Appendix C - Agency Coordination and Correspondence

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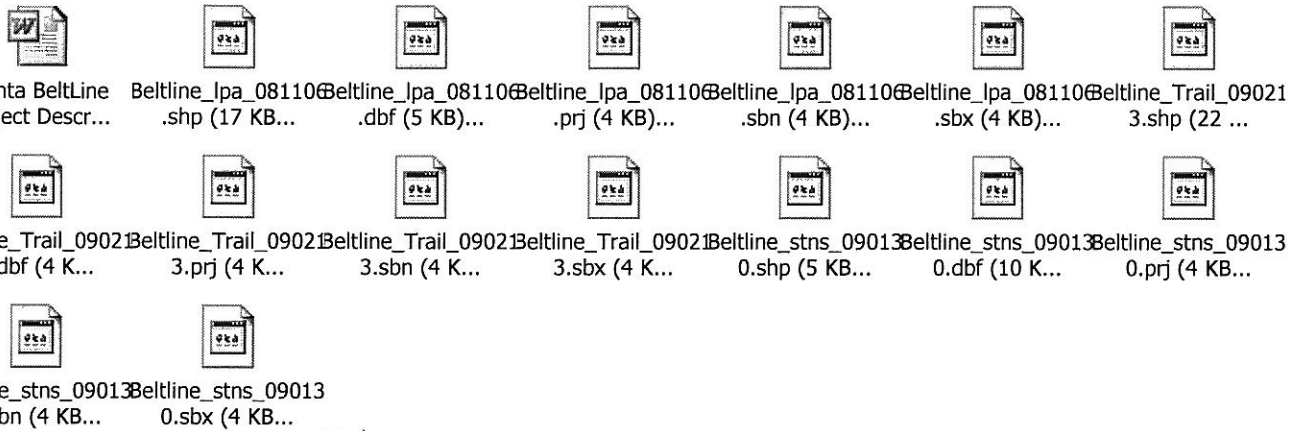
Casey Glen

From: Casey Glen [cglen@edwards-pitman.com]
Sent: Friday, July 24, 2009 10:22 AM
To: 'Katrina Morris'
Cc: 'Susan Thomas'; 'Scott, Derek R.'
Subject: Atlanta BeltLine T&E Info Early Coordination Request

Attachments: Atlanta BeltLine Project Description Tier I EIS 7 15 09.doc; Beltline_lpa_081106.shp; Beltline_lpa_081106.dbf; Beltline_lpa_081106.prj; Beltline_lpa_081106.sbn; Beltline_lpa_081106.sbx; Beltline_Trail_090213.shp; Beltline_Trail_090213.dbf; Beltline_Trail_090213.prj; Beltline_Trail_090213.sbn; Beltline_Trail_090213.sbx; Beltline_stns_090130.shp; Beltline_stns_090130.dbf; Beltline_stns_090130.prj; Beltline_stns_090130.sbn; Beltline_stns_090130.sbx



Trina,

Some of it may be the same, but mostly it consists of the remainder of the BeltLine corridor. The last time we did this, you provided us T&E info for the Northeast Sector. This time we need T&E info as it relates to the Southeast, Southwest, and Northwest Sectors. The Project Description and shapefiles are attached. Please don't hesitate to let me know if you should have any questions. Thank you very much for your help. Have a great day! -Casey

John Casey Glen

Senior Ecologist

Edwards Pitman Environmental, Inc.

1250 Winchester Parkway

Suite 200

Smyrna, GA 30080

Ph: 770/333-9484

Fax: 770/333-8277

cglen@edwards-pitman.com

-----Original Message-----
From: Katrina Morris [mailto:Katrina.Morris@dnr.state.ga.us]
Sent: Tuesday, July 21, 2009 10:26 AM
To: Casey Glen
Subject: Re: Atlanta BeltLine T&E

Casey,

A description and shape file is fine.
Is this different than what I already reviewed?
Thanks,
Trina

Trina Morris, Wildlife Biologist
Environmental Review Coordinator
Georgia Dept. of Natural Resources
Nongame Conservation Section
2065 U.S. Hwy. 278 S.E.
Social Circle, GA 30025-4743
Ph: 770-918-6411 or 706-557-3032
Fax: 706-557-3033
katrina.morris@dnr.state.ga.us
http://georgiawildlife.dnr.state.ga.us/

>>> "Casey Glen" <cglen@edwards-pitman.com> 07/20/09 11:30 AM >>>
Katrina,

We are currently surveying the remaining quadrants of the Atlanta BeltLine project, and we are going to need protected species occurrence data. Can I just e-mail you a project description and a set of shapefiles? Will that be sufficient, or do you need something more substantial? Thank you for your help. -Casey

John Casey Glen

Senior Ecologist

Edwards Pitman Environmental, Inc.

1250 Winchester Parkway

Suite 200

Smyrna, GA 30080

Ph: 770/333-9484

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cglen <mailto:h@edwards-pitman.com> @edwards-pitman.com

GEORGIA
DEPARTMENT OF NATURAL RESOURCES

WILDLIFE RESOURCES DIVISION

CHRIS CLARK
COMMISSIONER

DAN FORSTER
DIRECTOR

September 9, 2009

John Casey Glen
Senior Ecologist
Edwards-Pitman
1250 Winchester Pkwy
Suite 200
Smyrna, GA 30080

Subject: Known occurrences of natural communities, plants and animals of highest priority conservation status on or near Atlanta Beltline Project - 2nd Request, Fulton County, Georgia

Dear Mr. Glen:

This is in response to your request of July 24, 2009. According to our records, within a three-mile radius of the project area there are the following Natural Heritage Database occurrences:

NW Corner (-84.41917, 33.78879; NAD27),
US *Symphyotrichum georgianum* (Georgia Aster) [HISTORIC?] approx. 2.5 mi. NW of site

NE Corner (-84.37044, 33.79137; NAD27):
GA *Cambarus howardi* (Chattahoochee Crayfish) [HISTORIC] approx. 2.0 mi. E of site in Peachtree Creek
GA *Falco peregrinus* (Peregrine Falcon) approx. 2.0 mi. SW of site
Panax quinquefolius (American Ginseng) approx. 2.5 mi. E of site
Pd mesic broadleaf decid. forest (Piedmont Mesic Hardwood Forest) approx. 3.0 mi. E of site
GA *Schisandra glabra* (Bay Star-vine) in an uncertain location very near the site
GA *Schisandra glabra* (Bay Star-vine) approx. 1.5 mi. NE of site
GA *Schisandra glabra* (Bay Star-vine) approx. 2.5 mi. E of site
GA *Schisandra glabra* (Bay Star-vine) approx. 3.0 mi. E of site
Greenspace [Fulton County] approx. 1.0 mi. NE of site

SW Corner (-84.42569, 33.71544; NAD27):
GA *Aimophila aestivalis* (Bachman's Sparrow) approx. 2.0 mi. S of site
GA *Cypripedium acaule* (Pink Ladyslipper) approx. 2.5 mi. SW of site
Greenspace [Fulton County] approx. 3.0 mi. NW of site

NONGAME CONSERVATION SECTION
2065 U.S. HIGHWAY 278 S.E. | SOCIAL CIRCLE, GEORGIA 30025-4743
770.918.6411 or 706.557.3032 | FAX 706.557.3033 | WWW.GEORGIAWILDLIFE.COM

SE Corner (-84.35268, 33.71782; NAD27):
Greenspace [DeKalb County] approx. 2.5 mi. S of site
Greenspace [Fulton County] approx. 2.5 mi. SW of site

* Entries above proceeded by "US" indicates species with federal status in Georgia (Protected or Candidate). Species that are federally protected in Georgia are also state protected; "GA" indicates Georgia protected species.

Recommendations:

We have a record of *Schisandra glabra* (Bay Star-vine) and it's possible that this species may be found within the project area. We also have an historic record of a federal candidate species, *Symphyotrichum georgianum* (Georgia Aster) within three miles of the proposed project. Since this project is in an urban setting, it is not likely to negatively impact rare species or habitats. We are glad to see projects to expand public transportation in Georgia. However, we do recommend completing surveys for species of concern within the project area. Section 9 of the Endangered Species Act states that taking or harming of a federally listed species is prohibited. We recommend all requestors with projects located near federally protected species consult with the United States Fish and Wildlife Service. For southeast Georgia, please contact Strant Colwell (912-265-9336, ext.30 or Strant_Colwell@fws.gov). In southwest Georgia, please contact John Doresky (706-544-6999 or John_Doresky@fws.gov). In north Georgia, please contact Robin Goodloe (706-613-9493, ext.221 or Robin_Goodloe@fws.gov).

We recommend that stringent erosion control practices be used during construction activities and that vegetation is re-established on disturbed areas as quickly as possible. Silt fences and other erosion control devices should be inspected and maintained until soil is stabilized by vegetation. Please use natural vegetation and grading techniques (e.g. vegetated swales, turn-offs, vegetated buffer strips) that will ensure that the road or ROW does not serve as a conduit for storm water or pollutants into the water during or after construction. These measures will help protect water quality in the vicinity of the project as well as in downstream areas.

Data Available on the Nongame Conservation Section Website

By visiting the Nongame Conservation Section Website you can view the highest priority species and natural community information by Quarter Quad, County and HUC8 Watershed. To access this information, please visit our GA Rare Species and Natural Community Information page at: http://georgiawildlife.dnr.state.ga.us/content/displaycontent.asp?txtDocument=89

An ESRI shape file of our highest priority species and natural community data by quarter quad and county is also available. It can be downloaded from: http://georgiawildlife.dnr.state.ga.us/assets/documents/gnhp/gnhpds.zip

Disclaimer:

Please keep in mind the limitations of our database. The data collected by the Nongame Conservation Section comes from a variety of sources, including museum and herbarium

records, literature, and reports from individuals and organizations, as well as field surveys by our staff biologists. In most cases the information is not the result of a recent on-site survey by our staff. Many areas of Georgia have never been surveyed thoroughly. Therefore, the Nongame Conservation Section can only occasionally provide definitive information on the presence or absence of rare species on a given site. Our files are updated constantly as new information is received. **Thus, information provided by our program represents the existing data in our files at the time of the request and should not be considered a final statement on the species or area under consideration.**

If you know of populations of highest priority species that are not in our database, please fill out the appropriate data collection form and send it to our office. Forms can be obtained through our web site (http://www.georgiawildlife.com) or by contacting our office. If I can be of further assistance, please let me know.

Sincerely,

Katrina Morris
Environmental Review Coordinator

CSX TRANSPORTATION

Keith A. Brinker
Manager Environmental Remediation

500 Water Street - J275
Jacksonville, Florida 32202-4422
(904) 359-2228
Fax (904) 245-2825
Keith_Brinker@csx.com

October 8, 2010

Nathan R. Conable
Director of Transit and Transportation
Atlanta BeltLine
86 Pryor Street, SW, Suite 200
Atlanta, GA 30303

Re: CSXT Comments on the Atlanta BeltLine Tier 1 Draft Environmental Impact Statement

Dear Mr. Conable,

CSX Transportation, Inc. (CSXT) appreciates the opportunity to be a part of the Atlanta Beltline Tier 1 Draft Environmental Impact Statement (DEIS) review process. CSXT applauds the efforts of the Atlanta BeltLine to enhance quality of life, sustain growth and create economic opportunities combining greenspace, trails, transit, freight railroads, and new development encircling central Atlanta. As with any project potentially involving passenger rail or trails in CSXT right-of-way (ROW), CSXT's "four pillars" (Uncompromised Safety, Capacity for Current and Future Needs, No Subsidization by CSXT, and Liability Protection) are critical elements to be considered in the National Environmental Policy Act (NEPA) process.

CSXT identified several areas of concern regarding the Tier 1 DEIS, which are summarized below and presented in more detail in Attachment A.

1) **Concerns for Use of CSXT Right-of-Way.** CSXT has serious concerns about the use of its ROW – active or inactive - for trails, commuter rail, or other non-freight activities. CSXT's policy regarding trail use of its operating rights of way can be found on page 20 of the Public Project Information: For Construction and Improvement Projects that May Involve the Railroad which is in Attachment B. .
2) **Limited CSXT Involvement in Process.** To date, CSXT has had minimal involvement in the NEPA process. CSXT was not actively engaged by Atlanta Beltline, Inc. and MARTA in the development and assessment of project alternatives, specifically as they relate to the impact of freight rail operations and the use of active and inactive freight ROW. The DEIS communicates a project vision that will significantly impact CSXT's rail network and indicates that in-depth discussions with CSXT regarding such an impact are not planned until the Tier 2 NEPA process. In addition, CSXT has not been invited to participate as a consulting party in the Section 106 process even though the DEIS identifies CSXT railroad resources as eligible for the National Register of Historic Places.

3) **Tier 1 DEIS does not Comply with NEPA Guidelines and Process.** The Tier 1 DEIS leaves the assessment of secondary and cumulative impacts until the Tier 2 stage and does not consider freight rail as a "potentially sensitive resource." It is paramount that such impacts be considered as part of the Tier 1 process. As such, CSXT requests that the Tier 1 DEIS more fully consider the potential direct, indirect, and cumulative impacts of the Atlanta BeltLine on freight railroad infrastructure and operations.
4) **Underestimates Freight Rail Growth and Congestion Challenges.** Atlanta's ability to efficiently and productively handle existing and future transportation demands is significant to the region's economic development. A study by Cambridge Systematics indicates demand for freight rail transportation will increase 88 percent by 2035. In order for CSXT to handle the anticipated growth in freight transportation, it is paramount that CSXT maintains the ability to provide efficient and safe transportation solutions to its customers, the community, and the nation. The alternatives presented in the DEIS impair CSXT's ability to satisfy the demands of tomorrow.

Again, CSXT appreciates this opportunity to provide comments on the Tier 1 DEIS document, and looks forward to being an interested joint stakeholder for the Atlanta BeltLine project and the NEPA review process as it continues forward.

If you have any question, please feel free to contact me at (904) 359-2228 or Craig Camuso at (404) 350-5227.

Sincerely,

Keith A. Brinker
Manager Environmental Remediation

cc
Craig Camuso, CSXT

Attachment A
Detailed CSXT Comments

CSXT State, Regional and Local Operations

CSXT operates more than 1,650 miles of railroad in Georgia including the rail system in the proposed Atlanta Beltline corridor. Internal freight volume tracking identified that the CSXT-system handled more than 1,474,300 carloads of freight in Georgia during 2009. Products shipped include consumer goods, coal, rock, and feed grain. CSXT employs approximately 2,750 people in the state, paying competitive wages.

CSXT made significant investment in the railroad network in Georgia in 2009. In partnership with state and local economic development agencies in Georgia, business invested nearly $152 million in new or expanded rail-serviced facilities on CSXT or its connecting regional and short lines in 2009. These investments generated hundreds of new jobs at those businesses.

Atlanta serves as a gateway for CSXT freight trains, entering the city from five "spokes". It is also home to CSXT's Tilford Yard, a major classification yard in the northwest part of the city that processes 1,200 rail cars a day for freight rail transportation both to and from cities such as New Orleans, Charlotte, Cincinnati, Birmingham, Nashville and points beyond. In addition, CSXT operates two intermodal facilities that receive and distribute goods to such vital destinations throughout the Southeast and other points in the nation, including one of the fastest growing ports in the Nation – Savannah. This vast network of lines, however, still faces crucial challenges in the years ahead as freight rail is anticipated to increase by 88 percent by 2035, according to a study performed by Cambridge Systematics. This increase will lead to even more congestion than is already experienced by the rail network today.

Atlanta BeltLine Project and CSXT Interaction

Up to this point in the National Environmental Policy Act (NEPA) process, Atlanta BeltLine, Inc. and MARTA have had limited contact with CSXT concerning freight operations and CSXT right-of-way. Per the DEIS, in-depth discussions with CSXT concerning the Atlanta BeltLine project appear to be planned for Tier 2 of the NEPA process. For CSXT, it is vitally important that its concerns be considered now in the preliminary stage. These considerations should occur not just at the Tier 2 stage but during the Tier 1 EIS process since potential use of CSXT ROW could have significant adverse impacts on CSXT freight movement and future expansion plans for its rail corridors throughout the CSXT rail system. Property acquisition from within the CSXT ROW is a critical component of the Atlanta BeltLine project and could be affected particularly in the Northwest and Southeast Zones. With this in mind, CSXT reached out to Atlanta BeltLine, Inc. while the Tier 1 DEIS was being developed to initiate these discussions.

CSXT was not involved during the alternatives development stage even though many of the alternatives have the potential to significantly affect CSXT operations and ROW. The Atlanta BeltLine public involvement plan only identified CSXT Intermodal as being contacted. The public involvement plan should be CSXT and not limited to CSXT Intermodal.

It is critical that CSX be invited and involved with the selection of alternatives for the Atlanta Beltline Project as part of the NEPA process. Selection of an alternative needs to consider freight rail operations and safety.

Section 5.0 of the Tier 1 DEIS briefly discusses secondary and cumulative effects but does not identify freight rail as a "potentially sensitive resource." ROW is a potentially sensitive resource but its meaning is unclear. The Tier 1 DEIS leaves the assessment of secondary and cumulative impacts until the Tier 2 stage. For example, the Tier 1 DEIS discussion of cumulative impacts identifies that both the No-Build and Build Alternatives have the potential for cumulative effects but there is not even a qualitative analysis of whether the cumulative effects will be beneficial or adverse. CSXT operations and ROW have the potential to be significantly affected by secondary and cumulative impacts and an initial impact assessment should be addressed in the Tier 1 DEIS.

Because of the potential impact to our rail network, CSXT requests that we continue to be included in the forgoing discussions concerning the potential use and preliminary engineering design that includes CSXT ROW for trails and transit lines during the NEPA process.

Existing Freight Operations

Section 3.1.5 in the Tier 1 DEIS identified that total freight rail volumes in the region will increase 37 percent in terms of tonnage and 53 percent in terms of carloads from 2005 to 2030. CSX agrees Figure 3-5 of the Tier 1 DEIS illustrates average rail traffic volumes on the various rail lines in the project area. Currently, CSXT operates 40 to 50 trains per day through the corridor. Due to projected increases of freight rail volumes and carloads through the area, CSXT will have to make future plans to expand rail capacity in its corridors. CSXT freight rail operations have an important role in the local and regional economy. Intermodal freight rail facilities also help reduce traffic congestion by reducing the number of long-haul trucks on the area roadway and interstate system.

Accounting for Future Track, Sidings, and Traffic Needs

The Atlanta Beltway Tier I feasibility analysis does not appear to have taken into account the potential for future track or siding expansion. The potential loss of ROW for trail, transit, or park use could negatively impact our ability to efficiently move freight or expand our business. With projected increases in freight rail volumes and carloads passing through the Atlanta region, CSXT has concerns about its existing capacity to manage future freight needs. CSXT plans to reserve its existing ROW for future rail track or siding expansions and to better address future customer service needs.

SAFETY AND SECURITY CONCERNS

Railroad operations must be carefully planned and engineered to minimize potential hazards and maintain safe operations.

Separation

"Separation" refers to the treatment of the space between the railroad tracks and a trail. CSXT requires a physical barrier/separation between the track and the trail (e.g., fence, wall,

vegetation, ditches, and grade separation). A physical barrier increases safety by preventing trail users from crossing track bed and rail except at designated crossings. It helps to prevent trespass and vandalizing of railroad property. Railroad maintenance vehicles and/or emergency vehicles may need fence gates in certain areas to facilitate access to the track and/or trail.

In the Tier1 DEIS, Figure 2-8 identifies a typical transit and trail cross section requiring a 57-foot wide corridor. This cross section consists of a 37-foot wide transit corridor including 5 feet of buffer space adjacent to a 20-foot trail corridor that includes 4 feet of buffer space. The typical cross section figures do not reference any requirements by CSXT for physical separation between freight and passenger rails or freight rails and trails.

CSXT is concerned that access to their tracks for routine and emergency maintenance and other activities will be unacceptably constrained. Routine railroad activities include tie and track replacement; drainage culvert cleaning; inspection and repairs; switching and communication equipment access and maintenance; and crossing equipment servicing and repairs. CSXT needs a separation distance to allow for maintenance vehicle access to the tracks.

In the Atlanta BeltLine corridor, certain constrained areas or pinch points exist. Safety cannot be compromised in these locations. CSXT requests that designers maximize the separation between a trail and railroad track.

Crossings

At grade crossings present the greatest safety concern for potential rail-with-trail projects. At-grade crossings need to consider: 1) location of crossing; 2) specific geometrics of the site (angle of the crossing, sight distance); 3) crossing surface; and 4) types of warning devices (passive and/or active).

Even when a rail/trail crossing is in place, safety issues can occur. For example, in Greenville, South Carolina, users of a trail network adjacent to a CSX line were dangerously climbing across slow moving freight trains rather than waiting at a crossing until a train had moved past. Due to safety concerns, this section of trail has been temporarily closed.

Two things to consider are the total number of trail/track crossings and whether or not a crossing is new or can be combined with an existing roadway/track crossing. CSXT recommends that ABI and MARTA minimize the number of at-grade crossings, examine all alternatives to new at-grade track crossings, and seek to close existing at-grade crossings as part of the project. CSXT recommends that where feasible any planned at-grade trail/track crossing modify an existing roadway/track crossing.

The at-grade crossing configuration where parallel freight and transit tracks cross streets, highways and trails at-grade can present safety concerns for motorists and pedestrians, and for passengers and employees on trains and transit vehicles (in the event of a collision). The rail industry has seen situations in which highway vehicles waiting for freight or transit trains moving on one track have been queued across adjacent parallel tracks in front of other oncoming freight or transit trains. Also, the coexistence of parallel freight and transit tracks with the potential for simultaneous freight and transit train movements can cause confusion to pedestrians crossing tracks at-grade

Liability

CSXT has concerns about potential liability risk and exposure from individuals or groups using trails adjacent to an active freight line. In addition, trespassers on private railroad property have been injured while crossing the tracks or thrill seeking. Trespassers have been struck by on-track equipment, caught or pinched, and slipped and fell. In 2009, according to the Federal Railroad Administration, 10 trespassers on railroad ROW in Georgia were fatally injured. Therefore, you can ascertain that CSXT is very apprehensive about injuries and property damage from potential trespassers on CSXT property. Trespassers have caused vandalism such as fence cutting, dumping, and graffiti. Aside from the injuries or fatalities, the trespassers also have direct negative impact due to the legal defense costs from potential claims.

The Atlanta Beltway Tier 1 DEIS has not considered what types of actions and techniques can be employed to enhance safety for a freight railroad, transit and pedestrian consolidated corridor.

Section 106 of the National Historic Preservation Act

The Tier 1 DEIS identifies Historic Railroad Resources of the Atlanta BeltLine as being eligible for the National Register of Historic Places (NRHP). The Historic Railroad Resources occur in all four zones.

Has the Georgia State Historic Preservation Office (SHPO) concurred with the findings of the Cultural Resources Reconnaissance Technical Memorandum (AECOM 2009) concerning the eligibility of the Historic Railroad Resources? CSXT requests a copy of this Technical Memorandum due to the potential impacts on current and future CSXT operations, maintenance and future plans not only within the Atlanta BeltLine Corridor but also within the entire CSXT rail system in Georgia. What evidence exists of the identification and determination of NRHP eligibility? CSXT has not been invited to participate as a consulting party in the Section 106 process. CSXT has a demonstrated legal and economic interest in the potential historic eligibility of railroad resources in the Atlanta BeltLine as a property owner and operator of freight rail services and therefore, should be a consulting party (see 36 CFR 800.2 and 800.3),

Section 4(f) Concerns

Section 4(f) of the Department of Transportation Act of 1966 (49 U.S.C. 303(c) and 23 CFR Part 774 stipulates that the US Department of Transportation (USDOT) cannot approve use of land from publicly owned parks, recreation areas, wildlife and waterfowl refuges and publicly or privately owned historic sites unless certain conditions are met. These conditions are:

- There is no feasible and prudent alternative to the use of land.
- The action includes all possible planning to minimize harm to the property resulting from use.

As discussed above, CSXT would like further information on the eligibility of the Historic Railroad Resources of the Atlanta BeltLine. If the eligibility of the Historic Railroad Resources has been determined, a Section 4(f) evaluation could be required for potential direct and indirect impacts to historic resources from future expansions or changes. CSXT could trigger future Section 4(f) evaluations and be subject to its requirements if planned rail expansions require

addition ROW from parks and recreation areas being developed and there is federal funding involved. Therefore, CSXT requests to participate in the 4(f) evaluation.

If parks are being proposed adjacent to existing railroad ROW, the Section 4(f) issue can be minimized if potential ROW expansion needs are identified or incorporated when the park boundaries are developed. CSXT should be consulted when potential park locations will be proposed.

Attachment B

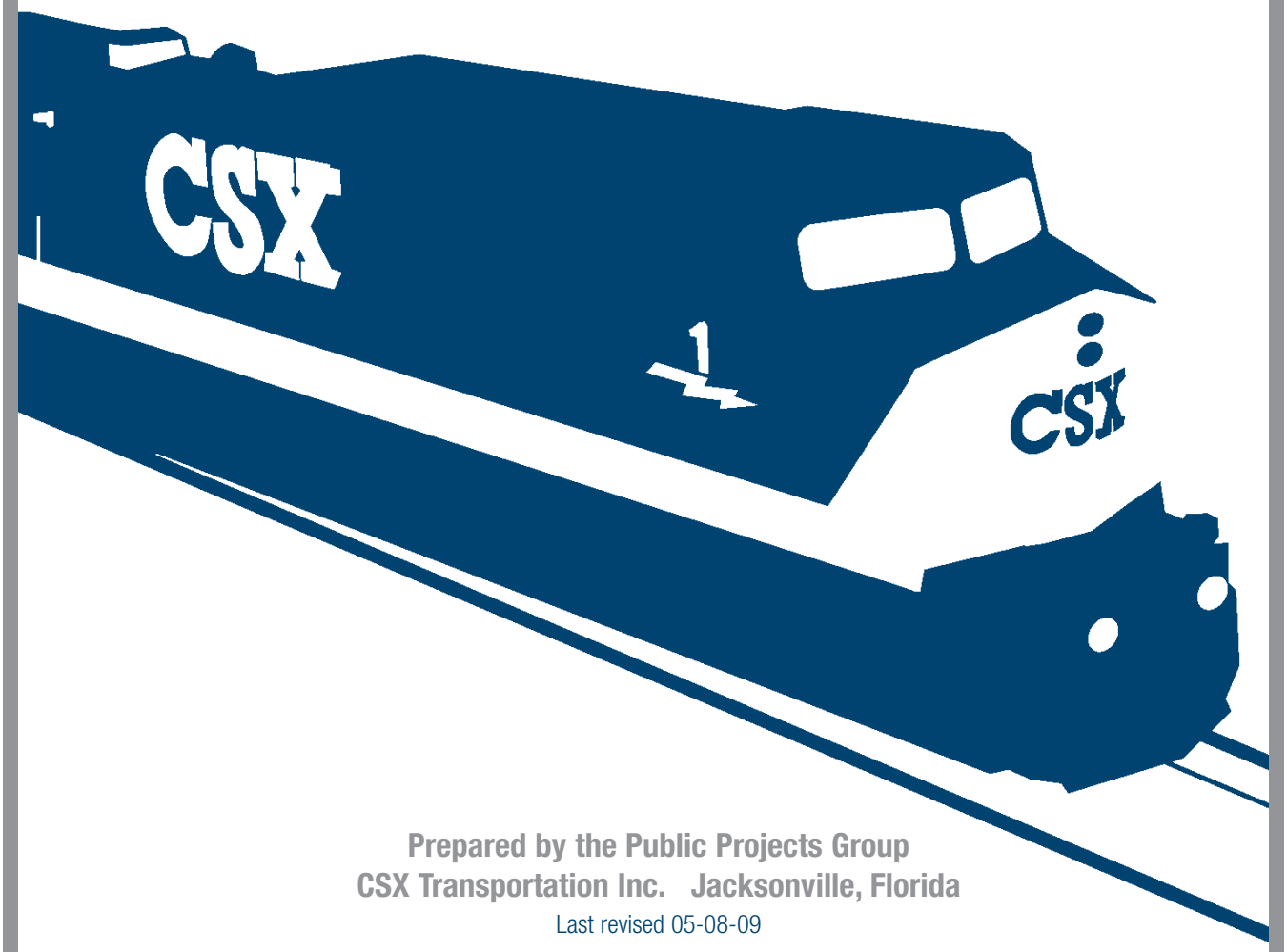
Public Project Information:
For Construction and Improvement Project that May Involve the Railroad

CSX TRANSPORTATION

Public Project Information

For Construction and Improvement Projects

That May Involve the Railroad



Prepared by the Public Projects Group
CSX Transportation Inc. Jacksonville, Florida

Last revised 05-08-09

Bicycle/Pedestrian Pathways and Crossings

Key Points and Procedures

- Private or public parallel at-grade paths are not permitted on active CSXT right of way.
- CSXT will oppose condemnation proceedings aimed at recreational use of trackside property.
- The public agency or private landowner that establishes bike/pedestrian path usage of trackside property must provide unqualified indemnity and adequate insurance to protect CSXT as well as safety measures necessary to eliminate safety risks.
- Bicycle/pedestrian pathways cannot cross tracks at grade.

Overview

CSXT recognizes that communities often wish to establish recreational paths in areas adjacent to active railroad lines. Understanding the importance of these activities to local communities, CSXT will cooperate in establishment of such paths, recognizing that important requirements must be met and safety precautions taken to protect those who use the pathways.

CSXT's pathway policy is a reflection of its longstanding commitment to employee and public safety and its concern for the risks associated with pedestrian, bike or motor vehicle traffic moving on or adjacent to its railroad right-of-way.

CSXT Policy on Pathways Parallel to CSXT Tracks and Right of Way

At CSXT safety is paramount. Because of the risks associated with pedestrian, bicycle, and other recreational traffic moving parallel to active rail lines, CSXT's policy is not to permit private or public parallel at-grade paths that come within the railroad's right-of-way (generally 50 feet from the centerline of the track on both sides). In the interest of public safety, in the rare event that circumstances exist that an exception is made, CSXT will insist upon safety measures such as fencing and signage where such pathways or parks are established parallel to the railroad's right-of-way. The cost of installing, inspection and future maintenance must be clearly assigned to and carried out by an appropriate agency or person other than CSXT.

Also in the interest of public safety, CSXT will oppose any attempt to impose recreational usage of trackside property through condemnation. In the event public authorities or private landowners succeed in establishing such usage, CSXT requires, as a condition of access to its property, an unqualified indemnity by the public agency or private landowner responsible for such usage, and insurance coverage adequate to cover the increased risk by such usage. CSXT also requires the public agency or private landowner to bear the cost of any safety measures that may be necessary to eliminate or lessen such risks.

Pathways Crossing CSXT Tracks and Right-of-Way

For obvious safety reasons, bicycle/pedestrian pathway crossing railroad tracks will not be permitted at grade. Establishing pathways over or under the railroad track and right of way, with appropriate safeguards, will then require pathway-rail grade separations.

Bicycle/pedestrian pathway-rail crossings at existing public highway-rail grade crossings will be permitted when they are within a highway easement across CSXT right-of-way and a determination of the appropriate signs and warning system is made by the appropriate highway and/or regulatory agency.

The cost of pathway-rail crossings, signs, and warning systems will be paid by the requesting party or government agency, including the initial installation and maintenance.

As a matter of practice, CSXT prosecutes trespassers upon its property and every precaution must be taken to ensure that the public remains clear of CSXT's right-of-way.

MARTA GENERAL PLANNING CONSULTANT SERVICES

BELTLINE CORRIDOR ENVIRONMENTAL STUDY

MEETING GROUP:	MARTA/ABI/NS Coordination	**ORDER NO**: 2008-07	
PROJECT CODE:	BEL	**TASK NO:** 7.8	
DATE & TIME:	October 26, 2010		
LOCATION:	Norfolk Southern Offices		
ATTENDEES:	Nate Conable, Paul Vespermann - ABI; Joel Harrell, James Klaiber – Norfolk Southern; Ted Williams – DW&A; Marla Jones, LKG-CMC; Kerry Williams, - AECOM		

MEETING NOTES

Purpose:

To discuss Norfolk Southern's comments on the Atlanta BeltLine Tier 1 EIS and to determine how the BeltLine would interact with Norfolk Southern's plans in the northwest zone.

Key Discussion Points/Action Items:	**Responsible Party / Action Item**
1. <u>Introductions/Agenda Review</u> Meeting attendees: • Joel E. Harrell, III – Resident Vice President, Norfolk Southern • James Klaiber – Manager Strategic Planning, Norfolk Southern • Nate Conable, Director of Transit and Transportation, Atlanta BeltLine, Inc. • Paul Vespermann, Director of Real Estate, Atlanta BeltLine, Inc. • Ted Williams, Deputy Project Manager for BeltLine EIS Study, MARTA General Planning Consultant • Kerry Williams. Project Engineer, AECOM • Marla Jones, Document Control Manager, MARTA General Planning Consultant As a part of the agenda review, Mr. Conable advised that the objective of the meeting is to discuss Norfolk Southern's comments	

Purpose:	
To discuss Norfolk Southern's comments on the Atlanta BeltLine Tier 1 EIS and to determine how the BeltLine would interact with Norfolk Southern's plans in the northwest zone.	
Key Discussion Points/Action Items:	**Responsible Party / Action Item**
on the Atlanta BeltLine Tier 1 EIS and to determine how the BeltLine would interact with Norfolk Southern's plans in the northwest zone. 2. <u>Project Overview</u> • Mr. Conable began the discussion with a quick overview of the BeltLine Project. Mr. Conable noted that: o The project is an economic development initiative designed to help the City of Atlanta accommodate its population growth over the next 20-30 years. o The corridor is about 22 miles, roughly made up of 4 freight railroad corridors (Decatur Belt in the northeast, Atlanta West Point in the southeast, the old L&N in the southwest, and NS, CSX and Amtrak in the northwest). o The corridor will consist of transit, multi-use trails and linear greenway. o The goal is to create substantial economic development and mixed-use housing around the corridor thereby making it a livability and amenity corridor which impacts public health, mobility and quality of life in the City of Atlanta. o The full project is expected to be built out within the next 20-25 years which includes transit, trails, parks and affordable housing. The transit portion will be implemented over time and in segments and a schedule for transit implementation should be available next summer.	
3. <u>NS Corridor Plans in BeltLine Study Area</u> • Ted Williams reviewed the plan views showing the proposed BeltLine alignments in the Norfolk Southern corridor and advised that the original Norfolk Southern alignment assumes running inside the right-of-way and was included in the draft EIS. The other option shows the alignment outside of the Norfolk Southern right-of-way to the south. This option crosses Northside Drive, and then detours via an in-street running operation to provide access to the Atlantic Station, then crosses NS to access Deering Road and continues north across Peachtree to the Armour industrial area.	

Purpose:	
To discuss Norfolk Southern's comments on the Atlanta BeltLine Tier 1 EIS and to determine how the BeltLine would interact with Norfolk Southern's plans in the northwest zone.	
Key Discussion Points/Action Items:	**Responsible Party / Action Item**
Mr. Joel Harrell asked what the team means when using the term transit in their discussion. Ted Williams advised that it refers to streetcar and light rail technologies. Bus ways are not a part of the discussion at this point. Mr. James Klaiber asked if the alignments discussed include the trails. Mr. Conable stated no. The trails have been kept with the CSX alignment. Another question posed by Mr. Harrell was how the alignment interfaces with the Decatur Belt and reminded the attendees that Norfolk Southern retained a section of the track for utilizing the railroad wye at I-85 to turn their equipment or use it for storage. Mr. Harrell noted that this is a critical section for NS and they plan to hold on to it. Mr. Conable advised that there are several connectivity options to address crossing I-85 at this point that the team is considering for this area, but this decision will not be made in the Tier 1 EIS. Mr. Harrell asked if the alignment was at-grade when it gets to the Howell Junction area. Mr. Conable responded that the alignment is not at-grade in that area and is proposed to be on an elevated structure. Mr. Harrell advised that this would be another area of concern for NS because there has been extensive discussion over the years regarding separating Howell Junction for purposes suiting both of the railroads (CSX and NS). Mr. Harrell noted that Howell Junction is considered the new "Mile Post Zero" (i.e., the center for all rail activity in Atlanta). In this corridor there are over 100 train movements per day. Mr. Harrell stated that at this point NS will not be able to say "yes" or "no" to the BeltLine's plans for this area because there has not been enough detailed study at this point. However, Mr. Klaiber noted that it would be highly unlikely that NS would allow a structure to be built in the Howell Junction area because it might preclude grade separation. Mr. Conable asked if Norfolk Southern intended to impact the Marietta Blvd. Bridge when they separate Howell Junction. Mr. Harrell replied that there has not been enough study to determine how the bridge will be handled. Mr. Harrell informed the team that Norfolk Southern's policy in regard to transit (streetcar) operation is that they will not allow a light rail system adjacent to their heavy rail system. Mr. Klaiber	

Purpose:	
To discuss Norfolk Southern's comments on the Atlanta BeltLine Tier 1 EIS and to determine how the BeltLine would interact with Norfolk Southern's plans in the northwest zone.	
Key Discussion Points/Action Items:	**Responsible Party / Action Item**
noted that this is in agreement with FRA's policy which deals with crash worthiness. In certain places it is time separated which would not work in this situation. Another requirement has to do with the length of separation (space). Right now the track centers are 14-15 feet apart. To allow the BeltLine project in the right-of-way would mean that the track centers would have to be at least 30 feet apart, which would result in a right-of-way that would be in the middle and useless to both BeltLine and Norfolk Southern because neither entity would be able to build closer to the other. Mr. Klaiber further noted that the only place where NS would allow light rail is in corridors where train operation is minimal or non-existent and stated that light rail vehicles are not FRA compliant. Mr. Klaiber noted that in the Atlanta area NS has a highly-used mainline and if there is additional right-of-way, NS will want to add to its infrastructure. Mr. Klaiber stated that rail is now becoming the preferred alternative and over the past 4-5 years NS has grown their traffic. Consequently, they are trying to preserve as much future capacity as possible for anticipated growth. Mr. Conable asked if Mr. Klaiber could quantify the future capacity (i.e., one or two tracks). Mr. Klaiber said that it is an incremental phase process but it's also based on opportunity. If the railroad has right-of-way, a second track will be added in where possible. The railroad will probably start off with 5-10,000 feet siding and proceed in increments into a third main line. If the railroad does not own the property, they will probably work long term to acquire additional property. Mr. Harrell advised that this corridor has been designated by the Federal government as a high-speed passenger rail corridor and that he foresees this corridor eventually being as full of rail as possible. Consequently, he does not see any additional capacity being available.	

Purpose:	
To discuss Norfolk Southern's comments on the Atlanta BeltLine Tier 1 EIS and to determine how the BeltLine would interact with Norfolk Southern's plans in the northwest zone.	
Key Discussion Points/Action Items:	**Responsible Party / Action Item**
Mr. Harrell stated that Norfolk Southern will be willing to work with BeltLine on the off-railroad alternatives. Mr. Klaiber said NS does not have a restriction prohibiting an elevated structure next to their right-of-way. The only restriction is the vehicle type (light rail). Crash walls or detection devices can be used but are not preferable options for NS. Mr. Harrell asked what the advantage would be for a fixed rail street-car operation in lieu of a rubber-tire transit operation. Mr. Conable replied streetcar is preferred because redevelopment tends to follow rail projects. These types of projects have been pretty successful in the northwest part of the country. Further, Ted Williams advised that previous studies looked at the possibility of a rubber-tire option and presented it to the public. However, it was not compatible with the City's plans and did not fare well with public preference so it was not advanced to this phase of study. Mr. Conable asked if the Norfolk Southern representatives could share information on expansion plans. Mr. Klaiber stated that he will check with the engineers to see if there is anything specific but cautioned that if there is any information it will probably be very conceptual at this point. Mr. Harrell said that he knows there will not be anything in writing on Howell Junction, just discussions over the years. Mr. Conable asked if he could submit the information in the next two weeks to meet the Study's timeline for resubmission of the EIS to FTA and he agreed. Mr. Conable asked if there were other entities beside those mentioned already that had plans to use the railroad corridors. Mr. Harrell said not that they were aware of. Mr. Conable then asked if NS had agreements in place with any of the entities who planned to use the corridor and Mr. Harrell advised that they have an agreement with Amtrak whereby they can add certain kinds of service. Mr. Conable asked if NS would be willing to continue discussing proposed alignment options in their corridor once the Tier 1 is completed and the BeltLine moves into the next phase of study. Mr. Harrell and Mr. Klaiber felt that NS would be willing to continue the dialog with Atlanta BeltLine and stated that they would inform them if an agreement were ever reached with CSX regarding Howell Junction or if a task force was developed to study the area.	

Purpose:	
To discuss Norfolk Southern's comments on the Atlanta BeltLine Tier 1 EIS and to determine how the BeltLine would interact with Norfolk Southern's plans in the northwest zone.	
Key Discussion Points/Action Items:	**Responsible Party / Action Item**
Mr. Harrell advised that they received the TIGER 1 grant for the Crescent Corridor which is Norfolk Southern's growth plan. The Crescent Corridor includes the NS track segment being considered by the Atlanta BeltLine. It is basically an intermodal rail interstate, which will hopefully get some of the truck traffic off the interstate. This is a capacity and speed improvement project. Mr. Conable asked if the NS "pillars" for shared-use negotiations (uncompromised safety, capacity for current and future needs, no subsidization by NS, and liability protection) remained the same. Mr. Harrell said yes; however crossings are not really an issue it is just a matter of clearance, design, and if there is a future expansion need that may be impacted like at Howell Junction. Mr. Conable asked if there are any plans to expand Inman Yard. Mr. Klaiber explained that it depends on the traffic flow and how they develop. Inman yard has turned into an intermodal operation. Mr. Harrell said for the most part it is operating as a "piggy-back" yard and there are no immediate plans to expand. Mr. Conable asked if NS has an idea of how much passenger rail traffic can be accommodated in the Western Truck without impacting Norfolk Southern's operations. Mr. Harrell said that in order to run passenger service through the area, the state would have to look at adding an additional track (4th mainline). Mr. Conable asked what the physical separation requirement is for light rail. Mr. Klaiber replied that it is a FRA policy. Norfolk Southern starts at 25 feet and FRA adds additional footage. Mr. Klaiber advised that NS does not like censors, crash walls or passenger stations inside of their right-of-way. Mr. Harrell asked if the BeltLine Tier 1 EIS could proceed if the CSX & NS alignments were taken out of the Northwest zone. Mr. Conable responded that one of FTA's comments was that discussion was needed with the railroads, because if the Project cannot be in their corridors we may not have a project with logical termini. So FTA views the project's logical termini as inclusive of the NW part of the loop.	

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Key Discussion Points/Action Items:	**Responsible Party / Action Item**
Mr. Conable asked if NS is looking at freight bypasses. Mr. Harrell advised that at the present time there are two routes, one on the east side and one on the west side that has been preserved for possible bypasses around Atlanta. Each bypass currently contains portions that are out of service right now and both of them would require a fair amount of upgrading to put them into service. NS is not currently looking at putting them into service right now because demand does not warrant it. NS looks at the bypasses as additional capacity too in addition to running through the middle of Atlanta. Mr. Harrell noted that there are no plans to rationalize (short line) any additional tracks or take tracks out of the system. Tracks may be taken out of service but NS will retain them. Ted Williams asked if NS had any comments on the typical cross sections noted in the draft EIS and mentioned in the letter sent to Mr. Harrell. Mr. Klaiber advised that at this stage, NS typically doesn't get into the details in terms of cross section design parameters because there is no project being moved forward and the NS design engineers are inundated with other efforts. Ted Williams asked if there has been any study of the grade separation at Howell Junction. Mr. Klaiber replied that to his knowledge there is nothing on paper. Mr. Harrell then stated that if there is a joint task force developed to look at the Howell Junction area, NS would be willing to participate.	
Next Steps • Mr. Harrell asked the team to draft a letter for NS signature that states that the railroad met with us and that they are willing to continue to dialog with us in the future. • Jim Klaiber will check with the engineering team to see if there are any plans for expansion and provide these within two weeks. • Mr. Conable will forward the meeting minutes from today to Mr. Harrell and Mr. Klaiber for review and comment.	
Next Meeting Date: TB D	

C: Document Control

MARTA GENERAL PLANNING CONSULTANT SERVICES

BELTLINE CORRIDOR ENVIRONMENTAL STUDY

MEETING GROUP: MARTA/ABI/CSX Coordination
PROJECT CODE: BEL
DATE & TIME: November 10, 2010
LOCATION: Conference Call

ORDER NO: 2008-07
TASK NO: 7.8

ATTENDEES: See List Below

MEETING NOTES

Purpose:	
To discuss CSX comments on the Atlanta BeltLine Tier 1 EIS and to determine how the BeltLine would interact with CSX's plans in the northwest zone.	
Key Discussion Points/Action Items:	**Responsible Party / Action Item**
1. <u>Introductions/Agenda Review</u> Meeting attendees: • Craig Camuso, Regional Vice President, State Government Relations, CSX • Keith Brinker, Manager, Environmental Remediation, CSX • Chris Maffett, Director, Networkology, CSX • Mark Holder, Director, Public Agency Services, CSX • Marty Marchaterre, Consultant, CSX • Nate Conable, Director of Transit and Transportation, Atlanta BeltLine, Inc. • Paul Vespermann, Director of Real Estate, Atlanta BeltLine, Inc. • Leslie Roche, Environmental Task Leader for BeltLine EIS, AECOM • Scott Johnson, Project Engineer for BeltLine EIS, AECOM • Marla Jones, Document Control Manager, MARTA General Planning Consultant As a part of the agenda review, Nate Conable advised that the objective of the meeting is to discuss CSX's comments	

Purpose:	
To discuss CSX comments on the Atlanta BeltLine Tier 1 EIS and to determine how the BeltLine would interact with CSX's plans in the northwest zone.	
Key Discussion Points/Action Items:	**Responsible Party / Action Item**
on the Atlanta BeltLine Tier 1 DEIS and to determine how the BeltLine would interact with CSX's plans in the northwest zone. **<u>Northwest Zone Alignment Overview</u>** The discussion began with a description of the proposed CSX transit alignment in the northwest zone of the BeltLine by Nate Conable. Nate advised that one of the key issues to be addressed is the section of the alignment that runs from Howell Junction north to the Lindbergh Center area. The project has a couple of alternatives in this area. One alternative is inside of the CSX corridor and the other is outside of the CSX corridor (parallel alignment). Both alignments have variations associated with them. For the trail alignments the project has both the inside and outside alignments with an option associated with the outside alignment. Following are questions, answers, and comments relative to the proposed alignment: <u>Question</u>: When you talk about the activity at Howell Junction, is the plan to run along the right-of-way in that area? (Craig Camuso) <u>Response</u>: One option is to go over Howell Junction and other option is to use the existing Marietta Blvd. Bridge. (Nate Conable) <u>Question:</u> Are you aware that one of the initiatives that GDOT is undertaking is to study grade separation at Howell Junction? (Craig Camuso) <u>Response</u>: We know there has been some discussion but are not aware of any preliminary work towards that end. (Nate Conable) <u>Question</u>: Do you know how the grade separation would conceptually be designed? (Nate Conable)	

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Key Discussion Points/Action Items:	**Responsible Party / Action Item**
Response: No. There has been a lot of discussion but no written documentation as of yet. (Craig Camuso) Question: Do any of your plans involve running on existing CSX tracks? (Craig Camuso) Response: No. Our plans involve running parallel incorporating enough distance to promote safety. (Nate Conable) Question: Does parallel mean within the right-of-way? (Craig Camuso) Response: We have both options on the table right now (inside and outside of right-of-way). Our preferred option is to work out an arrangement with CSX whereby we can operate within your right-of-way, particularly where it is key to mitigating property impacts. Question: About four years ago CSX tried to reconstruct the wooden trestle to a steel structure in the Tanyard Creek area to incorporate some designs that we felt would be beneficial to the BeltLine. In doing so, we went through a great deal of public involvement to discuss our plans. There was a lot of opposition from the community and we were not allowed to reconstruct that bridge. What has been the response from the residents in that area in regard to possible property impacts due to your proposed alignments? (Craig Camuso) Response: We haven't highlighted this discussion with the residents yet because we wanted to get a sense of what the concerns, needs, and issues were for CSX first before speaking to the public. We understand that this community has been problematic in the past but we believe that there has been some good will created due the construction of the trail in that area. The community loves the trail and makes good use of it. We are hoping to build upon that good will in the future. Question: Where is the study in the NEPA process and what will the next	

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Key Discussion Points/Action Items:	**Responsible Party / Action Item**
steps will be? (Keith Brinker). Response: We are currently in the process of responding to FTA's comments on the Administrative Draft EIS. One of their comments dealt specifically with the need for coordination between the project team and the railroads to ensure that we have received feedback on how the proposed alignments might impact the railroads' operations. Once all comments have been addressed, the Administrative Draft EIS will be resubmitted to FTA. We anticipate resubmitting the document in the middle of December. Assuming things go well, we will publish our Notice of Availability in late January, hold the public hearing in February, then obtain a ROD (record of decision) by late summer or fall. (Nate Conable) Comment Given the concept of utilizing either the NS or CSX right-of-way, the timeframe needed to get the coordination and possible concurrence needed from either railroad seems to be aggressive for obtaining an approved EIS. (Keith Brinker) Question What issues are giving you the sense that our schedule does not allot enough time? (Nate Conable) Response There needs to be additional discussions with the CSX operating group. I don't think you want to go through your EIS process without the two affected railroads in agreement with your options. (Keith Brinker) Comment I fully agree. The more we can accomplish in terms of coordination and buy-in on the alternatives that we have in the EIS by CSX, the better it is for us. However, from a business perspective for ABI, one of the issues that we are facing is that this is a 22-mile project but it will be built in phases over time. We took a Tier 1 approach to clear some of the high level issues. If the Tier 1 doesn't get completed in a timely manner, it prevents	

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ABI from going to a Tier 2 on any particular segment that we may want to move toward implementation soon rather than later. Consequently, ABI is trying to be very sensitive from a schedule perspective that the clearance of the overall 22-mile corridor does not prevent ABI from going for federal funds for individual segments of the corridor. That is why we are trying to get this wrapped up as quickly as possible, realizing that coordination with the railroads is essential. With that said, I would ask that we try to do everything possible to accelerate the coordination needed to ensure that CSX is comfortable with the alternatives currently in the study. If that involves extending the schedule a little then that is feasible. If it involves a much longer period of time then I request that we come up with an interim solution where we can get agreement to continue our discussions and keep options on the table that will be resolved at a Tier 2 level. (Nate Conable) <u>Response</u> I believe that it's possible. However, I work on the environmental side. The CSX staff that works in real estate and operations would be the people that would need to be involved in further discussions with the BeltLine team. (Keith Brinker) **<u>CSX Corridor Plans in the BeltLine Study Area</u>** The next topic of discussion centered on the railroad's future plans for the corridor. Following are highlights from that discussion provided by Chris Maffett and Craig Camuso: • Freight needs are expected to increase significantly in the next 10-20 years. Atlanta is a fairly big hub for CSX so additional capacity will be needed. • Over the long-term, the Abbeville sub and W&A Lines (Howell Junction area) will need to be double tracked. • There will need to be some capacity improvements to allow for commuter rail (specific information available in GDOT's capacity study). • CSX will be somewhat hesitant to give up right-of-way that impacts their long-term ability to provide capital to meet their freight needs.	

Purpose:	
To discuss CSX comments on the Atlanta BeltLine Tier 1 EIS and to determine how the BeltLine would interact with CSX's plans in the northwest zone.	
Key Discussion Points/Action Items:	**Responsible Party / Action Item**
• There may be a possibility of using some of the CSX right-of-way as long as the railroad's needs for capacity are met and efficiency and safety are not compromised. • CSX may be able to work with the BeltLine project on touchdown points for the proposed bridge alignment going through the Howell Junction area. Consideration would be based on where the touchdown points are and if they impacted in future realignments that would be needed to facilitate freight movements. Also, the touchdown points would have to be in concert with Norfolk Southern. **NW Zone Alternatives** Nate Conable began this portion of the meeting by reiterating to CSX that it has always been the intention of the BeltLine Study to involve CSX in the development of alignments. This was initially done by inviting CSX to participate on the Stakeholder Advisory Committee. Nate then asked what documents were needed now to facilitate the railroad's review and comment on the alternative alignments in the northwest zone. In response Craig Camuso noted that there has been open dialog about the BeltLine project through the years but until this point there has not been a route to comment on. Craig stated that there is not a lot of right-of-way in the northwest area of the CSX corridor so it will be interesting to see the proposed alignments. Craig said he believes it would be good to see any type of basic engineering; however the Assistant Chief Engineer would be the one to determine what should be provided. Other highlights of this discussion include: • CSX would like to be included on any further discussion with SHPO as it pertains to the Section 106 Evaluation of the corridor as a potential historic resource. • Nate Conable will provide the Cultural Resources document to CSX to review so that they can provide feedback to ensure that is it appropriately set in the railroad's context. • CSX noted that they have a huge safety concern with at-grade pedestrian trails crossing over active freight lines and advised that the BeltLine project team may want to consider pedestrian bridges in areas where there is active freight lines.	

Purpose:	
To discuss CSX comments on the Atlanta BeltLine Tier 1 EIS and to determine how the BeltLine would interact with CSX's plans in the northwest zone.	
Key Discussion Points/Action Items:	**Responsible Party / Action Item**
<u>Railroad Questionnaire Discussion</u> This portion of the meeting was used to discuss/clarify the answers previously provided by CSX in response to the railroad questionnaire given to them on behalf of the BeltLine EIS management team. Following are key issues from that discussion: • CSX does not have any concrete plans as of yet for double tracking in the northwest corridor and will probably not share that information when it is available. • If in the future, if it is determined that CSX's needs for capacity are met and efficiency and safety are not compromised, they will be willing to continue discussing the possibility of the BeltLine project operating in their right-of-way but they cannot guarantee or commit to anything. • For planning purposes, the BeltLine EIS team should assume that CSX will be double tracking through their northwest corridor. • There is currently no commitment or agreement in place for another entity to use the CSX right-of-way in the northwest corridor. • There are restrictions of modes with freight operations in the corridor but the specifics would have to be answered by Chuck Washington. • CSX will review the BeltLine EIS team's responses to FTA's comments regarding railroad coordination to ensure that they accurately reflect the position taken by CSX. • The four pillars have remained the same • CSX is not aware of any projects with LRT or Streetcar operating within their right-of-way. • There are currently no plans to expand any of the CSX yards in the northwest corridor but they reserve the right to do so in the future. • The BeltLine EIS team will need to speak with the CSX Real Estate Department to determine if there are any plans to expand the A&WP in the southeast area. • CSX chose not to answer the question regarding whether or not they are actively pursuing bypass lines.	

Purpose:	
To discuss CSX comments on the Atlanta BeltLine Tier 1 EIS and to determine how the BeltLine would interact with CSX's plans in the northwest zone.	
Key Discussion Points/Action Items:	**Responsible Party / Action Item**
Next Steps • The CSX team will meet internally to determine how they wish to move forward with coordination activities. In the meantime, Nate Conable advised that the BeltLine EIS team will provide CSX with conceptual engineering work, a draft operation plan, and typical sections that represent where the alignment parallels the CSX facilities. Nate asked that the CSX team be mindful as they consider coordination activities that the BeltLine EIS team is under time constraints to get the EIS document back to FTA.	
Next Meeting Date: TB D	

C: Document Control

MARTA GENERAL PLANNING CONSULTANT SERVICES

BELTLINE CORRIDOR ENVIRONMENTAL STUDY

MEETING GROUP: MARTA/ABI/GDOT Coordination
PROJECT CODE: BEL
DATE & TIME: November 1, 2010
LOCATION: GDOT Offices

ORDER NO: 2008-07
TASK NO: 7.8

ATTENDEES: Erik Steavens – GDOT; Adelee Le Grand – AECOM; Marla Jones, LKG-CMC; Johnny Dunning - MARTA

MEETING NOTES

Purpose:	
To discuss Norfolk Southern's comments on the Atlanta BeltLine Tier 1 EIS and to	
Key Discussion Points/Action Items:	**Responsible Party / Action Item**
1. <u>Project Update</u> Adelee Le Grand began the meeting with an explanation of the process for resubmittal of the DEIS to FTA. She also discussed the project's remaining tasks and associated timeline to reach a Record of Decision. Adelee noted that in addition to the alignments proposed to run inside of the railroads' right-of-way, the team is also considering two off-railroad alignments so that the project will still have logical termini in the event that that the railroads won't allow the project to operate in their right-of-way. Adelee advised that there will be a series of public meetings to present the off-railroad alternatives and noted that there is a possibility that the DEIS may only contain the off-railroad alternatives when it is resubmitted to FTA. Johnny Dunning stated that even if the off-railroad alternatives are selected, it will still require extensive coordination with the railroads, including the issue of crossing Howell Junction. Eric Steavens replied that when dealing with the Howell Junction area the team should speak with Steve Stancil of the Building Authority because	

Purpose:	
To discuss Norfolk Southern's comments on the Atlanta BeltLine Tier 1 EIS and to	
Key Discussion Points/Action Items:	**Responsible Party / Action Item**
the state owns some of the right-of-way in that area (the western Atlantic portion). Consequently, the solution may not be as difficult as it appears. Eric noted that the state leased the right-of-way to CSX which he believes will expire in 2017 or 2019. If this section of the BeltLine is timed to move forward around the time the lease with CSX expires, the project may be able to negotiate its plans so that they are incorporated into the state's next lease agreement for the land in the Howell Junction area. In reference to the NS option, Eric Steavens recommended that the project team contact Siemens, SRTA Jacoby, and Amtrak because: • At Northside Drive there is a Siemens building that is for sale that has some rail frontage • SRTA has some property in the area • There is a strip along a fence that Jacoby has vacant • Amtrak has looked at the possibility of placing its station over in the Atlantic Station area to get off the mains Adelee Le Grand advised that there are three options for getting out of the NE alignment and in to Lindbergh that will not be resolved in this study. Eric Steavens noted that if a flyover is not involved in any of the options there will need to be some discussion with GDOT and the City about doing signal pre-emption. Eric recommended that the team follow-up with Todd Long, Glenn Bowman, and Keith Golden of GDOT to discuss program, planning, signalization, permitting and overall environmental issues. The team continued discussing various aspects of the alignment around the BeltLine loop. Adelee Le Grand asked Eric Steavens if there are other projects or studies (besides the Atlanta to Chattanooga study) relative to GDOT's intermodal plans within the BeltLine study area that the team should be aware of. In response Eric noted the NS corridor, Howell Junction, MMPT and discussions concerning improvements to Inman and Tilford yards. Adelee then asked if the state was to do a lease agreement for the BeltLine project how long would the agreement be?	

Purpose:	
To discuss Norfolk Southern's comments on the Atlanta BeltLine Tier 1 EIS and to	
Key Discussion Points/Action Items:	**Responsible Party / Action Item**
Eric Steavens responded that it legally depends on who the lease agreement is with. If it is with a non-profit then the length of the agreement would be significantly less than if the lease were government to government. For FTA, you have to secure the lease for 40 years in order for FTA to feel comfortable. Adelee then asked about the status of the property owned by GDOT on the SE side near Glenwood. Eric advised that the property has been rendered useless so GDOT would be willing to abandon it.	
Next Steps • Adelee Le Grand will forward draft meeting minutes to Eric Steavens for review and comment so that they can be incorporated into the DEIS • The BeltLine EIS project team will set up a meeting with Todd Long, Glenn Bowman and Keith Golden to discuss other coordination issues.	

Next Meeting Date: TB D

C: Document Control

MARTA GENERAL PLANNING CONSULTANT SERVICES

BELTLINE CORRIDOR ENVIRONMENTAL STUDY

MEETING GROUP: MARTA/ABI/GBA Coordination
PROJECT CODE: BEL
DATE & TIME: February 4, 2011
LOCATION: Georgia Building Authority Offices

ORDER NO: 2008-07
TASK NO: 7.8

ATTENDEES: Steve Stancil, Frank Smith, Marvin Woodward, – Georgia Building Authority; J. Wade, - SPC; Adelee Le Grand – AECOM; Marla Jones – LKG-CMC; Johnny Dunning – MARTA; Paul Vespermann – ABI

MEETING NOTES

Purpose:	
To discuss coordination issues within the BeltLine Corridor	
Key Discussion Points/Action Items:	**Responsible Party / Action Item**
1. Project Overview Johnny Dunning began the meeting with an overview of the BeltLine Tier 1 EIS study and noted that in addition to the alignments proposed to run inside of the railroads' right-of-way, the team is also considering two off-railroad alignments in the Northwest Zone so that the project will still have logical termini in the event that that the railroads won't allow the project to operate in their right-of-way. Johnny advised that coordination meetings have been held with both CSX and Norfolk Southern and it appears that the project will not be able to operate inside of the Norfolk Southern right-of-way. Johnny then reviewed the alternative map for the NW Zone. J. Dunning stated that even if the off-railroad alternatives are selected, it will still require extensive coordination with the railroads, including the issue of crossing Howell Junction, which is a critical component of the Norfolk Southern off-railroad alternative. J. Dunning asked Steve Stancil if the Georgia Building Authority has any projects, studies or plans for the Northwest Zone of the BeltLine corridor that could be shared with the BeltLine EIS team.	None

Purpose:	
To discuss coordination issues within the BeltLine Corridor	
Key Discussion Points/Action Items:	**Responsible Party / Action Item**
The following highlights were derived from information provided by Steve Stancil: • There has been a lot of discussion about commuter rail in the Western Atlantic Corridor but no specific plans as of yet. In reference to Howell Junction, Steve noted that any fly-over 20 feet above the rail would have to be approved by the General Assembly because the State of Georgia owns the air rights. • The State leases right-of-way to CSX in the Howell Junction area and this lease expires in 2019. • The State has property for sale around Murphy Avenue (old State Farmers Market) that may be of some interest to the BeltLine. If interested, BeltLine should contact Frank Smith after the General Assembly (around May or June).	None
The following highlights were derived from information provided by the BeltLine Project Team members in response to questions that were asked: • The team anticipates receiving a Tier 1 Record of Decision (ROD) by the end of this year. • Station locations are very conceptual at this point • The transit and trail alignment width is 57 feet except in portions of the Northwest Zone where the transit and trail may be separated in accordance with the alternative. • The CSX alternative connects to Piedmont Hospital and the new Westside Park. • The Norfolk Southern alternative is adjacent to the railroad's right-of-way and will be more in-street running. At the end of the discussion Adelee Le Grand advised that FTA has expressed the need for coordination between the project team, the railroads and other appropriate parties and asked if the Georgia	None

Purpose:	
To discuss coordination issues within the BeltLine Corridor	
Key Discussion Points/Action Items:	**Responsible Party / Action Item**
Building Authority will be willing to continue discussions. In response, Marvin Woodward stated that GBA would be willing to participate in future discussions. Next Steps • Adelee Le Grand advised that meeting notes would be developed from today's discussions and forwarded to Steve Stancil for review and comment before finalizing them.	J. Dunning will forward draft meeting notes to Steve Stancil for review and comment

Next Meeting Date: TB D

C: Document Control

BeltLine EIS
Agency Acceptance/Decline

Accepted Invitation	**Authorization**	**Date Recd**
US Army Corp of Engineers(USACE)	Edward Kertis	08/11/08
U.S. Environmental Protection Agency (EPA), Region 4	Heinz J. Mueller	08/20/08
Center for Disease Control and Prevention (CDC)	Julie Gerberding	08/14/08
Federal Railroad Administration (FRA)	Wendy Messenger	07/08/09
National Park Service (NPS)	David Vela	08/26/08
Georgia Department of Natural Resources (DNR) Floodplain Management Office	Collis Brown	08/01/08
Georgia Department of Natural Resources-(DNR) State Historic Preservation	Amanda Shraner	08/04/08
Georgia Department of Natural Resources (DNR) -Office of the Commissioner	Jim Ussery	08/01/08
Georgia Department of Transportaton (GDOT)	Michael Thomas	08/01/08
Georgia Environmental Facilities Authority (GEFA)	Chris Clark	08/01/08
Atlanta Regional Commission (ARC)	David Emory	08/12/08
Fulton County Department of Environment and Community Development (E&CD)	Debra Jennings	07/31/08
DeKalb County Planning & Development Department (P&DD)	Patrick Ejike	08/06/08
City of Atlanta Department of Parks, Recreation and Community Affairs (DPRCA)	Dianne Harnell Cohen	07/31/08
City of Atlanta Department of Planning and Community Development (DPCD)	Steve Cover	08/05/08
Declined Invitation	**Authorization**	**Date Recd**
Natural Resource Conservation Service (NRCS) [Federal Agency]	James Tillman	08/12/08
Georgia Office of Homeland Security [State Agency]	Charles Dawson	08/08/08
Atlanta Development Authority (ADA) [City of Atlanta Agency]	Peggy McCormick	08/07/08

July 25, 2008

____(Participating Agency Name and Address)

Subject: Invitation to become a Participating Agency on the Atlanta BeltLine Environmental Review Process

Dear ___(name of agency rep),

The Federal Transit Administration (FTA), in cooperation with the Metropolitan Atlanta Rapid Transit Authority (MARTA), and Atlanta BeltLine Inc. (ABI), is preparing a Tier 1 Environmental Impact Statement (EIS) for the Atlanta BeltLine in the City of Atlanta, GA. The EIS is being prepared in accordance with the National Environmental Policy Act (NEPA) and the Georgia Environmental Policy Act (GEPA).

The Atlanta BeltLine is a proposed new transit and trails system that will form an approximate 22-mile loop within the City of Atlanta. The Tier 1 analysis will serve as a basis for establishing the general alignment of the transit and trail corridor along the entire 22-mile loop. Conceptual locations of stations, trail connections, and other facilities will be determined, as will the choice of transit technology. The scope of analysis in the Tier 1 EIS will be appropriate to the level of detail necessary to make informed decisions after receiving input from the public and the reviewing agencies. The intent of the Tier 1 EIS and these decisions is to support future ROW preservation along the entire 22-mile loop.

The transit and trails elements are intricately tied to one another and require iterative and concurrent development, analysis and consideration up to the Tier 1 decisions on alignment, conceptual design and technology. Once these decisions are made and the Tier 1 EIS is completed, future Tier 2 analyses can focus on design refinements.

In accord with Section 6002 of the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU), Cooperating and Participating Agencies may be identified and invited to be involved in the NEPA process. A Cooperating Agency is any federal, state or local agency or Native American tribe that has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposed project or project alternative. A Participating Agency is any federal, state or local agency or Native American tribe that has an interest in the project.

Your agency has been identified as an agency that might have an interest in the project. With this letter, we extend to your agency an invitation to become a Participating Agency in the development of the EIS for the Atlanta BeltLine project.

Pursuant to Section 6002 of SAFETEA-LU, Participating Agencies are responsible for identifying, as early as practicable, any issues of concern regarding the project's potential environmental or socio-economic impact. As a Participating Agency, your agency will be given the opportunity to provide input and comment on the purpose and need and the range of alternatives. In addition, we will ask you to:

- Provide input on the methodologies and level of detail required in the analysis of

alternatives.
- Participate in coordination meetings and joint field reviews as appropriate.
- Provide timely review and comment on the pre-draft or pre-final environmental documents to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

Please sign in the appropriate location on the attachment accepting this invitation to become a Participating Agency prior to August 5, 2008. Please return the response form by fax (404) 848-5132 or by mail to Don Williams, Manager Regional Planning and Analysis, Metropolitan Atlanta Rapid Transit Authority, 2424 Piedmont Road, NE Atlanta, GA 30324-3330. If your agency should decline, please state your reason for declining. According to SAFETEA-LU Section 6002, agencies electing to decline the invitation must also indicate the reason:

- Have no jurisdiction or authority with respect to the project;
- Have no expertise or information relevant to the project; and
- Do not intend to submit comments on the project.

A NEPA Scoping Meeting will be held for agencies on August 12, 2008 from 9:00 am – 11:00 am at MARTA's Headquarters located at the above address. We invite you to participate. Please take the MARTA North-South line to the Lindbergh Station. The building is located just north of the station. If you drive, you may park at no cost in the garage located west of the building. We also ask that you reserve space on your calendar for a follow up meeting on August 22, 2008 from 9:00 am – 11:00 am.

The Scoping Document will be forwarded to you prior to the August 12 meeting. If you have any questions or would like to discuss the project in more detail or your agency's role and responsibilities, please contact Don Williams, Manager Regional Planning and Analysis (404) 848-4422.

Thank you for cooperation and interest in this project.

Sincerely,

Johnny Dunning
Director
Transit System Planning
Metropolitan Atlanta Rapid Transit Authority

I CONCUR in our agency's role as a Participating Agency on the Atlanta BeltLine Project under SAFETEA-LU 6002:

_____ _____
Print or Type Name Title

_____ _____
Signature Date

I DECLINE FOR THE FOLLOWING REASONS (check appropriate reason(s)):

_____ Have no jurisdiction or authority with respect to the project
_____ Have no expertise or information relevant to the project
_____ Do not intend to submit comments on the project

_____ _____
Print or Type Name Title

_____ _____
Signature Date

Please mail or fax response by August 5, 2008 to:

Mail:
Don Williams
Manager Regional Planning and Analysis
Metropolitan Atlanta Rapid Transit Authority
2424 Piedmont Road NE
Atlanta, GA 30324-3330

Fax:
(404) 848-5132

July 25, 2008

____(Cooperating Agency Name and Address)

Subject: Invitation to become a Cooperating Agency on the Atlanta BeltLine Environmental Review Process

Dear ___(name of agency rep),

The Federal Transit Administration (FTA), in cooperation with the Metropolitan Atlanta Rapid Transit Authority (MARTA), and Atlanta BeltLine Inc. (ABI), is preparing a Tier 1 Environmental Impact Statement (EIS) for the Atlanta BeltLine in the City of Atlanta, GA. The EIS is being prepared in accordance with the National Environmental Policy Act (NEPA) and will also satisfy the requirements of the Georgia Environmental Policy Act (GEPA).

The Atlanta BeltLine is a proposed new transit and trails system that would form an approximate 22-mile loop within the City of Atlanta. The Tier 1 analysis will serve as a basis for establishing the general alignment of the transit and trail corridor along the entire 22-mile loop. Conceptual locations of stations, trail connections, and other facilities will be determined, as will the choice of transit technology. The scope of analysis in the Tier 1 EIS will be appropriate to the level of detail necessary to make informed decisions and will receive input from the public and the reviewing agencies. The intent of the Tier 1 EIS and these decisions is to support future ROW preservation along the entire 22-mile loop.

The transit and trails elements are intricately tied to one another and require iterative and concurrent development, analysis and consideration up to the Tier 1 decisions on alignment, conceptual design and technology. Once these decisions are made and the Tier 1 EIS is completed, future Tier 2 analyses can focus on design refinements.

In accord with Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), Cooperating and Participating Agencies may be identified and invited to be involved in the NEPA process. A Cooperating Agency is any federal, state or local agency or Native American tribe that has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposed project or project alternative. A Participating Agency is any federal, state or local agency or Native American tribe that has an interest in the project.

Because the Atlanta BeltLine may require a permit or approval from your agency or otherwise implicate your agency's jurisdiction, we request your agency to be a Cooperating Agency.

Pursuant to Section 6002 of SAFETEA-LU Cooperating agencies are also Participating agencies. Cooperating Agencies are responsible to identify, as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impact that could substantially delay or prevent an agency from granting a permit or other approval. As a Cooperating Agency, we will request your comments on the range of alternatives to be assessed in the EIS, the criteria and methodology for evaluating the

alternatives, the scope of issues to be addressed as well as any other issues you identify as important. We expect your agency's involvement to entail only those areas under its jurisdiction. In addition we ask you to:

- Provide input on the methodologies and level of detail required in the analysis of alternatives.
- Participate in coordination meetings and joint field reviews as appropriate.
- Provide timely review and comment on the pre-draft or pre-final environmental documents to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

Please sign in the appropriate location on the attachment accepting this invitation to become a Cooperating Agency prior to August 5, 2008. Please return the response form by fax (404) 848-5132 or by mail to Don Williams, Manager, Regional Planning and Analysis, Metropolitan Atlanta Rapid Transit Authority, 2424 Piedmont Road, NE Atlanta, GA 30324-3330. If you do not accept this invitation, your Agency may become a Participating Agency as defined by Section 6002 of SAFETEA-LU. A NEPA Scoping Meeting will be held for agencies on August 12, 2008 from 9:00 am – 11:00 am at MARTA's Headquarters located at the above address. We invite you to participate. Please take MARTA's North-South line to the Lindbergh Station. The building is located just north of the station. If you drive, you may park at no cost in the garage located to the west of the building. We also ask that you reserve space on your calendar for a follow up meeting on August 22, 2008 from 9:00 am – 11:00 am.

The Scoping Document will be forwarded to you prior to the meeting on the 12th. If you have any questions or would like to discuss the project in more detail or your agency's role and responsibilities, please contact Don Williams at (404) 848-4422.

Thank you for your cooperation and interest in this project.

Sincerely,

Johnny Dunning
Director
Transit System Planning
Metropolitan Atlanta Rapid Transit Authority

I CONCUR in our agency's role as a Cooperating Agency on the Atlanta BeltLine Project under SAFETEA-LU 6002:

_____ _____

Print or Type Name Title

_____ _____

Signature Date

Please mail or fax response by August 5, 2008 to:

Mail:
Don Williams
Manager Regional Planning and Analysis
Metropolitan Atlanta Rapid Transit Authority
2424 Piedmont Road NE
Atlanta, GA 30324-3330

Fax:
(404) 848-5132

DEPARTMENT OF THE ARMY
SAVANNAH DISTRICT, CORPS OF ENGINEERS
100 W. OGLETHORPE AVENUE
SAVANNAH, GEORGIA 31402-0889

AUG 12 2008

Executive Office

Mr. Don Williams
Manager, Regional Planning and Analysis
Metropolitan Atlanta Rapid Transit Authority
2424 Piedmont Road, NE
Atlanta, Georgia 30324-3330

Dear Mr. Williams:

I refer to the recent letter your agency provided General Joseph Schroedel, Commander, South Atlantic Division, US Army Corps of Engineers requesting our agency to be a cooperating agency in the Atlanta Beltline environmental review process. Since this project is within the jurisdictional boundaries of the Savannah District's regulatory program, General Schroedel has asked that I reply to your inquiry.

In accordance with your request, I have signed the enclosed form indicating the Savannah District, US Army Corps of Engineers will act as a cooperating agency on the Atlanta Beltline Project. This project has been assigned to my regulatory office in Morrow, Georgia. Any future correspondence regarding this matter should be addressed to Mr. Edward Johnson, Chief, Piedmont Branch, Regulatory Division, 1590 Adamson Parkway, Suite 200, Morrow, Georgia 30260-1777.

I appreciate your invitation and if we can be of any further assistance, please contact Mr. Johnson at (678) 422-2722.

Sincerely,

Edward J. Kertis
Colonel, US Army
Commanding

Enclosure

2424 Piedmont Rd. N.E.
Atlanta, GA 30324-3330
404-848-5000

I CONCUR in our agency's role as a Cooperating Agency on the Atlanta BeltLine Project under SAFETEA-LU 6002:

Edward J. Kertis — Commander, Savannah District, US Army Corps of Engineers
Print or Type Name — Title

Signature — 11 Aug 08
Date

Please mail or fax response by August 5, 2008 to:

Mail:
Don Williams
Manager Regional Planning and Analysis
Metropolitan Atlanta Rapid Transit Authority
2424 Piedmont Road NE
Atlanta, GA 30324-3330

Fax:
(404) 848-5132

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 4
ATLANTA FEDERAL CENTER
61 FORSYTH STREET
ATLANTA, GEORGIA 30303-8960

August 19, 2008

Johnny Dunning, Jr.
Transit System Planning
Metropolitan Atlanta Rapid Transit Authority
2424 Piedmont Road, N.E.
Atlanta, Georgia 30324-3330

SUBJECT: Cooperating Agency Request for the Tier 1 Environmental Impact Statement for the Atlanta BeltLine Project in Atlanta, Georgia

Dear Mr. Dunning:

The U.S. Environmental Protection Agency (EPA) received your letter dated July 25, 2008, inviting EPA to become a cooperating agency with the Metropolitan Atlanta Rapid Transit Authority (MARTA) and Federal Transit Administration (FTA) in the development of the Tier 1 Environmental Impact Statement (EIS) for the Atlanta BeltLine Project in Atlanta, Georgia. In accordance with this request, we accept your invitation to become a cooperating agency for this project and will endeavor to participate in project activities in the manner suggested in your letter, subject to resource limitations. EPA's cooperating agency status and level of involvement does not, however, preclude our independent review and comment responsibilities under Section 102(2)(C) of the National Environmental Policy Act and Section 309 of the Clean Air Act, or our authorities under Section 404 of the Clean Water Act. Similarly, our being a cooperating agency should not imply that EPA will necessarily concur with all aspects of MARTA's EIS.

We appreciate the opportunity to work with MARTA and FTA as a cooperating agency on this important project. Enclosed is our signed concurrence form, as requested. Please contact Ben West, as our primary agency representative for this project, at (404) 562-9643 to discuss this letter or if you have questions.

Sincerely,

Heinz J. Mueller, Chief
NEPA Program Office
Office of Policy and Management

Enclosure

cc: Federal Transit Administration

2424 Piedmont Rd. N.E.
Atlanta, GA 30324-3330
404-848-5000

I CONCUR in our agency's role as a Cooperating Agency on the Atlanta BeltLine Project under SAFETEA-LU 6002:

Heinz Mueller	Chief NEPA Program USEPA
Print or Type Name	Title
Signature	8/20/08 Date

Please mail or fax response by August 5, 2008 to:

Mail:
Don Williams
Manager Regional Planning and Analysis
Metropolitan Atlanta Rapid Transit Authority
2424 Piedmont Road NE
Atlanta, GA 30324-3330

Fax:
(404) 848-5132

DEPARTMENT OF HEALTH & HUMAN SERVICES

Public Health Service

Centers for Disease Control
and Prevention (CDC)
Atlanta GA 30333

AUG 14 2008

Mr. Johnny Dunning, Jr.
Director, Transit System Planning
Metropolitan Atlanta Rapid Transit Authority
2424 Piedmont Road, N.E.
Atlanta, Georgia 30324-3330

Dear Mr. Dunning:

Thank you for your letter inviting the Centers for Disease Control and Prevention (CDC) to become a Participating Agency on the Atlanta BeltLine Environmental Review Process and in the environmental impact statement (EIS) being prepared in accordance with the National Environmental Policy Act (NEPA) and the Georgia Environmental Policy Act (GEPA).

Assessment of the human environment, or human health impact, is an appropriate and necessary component of the environmental assessment within NEPA. We applaud your decision to incorporate this assessment in the GEPA and NEPA processes for the Atlanta BeltLine. Although we support comprehensive assessment and mitigation development for issues affecting the human environment, we must decline Cooperating Agency status on this project because CDC is not funded to provide comprehensive health assessment and analysis as a Cooperating Agency for GEPA- or NEPA-related development proposals. CDC is greatly concerned with projects, policies, and programs that affect human health. For this reason, we request the opportunity to participate in this project by reviewing and commenting on NEPA documents related to the Atlanta BeltLine.

Given the direct and indirect public health impact that the Atlanta BeltLine will likely have on the local population, collaboration with regional and state public health officers during GEPA and NEPA processes is appropriate and should be considered.

CDC's NEPA review and commenting program is administered by Dr. Andrew Dannenberg. Please furnish Dr. Dannenberg's office with one copy of all NEPA-related documents as they become available for review. Documents can be addressed to the following name and address:

Sarah K. Heaton, M.P.H.
Public Health Analyst/Presidential Management Fellow
National Center for Environmental Health
Centers for Disease Control and Prevention
4770 Buford Highway, MS F-60
Atlanta, Georgia 30341

I applaud the important work of the Metropolitan Atlanta Rapid Transit Authority and wish you the best.

Sincerely,

Julie Louise Gerberding, M.D., M.P.H.
Director

2424 Piedmont Rd. N.E.
Atlanta, GA 30324-3330
404-848-5000

I CONCUR in our agency's role as a Participating Agency for the BeltLine Corridor Environmental Study under SAFETEA-LU 6002:

Wendy Messenger — Print or Type Name
Environmental Specialist - FRA — Title

Wendy A Messenger — Signature
7-8-09 — Date

I DECLINE FOR THE FOLLOWING REASONS (check appropriate reason(s)):

_____ Have no jurisdiction or authority with respect to the project
_____ Have no expertise or information relevant to the project
_____ Do not intend to submit comments on the project

_____ Print or Type Name
_____ Title

_____ Signature
_____ Date

Please mail or fax response by July 14, 2009 to:

Mail:
Cheryl King
Assistant General Manager, Planning
Metropolitan Atlanta Rapid Transit Authority
2424 Piedmont Road NE
Atlanta, GA 30324-3330

Fax:
(404) 848-5132

United States Department of the Interior

NATIONAL PARK SERVICE
Southeast Regional Office
Atlanta Federal Center
1924 Building
100 Alabama St., S.W.
Atlanta, Georgia 30303

IN REPLY REFER TO:

SER-PC

AUG 2 6 2008

Mr. Don Williams
Metropolitan Atlanta Rapid Transit Authority
2424 Piedmont Road NE
Atlanta, Georgia 30324-3330

Dear Mr. Williams:

We welcome this opportunity to cooperate with the Federal Transit Administration (FTA) and the Metropolitan Atlanta Rapid Transit Authority (MARTA) in evaluating the proposed new transit and trail system.

The National Park Service (NPS) formally requests participation in the process as a participating agency in the development of the Draft Environmental Impact Statement (DEIS) for the Atlanta Beltline in the city of Atlanta, Fulton County, Georgia, for all phases of the project which have the potential to affect NPS resources.

Specifically, the NPS requests Participating Agency status in developing the DEIS in order to ensure that pertinent NPS mission statements, legislative authorities, and policies are duly considered when developing any alternatives, related management actions, or options applicable to NPS resources. As a participating agency, the NPS would also continue to commit subject expertise to assist and ensure that the affected environment and environmental impact sections of the DEIS are structured to fully address NPS interests.

The NPS has a continuing interest in working with the FTA and MARTA to ensure that impacts to resources of concern to the NPS are adequately addressed. For matters related to NPS resources, please contact Steven M. Wright, National Park Service, Southeast Regional Office, Atlanta Federal Center, 1924 Building; 100 Alabama Street, S.W, Atlanta, Georgia, 30303, telephone 404-562-3124, extension 660.

We appreciate the opportunity to participate in this process.

Sincerely,

Art Frederick

for

David Vela
Regional Director
Southeast Region

TAKE PRIDE IN AMERICA

I CONCUR in our agency's role as a Participating Agency on the Atlanta BeltLine Project under SAFETEA-LU 6002:

David D. Emory — Principal Planner, ARC
Print or Type Name — Title

Signature — Aug 12, 2008
Signature — Date

I DECLINE FOR THE FOLLOWING REASONS (check appropriate reason(s)):

_____ Have no jurisdiction or authority with respect to the project
_____ Have no expertise or information relevant to the project
_____ Do not intend to submit comments on the project

_____ _____
Print or Type Name — Title

_____ _____
Signature — Date

Please mail or fax response by August 5, 2008 to:

Mail:
Don Williams
Manager Regional Planning and Analysis
Metropolitan Atlanta Rapid Transit Authority
2424 Piedmont Road NE
Atlanta, GA 30324-3330

Fax:
(404) 848-5132

marta
2424 Piedmont Rd. N.E.
Atlanta, GA 30324-3330
404-848-5000

I CONCUR in our agency's role as a Participating Agency on the Atlanta BeltLine Project under SAFETEA-LU 6002:

PATRICK Ejike — Director (DeKalb County)
Print or Type Name — Title

Signature — 8/6/08
Signature — Date

I DECLINE FOR THE FOLLOWING REASONS (check appropriate reason(s)):

_____ Have no jurisdiction or authority with respect to the project
_____ Have no expertise or information relevant to the project
_____ Do not intend to submit comments on the project

_____ _____
Print or Type Name — Title

_____ _____
Signature — Date

Please mail or fax response by August 5, 2008 to:

Mail:
Don Williams
Manager Regional Planning and Analysis
Metropolitan Atlanta Rapid Transit Authority
2424 Piedmont Road NE
Atlanta, GA 30324-3330

Fax:
(404) 848-5132

2424 Piedmont Rd. N.E.
Atlanta, GA 30324-3330
404-848-5000

I CONCUR in our agency's role as a Participating Agency on the Atlanta BeltLine Project under SAFETEA-LU 6002:

DIANNE HARRELL COHEN — Print or Type Name
COMMISSIONER (City of Atlanta) — Title
Signature
7/31/08 — Date

I DECLINE FOR THE FOLLOWING REASONS (check appropriate reason(s)):

_____ Have no jurisdiction or authority with respect to the project
_____ Have no expertise or information relevant to the project
_____ Do not intend to submit comments on the project

Print or Type Name — Title

Signature — Date

Please mail or fax response by August 5, 2008 to:

Mail:
Don Williams
Manager Regional Planning and Analysis
Metropolitan Atlanta Rapid Transit Authority
2424 Piedmont Road NE
Atlanta, GA 30324-3330

Fax:
(404) 848-5132

marta
2424 Piedmont Rd. N.E.
Atlanta, GA 30324-3330
404-848-5000

I CONCUR in our agency's role as a Participating Agency on the Atlanta BeltLine Project under SAFETEA-LU 6002:

Steven R. Cover — Commissioner (City of Atlanta)
Print or Type Name — Title

Signature — August 5, 2008
Signature — Date

I DECLINE FOR THE FOLLOWING REASONS (check appropriate reason(s)):

_____ Have no jurisdiction or authority with respect to the project
_____ Have no expertise or information relevant to the project
_____ Do not intend to submit comments on the project

_____ _____
Print or Type Name — Title

_____ _____
Signature — Date

Please mail or fax response by August 5, 2008 to:

Mail:
Don Williams
Manager Regional Planning and Analysis
Metropolitan Atlanta Rapid Transit Authority
2424 Piedmont Road NE
Atlanta, GA 30324-3330

Fax:
(404) 848-5132

at&t

[Print] [Close]

From: "Walker, Beverly - Athens, GA" <Beverly.Walker@ga.usda.gov>
To: <dwa_beltlinestudy@bellsouth.net>
Subject: RE: -Beltline Environmental Impact Study-Agency Meeting August 12, 2008
Date: Tuesday, August 12, 2008 10:51:09 AM

NRCS will not be a participant on this study-agency meeting. This project is in an urban area (City of Atlanta) and there are no NRCS structures that would be impacted.

Beverly Walker for James E. Tillman, Sr., State Conservationist

Beverly H. Walker, USDA-NRCS
Administrative Assistant to the State Conservationist
355 East Hancock Avenue, Mail Stop #200
Athens, GA 30601
706-546-2272 706-546-2120 Fax
Beverly.Walker@ga.usda.gov

"Helping People Help the Land"

-----Original Message-----
From: dwa_beltlinestudy@bellsouth.net [mailto:dwa_beltlinestudy@bellsouth.net]
Sent: Monday, August 11, 2008 1:15 PM
To: Walker, Beverly - Athens, GA
Subject: FW: -Beltline Environmental Impact Study-Agency Meeting August 12, 2008

---------- Forwarded Message: ----------
From: dwa_beltlinestudy@bellsouth.net
To: james.tillman@ga.usda.gov
Subject: -Beltline Environmental Impact Study-Agency Meeting August 12, 2008
Date: Mon, 11 Aug 2008 15:23:17 +0000

2424 Piedmont Rd. N.E.
Atlanta, GA 30324-3330
404-848-5000

I CONCUR in our agency's role as a Participating Agency on the Atlanta BeltLine Project under SAFETEA-LU 6002:

Print or Type Name _____ Title _____

Signature _____ Date _____

I DECLINE FOR THE FOLLOWING REASONS (check appropriate reason(s)):

- ✓ Have no jurisdiction or authority with respect to the project
- _____ Have no expertise or information relevant to the project
- _____ Do not intend to submit comments on the project

Charles Dawson — Print or Type Name

Director of Operations — Title

Signature

8/8/08 — Date

Please mail or fax response by August 5, 2008 to:

Mail:
Don Williams
Manager Regional Planning and Analysis
Metropolitan Atlanta Rapid Transit Authority
2424 Piedmont Road NE
Atlanta, GA 30324-3330

Fax:
(404) 848-5132

marta
2424 Piedmont Rd. N.E.
Atlanta, GA 30324-3330
404-848-5000

I CONCUR in our agency's role as a Participating Agency on the Atlanta BeltLine Project under SAFETEA-LU 6002:

Print or Type Name _____ Title _____

Signature _____ Date _____

I DECLINE FOR THE FOLLOWING REASONS (check appropriate reason(s)):

_____ Have no jurisdiction or authority with respect to the project
_____ Have no expertise or information relevant to the project
__✓__ Do not intend to submit comments on the project ①

Peggy McCormick — Print or Type Name
President, Atlanta Development Authority — Title

Peggy McCormick — Signature
August 7, 2008 — Date

Please mail or fax response by August 5, 2008 to:

Mail:
Don Williams
Manager Regional Planning and Analysis
Metropolitan Atlanta Rapid Transit Authority
2424 Piedmont Road NE
Atlanta, GA 30324-3330

Fax:
(404) 848-5132

① ADA is an affiliate of Atlanta Beltline Inc - no additional comments will be coming from ADA.