



I-20 East Transit Initiative

Stakeholder Advisory Committee

(SAC) Meeting

December 4th and 6th, 2012

Technical Advisory Committee

(TAC) Meeting

December 5th, 2012



Introductions



Purpose of Today's Meeting

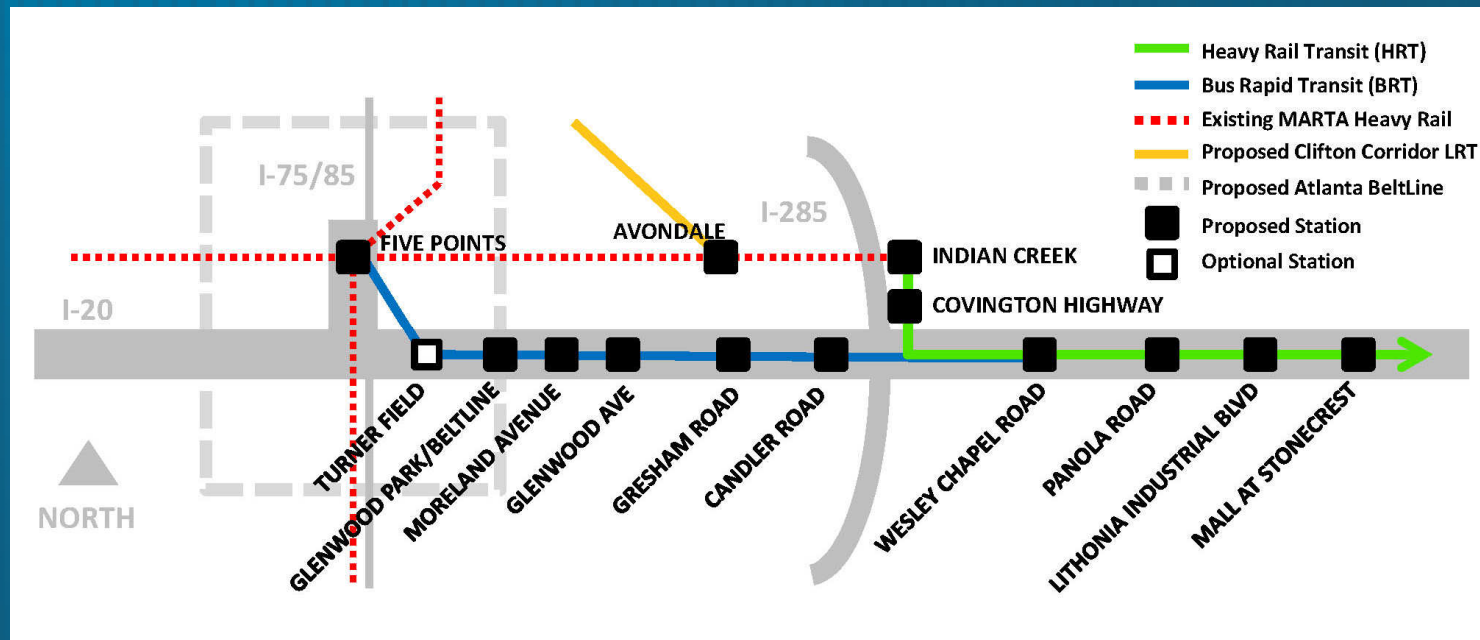
- Present refinements made to the Locally Preferred Alternative (LPA) since its adoption in April 2012 by the MARTA Board
- Discuss the environmental review phase of the project
- Share what we heard at the Public and Agency Scoping Meetings
- Describe some of our preliminary environmental findings



Adopted LPA

Two Components

1. 12 mile extension of existing MARTA heavy rail transit (HRT) from Indian Creek Station to Mall at Stonecrest in eastern DeKalb County
2. 12.8 miles of new bus rapid transit (BRT) in HOV and general use lanes from Five Points Station Wesley Chapel Road





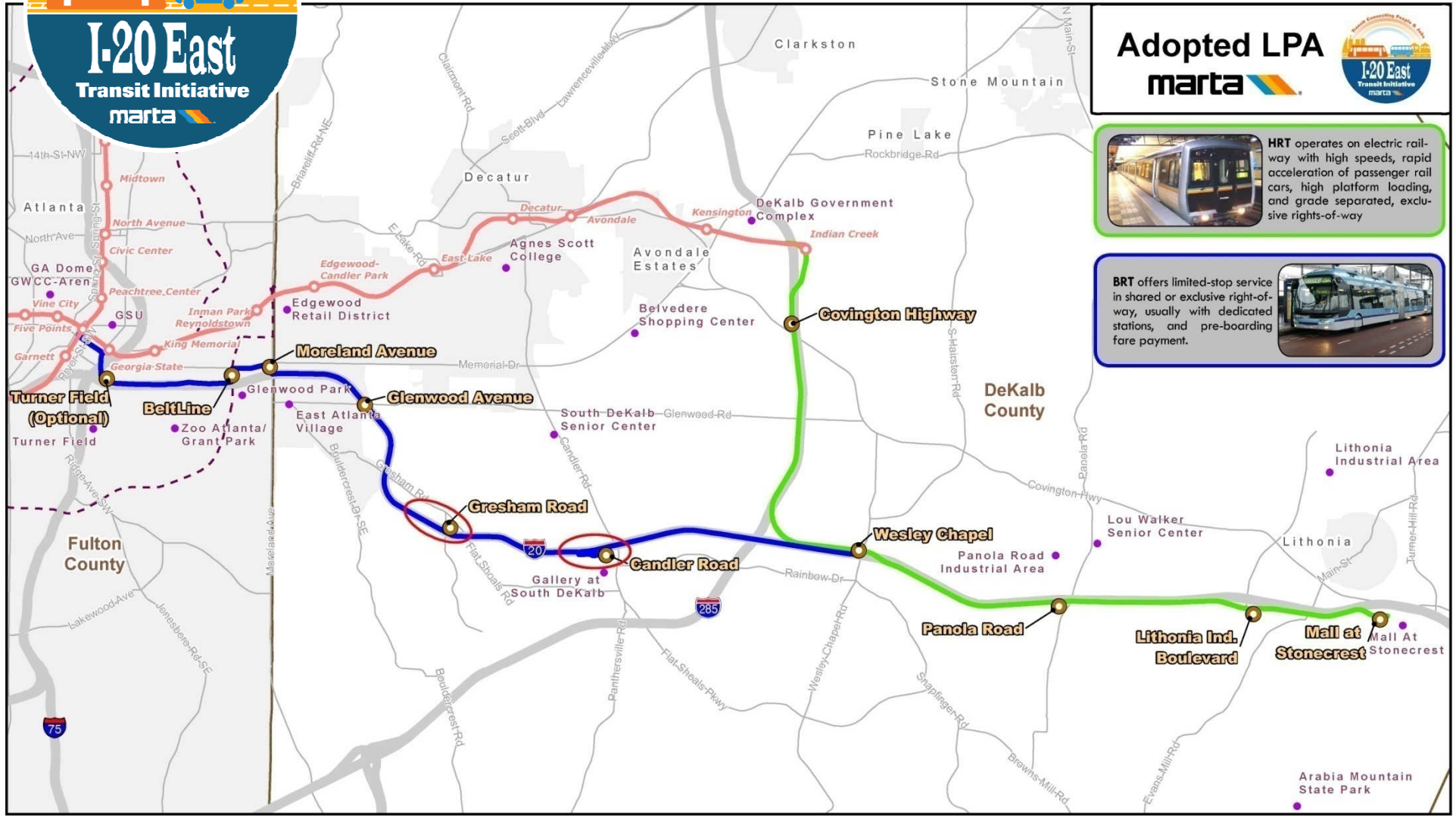
Adopted LPA

Adopted LPA
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HRT operates on electric railway with high speeds, rapid acceleration of passenger rail cars, high platform loading, and grade separated, exclusive rights-of-way

BRT offers limited-stop service in shared or exclusive right-of-way, usually with dedicated stations, and pre-boarding fare payment.



Legend	Heavy Rail Transit (HRT) (Exclusive Guideway)	New HOV/Transit Interchange	MARTA Station	Interstate	Point of Interest
	Bus Rapid Transit (BRT) (in I-20 HOV/Managed Lanes)	Proposed HRT/BRT Station	MARTA Rail	Major Road	City Boundary
		Proposed Beltline	County Boundary		

Source: ARC, GDOT, TIB, ESRI and JACOBS
This map is to be used for planning purposes only.



Refinements to the LPA

- **Refinements to HRT Component:**
 - Alignment changed from primarily aerial to now include subsurface alignment as well
 - Minor alignment shifts to maximize use of GDOT right-of-way
 - Covington Highway Station location changed, alignment shifted to west side of I-285 to encourage redevelopment around station
 - Indian Creek Station alternatives being explored



Refinements to the LPA

- **Refinements to BRT Component:**
 - HOV interchanges at Gresham Road and Candler Road better defined
 - BRT station at Moreland Avenue added
 - Routing into downtown Atlanta determined



Refinements to the LPA

Ridership modeling updated to reflect refined LPA and new 2040 model:

- Adopted LPA Ridership (2030)
 - Projected Daily Boardings: 28,700
 - Projected New Daily Transit Riders: 6,400
- Refined LPA Ridership (2040)
 - Projected Daily Boardings: 58,740
 - Projected New Daily Transit Riders: 23,500



Refinements to the LPA

Updated Cost Estimates:

Capital

\$1,930M

Right-of-Way

\$110.4M

Annual Operations and Maintenance

\$18.0M



Environmental Review Process



Environmental (NEPA) Studies

HRT Component of LPA – Environmental Impact Statement (EIS)

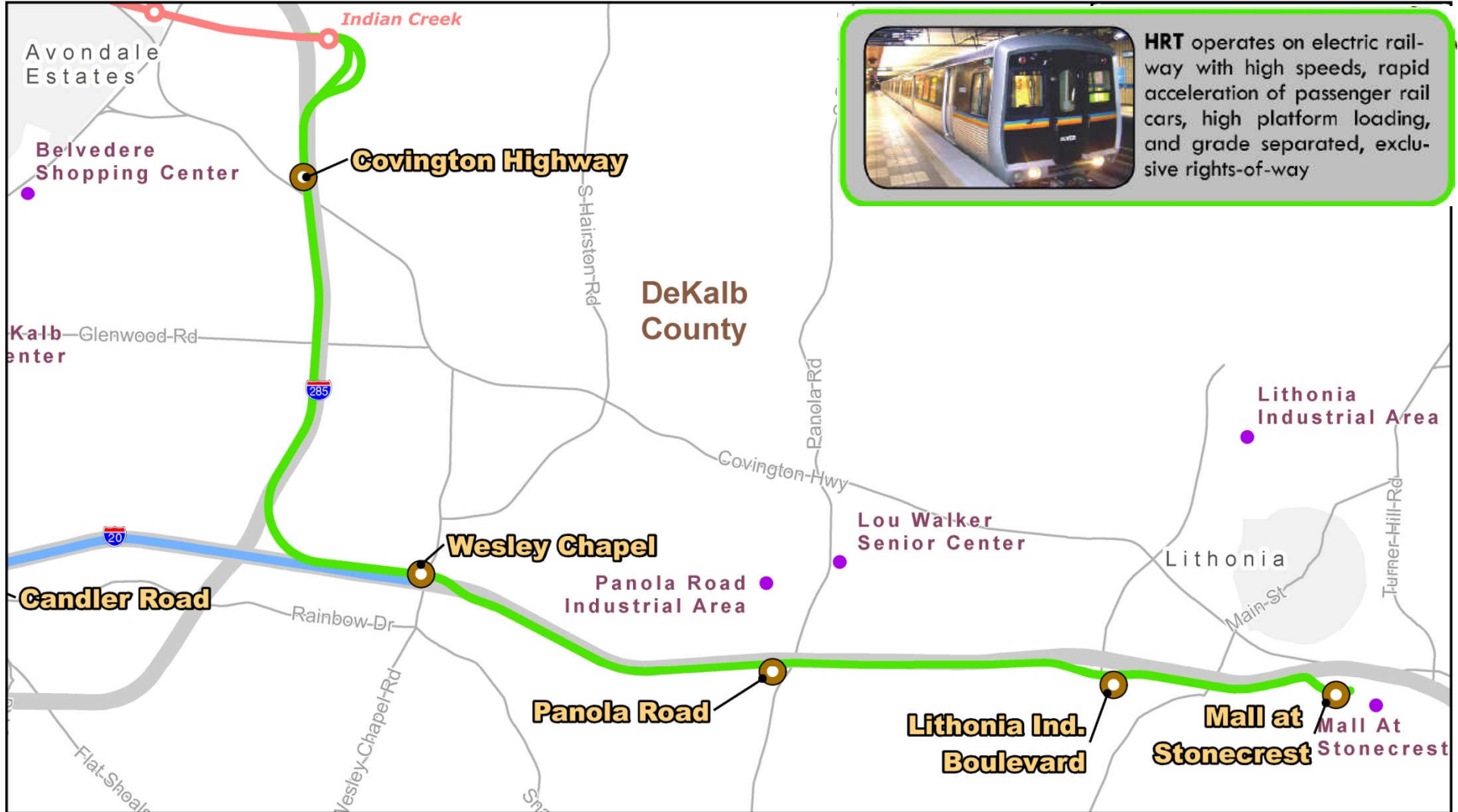
- EIS is required for the new construction or extension of fixed rail transit facilities
- EIS is required for any major federal action that may significantly affect the environment
- Results in a Record of Decision (ROD)

BRT Component LPA – Environmental Assessment (EA)

- EA is used to determine if an EIS is necessary
- If there is no significant effect to the environment, a Finding of No Significant Impact (FONSI) results



EIS Study Area




HRT operates on electric railway with high speeds, rapid acceleration of passenger rail cars, high platform loading, and grade separated, exclusive rights-of-way

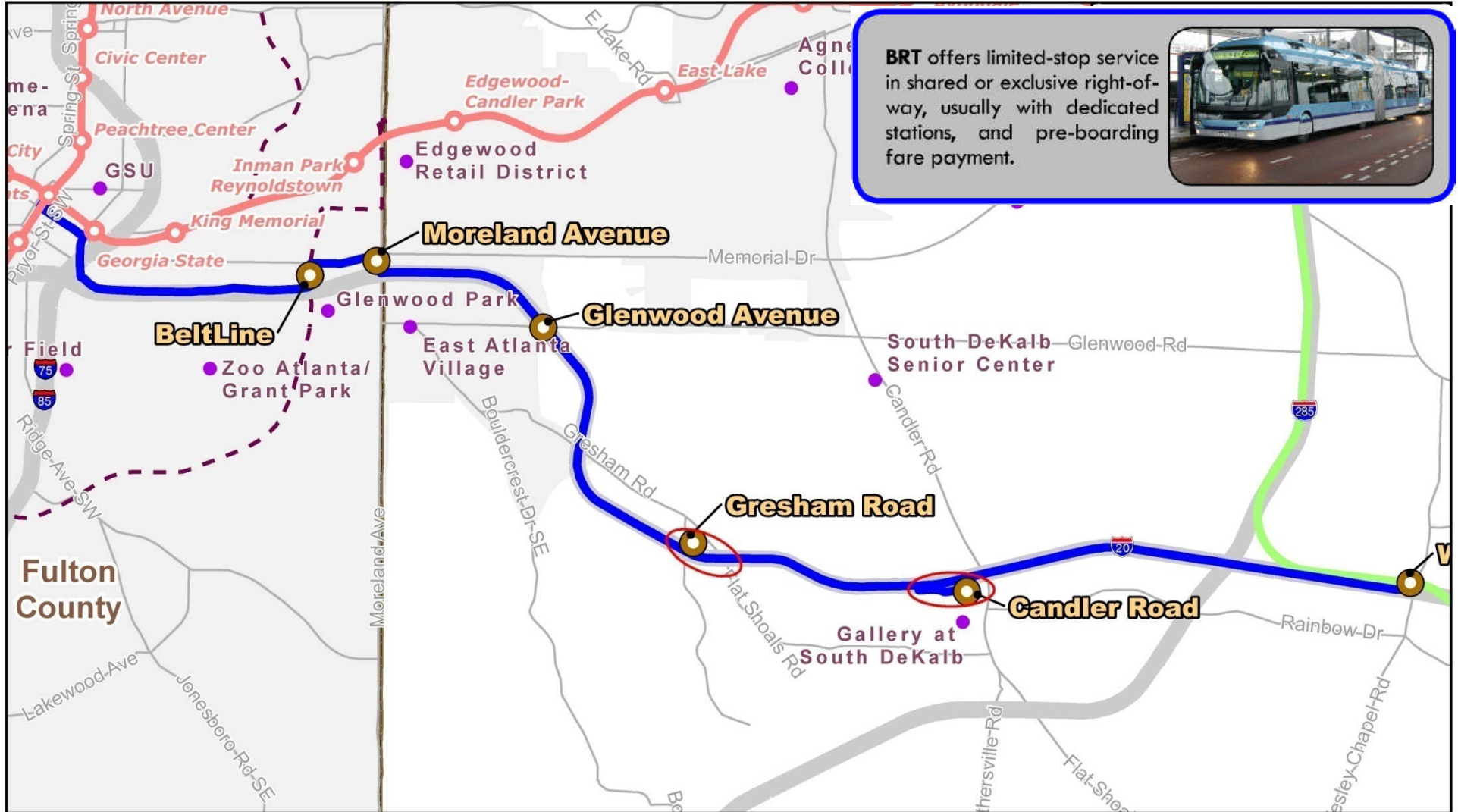
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EA Study Area



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Public and Agency Scoping



What is Scoping

- **1st step in the NEPA Process**
- **Goal: Gather public and agency input on:**
 - Project Purpose and Need
 - Alternatives to be studied
 - Community issues and resources
- **Comments gathered through October 15 through:**
 - Three Public Scoping Meetings and two Agency Scoping Meetings held in September
 - Comment Sheets distributed at the meetings and other locations
 - Online Survey
 - Written comment submitted via email and letter



Scoping Meetings

Public Scoping Meetings

- September 10, 2012 at Trees Atlanta
- September 11, 2012 at Porter Sanford III Performing Arts and Community Center
- September 13, 2012 at Lou Walker Senior Center

Agency Scoping Meetings

- September 25 and 26, 2012 at MARTA Headquarters



Comments Received

Venue	Number of Respondents
Comment Sheets	15
Public Scoping Meetings	35
Email	3
Comment Sheets, Other Locations	62
Online Scoping Comment Survey	65
Letter	1
Agency Scoping Meetings	8
Total Number Responding	189



Scoping Comments

What We Heard

- **Feedback on LPA**
 - Rail alignment, BRT routing, station locations
- **Transportation Concerns**
 - Traffic congestion near stations
- **Environmental Concerns**
 - Noise impacts, ecological impacts, others



Environmental Studies



Environmental Studies

- Environmental Justice
- Wildlife and Habitat
- Wetlands and Streams
- Visual and Aesthetic
- Soils and Geology
- Farmland
- Energy
- Hazardous Materials
- Safety and Security
- Construction Impacts
- Secondary and Cumulative Effects
- Transportation
- Land Use
- Economic Impacts
- Relocations/Displacements
- Neighborhoods
- Community Facilities
- Visual and Aesthetics
- Parks, Recreation Areas
- Air Quality
- Noise and Vibration
- Water Quality
- Floodplains



Preliminary Findings - Ecology

Streams

- 21 perennial streams in study area
 - Snapfinger, Pole Bridge, Cobb, Indian, Shoal, Doolittle, Doless, and Sugar Creeks
- 29 intermittent streams



Wetlands/Open Waters

- 7 wetlands for total of 6.83 acres
- 3 open waters for total of 10.62 acres



Preliminary Findings - Ecology

Threatened and Endangered Species

Known T&E Species in Study Area

- 2 federally protected species
- 7 state protected species
 - Altamaha Shiner (fish) found in Snapfinger Creek

Results of field studies

- Snapfinger Creek suitable habitat for Altamaha Shiner
 - This stream will be bridged and will thus cause no impact
- No suitable habitat for any other federally or state listed protected species





Preliminary Findings - History

Inside I-285 Perimeter

Broad range of historic districts
and individual resources

Including:

- Grant Park
- Inman Park
- Kirkwood
- East Atlanta Village
- Ormewood
- Great Atlantic and Pacific Tea Company



East Atlanta Village



Grant Park



Preliminary Findings - History

Outside I-285 Perimeter

Mid-twentieth century historic districts comprised mainly of Ranch house subdivisions:

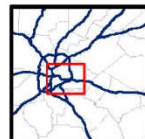
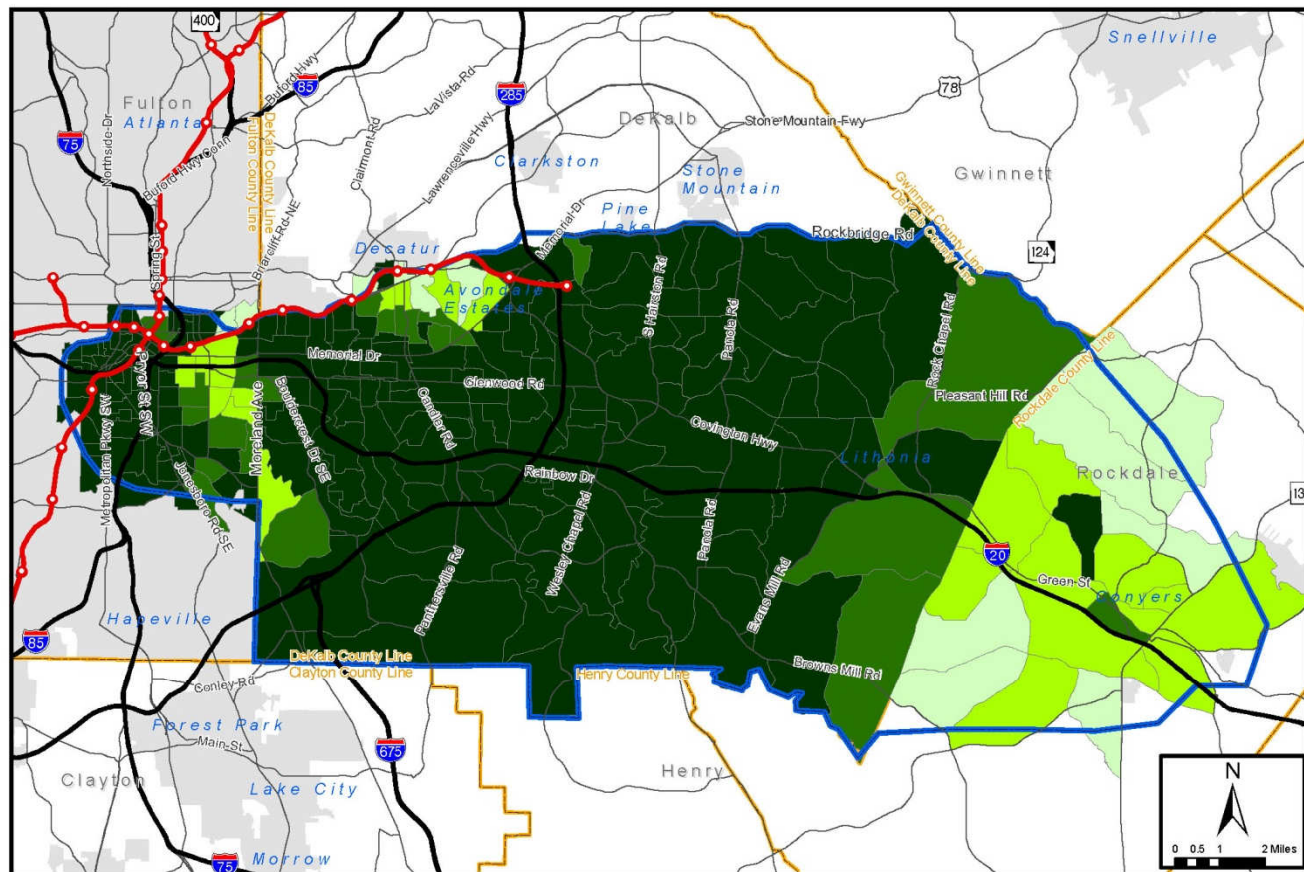
- Pendley Hill (I-285)
- Glenwood Estates (I-285)
- Magnolia Gardens (I-285)
- Mayfair Subdivision (I-20)





Preliminary Findings – Environmental Justice

Minority Population



Minority Population
marta

Minority Population Percentage

	< 25%		Study Area		MARTA Station
	25-50%		City Boundary		MARTA Rail
	50-75%		County Boundary		Interstate
	> 75%		Major Road		

Source: U.S. Census, 2000 Data



Preliminary Findings – Environmental Justice

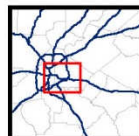
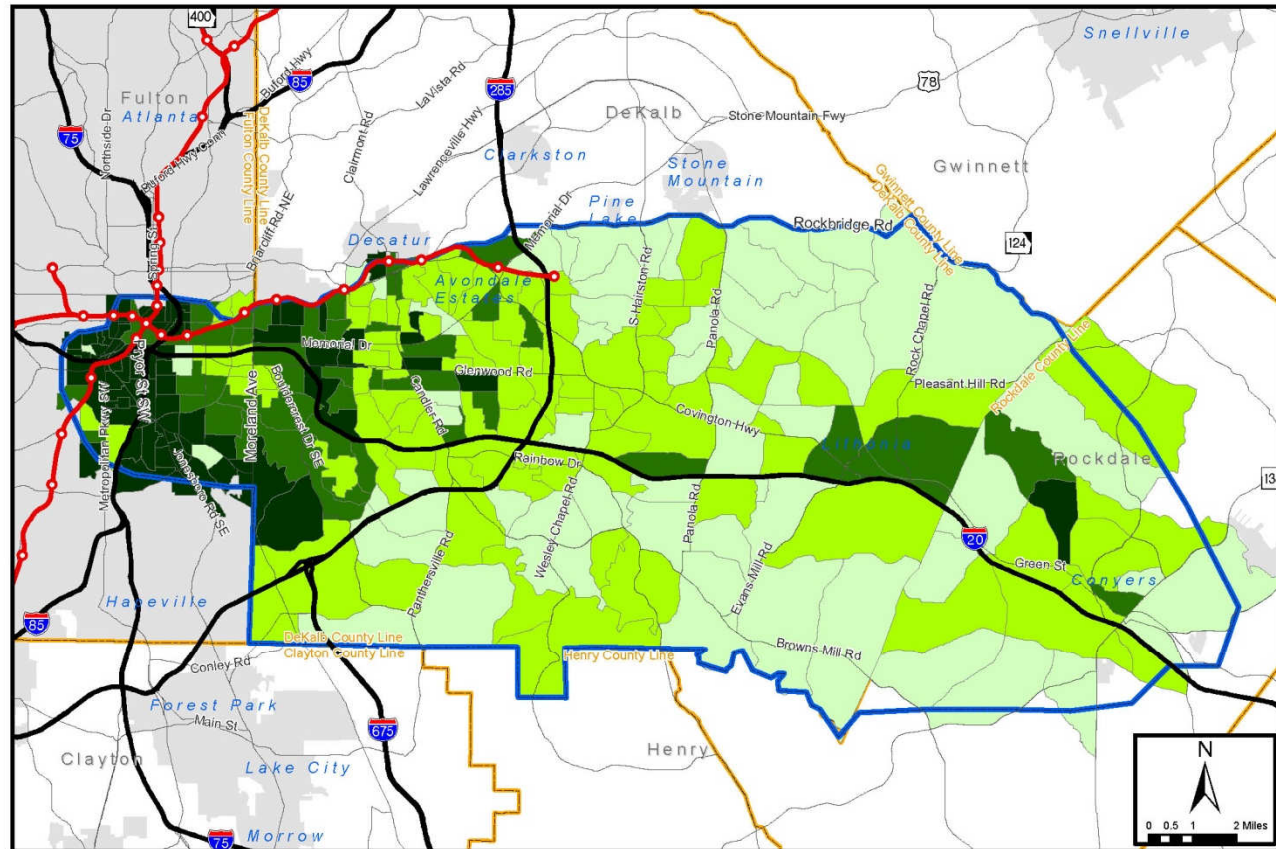
Minority Population

	I-20 East Corridor	Metro Atlanta	State of Georgia
Total population	438,362	4,112,200	8,186,500
Minority population	365,248	1,650,200	3,057,800
Percent Minority	83.3%	40%	37%



Preliminary Findings – Environmental Justice

Low Income Population



Low Income Households



Low Income Household Percentage

- < 5%
- 5-15%
- 15-25%
- > 25%
- Study Area
- City Boundary
- County Boundary
- MARTA Station
- MARTA Rail
- Interstate
- Major Road

Source: U.S. Census, 2000 Data



Preliminary Findings – Environmental Justice

Low Income Population

	I-20 East Corridor	Metro Atlanta	State of Georgia
Total households	150,249	1,505,564	3,007,678
Low-income households	22,085	160,362	380,240
Percent low-income households	14.7%	8.7%	12.6%

