Encourage public participation in NEPA Scoping Meetings through your newsletters, e-newsletters, email contact lists, etc.