



I-20 East Transit Initiative

Environmental Impact Statement
& Environmental Assessment
Public Scoping Meetings

September 10th, 11th and 13th, 2012



Purpose of Today's Meeting

- Present the Locally Preferred Alternative (LPA)
- Get public input on the LPA and the Purpose and Need for the project
- Describe what environmental studies are going to be prepared
- Get public input on the important community and natural resources in the I-20 East Corridor



Adopted LPA

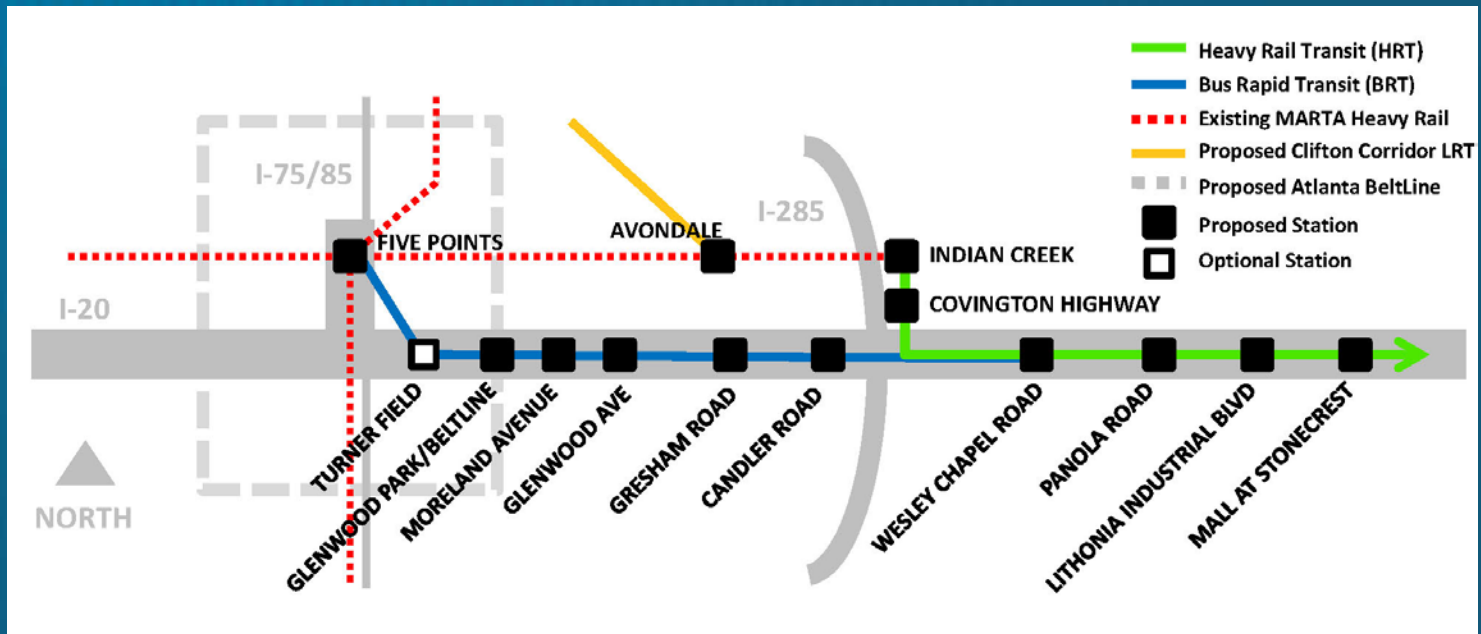
- I-20 East LPA was adopted by the MARTA Board of Directors in April 2012
- The LPA was the result of a two-year Detailed Corridor Analysis which evaluated a broad range of transit alternatives for the I-20 East Corridor



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



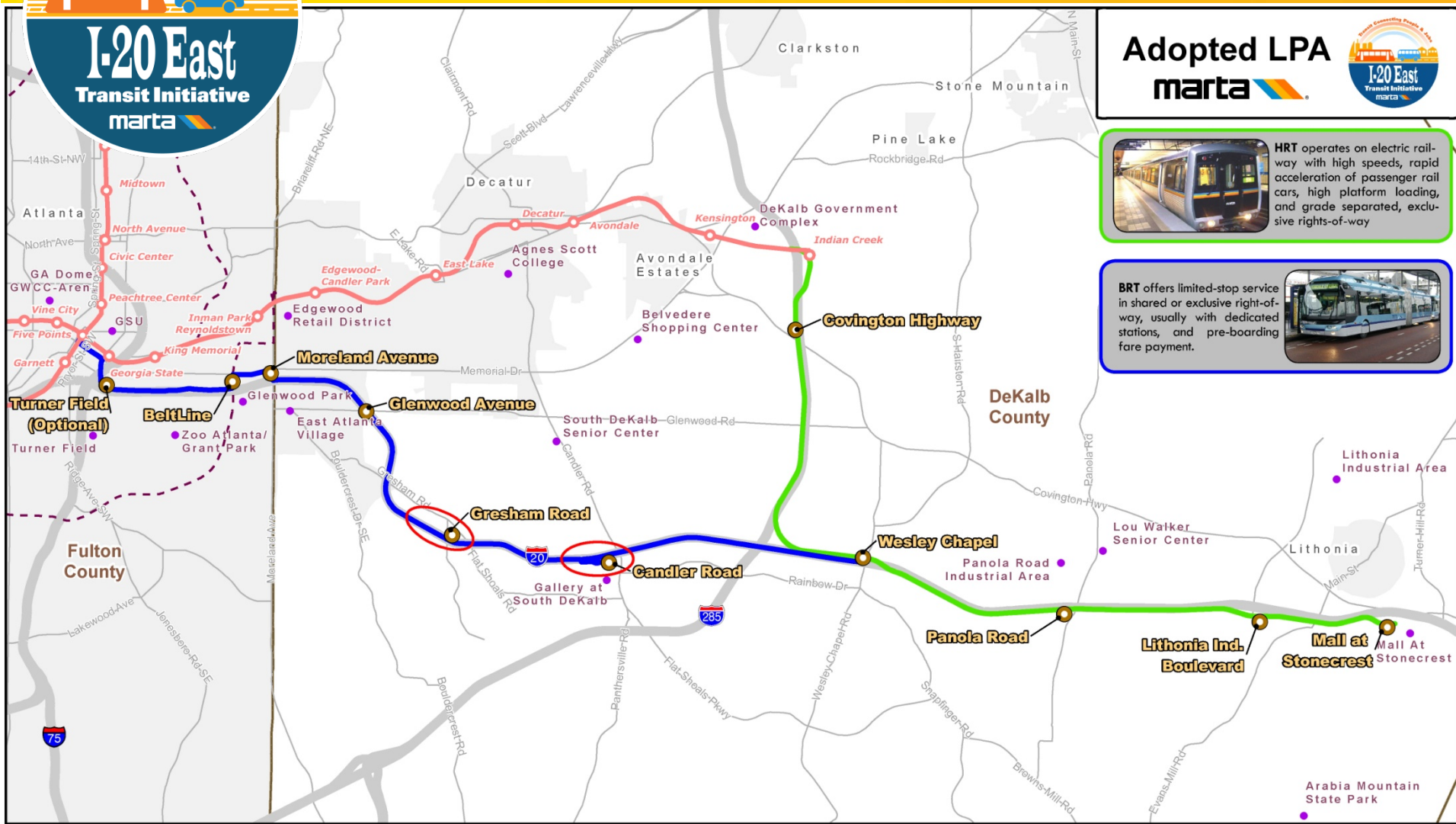
Adopted LPA



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

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



Heavy Rail Transit (HRT)

Heavy Rail Transit (HRT)

- High speed, very high capacity
- Grade-separated rights-of-way
- Electric railway and/or overhead catenary wires





Bus Rapid Transit (BRT)

Bus Rapid Transit (BRT)

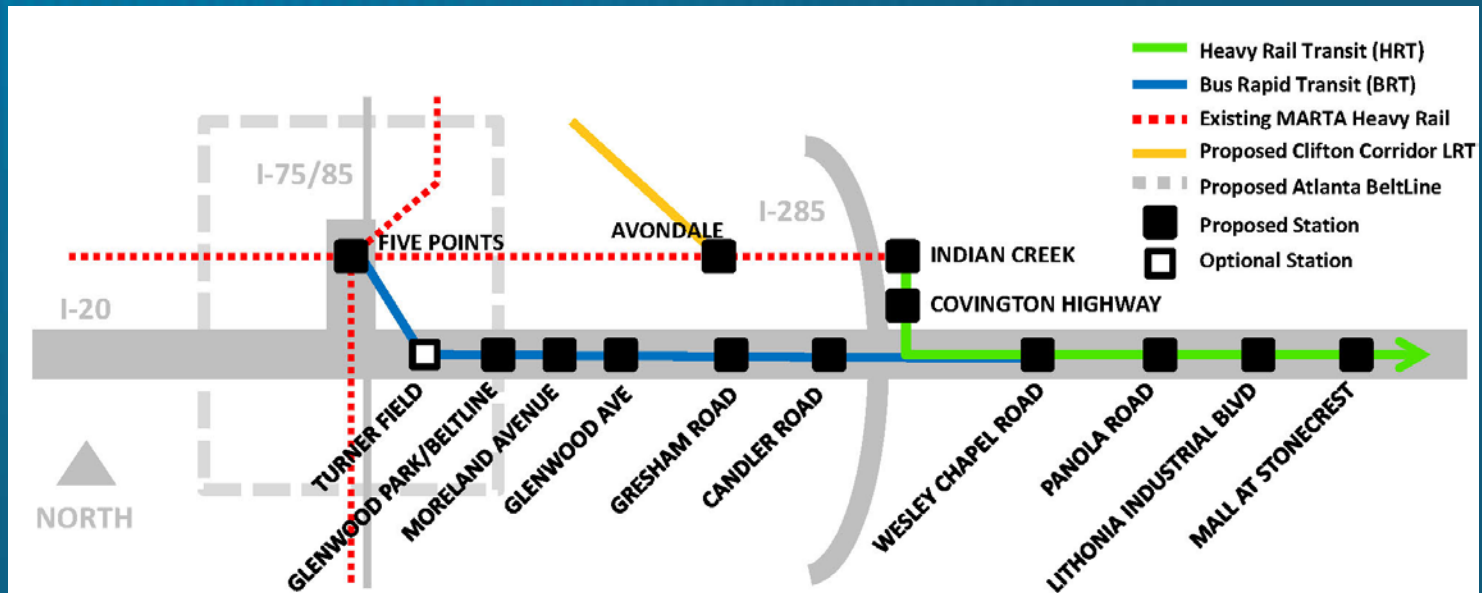
- Rivals rail speeds
- Operates in exclusive, HOV, or shared rights-of-way
- Less expensive to construct and operate than rail





Adopted LPA

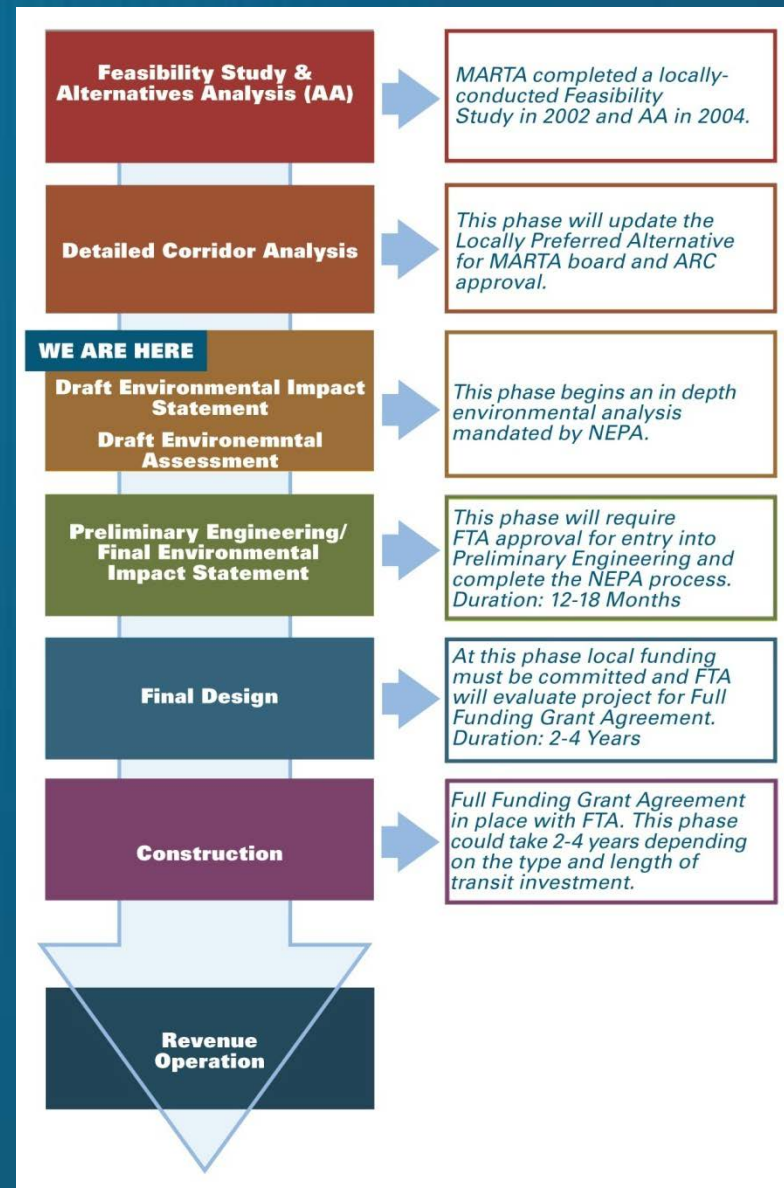
Projected Daily Boardings (2030):	28,700
Projected New Daily Transit Riders:	6,400
Projected Costs:	
<i>Capital:</i>	\$1,929.6M
<i>Right of Way:</i>	\$110.4M
<i>Annual Operating & Maintenance:</i>	\$18M
Projected Travel Time from the Mall at Stonecrest to Five Points Station:	40 minutes
Projected Commercial or Residential Displacements:	13





FTA Process

With a Locally Preferred Alternative (LPA) selected from the DCA, the I-20 East Transit Initiative is proceeding into environmental studies per FTA process.





Environmental Review Process



Environmental = NEPA

National Environmental Policy Act (NEPA) of 1969

- Requires full consideration of the environmental effects for any project that receives federal funding
- NEPA established an umbrella process for project compliance with all governing federal, state, and local laws
- Environmental resources = social, natural, cultural, and physical environment



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)

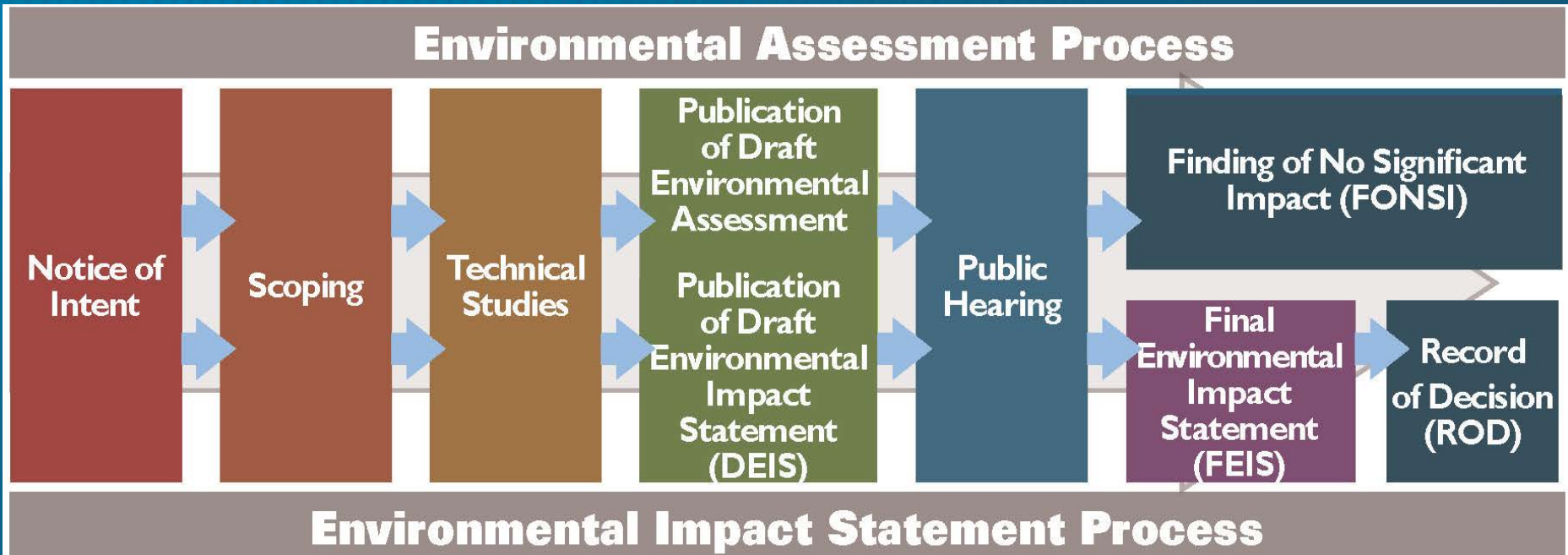
BRT Component LPA – Environmental Assessment (EA)

- 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



Environmental Process

- EIS and EA to be conducted concurrently

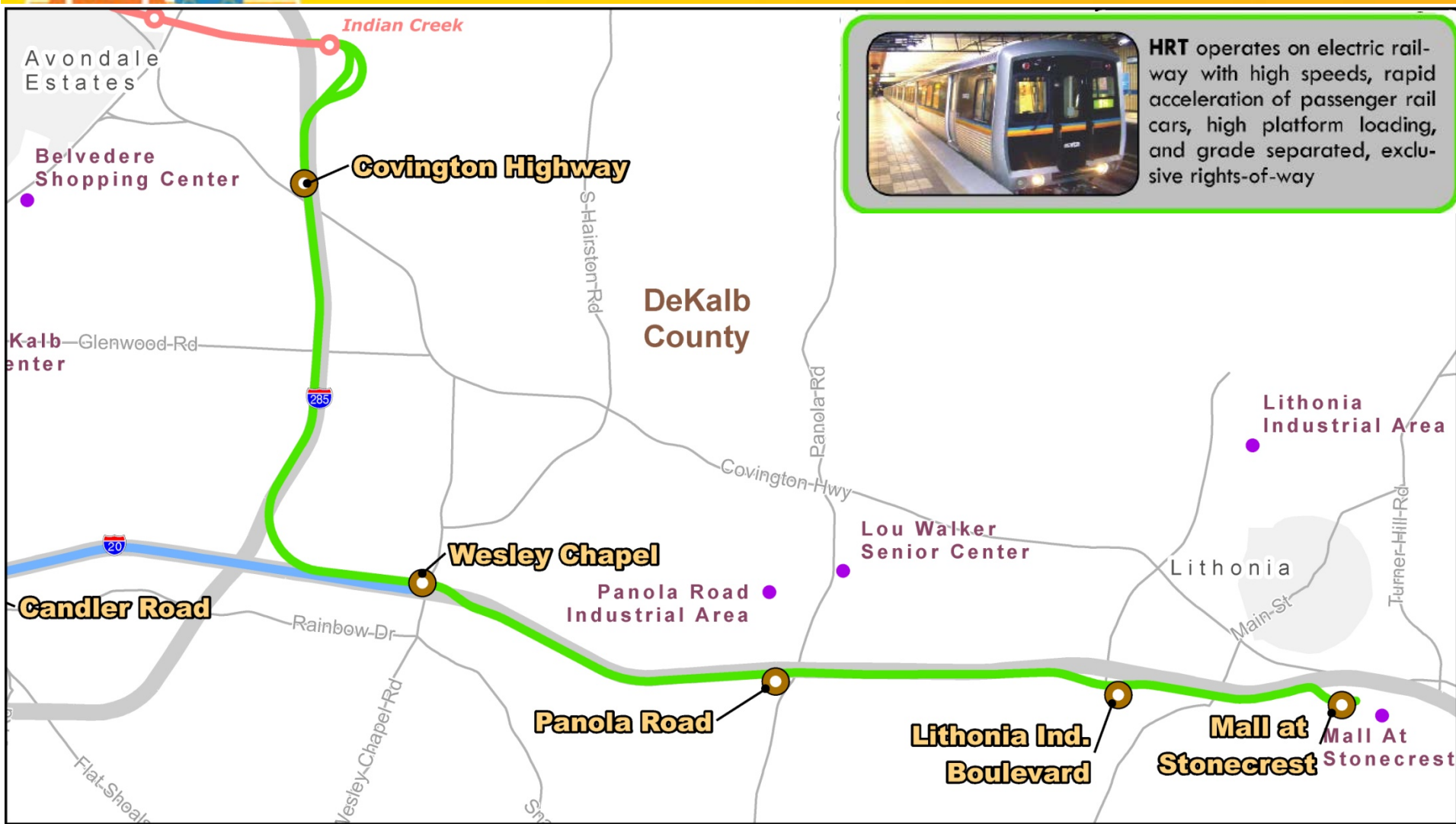




EIS Study Area



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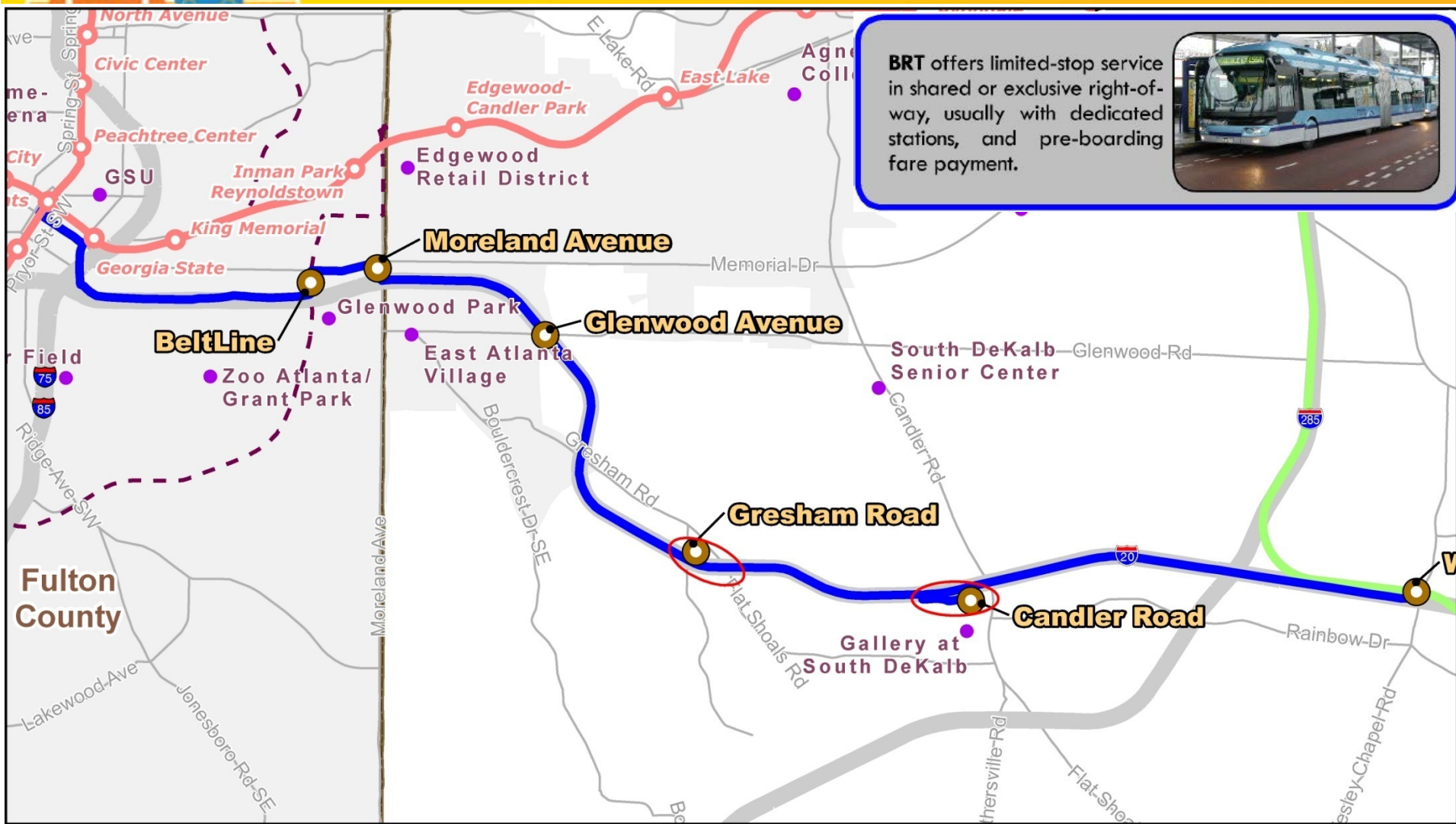
Legend	Heavy Rail Transit (HRT) (Exclusive Guideway)	New HOV/Transit Interchange	MARTA Station	Interstate	Point of Interest
	Bus Rapid Transit (BRT) (in I-20 HOV/Managed Lanes)	Potential HRT/BRT Station	MARTA Rail	Major Road	City Boundary
		Proposed Beltline	County Boundary		

Source: ARC, GDOT, TIB, ESRI and JACOBS
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EA Study Area

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
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What is Scoping

- 1st Step in the NEPA Process
- Public input on the Purpose and Need for the project
- Public input on the alternatives to be studied
- Opportunity for the public to identify what community and natural resources and issues that are most important to them



Alternatives

- **Build Alternative**
 - EIS – HRT Component of LPA
 - EA – BRT Component of LPA
- **No Build Alternative**
 - This alternative includes no changes to the transportation system in the I-20 East Corridor beyond that which currently exists or is committed in the regional transportation plan



Corridor Challenges

- Traffic congestion causes delay and slow travel times
- Inadequate access to downtown and other employment centers
- Limited east-west roadways; I-20 is the only real choice
- Limited planned transportation projects in corridor to accommodate growth





Corridor Challenges

- Express buses operate in normal traffic
- Insufficient transit service for a growing demand



- Areas of the corridor are in need of revitalization
- Limited transportation options for traditionally underserved populations





Purpose and Need

The purpose of the I-20 East Transit Initiative is to identify transit investments that enhance east-west mobility and improve accessibility to residential areas and employment centers within the corridor. The existing and future roadway congestion in the I-20 East Corridor will have an increasingly detrimental effect on automobile and bus transit travel in the corridor. The proposed transit investments are intended to improve travel times and travel reliability by providing a rapid transit service for commuters traveling to and from central Atlanta.



Environmental Studies

- Neighborhoods
- Land Use
- Economic



- Community Facilities
- Safety and Security
- Visual and Aesthetic
- Environmental Justice



Environmental Studies

- Water Quality
- Floodplains
- Soils and Geology
- Farmland
- Wetlands/Streams/Other Waters of the US
- Wildlife and Habitat





Environmental Studies

- History
- Archaeology



- Parks and Recreation Areas
- Noise and Vibration
- Energy



Environmental Studies



- Transportation
- Secondary and Cumulative Effects

- Air Quality
- Hazardous Materials
- Construction Impacts





We Need Your Input!

Please provide us with any comments you have regarding the

- Locally Preferred Alternative (LPA)
- Project Purpose and Need for the project
- Environmental studies to be prepared
- Any community and natural resources in the I-20 East Corridor that are important to you



Stay Informed

- Public comments must be submitted by **October 15th, 2012**
- Get study updates on Facebook
- Find study documentation from DCA on webpage: <http://www.itsmarta.com/120-east-corr.aspx>
- Public Hearings will be held next spring
- Questions?

I-20 East Transit Initiative Environmental Schedule

	2012					2013					
	Aug.	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
Issuance of Notice of Intent to Prepare DEIS	★										
Scoping	████████████████████										
Public Scoping Meetings		★									
Technical Studies	████████████████████										
Documentation	████████████████████					██████████					
Publication of DEIS and EA								★			
Public Hearing									★		