

ATLANTA BELTLINE
CITY OF ATLANTA, FULTON
COUNTY, GA

TIER 1 DRAFT ENVIRONMENTAL
IMPACT STATEMENT/
SECTION 4(F) EVALUATION

**U.S. Department of Transportation
Federal Transit Administration
and
Metropolitan Atlanta Rapid Transit Authority**



**Submitted Pursuant to 42 U.S.C. 4332(2)(c),
16 U.S.C. 470(f), and 49 U.S.C. 303**

June 2011

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**ATLANTA BELTLINE
CITY OF ATLANTA, GEORGIA**

TIER 1 DRAFT ENVIRONMENTAL IMPACT STATEMENT

PREPARED PURSUANT TO:

National Environmental Policy Act of 1969, §102 (42 U.S.C. §4332); Federal Transit Laws (49 U.S.C. §5301(e), §5323(b) and §5324(b)); 49 U.S.C. §303 (formerly Department of Transportation Act of 1966, §4(f)); Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users (23 USC 139); National Historic Preservation Act of 1966, §106 (16 U.S.C. §470f); Executive Order 11990 (Protection of Wetlands); Executive Order 11988 (Floodplain Management); and Executive Order 12898 (Environmental Justice)

by the


FEDERAL TRANSIT ADMINISTRATION
U.S. DEPARTMENT OF TRANSPORTATION

and the

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY


with the cooperation of

FEDERAL HIGHWAY ADMINISTRATION
U.S. ARMY CORPS OF ENGINEERS
U.S. ENVIRONMENTAL PROTECTION AGENCY
U.S. FISH AND WILDLIFE SERVICE


Yvette G. Taylor, PhD

7012 Regional Administrator, Region IV
For the Federal Transit Administration

6/27/2011
Date of Approval


Beverly Scott, PhD

General Manager/Chief Executive Officer
For the Metropolitan Area Atlanta Rapid Transit Authority

6/25/2011
Date of Approval

ABSTRACT

The Federal Transit Administration (FTA), has prepared this Tier 1 Draft Environmental Impact Statement (DEIS) for the Atlanta BeltLine in the City of Atlanta, Fulton County, Georgia, in cooperation with the Metropolitan Atlanta Rapid Transit Authority (MARTA). The Atlanta BeltLine is a proposed fixed guideway transit and multi-use trails system with a corridor of approximately 22 miles encircling central Atlanta. Tiering will allow the FTA and MARTA to focus on those decisions that are ready for this level of National Environmental Policy Act (NEPA) analysis to support future right-of-way (ROW) preservation. These decisions include selection of either Modern Streetcar or Light Rail Transit technology as the transit mode; selection of a general alignment of new transit and trails; and establishment of the ROW needs.

Ten Transit Build Alternatives are considered in this Tier 1 DEIS, formed of five alignments and two technology modes. For the most part, the proposed alignments of the Trail Build Alternatives, of which there are three alternatives, are adjacent to and in the same ROW as the Transit Build Alternatives. The No-Build Alternative is a baseline alternative that provides a basis of comparison with the Build Alternatives.

The Transit Build Alternatives share certain characteristics, such as the need for coordination with the freight railroads; however, other characteristics such as connections to key destinations or the amount of in-street running alignment set the transit alternatives apart from one another. Likewise, the Trail Build Alternatives share certain characteristics, such as consistency with the Atlanta BeltLine vision; however, other characteristics such as preserving the ability to keep transit and trails together set the trail alternatives apart from each other. The Tier 1 DEIS identifies strategies for avoiding or minimizing environmental impacts as the Atlanta BeltLine project design advances.

FOR ADDITIONAL INFORMATION CONCERNING THIS DOCUMENT, CONTACT:

Keith Melton, Community Planner
Federal Transit Administration, Region IV
230 Peachtree Street NW, Suite 800
Atlanta, GA 30303
(404) 865-5600

Johnny Dunning, Jr., Senior Director
MARTA Transit System Planning
2424 Piedmont Road NE
Atlanta, GA 30324
(404) 848-5653

A 45-day period has been established for comments on this document. Comments may be submitted in writing or may be made orally at the public hearings. Written comments should be submitted to Johnny Dunning, Jr. at the address above. Information on the public hearing can also be obtained from <http://www.itsmarta.com/Beltline-Corr.aspx>.



ATLANTA BELTLINE CORRIDOR
ENVIRONMENTAL STUDY

TIER 1 DRAFT ENVIRONMENTAL
IMPACT STATEMENT

Prepared for:
Atlanta BeltLine, Inc.
and
Metropolitan Atlanta Rapid Transit Authority

Prepared by:
AECOM/JJG Joint Venture
Atlanta, GA

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