

**Environmental Review Process, Route Selection and MARTA Connectivity
FAQ's – May 5.30.14
Atlanta BeltLine East and North Avenue/Luckie Street
Study Group Community Meetings (April 17th, 24th, 28th & May 1st, 5th, 12th)**

Planning and Technical Work

Q: What is the status of the draft Atlanta BeltLine/Atlanta Streetcar System Plan?

A: The Streetcar System Plan was tabled to wait until the current Downtown Streetcar opens. The Draft Streetcar System Plan is available online if you would like to review the phases.

Q: What were the reasons for choosing the transit corridors for environmental review?

A: The corridors were prioritized in the Draft Atlanta BeltLine/Atlanta Streetcar System Plan based off the goals of the city.

Q: What were the reasons for choosing the focus areas for route selection?

A: The focus areas were determined in the Tier 1 Environmental Impact Statement and Draft Atlanta BeltLine/Atlanta Streetcar System Plan. They were chosen due to an unusual amount of complexity and constraints such as Hulsey Yard.

Q: How will the transit and trail interface with one another?

A: There will be some type of buffer which is likely to be some type of plant material with designated crossing areas.

Q: How much additional engineering will be completed beyond the route selection and MARTA connectivity work during the Environmental Review process.

A: The minimal amount of engineering needed will be done to address right of way needs, environmental impacts and conceptual layouts.

Q: Has any consideration been given on how to cross 10th Street and Monroe Drive?

A: Traffic impacts will be evaluated during the EA study. It is unlikely that a transit vehicle crossing over that intersection roughly every 10 minutes will impact the traffic level of service but if it does, then a higher level of treatment will be applied.

Q: What is the fare structure, policy and pricing for the Atlanta Streetcar?

A: The City of Atlanta is working on this now. The plan is to have MARTA, the Atlanta Streetcar and the Atlanta BeltLine transit integrated as one fare system. The current **proposal** is as follows:

Base Fares	Price
Full Fare (One-Way Trip)	\$1.00
Child Fare (2 children equal to or less than 46" w/ paid adult)	\$0.00
One-Day Pass	\$3.00
Seven-Day (Weekly) Pass	\$11.00
30-Day (Monthly) Pass	\$40.00
Five-Day (Visitor) Pass	\$10.00

Timing and Funding

Q: What is the timeline for completion of the environmental review process?

A: The environmental review process should be complete in 18 months

Q: What is the process for federal funding? Are there any options for getting funding for public transit projects?

A: The federal grant program that delivers funding for many public transit capital investments is called New Starts, and it is administered by the Federal Transit Administration (FTA). Another program is called Small Starts, and projects applying for this program must have a total net capital cost of less than \$250 million and seek a federal share of less than \$75 million. The US Department of Transportation (USDOT) runs the TIGER program, which is more opportunity-based and tends to favor projects that can be quickly implemented. The Atlanta Streetcar received its federal funding from the TIGER grant program.

Q: When will a Federal New Starts be submitted?

A: The project is currently on track for a FY17 application however it is possible that the pace could be quickened for FY16 application. What happens in Atlanta in terms of local funding over the next 12 months will have an impact on this timeline.

Q: When the EA process is complete and ready for project engineering, is funding available?

A: Current resources allow for a portion of the project to be taken into engineering. As more funding becomes available, more of the project can be taken into engineering.

Q: What is the timeframe for construction of the streetcar on North Avenue?

A: The timeline is uncertain at this time. Financial planning and project delivery are part of this current study.

Stations

Q: At what point will the community choose station locations?

A: The community had initial input through the sub-area master planning and corridor design processes. During the Environment Assessment process there will be additional opportunities for community input. Transit stations will generally be located within a ½ mile from one another which means that individuals will never be further than a ¼ mile from a station.

Q: Will the stations be similar to the Downtown Streetcar stops?

A: Stations located in City of Atlanta streets will be similar however stations on the Atlanta BeltLine will be larger and more consistent with the look and feel of the Atlanta BeltLine corridor.

Q: Will stations create bottle necks in the corridor?

A: No, however there may be constraints that require additional right of way in both the street and Atlanta BeltLine corridor to ensure that things flow smoothly.

Q: Will there be a new MARTA infill station on the Atlanta BeltLine East at Krog Street, or will BeltLine transit connect to an existing MARTA station?

A: We are currently evaluating our options and determining where to connect to MARTA rail stations. The consultant team will evaluate this as part of the transportation modeling/ridership analysis. MARTA is a member of the Technical Advisory Committee (TAC), so they are involved in this process.

Technology

Q: Will there be a third electrified rail?

A: No. Power will be fed from overhead lines.

Q: Which segments will be Light rail transit and which segments will be streetcar?

A: Everything within the Atlanta BeltLine and in streetcar corridors will be streetcar technology. Streetcar routes within the Atlanta BeltLine corridors may consist of two or more cars, whereas the streetcar corridors will only use one car.

Property

Q: Is Hulsey Yard for sale, or will it be for sale soon?

A: No, it is not for sale.

Q: Does ABI have to purchase the rail corridor in the southwest corridor before any transit can be implemented?

A: No. ABI owns the southwest corridor.

Community

Q: What are the methods for engaging the community at the community input points during route selection and MARTA connectivity?

A: Study Groups and Citywide Conversations are the meetings that will serve as the primary method. Information is delivered to the public in an open house or presentation format in addition to being available on beltline.org. Information may also be made available for bulk delivery to neighborhood organizations, libraries, and community centers.

Q: How is the public made aware of project information?

A: Information is made available through study group lists, e-newsletters, neighborhood lists, Neighborhood Planning Units (NPU), board meetings, community facility advertisements and beltline.org. ABI's goal is advertise meetings at least two weeks in advance of the actual meeting.

Q: What is the relationship between the Environmental Protection Agency (EPA) and the current National Environmental Policy Act (NEPA) studies?

A: The EPA is one of the Technical Advisory Committee (TAC) member agencies and may be one of the major Federal agencies invited to participate as a cooperating agency or as a participating agency in the environmental review process with the Federal Transit Administration (FTA) as the Federal lead agency. The EPA also maintains several databases concerning environmental resources that will be used to develop the technical studies used to support the EAs for the project under environmental review.

Q: The Atlanta BeltLine brand has been greatly bolstered due to the popularity of the Eastside Trail. How can we ensure that the community understands that the Atlanta BeltLine is transportation corridor?

A: It is important that we remind people that transit is coming to the corridor. ABI also plans on placing strategic renderings in the corridor showing what transit will look like at particular locations.