



# Early Scoping Report Appendix

## Attachment B-6:

Summaries of Elected Officials Briefings, June-August 2014

# External Meeting Memo



|  |  |
|--|--|
| <b>Meeting Name</b>                        | Milton City Council – GA 400 Briefing                          |
| <b>Date</b>                                | 07/14/2014   |
| <b>Location</b>                            | Milton City Hall, 13000 Deerfield Parkway,<br>Milton, GA 30004 |
| <b>MARTA Staff Attendee/Memo Submitter</b> | Mark R. Eatman, PE   |

## Meeting Attendees (if known):

- Mark Eatman, MARTA
- Janide Sidifall, MARTA
- Claudia Bilotto, Parsons Brinckerhoff
- Milton City Council Members
  - Karen Thurman
  - Matt Kunz
  - William C. “Bill” Lusk, PE
  - Burt Hewitt
  - Joe Longoria
  - Rick Mohriq
  - Mayor Joe Lockwood
- Various City Staff
- Citizens

## Meeting Notes:

- Mark Eatman presented the attached PowerPoint Presentation.
- Questions and Answers from the City Council
  - Mr. Matt Kunz asked where the other 50% of the funding would come from (to supplement New Starts). Mr. Eatman explained that MARTA is currently exploring various funding options and it would likely be a combination of public and private funds.
  - Mr. Bill Lusk asked who / what is funding the current studies. Mr. Eatman responded that MARTA is funding the expansion studies out of the current capital budget. Mr. Lusk followed by asking the full design development cost of the project. Mr. Eatman explained that it is too early to tell. At this point, the study is funding the design through Preliminary Engineering (PE).
  - Mr. Lusk asked if MARTA anticipated funding the entire length in one phase, or in several phases. Mr. Eatman responded that phasing is one of the issues that will be studied during the environmental process, and it will likely be built in multiple phases. We are looking for input on phasing now. He also asked if MARTA would build within the existing Right-of-Way (ROW) or require the purchase of additional ROW. Mr. Eatman said that MARTA is working with GDOT to answer the question of whether the project would be constructed on the east side, west

wide, up the center, or some combination. A combination is most likely and needed ROW will be determined as the PE phase advances.

- Mr. Walter Rica, a member of the public, commented that MARTA has been discussing expansion in the area for years. He expressed concern regarding traffic on Windward parkway since it is the end of the line and would be the access point for residents of both Forsyth and Cherokee Counties. He'd like to see a dedicated access like that at North Springs considered. He is also concerned about managed lane on and off ramps as well as pedestrian impacts. Park and ride is also a concern. Mr. Rica expressed that he would like to see more public meetings held in the northern portion of the study area.

### Implications to MARTA

- Milton is a municipality within the GA 400 transit study area and would be impacted by a future expansion North to Windward Parkway area. MARTA will continue to work with the City within a comprehensive transportation planning process to address any concerns or questions in the future.
- Milton could, in the future, potentially choose to pass a resolution supporting the project in some capacity.

### Action Items:

- None at this time.
- MARTA will want to brief the council again in the future as developments occur with LPA selection, NEPA Scoping and future environmental work.

# External Meeting Memo



|  |  |
|--|--|
| <b>Meeting Name</b>                        | Johns Creek City Council – GA 400 Briefing                             |
| <b>Date</b>                                | 08/04/2014   |
| <b>Location</b>                            | Johns Creek City Hall, 12000 Findley Road, Suite 400, Duluth, GA 30097 |
| <b>MARTA Staff Attendee/Memo Submitter</b> | Mark R. Eatman, PE   |

## Meeting Attendees (if known):

- Mark Eatman, MARTA
- Janide Sidifall, MARTA
- Leeshu Kennedy, MARTA
- John McMath, MARTA
- Ed Campbell, Parsons Brinckerhoff
- Milton City Council Members
  - Lenny Zaprowski
  - Brad Raffensperger
  - Cori Davenport
  - Bob Gray
  - Kelly Stewart
  - Steve Broadbent
  - Mayor Mike Bodker
- Various City Staff
- Citizens

## Meeting Notes:

- Mark Eatman presented the attached PowerPoint Presentation.
- Questions and Answers from the City Council
  - May Bodker asked if Transit Oriented Development (TOD) was included in the survey. He stated that citizens want heavy rail transit but do not understand what it takes to make it successful – TOD. Since most citizens in the GA 400 corridor do not want to have higher densities, there is a disconnect. Mr. Eatman mentioned that TOD wasn't directly mentioned in the survey but that future land use considerations along the corridor should promote TOD. He also mentioned that land use plans currently reflect some TOD type developments at interchange locations and currently some developments are underway (i.e. Avalon, Gwinnett Tech's new campus)
  - Mayor Bodker stated that Johns Creek citizens have been paying MARTA taxes and haven't received anything for it. He also wanted to know what is being done so citizens will not have to drive long distances to connect to MARTA. Mr. Eatman responded that there are planned future bus feeder routes that would

serve Johns Creek. This service is assumed in the long range plans for a future GA 400 corridor transit expansion. He also mentioned that this future service would add to an expansion's station boardings and overall ridership. He also mentioned that MARTA Service Planning conducts three mark-ups per year to assess existing bus service and that Johns Creek is and will be evaluated. Ms. Sidifall also mentioned that MARTA is conducting a comprehensive Operations Analysis which is assessing MARTA services throughout the entire service area.

- Mayor Bodker asked how Johns Creek can further become a part of the MARTA community. Mr. Eatman responded by staying engaged in MARTA planning efforts and continuing to work with us on the Connect 400 initiative. Also he mentioned the City at any time can contact MARTA to request additional information or request a public outreach meeting.
- Council member Stewart asked if MARTA did not receive federal funds will it stop the project from moving forward. Mr. Eatman responded that federal funds were vital to the project as a New Starts grant could cover up to 50% of capital costs. He also said that it was unlikely MARTA, with its regional partners, could fund this project solely from local dollars.
- Statements by members of the City Council
  - MARTA is a lifeline system and not a lifestyle system like BARTA and Metro. MARTA cannot support rail without density. (Mayor Bodker)
  - When you look at heavy rail versus BRT it's almost double the cost. (Mayor Bodker)
  - I do not want to sound negative because I support MARTA. Keith is doing a great job. I am not a supporter of the Atlanta community that for years did not support MARTA. I use to work in Buckhead and I would never repeat the negative comments made about MARTA. We have to be real and tell the full story. MARTA needs to do a better job of telling the full story. (Mayor Bodker)
  - I've not been very supportive of this study. It seems there are those guiding the study to favor heavy rail. (Mayor Bodker)

### Implications to MARTA

- Johns Creek is a municipality that would be impacted by the GA 400 expansion but not as directly as other municipalities (Sandy Springs, Roswell, Dunwoody, etc). Future bus feeder routes would provide service to the community and also access to the GA 400 extension. MARTA will continue to work with the City within a comprehensive transportation planning process to address any concerns or questions in the future.

### Action Items:

- None at this time.
- MARTA will want to brief the council again in the future as developments occur with LPA selection, NEPA Scoping and future environmental work.

|                                     |   |
|-------------------------------------|---|
| Meeting Name                        | City of Roswell City Council Work session<br>GA 400 Transit Initiative Work session |
| Date                                | Monday, August 11, 2014 – 5:30pm  |
| Location                            | Roswell City Hall   |
| MARTA Staff Attendee/Memo Submitter | Mark Eatman   |

**Meeting Attendees (if known):**

- Mark Eatman, MARTA
- Leeshu Kennedy, MARTA
- Kelly Hayden, MARTA
- Claudia Bilotto, Parsons Brinckerhoff
- Jere Wood, Mayor
- Councilmembers:
  - Rich Dippolito
  - Becky Wynn
  - Betty Price
  - Kent Igleheart
- Jerry Orlans
- Nancy Diamond
- Kay Love, City Administrator
- Michael Fischer, Deputy City Administrator
- Alice Wakefield, Director of Community Development
- Ricky Spence, Fire Chief
- Chris W. Chovan, Transportation Planning Manager

**Meeting Notes:**

- Mark Eatman presented the attached PowerPoint Presentation.
- Councilmember Becky Wynn questioned the number of surveys received last year for the GA 400 Transit Initiative Study. Mr. Eatman responded saying that the survey completed last year in winter 2013 was an initial survey and didn't have a large sample size. He also said the most recent survey with over 1,000 responses was a direct result of Early Scoping – Phase I.
  - She also asked why MARTA hasn't answered the east vs. west side question yet. Mr. Eatman stated that the alignment location decision will be informed by feedback received during the current early scoping process and a preliminary environmental and engineering screening study set to take place this fall with our consulting team. Additionally, a locally preferred alternative (LPA) will be analyzed in further detail during the development of the draft environmental impact statement.
  - She also asked how MARTA accounts for undeveloped land located inside the 400 corridor when determining its LPA rating. Ms. Bilotto responded that the land use evaluation looks at population and employment density. It also considers future land use plans, incentives, and transit-supportive zoning for vacant land that may develop in the future. The purpose is to consider transit-supportive land uses and developments that will support the transit expansion and future ridership on the system.

- She also asked how MARTA found out where survey respondents worked in relation to the corridor. Mr. Eatman responded that survey was forwarded to area employees by via their employee email addresses. KSU purchased the email address data from a third-party vendor and was able to proximate their locations within one mile buffer of the corridor.
- Mayor Jere Woods questioned if MARTA Board of Directors have made any decisions about which corridor expansion project will take priority. Mr. Eatman responded that the MARTA Board currently has not made any decisions regarding expansion project prioritization.
  - He also asked how long the project would take following the outreach this summer. Mr. Eatman responded that the project is expected to take 6-12 years to advance through the planning, environmental, design, and construction phases prior to operations. Funding will also have to be secured in order to continue beyond the environmental phase.
  - He also asked if the Clayton County Project is being weighed into the corridor studies or if it is a separate project altogether. Mr. Eatman stated that if the County joins the MARTA system, that it would be a separate project.
  - He also wanted to know if the Clayton County penny will be combined with Fulton and DeKalb or kept separately. Mr. Eatman and Mr. Hayden responded that the 50% of any future sales tax in Clayton County would be kept in a separate escrow account for use in Clayton County for a high-capacity transit expansion.
  - He concluded by asking why the estimate to build heavy rail was less expensive than light rail, even though heavy rail has always been less expensive than light rail for this project (this information was conveyed at the last meeting in 12/2013)? Mr. Eatman explained that LRT is usually cheaper than HRT. However since LRT would be a new technology, and HRT currently exists within the MARTA system, it has costs associated with purchasing new vehicles and building a new vehicle maintenance facility that actually bump it slightly higher than if we were starting from square-one.
- Councilmember Rich Dippolito asked if there are any expectations for local governments to contribute financially to the expansion project. Mr. Eatman stated that the MARTA penny was stretched about as far as it could currently go and that we will need to work with our regional partners and stakeholders to develop innovative ways to approach local funding. He also stated MARTA is studying various local funding options with these partners/stakeholders but no recommendations or conclusions have been made at this time.
  - He also asked whether going down the center was a possibility. Mr. Eatman responded that GDOT has plans to construct managed lanes in the center of the corridor, but it is possible that they could have a transit component, like bus rapid transit running in the lanes. It's unlikely that heavy rail would be placed in the center due to right of way and cost. Mr. Eatman also stated that the center would require a lot of aerial structure to avoid existing overpasses. The addition of structure increases the cost of the project dramatically.
  - He also asked what the ROW impacts of the project are. Mr. Eatman stated that we don't know yet, but it could be approximately 50 feet. MARTA is working with GDOT to potentially use 40-60 feet of existing right-of-way. A MOU is under development to address this proposed project as well as the I-20 East

project. He also stated that more detailed engineering and environmental studies would look at ROW requirements more closely.

- Kelly Hayden provided an overview of the Comprehensive Operations Analysis. The analysis is considering short-term fixes for the MARTA system. The existing MARTA system has not changed dramatically in 35 years. The rail system is difficult to change, but the fixed bus routes provide an opportunity to better address today's development patterns. When the routes were initially developed, they focused on downtown and connections between rail stations, rather than on suburban travel patterns. The study is considering east-west connectivity within the GA 400 corridor, and is also looking at transfers and opportunities for "super stops" instead of only transit centers. It is also considering ADA Paratransit trips and the integration of high-ridership Paratransit locations into the existing fixed-route system to lower costs. The COA is a year-long effort that will provide a 2, 5, and 10 year look ahead, and better utilize the rail system in partnership with the bus system. There is a survey available online now for the public to provide their feedback.
- Summary of closing questions and answers:
  - Is there an eligibility process for those who ride ADA paratransit?
    - Mr. Hayden responded, yes- it is an eligibility-based service. However, if there is a reasonable option to utilize the fixed-route bus system, a paratransit trip could be avoided. Currently, paratransit service costs \$42 a trip, when the fare is only \$4.
  - Are we looking at any type of smartphone app for the MARTA system?
    - Mr. Hayden and Mr. Eatman responded that there is currently a MARTA app that includes bus and rail real-time schedule information, as well as an independent app called One Bus Away. Google Transit also provides some schedule information.

### Implications to MARTA

- The Roswell Mayor and City Council continue to support the GA 400 Initiative and have passed a resolution demonstrating this back in 2013. It is important to keep them informed as the study develops to avoid misinformation and continue our existing relationships.

### Action Items:

- None at this time.



# External Meeting Memo



|                                     |  |
|-------------------------------------|--|
| Meeting Name                        | City of Sandy Springs City Council Meeting |
| Date                                | Monday, August 19, 2014 – 6:00pm           |
| Location                            | Sandy Springs City Hall                    |
| MARTA Staff Attendee/Memo Submitter | Mark R. Eatman, PE                         |

## Meeting Attendees (if known):

- Mark Eatman, MARTA
- Janide Sidifall, MARTA
- Leeshu Kennedy, MARTA
- Monique Forte, MARTA
- Claudia Bilotto, Parsons Brinckerhoff
- Various City Staff
- Various Citizens
- Sandy Springs City Council
  - Mayor Rusty Paul
  - John Paulson
  - Ken Dishman
  - Graham McDonald
  - Gabriel Sterling
  - Tiberio “Tibby” DeJulio
  - Andy Bauman

## Meeting Notes:

- Mark Eatman presented the attached PowerPoint Presentation.
- **Summary of Questions and Answers:**
  - Councilmember Paulson thanked the team for coming and meeting with the community. He commented that the vast majority of residents he has heard from think an expansion is good, but there are many impacts to consider regarding the east versus west side of GA 400. He also stated that he and the rest of the council would support the project if the alignment was on the west side of GA 400 through the Northridge area.
  - Mr. Paulson asked what impact the addition of Clayton County might have on the expansion. Mr. Eatman explained that 50% of the funds would go into escrow for future expansion, and 50% would go towards Clayton’s bus service. Mr. Eatman also stated that there would not be a direct impact to the GA 400 project. However, it’s possible that at some point in the future both could compete for funds at the federal level.
  - Councilmember Sterling said he would like to see the expansion go to the west side. He would like to see a station south of the river, but isn’t sold on one being at Northridge.
  - Mr. Sterling said he was confused on cost-effectiveness, because he thought that light rail was cheaper than heavy rail. Mr. Eatman explained that in the case of Georgia 400, the engineering costs are essentially the same for heavy rail and light rail, but light rail has the additional costs of vehicles and construction of maintenance facilities since there is no existing light rail system operating in the region. He also stated that the ridership estimates for Bus Rapid Transit are not too far behind Light Rail Transit and the cost is much less, so Bus Rapid Transit performs well with respect to cost-effectiveness.
- **Public Comment Period:**
  - Jim Comerford, Chair of the Economic Development Advisory Committee (EDAC), reported that the committee has considered station placement with respect to

- strategic redevelopment considerations. They have passed a resolution endorsing the presence of MARTA with a station on the west side of Georgia 400. This will serve the overall economic development strategy of the city with a focus on redevelopment at the northern end of the city.
- Nancy Lesser provided a homeowner's perspective from the Northridge area. She expressed concern about direct impacts to Dunwoody Springs elementary school and traffic impacts to the Davis Academy. The road infrastructure is insufficient. She supports the project as long as it is on the west.
  - Joan Rush, resident of Spindlewick, is a 28 year resident of the area. She explained that she was involved in the MARTA efforts to build the North Springs station and is dismayed that there are ongoing discussions when an agreement was made at that time that any further expansion would be on the west. She is concerned about traffic on Roberts.
  - David Centofanti read a letter that has also been formally submitted to the Sandy Springs City Council. He supports expansion on the west side where multifamily residences and businesses are located, and there is better infrastructure to support transit, including large employers such as Cisco that will benefit. The east side is primarily single-family residences, while on the west, it can revitalize the area with additional support from the City of Sandy Springs.
  - Dave Allard suggested that more than 1,000 people need to be surveyed. Hopefully more are planned and are focused on those who live and attend schools in the area. He asked who made the final decision of east versus west, what the real estate value is on the east versus the west, and how many students live on the east versus the west.
  - Mayor Rusty Paul noted that eventually the City Council will take a formal position on the issue.

### **Implications to MARTA**

- The Sandy Springs Mayor and City Council continue to support the GA 400 Initiative but have made it clear they only do so if a future alignment exists on the west side of GA 400 through the Northridge area. It is important to keep them informed as the study develops to avoid misinformation and continue our existing relationships.

### **Action Items:**

- None at this time.

# External Meeting Memo



|                                     |                                       |
|-------------------------------------|---------------------------------------|
| Meeting Name                        | City of Dunwoody City Council Meeting |
| Date                                | Monday, August 25, 2014 – 7:00pm      |
| Location                            | Dunwoody City Hall                    |
| MARTA Staff Attendee/Memo Submitter | Mark R. Eatman, PE                    |

## Meeting Attendees (if known):

- Mark Eatman, MARTA
- Kelly Hayden, MARTA
- Jonathan Terrell, MARTA
- Claudia Bilotto, Parsons Brinckerhoff
- Various City Staff
- Various Citizens
- Dunwoody City Council:
  - Mayor Michael G. Davis
  - Denis “Denny” Shortal
  - Jim Riticher
  - Douglas R. Thompson
  - Terry Nall
  - Lynn Deutsch
  - John Heneghan

## Meeting Notes:

- Mark Eatman presented the attached PowerPoint Presentation.
- **Summary of Questions and Answers by City Council:**
  - Councilmember Heneghan asked if they could receive an electronic copy of the presentation. Mr. Eatman responded that he had already provided a copy to the City Clerk. The City Clerk stated that she would email the presentation to all of the councilmembers.
  - Councilmember Thompson stated that the main concern and feedback that he has received from residents is the whole east vs. west side of GA 400 issue surrounding the Northridge area. Mr. Eatman stated that the GA 400 project team has been working very closely with the residents in the Northridge area and that they have provided a lot of great feedback. He also stated that as a result of that feedback MARTA is about to conduct a preliminary environmental and engineering assessment prior to making any decision on the LPA. He said that this detailed information would then help MARTA staff and project stakeholders make an even more informed decision on a LPA prior to adoption by the MARTA Board.
  - Councilmember Nall had a question on the survey and whether residents in northern DeKalb County and Dunwoody were polled. Mr. Eatman stated that these areas were polled as the survey intended to capture the zip codes within the project’s study area. Mr. Eatman also stated that the survey’s documentation is available on the project’s website.
    - Councilmember Nall also stated that he had heard from many residents regarding the east vs. west issue in the Northridge area and that he would like to see MARTA on the west side of GA 400.
  - Councilmember Shortal asked if the cost estimates were in 2014 dollars or some other year and if they accounted for inflation. Mr. Eatman stated that he believed they were in 2012 dollars and that he could confirm that for the councilmember. He also stated that as the study progressed the cost estimates would be updated as the project was refined.

## External Meeting Memo



- No public comment for GA 400 presentation or COA was conducted.

### Implications to MARTA

- The Dunwoody Mayor and City Council continue to support the GA 400 Initiative but have made it clear they prefer a west side alignment of GA 400 through the Northridge area. It is important to keep them informed as the study develops to avoid misinformation and continue our existing relationships.

### Action Items:

- None at this time.



Early Scoping Phase 2  
Presentation to Dunwoody City Council – 8/25/14



# Agenda

- Where we are
- What we've heard
- What's next

# Project Status



- Current study effort started in 2011
- Completed Alternatives Analysis in 2013
- Initiated Early Scoping in Fall 2013
- Continued Early Scoping in Summer 2014 to:
  - Gather more feedback on preferred alignment and community desires
  - Identify preferred technology and station locations
  - Begin environmental documentation



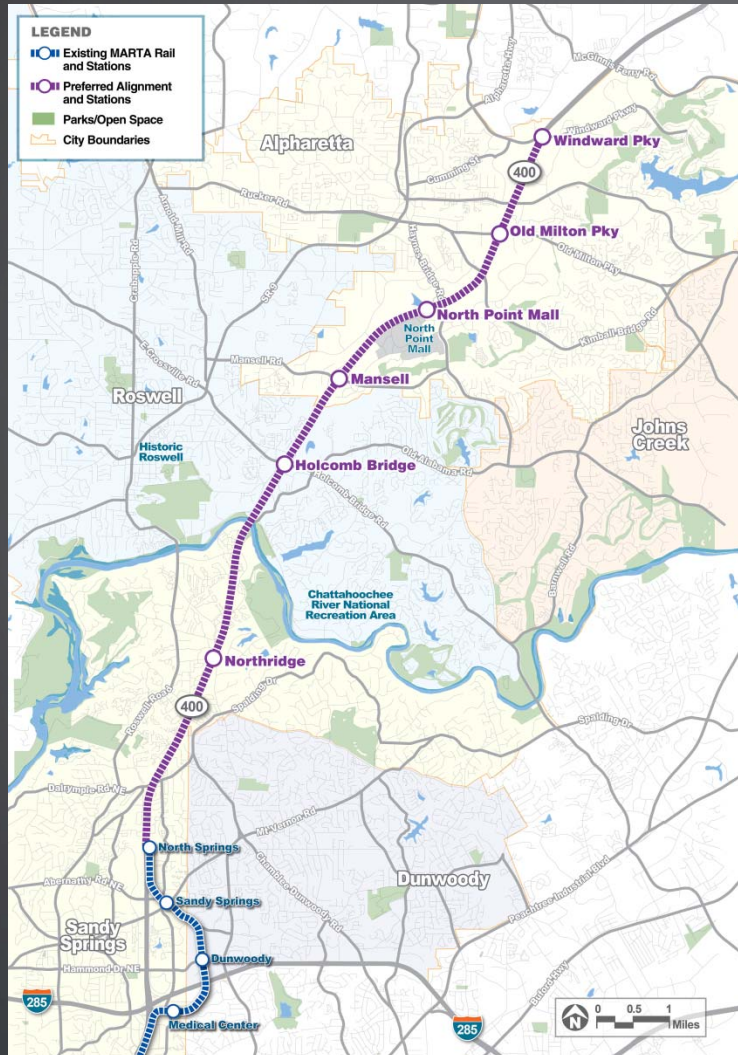
# Federal Project Development Process

Project Development: Typically 6 – 12 years





# Overview of Potential Alternatives



## Georgia 400

### Alignment

- 11.9 miles Long
- North Springs Station to Windward Parkway via GA 400

### Transit Technology

- Bus Rapid Transit
- Light Rail
- Heavy Rail

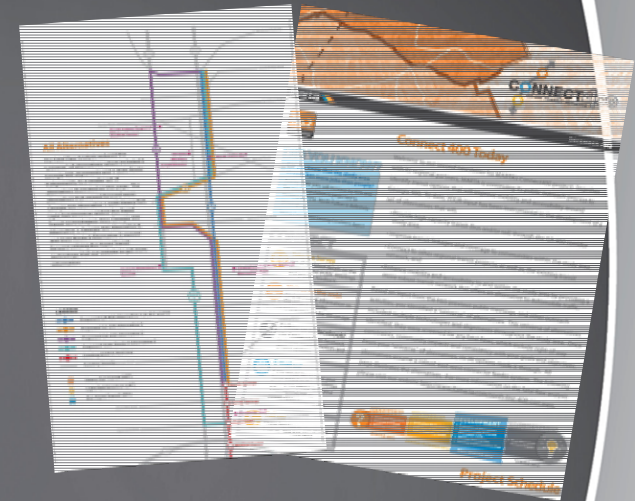
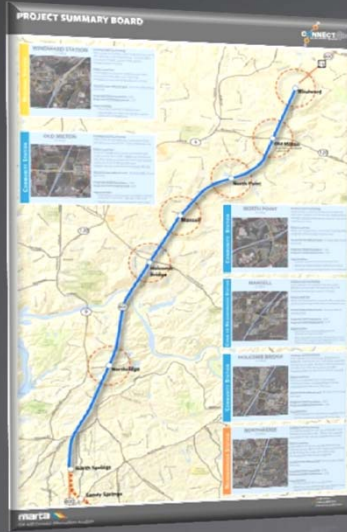
### Potential Stations

- Northridge
- Holcomb Bridge
- Mansell Road
- North Point
- Old Milton
- Windward Parkway

\* GDOT ROW availability on GA 400 to be determined based on Managed Lanes Study



# Outreach Activities



## Stakeholder Meetings

- **Stakeholders:** 30+ Meetings
- **TAC:** December 13, 2011; February 28, 2012, October 25, 2012
- **PSC:** January 18, 2012; March 22, 2012; November 14, 2012; February 26, 2013; May 9, 2013; October, 17, 2014; June 12, 2014

## Public Meetings

- **2011:** December 13- Minority and Non-English Speaking Leadership Meeting
- **2012:** January 26; May 22; March 21; August 21-El Banco; August 30- North Fulton Chamber of Commerce Breakfast Forum
- **2013:** March 21; September 26
- **Fall 2013:** City Council Briefings
- **Summer 2014:** Public Meetings

## Surveys

- December 12, 2012 to January 17, 2013
  - 136 Respondents
- March 2014 – Scientific Public Opinion Survey
  - 612 Residents
  - 463 Employees





# Early Scoping Phase 1 Outcomes

- Established GA 400 as preferred location of project
  - Alignment detail to be refined
- Suggested heavy rail as preferred technology
  - Initial Survey (136 participants)
- Identified the need to further explore the transit desires of area residents and employees
  - Continue community discussions
  - Conduct a statistically valid survey

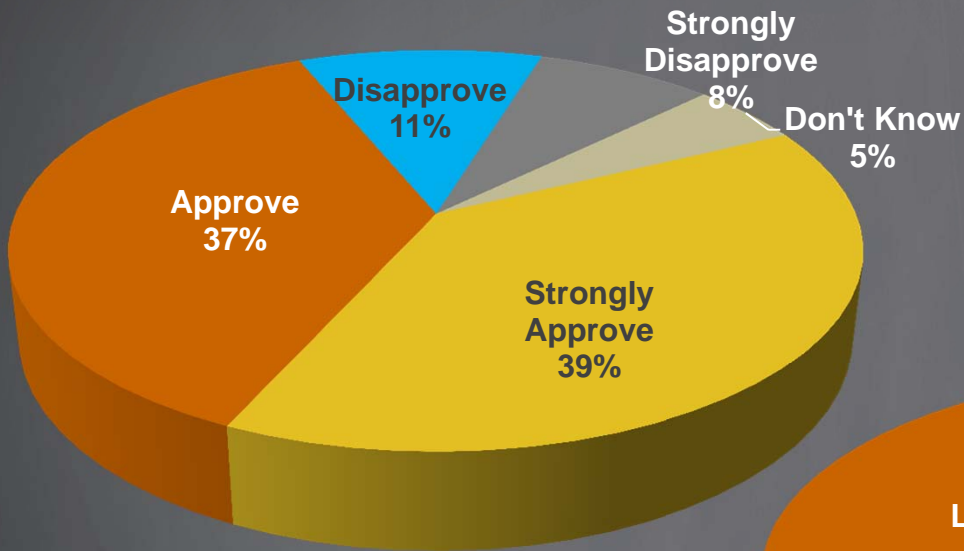


# Scientific Survey Background

- Recommended as part of Early Scoping – Phase 1
- Initiated in March 2014 with KSU – A.L. Burruss Institute of Public Service and Research
- **612** North Fulton **RESIDENTS** responded via phone
  - Cellphone (200)
  - Landline (412)
- **463** North Fulton **EMPLOYEES** responded via internet
  - Online survey
  - Employees within 1-mile of GA 400 Corridor
- Resident and employee responses were very similar

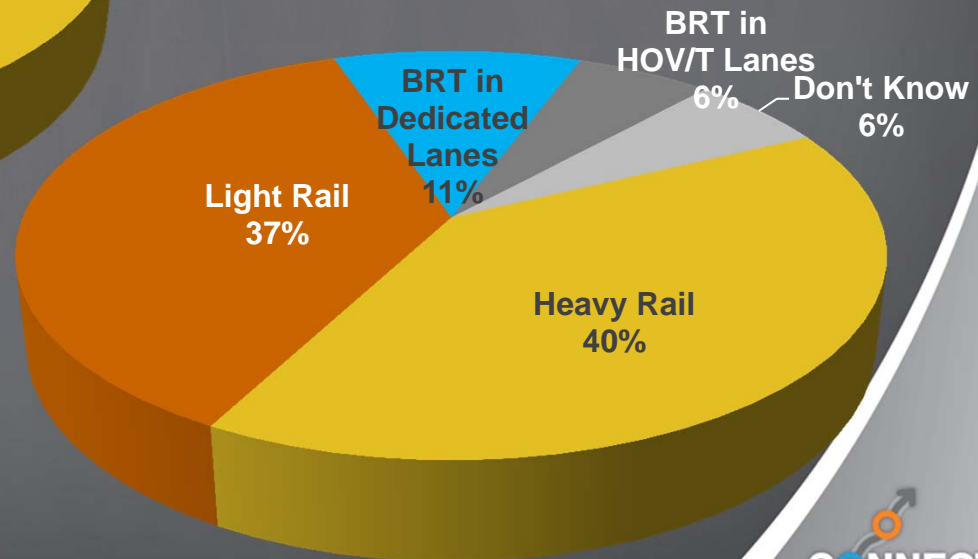
# RESIDENT Survey Results Summary

## Approve or Disapprove of Potential Expansion of MARTA to Forsyth County Line?



**Employees:** 45% Strongly Approve / 31% Approve  
(Consistent 76% Approval)

## How should MARTA expansion be accomplished?



**Employees:** 68% Heavy Rail / 25% Light Rail / 6% BRT

# Federal Funding Opportunities

- FTA Capital Investment Grant Program
  - Largest federal funding program for major transit fixed guideway projects (\$2 billion per year)
- Typically funds 50% of capital costs
- Three categories of projects:
  - New Starts\*
  - Small Starts
  - Core Capacity
- Discretionary program; highly competitive!



\* - The GA 400 Alternatives under consideration qualify as New Starts





# Preliminary New Starts Evaluation

- Analysis underway to determine project performance with respect to:
  - Mobility improvements
  - Cost effectiveness
  - Congestion relief
  - Environmental benefits
  - Land use
  - Economic development
- Will inform selection of preferred technology as well as overall project approach and timing



# Preliminary Ratings of GA 400 Alternatives

| Criteria                             | BRT           | LRT               | HRT           |
|--------------------------------------|---------------|-------------------|---------------|
| Mobility                             | Medium-Low    | Medium-Low        | Medium        |
| Cost effectiveness                   | Medium-High   | Medium-Low        | Medium        |
| Congestion relief                    | Medium        | Medium            | Medium        |
| Environmental benefits               | Medium-Low    | Medium            | High          |
| Land use                             | Medium-Low    | Medium-Low        | Medium        |
| Economic development                 | Medium-Low    | Medium-Low        | Medium-Low    |
| <b>Project Justification Rating*</b> | <b>Medium</b> | <b>Medium-Low</b> | <b>Medium</b> |

Note: Projects need *medium* or better rating on criteria to be considered for funding

\*- Project ratings will be refined as the study efforts continue





# ARC Economic Analysis

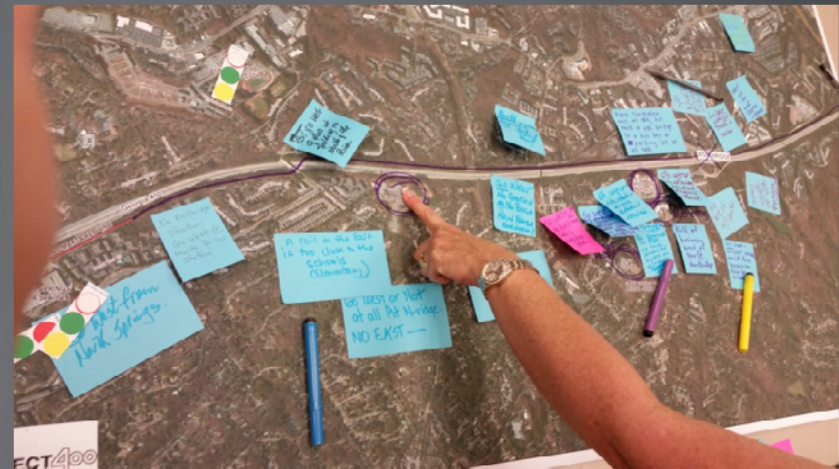


- Study initiated in winter 2014.
- Assesses economic impact of proposed expansion projects (I-20 East, Clifton Corridor and GA 400).
- Utilized PLAN 2040 regional planning assumptions.
- Preliminary results indicate positive influence on economy for all projects.
  - Increases in productivity, population, jobs, GDP, and other factors.
- Results finalized by late summer 2014.



# Early Scoping Phase 2 Activities

- Goal is to gather additional feedback on alignment, technology, potential station locations, and phasing.
- Outreach efforts:
  - Project Steering Committee - June 12
  - Northridge Homeowners Association – June 12
  - Public Meetings - July 8<sup>th</sup>, 10<sup>th</sup>, and 17<sup>th</sup>
  - City Council Presentations
  - Northridge Community Tour – July 26<sup>th</sup>
  - Community Events – August 21<sup>st</sup>, others pending



# Next Steps

- Identify and adopt a Locally Preferred Alternatives (LPA)
  - Exploring technology trade-offs
  - Gathering as much feedback as possible during Early Scoping Phase 2
- Explore funding opportunities
  - Complete FTA New Starts Analysis
  - Develop a realistic financial plan with local funding commitments / work with partners to identify opportunities
- Initiate the environmental process
  - Expected to begin in late 2014, once an LPA is adopted
  - Public outreach to follow in early 2015

## Contact Info

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Email: [Connect400@itsmarta.com](mailto:Connect400@itsmarta.com)

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